



VECTO Trailer Tool

User Manual Version 1.0.0

DG CLIMA

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References to information in Technical Annexes of the Trailer Regulation

Annex Number	Title	Further Explanation
Annex I	Classification of vehicles in vehicle groups	Required definitions and classification system for trailers covered by the Regulation
Annex II	Requirements and processes for the operation of the simulation tool	Requirements for the process to be able to determine the official values within the framework of trailer regulation by means of the VECTO Trailer Tool
Annex III	Input information about the characteristic of the vehicle	Definitions and precise description of the input parameters into the tool and how to determine them
Annex IV	Template of the Manufacturer's Records file and of the Customer Information file	Definition of content and structure of the Manufacturer's Records file (MRF) and the Customer Information file (CIF)
Annex V	Vehicle's air drag data	Defines the procedures how the features of aerodynamic devices shall be determined, either via virtual testing using CFD or by applying standard reduction rates for aerodynamic devices fulfilling certain minimum properties

Platform requirements

Hardware Requirements

- Microsoft Windows PC running Microsoft Windows 7 or later

Software Requirements

- Microsoft .NET Framework 4.8

Software Requirements to use the pdf function of the tool

- Microsoft Visual C++ Runtime must be installed. If this is not the case for your computer, it can be downloaded free of charge from the following links:
 - 32 bit: https://aka.ms/vs/17/release/vc_redist.x86.exe
 - 64 bit: https://aka.ms/vs/17/release/vc_redist.x64.exe

Installation Options

VECTO Trailer Tool is distributed as a portable application. This means you can simply unzip the archive and directly execute it. This, however, requires write and execute permission for the VECTO Trailer Tool application directory.

In case you do not have execute permissions, please ask your system administrator to install VECTO Trailer Tool into an appropriate directory (e.g. under `C:\Program Files`). Installing VECTO Trailer Tool requires the following two steps:

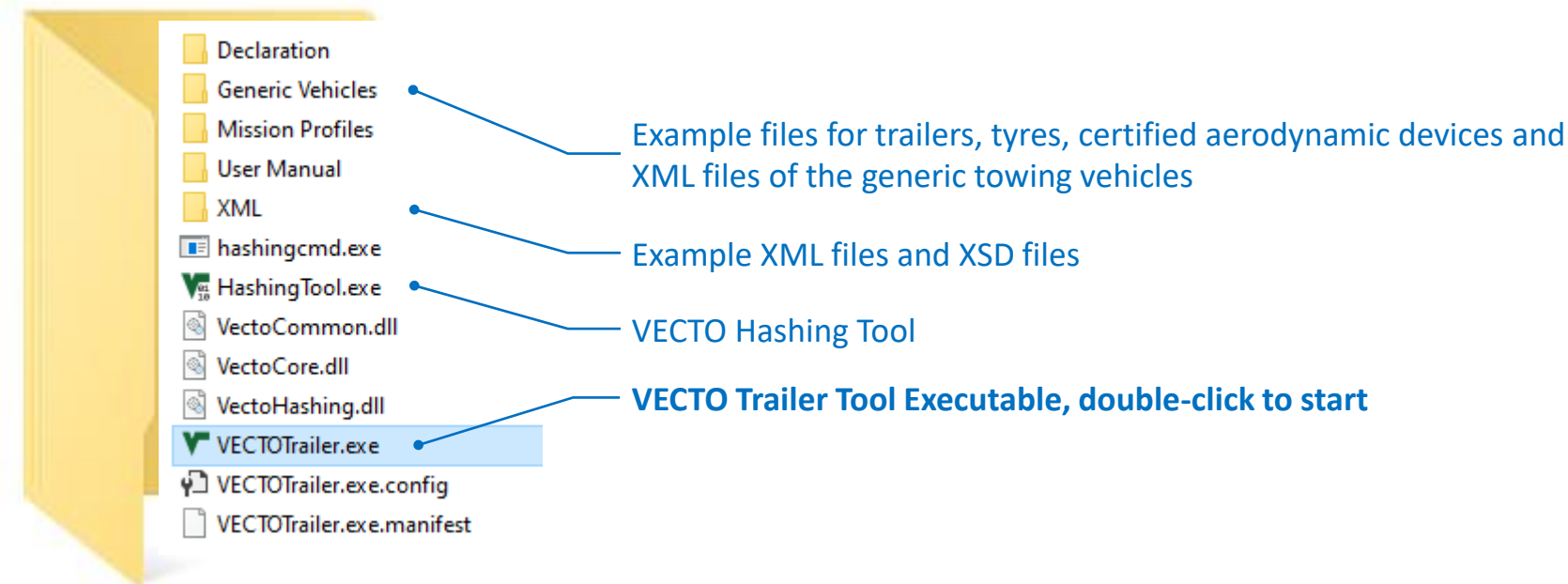
- Copy the VECTO Trailer Tool directory and all its files and subdirectories to the appropriate location where the user has execute permissions
- Edit the file `install.ini` and remove the comment character (`#`) in the line containing `ExecutionMode = install`

If the `ExecutionMode` is set to `install` (this is also possible when running VECTO Trailer Tool from an arbitrary directory), VECTO Trailer Tool does not write its configuration files and log files to the application directory but to the directories `%APPDATA%` and `%LOCALAPPDATA%` (usually `C:\User\<username>\AppData\Roaming` and `C:\User\<username>\AppData\Local`).

Important: If the `ExecutionMode` is set to `install` it is necessary that you copy the generic VECTO Trailer Tool models distributed with VECTO Trailer Tool to a location where you have write permissions as VECTO Trailer Tool writes the results to the same directory as the job files

VECTO Trailer Tool – Software package

Content of VECTO Trailer Tool package as downloaded from JRC server can be copied to any place on a PC/server*



* Snapshot shows only a reduced set of data included in the downloadable package

VECTO Trailer Tool – What to do if tool doesn't start

Such a behaviour has been observed in cases where the VECTO Trailer Tool software package was unpacked with the Windows Explorer and marked the executables and dlls as unsafe (because loaded from the internet).

