



EUROPEAN COMMISSION  
Horizon 2020 | GV-09-2017 | Aerodynamic and Flexible Trucks  
GA - 769658

[illegible]

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## Publishable Executive Summary

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Table 0-1 Estimated and targeted drag reduction for the considered vehicle combinations in WP3 (ref [ ])

Case	Estimated $\Delta C_D \times A$ [m <sup>2</sup> ]	Estimated $\Delta C_D \times A$ [%]	Targeted $\Delta C_D \times A$ [%]

Table 0-2  $\Delta C_D$  predictions by different partners, with different methods, for the CFD Baseline model with and without Boat-Tail at yaw -5° (crosswind right to left from drivers viewpoint) (ref [ ])

Partner	CFD SoftWare	Method	$\Delta C_D$ (cts)
<sup>1</sup>			

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gevonden. **Fout! Verwijzingsbron niet**

<sup>1</sup> WABCO Holdings Inc. became part of ZF in May 2020. WABCO is used as company name throughout this report to be consistent with previously issued deliverables

Verwijzingsbron niet gevonden.

Fout!

Δ

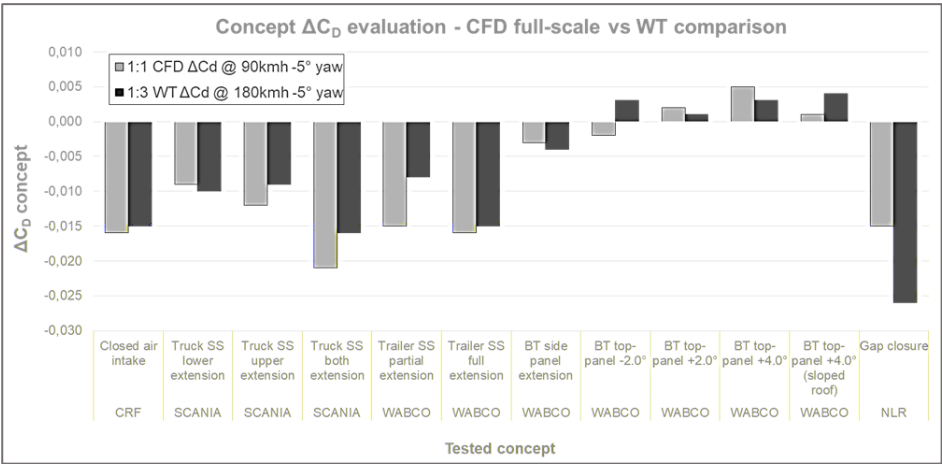


Figure 0-1 Comparison of  $\Delta C_D$  due to concepts predicted by CFD full scale and measured data in wind tunnel (ref [1])

Δ

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Verwijzingsbron niet gevonden.

Table 0-3 Calculated wind averaged  $\Delta C_D \times A$ , compared to the Reference models, for the considered vehicle combinations (ref [ ])

Realistic Combination	Maximum Performance	Realistic Combination	Maximum Performance
Concepts	Concepts	Concepts	Concepts

Table 0-4  $\Delta C_D \times A$  for the Demonstrator EMS1 equipped with different concept combinations, compared to reference models (ref [1])

	$\Delta C_D \times A$ @ yaw -5°					
	High potential		Moderate combination		Feasible combination	
	[m2]	[%]	[m2]	[%]	[m2]	[%]
Vs. Reference EMS1	-2.07	35.4	-1.58	27.0	-1.87	32.0
Vs. Demonstrator EMS1	-1.48	28.1	-0.98	18.7	-1.28	24.4

Feasible combination Fout! Verwijzingsbron niet gevonden.

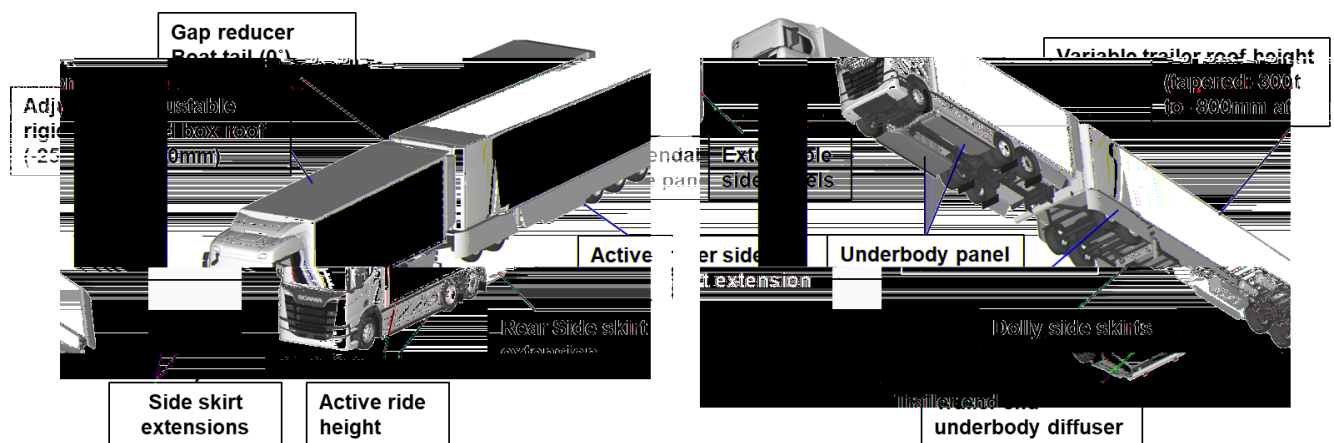


Figure 0-2 Recommended concepts for implementation on the Demonstrator EMS1 vehicle (ref [1])

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