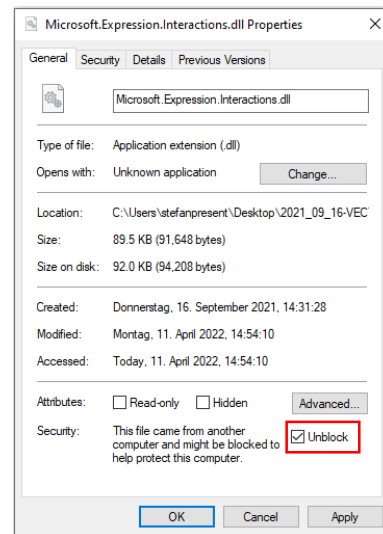
How to fix this?

Option 1:

Check all exe and dlls and mark them as “safe” → explorer
→ right click properties and then in the lower area tick the box that says “Unblock” (see Snapshot to the right)

Option 2:

Unpack VECTO Trailer Tool with another software (“7zip” for example)



VECTO Trailer Tool – JobFiles GUI

Toolbar with common controls like

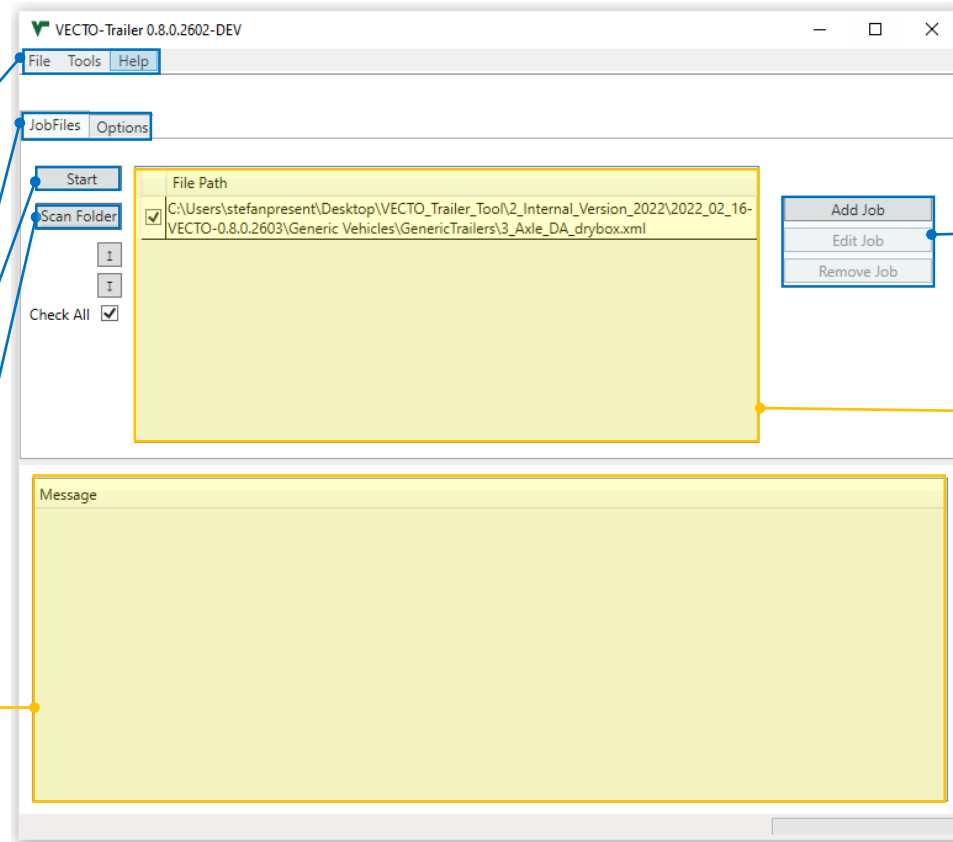
- add new Job
- search for Job files
- open User Manual
- etc.

Switch between “Job Files” and “Options” tab

Start button to simulate active Jobs

Button to activate/stop background worker

Message window showing the calculation status



Buttons to handle Job files

- Add new Jobs
- Edit existing Jobs from Job window
- Delete Jobs from Job window

Job window that shows all loaded Job files

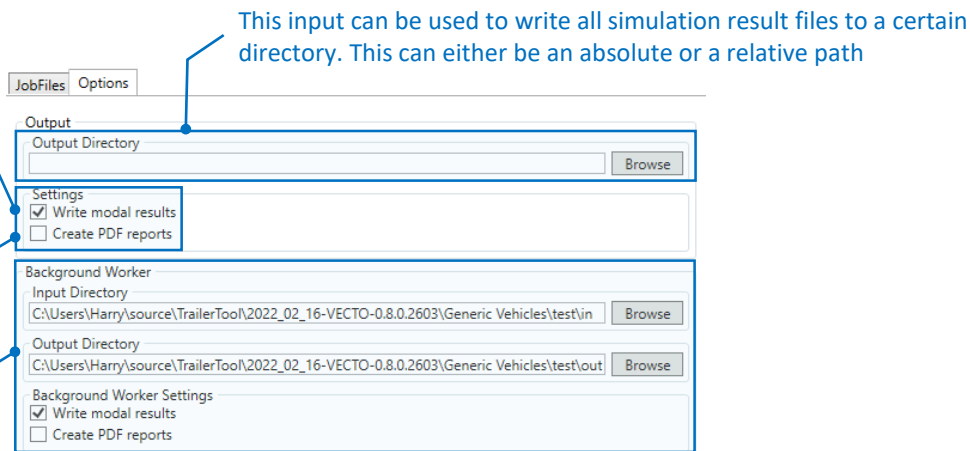
VECTO Trailer Tool – Options GUI

- At first program start it is recommended to define the default output directory and check the settings for writing modal results and creating formatted pdf reports
- Settings only affect the handling of input data or results, but do not influence the official results.

If selected, the tool writes modal results (.vmod files) for every calculation run. A Summary file (.vsum) is always created

If selected, the tool creates a formatted pdf report for both the CIF and MRF for every simulated job

Input/Output directories for the Background worker as well as options to write modal outputs and pdf reports of the simulation runs



VECTO Trailer Tool - Background worker

Enables a simple automation of simulation runs

1. The background worker periodically (i.e. every 4 seconds) searches a directory specified by the user for new input XMLs (Input Directory)
 2. If a new file is available, a calculation is automatically started in the background
 3. After completion, the result files are stored in another directory to be specified by the user (Output Directory)*
- Important boundary conditions / information on using the Background worker
 - Input and Output Directory **must be** different folders
 - In case an erroneous file is read from the Input directory, the tool will display an error message but still simulate the remaining valid Job files

*The background worker has to be initiated for a certain input/output directory by pressing the „Scan Folder“ button under „JobFiles“

VECTO Trailer Tool – Create or edit trailer job (1/6)

1. Open window via
 - “Edit Job” or
 - Right click on Job window → “Create Trailer Job”

2. Define main trailer specifications

3. Define Aero feature technologies

4. Define Axle and Tyre features

The screenshot displays the 'VECTO Trailer Tool' interface, specifically the 'Vehicle' tab. The interface is divided into several sections with colored highlights:

- Documentation (Yellow highlight):** Includes fields for Manufacturer (Example Manufacturer), Manufacturer Address (Example Street 1, Example City XY, Example Country), Model / CommercialName (Example Trailer SuperEco), VIN (Example1234567890), and Legislative Category (O4).
- Classification (Yellow highlight):** Includes Number of Axes (3), Trailer Type (DA), Bodywork Type (dry box), and Volume Orientation (see Annex I, point 1(6)).
- Masses (Yellow highlight):** Includes Corrected mass in running order (7700 kg), TPMLM Trailer (39000 kg), and TPMLM Axle Assembly (24000 kg).
- Dimensions (Yellow highlight):** Includes External length of the body (13.685 m), External width of the body (2.550 m), External height of the body (2.850 m), Total height of the trailer (4.000 m), Length from trailer front end to centre of first axle (8.075 m), Length between centres of axles (2.620 m), and Cargo volume (91.000 m3).
- Aero feature technologies (Red highlight):** Includes radio buttons for Standard aerodynamic devices, Certified aerodynamic device, and None (selected).
- Axle and Tyre Features (Purple highlight):** Includes sections for Axle 1 - Tyre XML, Axle 2 - Tyre XML, and Axle 3 - Tyre XML, each with fields for Generic Tyre Manufacturer (385/65 R22.5) and checkboxes for Twin tyres, Liftable, and Steered.

At the bottom right, there are buttons for 'Save As...' and 'Save'.

VECTO Trailer Tool – Create or edit trailer job (2/6)

3. Define Aero feature technologies

Select if standard values for reduction rates from aero devices are to be applied

Standard values as automatically allocated by the VECTO Trailer Tool are documented in:

- Masterexcel sheet „Combination Add-ons“ or „Specific Trailer“ column Y to BH
- Specific_trailer.csv in the Declaration folder
- Task 2 report

Aero feature technologies

☒ Standard aerodynamic devices

☐ Certified aerodynamic device

☐ None

Short side covers	<input type="checkbox"/>	Short rear flaps	<input type="checkbox"/>
Long side covers	<input type="checkbox"/>	Tall rear flaps	<input type="checkbox"/>

Checkbox to declare applicable standard aerodynamic device(s)

Note that not all combinations are valid → see also:

- Masterexcel sheet „Combination Add-ons“
- Trailer_combination_addon.csv in the Declaration folder
- Task 2 report

VECTO Trailer Tool – Create or edit trailer job (3/6)

3. Define Aero feature technologies

Select if certified reduction rates from aerodynamic devices are to be applied

Aero feature technologies

☐ Standard aerodynamic devices

☒ Certified aerodynamic device

☐ None

Certified aerodynamic device XML

Brows

Brows button to browse for the XML file of the certified aerodynamic device

VECTO Trailer Tool – Create or edit trailer job (4/6)

3. Define Aero feature technologies

Select if the trailer is equipped with no aerodynamic device(s)

Aero feature technologies

☐ Standard aerodynamic devices

☐ Certified aerodynamic device

☒ None

VECTO Trailer Tool – Create or edit trailer job (5/6)

4. Define Axle and Tyre features

Checkbox to declare applicable tyre/axle features

Effects as automatically considered by the VECTO Trailer Tool for liftable/steered axles are documented in:

- Masterexcel
 - sheet „Specific Trailer“ column E to P
- Specific_trailer.csv in the Declaration folder,
- Task 2 report

Axle and Tyre Features

Axle 1 - Tyre XML
Generic Tyre Model, 385/65 R22.5

Twin tyres ☐ Liftable ☐ Steered ☐

Axle 2 - Tyre XML
Generic Tyre Model, 385/65 R22.5

Twin tyres ☐ Liftable ☐ Steered ☐

Axle 3 - Tyre XML
Generic Tyre Model, 385/65 R22.5

Twin tyres ☐ Liftable ☐ Steered ☐

Browse button to search for tyre XMLs

VECTO Trailer Tool – Create or edit trailer job (6/6)

5. Save Job file
6. Press “Start” in Job file editor to start simulation of active Jobs

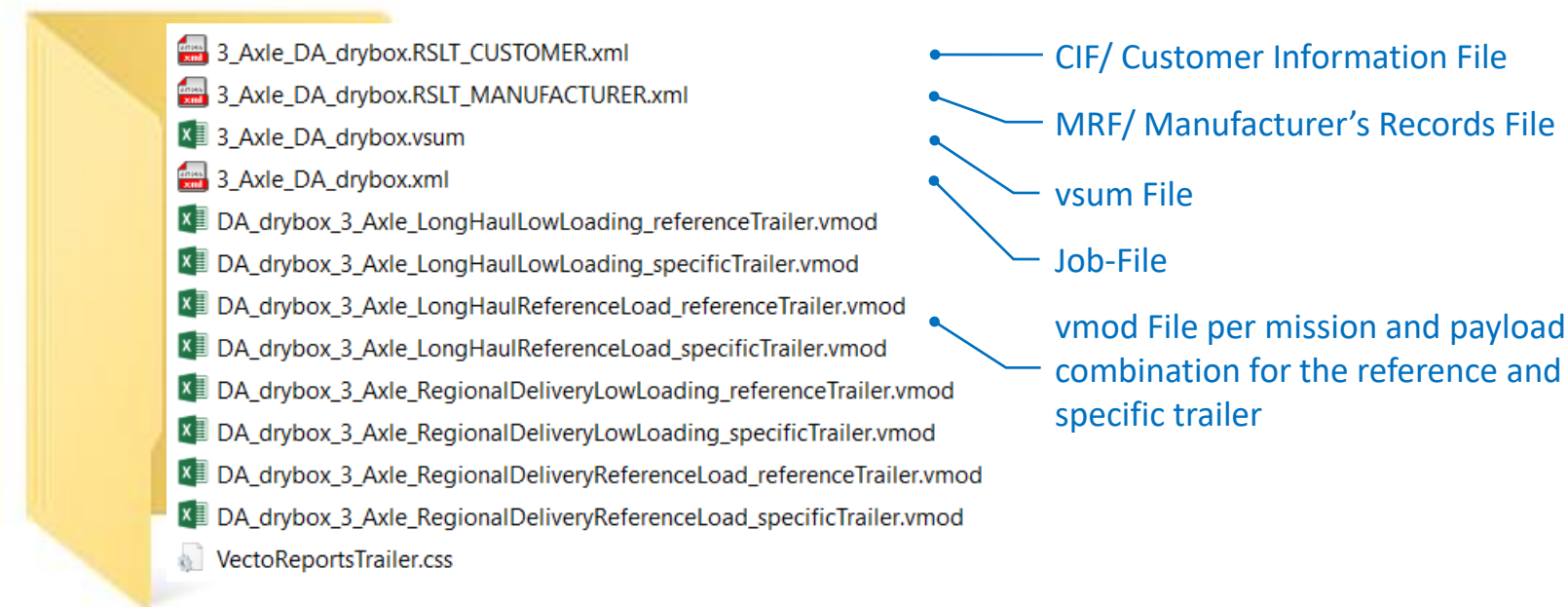
The screenshot displays the VECTO Trailer Tool interface, which is a web-based application for configuring trailer parameters. The interface is organized into several sections:

- Documentation:** Fields for Manufacturer (Example Manufacturer), Manufacturer Address (Example Street 1, Example City XY, Example Country), Model / CommercialName (Example Trailer SuperEco), VIN (Example1234567890), and Legislative Category (O4).
- Classification:** Fields for Number of Axes (3), Trailer Type (DA), Bodywork Type (dry box), and Volume Orientation (see Annex I, point 1(6)).
- Masses:** Fields for Corrected mass in running order (7700 kg), TPMLM Trailer (39000 kg), and TPMLM Axle Assembly (24000 kg).
- Dimensions:** Fields for External length of the body (13.685 m), External width of the body (2.550 m), External height of the body (2.850 m), Total height of the trailer (4.000 m), Length from trailer front end to centre of first axle (8.075 m), Length between centres of axles (2.620 m), and Cargo volume (91.000 m³).
- Aero feature technologies:** Radio buttons for Standard aerodynamic devices, Certified aerodynamic device, and None (selected).
- Axle and Tyre Features:** Three sections for Axle 1, Axle 2, and Axle 3, each with a Tyre XML field (Generic Tyre Manufacturer, 385/65 R22.5) and checkboxes for Twin tyres, Liftable, and Steered.

At the bottom right, there are buttons for "Save As..." and "Save".

VECTO Trailer Tool – Result files (1/2)

Outputs created by the VECTO Trailer Tool including the corresponding Job file*



* Snapshot doesn't show all .vmod files calculated for this particular trailer configuration as well as the optionally created pfd-file

VECTO Trailer Tool – Result files (2/2)

Result file	Description
Manufacturer's Records File (MRF)	Output for regulatory purpose in XML format a file produced by the simulation tool which contains manufacturer related information, a documentation of the input data and input information to the simulation tool, and the performance of the vehicle with regard to its influence on the CO2 emissions and fuel consumption of motor vehicles, and which takes the form of the template laid down in Annex IV, Part I
Customer Information file (CIF)	Output for regulatory purpose in XML format a file produced by the simulation tool which contains a set of vehicle related information and the performance of the vehicle with regard to its influence on CO2 emissions, fuel consumption, of motor vehicles, and which takes the form of the template laid down in Annex IV, Part II
Pdf-output	Formatted printable output of the customer information file
vsum-file*	Output for engineering purposes in csv-format. Single line of results per each simulated combination of trailer, mission profile and payload with aggregate and or average values
vmod-file*	Output for engineering purposes in csv-format. Single file per each simulated combination of trailer, mission profile and payload with time-resolved simulation results from the VECTO core.

* A documentation of the results contained in the vsum and vmod files can be found in the help file for the VECTO calculation core (help.html), which is also included in the VECTO Trailer Tool release.

What is the “Efficiency Ratio”? (1/2)

The Efficiency Ratio (ER) is a dimensionless characteristic value for the rating of a (semi-)trailer with regard to its influence on CO₂ emissions, fuel emissions and energy consumption of the towing vehicle.

$$\text{Efficiency Ratio} = \frac{\text{CO}_{2, \text{spec(S)T}}}{\text{CO}_{2, \text{ref(S)T}}}$$

Where:

CO_{2, spec(S)T} ... CO₂ emissions with the generic towing vehicle and the **specific** (semi-)trailer
CO_{2, ref(S)T} ... CO₂ emissions with the generic towing vehicle and a **reference** (semi-)trailer

Accordingly, an ER of 0.95 indicates that CO₂ emissions are 5% lower with the specific (semi-)trailer than with the reference trailer.

ERs are provided:

- For CO₂ emissions in the units “grams per km”, “grams per ton-km” and “grams per m³-km”
- For each relevant mission profile and payload combination and for the weighted-mix of mission profiles and payloads

Reference (semi-)trailers are defined for all vehicle groups currently covered by the Regulation and represent typical configurations (mass, dimensions, rolling resistance) as of approx. the year 2020. The specifications of these reference (semi-)trailers are documented in the VECTO Trailer Tool Masterexcel. However, their knowledge is not essential for the interpretation of the ERs.

What is the “Efficiency Ratio”? (2/2)

Further information for individual use of the results from the VECTO Trailer Tool:

- Since fuel consumption and CO₂ emissions correlate linearly, the results as indicated by the ERs also apply to fuel consumption. For energy consumption of fully electric vehicles, at least similar trends apply.
- If (semi-)trailers in different groups are to be compared with each other (e.g. a standard variant with a volume-oriented variant), this cannot be done using the ER, as the reference (semi-)trailers are different. Such a comparison can be made using the results for fuel consumption (lit./100km, g/km) or CO₂ emissions (g/km). For a direct comparison, it must be ensured that the assigned generic towing vehicles are also identical on the basis of Annex I.
- Results for fuel consumption in the units lit./100km, g/km and CO₂ emissions in the unit g/km can be interpolated or extrapolated to other payload conditions in a specific mission profile in a very good approximation via the linear trend established by the results for the two fixed payloads as provided by the VECTO Trailer tool.

What is the "Reference Ratio"? (1/4)

Basics

- The "reference ratio" is the ratio between two CO₂ emission values simulated with a generic towing vehicle, once coupled to the reference trailer as defined for each trailer vehicle group and once coupled to the standard trailer as defined for the towing vehicle group in Regulation (EU) 2017/2400.

$$\text{Reference Ratio} = \frac{\text{CO}_{2, \text{ref(S)T}}}{\text{CO}_{2, \text{stand(S)T}}}$$

Where:

CO_{2, ref(S)T} ... CO₂ emissions with the generic towing vehicle and the **reference** (semi-)trailer
CO_{2, stand(S)T} ... CO₂ emissions with the generic towing vehicle and a **standard** (semi-)trailer

- The reference ratio is a numerical value that allows a vehicle operator to combine the results from the motor vehicle VECTO for the towing vehicle with the results from the VECTO Trailer Tool for the trailer to produce specific results for the combination of both. How this is done is explained on the following slides.
- The reference ratio is a fixed numerical value per trailer vehicle group, mission profile and payload and completely independent of the inputs for a specific trailer.
- The reference ratio is purely a "service" for a vehicle operator and has yet no application within the framework of a Regulation.

What is the “Reference Ratio”? (2/4)

Basics

Calculation of fuel consumption and CO₂ emissions for a specific vehicle combination for which VECTO results for both the towing vehicle and for the (semi-)trailer are available:

$$\text{FC or CO}_2 = \text{FC or CO}_2 \cdot \text{Reference Ratio} \cdot \text{Efficiency Ratio}$$

For the specific vehicle combination Units: lit./100km; g/km	VECTO result for the specific towing vehicle Units: lit./100km; g/km	VECTO Trailer Tool results for the specific (semi-)trailer
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The following constraints need to be considered:

- The towing vehicle must be of the same vehicle group (e.g. “9”) as the generic towing vehicle defined in Annex I for the (semi-)trailer.
- The calculation must be carried out separately for each combination of mission profile and payload.
- The calculation can only be performed for the units specified above. For the Efficiency Ratio the "kilometre-based" value is to be used.

What is the “Reference Ratio”? (3/4)

Application example

- Vehicle configuration: **Group 9 lorry with drawbar trailer**

Mission profile	Vehicle configuration as in VECTO for motor vehicles	Vehicle configuration as in VECTO Trailer Tool	Payload	Results motor vehicle VECTO	Results VECTO Trailer Tool		
				FC (l/100km) towing vehicle	Reference ratio	Efficiency ratio	FC (l/100km) specific combination
Long haul	Specific group 9 lorry + T2 standard trailer (type DC)	Generic group 9 lorry + specific DB trailer	low	26.8	0.929	0.973	24.2
			rep.	34.8	0.949	0.965	31.9
Regional delivery	Specific lorry as “rigid solo”	Generic group 9 lorry + specific DB trailer	low	20.1	1.282	0.976	25.1
			rep.	23.5	1.368	0.972	31.2

Other mission profiles are not of relevance (urban delivery is not simulated for group 9 vehicles by motor vehicle VECTO, municipal cycle is not relevant for trailers)

What is the "Reference Ratio"? (4/4)

Background information: Formulas and validation

$$\begin{array}{l}
 \text{FC or CO}_2 \\
 \text{For the specific vehicle combination} \\
 \text{Units: lit./100km; g/km}
 \end{array}
 =
 \begin{array}{l}
 \text{FC or CO}_2 \\
 \text{VECTO result for the specific towing vehicle and standard (semi-)trailer} \\
 \text{Units: lit./100km; g/km}
 \end{array}
 *
 \begin{array}{l}
 \text{Reference Ratio * Efficiency Ratio} \\
 \text{VECTO Trailer Tool results for the specific (semi-)trailer}
 \end{array}$$

$$\begin{array}{l}
 \text{FC or CO}_2 \\
 \text{For the specific vehicle combination} \\
 \text{Units: lit./100km; g/km}
 \end{array}
 =
 \begin{array}{l}
 \text{FC or CO}_2 \\
 \text{VECTO result for the specific towing vehicle and standard (semi-)trailer} \\
 \text{Units: lit./100km; g/km}
 \end{array}
 *
 \begin{array}{l}
 \text{Reference Ratio} \\
 \frac{\text{CO}_{2,\text{ref}}(\text{S})\text{T}}{\text{CO}_{2,\text{stand}}(\text{S})\text{T}}
 \end{array}
 *
 \begin{array}{l}
 \text{Efficiency Ratio} \\
 \frac{\text{CO}_{2,\text{spec}}(\text{S})\text{T}}{\text{CO}_{2,\text{ref}}(\text{S})\text{T}}
 \end{array}$$

$$\begin{array}{l}
 \text{FC or CO}_2 \\
 \text{For the specific vehicle combination} \\
 \text{Units: lit./100km; g/km}
 \end{array}
 =
 \begin{array}{l}
 \text{FC or CO}_2 \\
 \text{VECTO result for the specific towing vehicle and standard (semi-)trailer} \\
 \text{Units: lit./100km; g/km}
 \end{array}
 *
 \begin{array}{l}
 \text{Correction factor, how much FC / CO}_2 \text{ of the specific towing vehicle changes as the specific trailer and not the standard trailer is coupled} \\
 \frac{\text{CO}_{2,\text{spec}}(\text{S})\text{T}}{\text{CO}_{2,\text{stand}}(\text{S})\text{T}}
 \end{array}$$

With this approach one does not get exactly the same result as if one would have the specifications of both the specific towing vehicle and the specific trailer available with a single VECTO simulation. The reason is that the "correction factor" (in green, calculated by the VECTO trailer tool via the reference and efficiency ratios) can only be determined based on the specifications of the generic towing vehicle. This results in principle-related deviations, which are also accepted in the factor method used for heavy buses in VECTO.



The calculation example shown on slide 25 was compared with results from a single VECTO simulation for validation purposes. The deviations were below 1%.

Hashing (1/2)

The following hashing functions are integrated into the automated programme sequence of the VECTO Trailer Tool:

- The trailer input XML is hashed before the simulation and the hash is written to the MRF.
- The hash of the trailer MRF is calculated and written to the CIF.
- The hash of the trailer CIF is calculated and written to the CIF.

→ This means that in the official application of the tool for calculating the "Performance of new vehicles with regard to their influence on CO₂ emissions and fuel consumption" all steps with regard to hashing are automated. The separate VECTO Hashing Tool is not used.

Hashing (2/2)

The VECTO Hashing Tool shall be used in the context of certified input XMLs:

- Creation of the component hash
- Verification of the component hash

This process is demonstrated on subsequent slides on the example of certified aerodynamic device input XML.

For tyre input XMLs, the entire process is completely identical to Regulation (EU) 2017/2400.

Plausibility checks for input data

IF	THEN
Number of Axles = 1	No Type DB allowed
Trailer Type = DB + Number of Axles = 2	Axle 1: steered and not liftable Axle 2: not liftable and not steered
Trailer Type = DB + Number of Axles = 3	Axle 1: steered and not liftable Axle 2: not steered Maximum 1 axle is liftable
Trailer Type = DC + Number of Axles = 1	Legislative Category = O3
Trailer Type = DA + Number of Axles = 1	
Trailer Type = DC + Number of Axles = 1	Axle 1: not liftable and not steered
Trailer Type = DC + Number of Axles = 2	Axle 1: not steered
Trailer Type = DC + Number of Axles = 3	Axle 1: not steered Axle 2: not liftable and not steered
Trailer Type = DA + Number of Axles = 1	Axle 1: not liftable
Trailer Type = DA + Number of Axles = 2	Axle 1: not steered
Side covers short	No Side covers long
Side covers long	No Side covers short
Trailer Type = DB	No Side covers long
Trailer Type = DC	No Side covers long
Rear flaps short	No Rear flaps long
Rear flaps long	No Rear flaps short
Trailer Type = DC	TPMLM Axle Assembly ≤ TPMLM Trailer
Trailer Type = DA	TPMLM Axle Assembly < TPMLM Trailer

Parameter	Requirements
VIN	17 characters
Mass in running order, TPMLM Trailer and TPMLM Axle Assembly	>1.000kg
External width of the body	1000 mm < x ≤ 2.600mm
Total Height of the Trailer	1000 mm < x ≤ 4.000mm
External height of the body	< Total height of the Trailer
External length of the body	< Max. length per type: Body DA ≤ 14.000mm Body DC ≤ 12.000mm Body DB ≤ 12.000mm

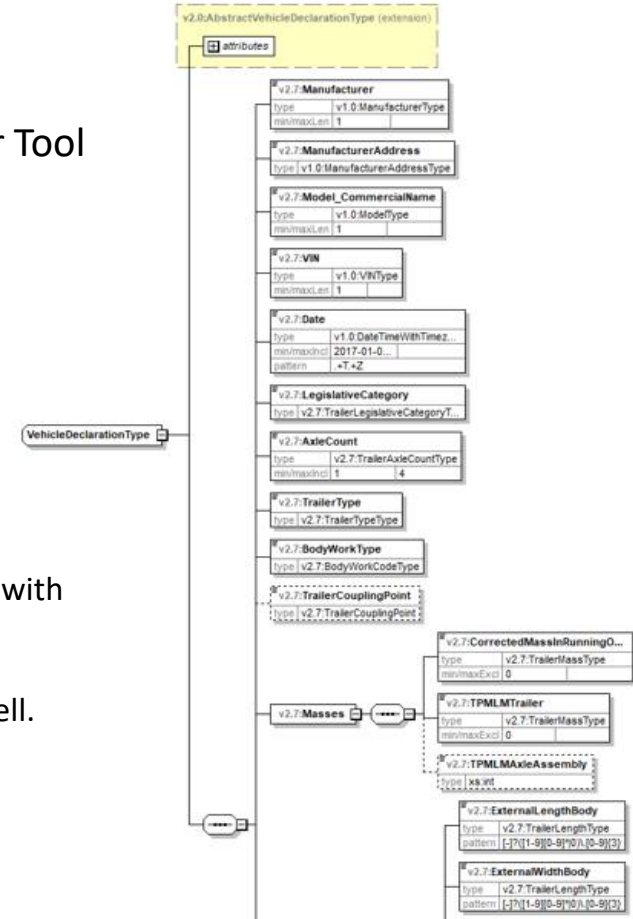
Important note:

The listed checks can only catch gross implausibilities in the inputs to the tool. More subtle errors, e.g. typos in the numbers, in the input will remain undetected. In any case, within the scope of the official application of the tool, the user of the tool must be responsible for the correctness of the entries. Compliance with the corresponding quality standards is the subject of the process certification according to Annex II of the regulation.

Options for automation

The process for generating official results of the VECTO Trailer Tool can also be fully automated.

- Generation of input XMLs
 - E.g. create it out of your product database system
 - XML schema files are distributed with the tools (see snapshot)
- Running the simulation
 - Use the “background worker” feature as shown in the live demonstration and described in the User Manual
 - Use the command-line tool **vectocmd.exe** as distributed with the archive.
→ **vectocmd.exe -q <XML-File>**
 - Use the argument **-pdf** to export the record files in pdf as well.
 - Calling VECTO from your own application is also possible.

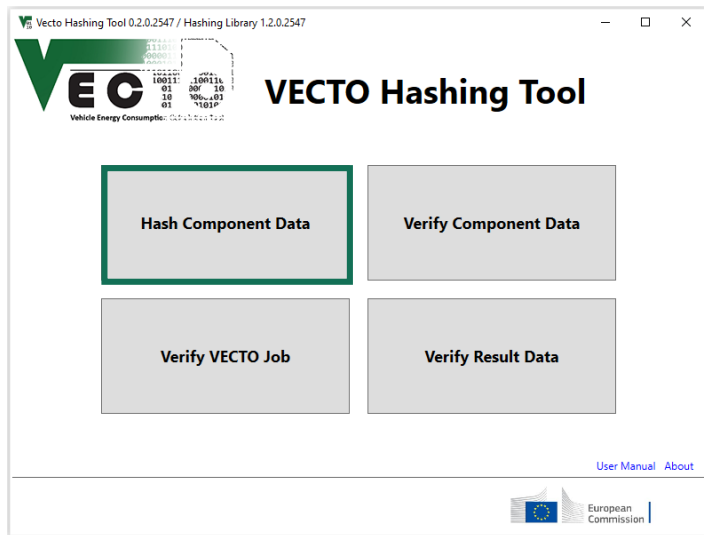


Generation of input XML for a certified aero device (1/4)

- The XML needs to be created by the supplier within a separate certification process
- A template of the XML is located in the downloadable VECTO Trailer Tool package in the “Generic vehicles” folder
- The XSD file is located in the downloadable VECTO Trailer Tool package in the “XML” folder

Generation of input XML for a certified aero device (2/4)

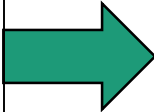
- At the start screen click „Hash Component Data“
 - then click the browse button to search for a non hashed XML → XML will be hashed automatically once loaded to the hashing tool



Generation of input XML for a certified aero device (3/4)

Hashing example

```
<?xml version="1.0" encoding="UTF-8"?>
<tns:VectoInputDeclaration xmlns="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:DEV:v2.7" xmlns:v2.0="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:v2.0"
xmlns:v2.1="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:v2.1" xmlns:v2.2="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:v2.2"
xmlns:v2.7="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:DEV:v2.7" xmlns:tns="urn:tugraz:ivt:VectoAPI:DeclarationComponent:DEV:v2.7"
xmlns:di="http://www.w3.org/2000/09/xmldsig#" schemaVersion="2.0" xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
xsi:schemaLocation="urn:tugraz:ivt:VectoAPI:DeclarationComponent v:\VectoCore\VectoCore\Resources\XSD\VectoDeclarationComponent.xsd">
  <tns:CertifiedAeroReduction >
    <Data xsi:type="CertifiedAeroDataDeclarationType" id="AERO-asdf">
      <Manufacturer>Generic Manufacturer</Manufacturer>
      <Model>Generic Aero Model</Model>
      <CertificationNumber>e12*0815/8051*2017/05T0000*00</CertificationNumber>
      <Date>2022-04-12T11:00:00Z</Date>
      <AeroReductionYawAngle0>1.00</AeroReductionYawAngle0>
      <AeroReductionYawAngle3>2.00</AeroReductionYawAngle3>
      <AeroReductionYawAngle6>3.00</AeroReductionYawAngle6>
      <AeroReductionYawAngle9>4.00</AeroReductionYawAngle9>
      <ApplicableVehicleGroup>132</ApplicableVehicleGroup>
    </Data>
  </tns:CertifiedAeroReduction>
</tns:VectoInputDeclaration>
```



After successful hashing of the component XML click „Save Component Data“

Vecto Hashing Tool 0.2.0.2547 / Hashing Library 1.2.0.2547

VECTO
Vehicle Energy Consumption: Output Tool

Hash Component Data

Component data:
C:\Users\stefanpresent\Desktop\VECTO_Trailer_Tool\AerodynamicDevice_132.xml XML


0 Warnings/Errors

Date: 28.03.2022 13:05

Canonicalization: urn:vectorxml:2017:canonicalization; http://www.w3.org/2001/10/xml-exc-c14n#


Digest Method: http://www.w3.org/2001/04/xmldsig#sha256

Digest Value: **Nw1jk22fUPBKP6xEn5OzMeqPx08kC6Qaxd4sJcavxgw=**



Note: The generated component file contains the current date (and in most cases a random identifier). Thus, the digest value is different every time the file is hashed!

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Generation of input XML for a certified aero device (4/4)

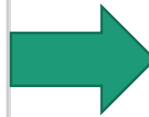
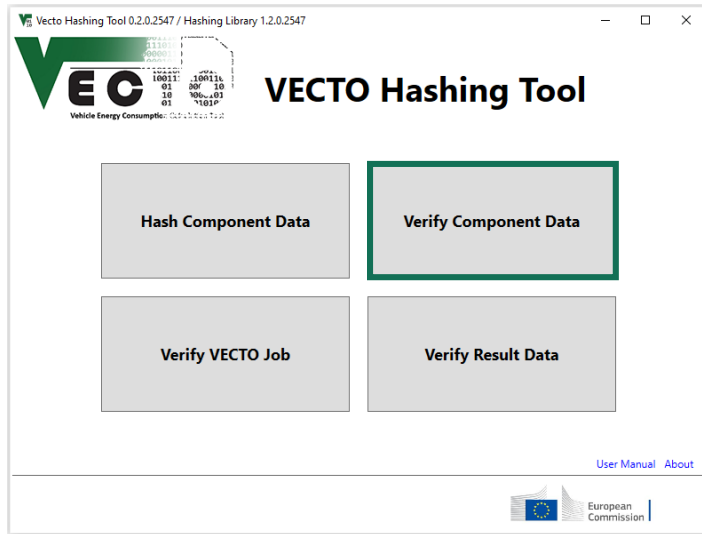
Hashing example

- Hashed component File

```
<?xml version="1.0" encoding="UTF-8"?>
<tns:VectoInputDeclaration xmlns="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:DEV:v2.7" xmlns:v2.0="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:v2.0"
xmlns:v2.1="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:v2.1" xmlns:v2.2="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:v2.2"
xmlns:v2.7="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:DEV:v2.7" xmlns:tns="urn:tugraz:ivt:VectoAPI:DeclarationComponent:DEV:v2.7"
xmlns:di="http://www.w3.org/2000/09/xmldsig#" schemaVersion="2.0" xmlns:xsi="http://www.w3.org/2001/XMLSchema-instance"
xsi:schemaLocation="urn:tugraz:ivt:VectoAPI:DeclarationComponent v:\VectoCore\VectoCore\Resources\XSD\VectoDeclarationComponent.xsd">
  <tns:CertifiedAeroReduction >
    <Data xsi:type="CertifiedAeroDataDeclarationType" id="AERO-asdf">
      <Manufacturer>Generic Manufacturer</Manufacturer>
      <Model>Generic Aero Model</Model>
      <CertificationNumber>e12*0815/8051*2017/05T0000*00</CertificationNumber>
      <Date>2022-04-12T11:00:00Z</Date>
      <AeroReductionYawAngle0>1.00</AeroReductionYawAngle0>
      <AeroReductionYawAngle3>2.00</AeroReductionYawAngle3>
      <AeroReductionYawAngle6>3.00</AeroReductionYawAngle6>
      <AeroReductionYawAngle9>4.00</AeroReductionYawAngle9>
      <ApplicableVehicleGroup>132</ApplicableVehicleGroup>
    </Data>
    <Signature>
      <di:Reference URI="#AERO-asdf">
        <di:Transforms>
          <di:Transform Algorithm="urn:vector:xml:2017:canonicalization"/>
          <di:Transform Algorithm="http://www.w3.org/2001/10/xml-exc-c14n#"/>
        </di:Transforms>
        <di:DigestMethod Algorithm="http://www.w3.org/2001/04/xmldsig#sha256"/>
        <di:DigestValue>Nw1jk22fUPBKP6xEn5OzMeqXx08kC6Qaxd4sJcavxgw</di:DigestValue>
      </di:Reference>
    </Signature>
  </tns:CertifiedAeroReduction>
</tns:VectoInputDeclaration>
```


Verification of component hash for a certified aero device (1/3)

- At the start screen click „Verify Component Data“
 - then click the browse button to search for a hashed XML → Digest values will only match if nothing was changed after hashing

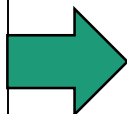


The screenshot shows the 'Verify Component Data' screen. At the top left is the VECTO logo with the text 'Vecto Hashing Tool 0.2.0.2547 / Hashing Library 1.2.0.2547'. Below the logo is a small graphic of a car with binary code. The title 'VECTO Hashing Tool' is centered at the top, and 'Verify Component Data' is centered below it. The screen contains several input fields and buttons: 'Component data:' with a text box and a 'Browse...' button (highlighted with a green border); '0 Warnings/Errors' with a 'Details...' button; 'Certification Number:' with a text box and a 'Date:' field; 'Component:' with a text box; 'Canonicalization methods:' with a text box; 'Digest method:' with a text box; 'Digest Value read:' with a text box; and 'Digest Value computed:' with a text box. At the bottom right, there is a 'Back' button, and at the bottom center, there are links for 'User Manual' and 'About', and the European Commission logo.

Verification of component hash for a certified aero device (2/3)

- Example verification of an unchanged XML

```
<?xml version="1.0" encoding="utf-8"?>
<tns:VectoInputDeclaration xmlns="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:DEV:v2.7" xmlns:v2.0="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:v2.0"
  <tns:CertifiedAeroDevice>
    <v2.7:Data xsi:type="CertifiedAeroDataDeclarationType" id="AERO-asdf">
      <v2.7:Manufacturer>Generic Manufacturer</v2.7:Manufacturer>
      <v2.7:Model>Generic Aero Device Model</v2.7:Model>
      <v2.7:CertificationNumber>e12*0815/8051*2017/05T0000*00</v2.7:CertificationNumber>
      <v2.7:Date>2022-04-13T11:21:11.8581891Z</v2.7:Date>
      <v2.7:AeroReductionYawAngle0>1.00</v2.7:AeroReductionYawAngle0>
      <v2.7:AeroReductionYawAngle3>2.00</v2.7:AeroReductionYawAngle3>
      <v2.7:AeroReductionYawAngle6>3.00</v2.7:AeroReductionYawAngle6>
      <v2.7:AeroReductionYawAngle9>4.00</v2.7:AeroReductionYawAngle9>
      <v2.7:ApplicableVehicleGroups>
        <v2.7:ApplicableVehicleGroup>422</v2.7:ApplicableVehicleGroup>
        <v2.7:ApplicableVehicleGroup>112</v2.7:ApplicableVehicleGroup>
      </v2.7:ApplicableVehicleGroups>
    </v2.7:Data>
    <v2.7:Signature>
      <di:Reference URI="#AERO-asdf">
        <di:Transforms>
          <di:Transform Algorithm="urn:vector:xml:2017:canonicalization" />
          <di:Transform Algorithm="http://www.w3.org/2001/10/xml-exc-c14n#" />
        </di:Transforms>
        <di:DigestMethod Algorithm="http://www.w3.org/2001/04/xmldsig-core-schema#sha256" />
        <di:DigestValue>Q8VoyIy1CVVVN5F1FB/GIwVxZWLCghUqvDE/Yn1W2o=</di:DigestValue>
      </di:Reference>
    </v2.7:Signature>
  </tns:CertifiedAeroDevice>
</tns:VectoInputDeclaration>
```



Vecto Hashing Tool 0.2.0.2547 / Hashing Library 1.2.0.2547

VECTO Hashing Tool

Vehicle Energy Consumption: 0.111111112

Verify Component Data

Component data:

C:\Users\stefanpresent\Desktop\VECTO_Trailer_Tool\AerodynamicDevice_132_original.xml **Browse...** **XML**

0 Warnings/Errors **Details...**

Certification Number: e12*0815/8051*2017/05T0000*00 Date: 12.04.2022 14:49

Component: Tyre

Canonicalization methods: urn:vector:xml:2017:canonicalization; http://www.w3.org/2001/10/xml-exc-c14n#

Digest method: http://www.w3.org/2001/04/xmldsig-core-schema#sha256

Digest Value read: Q8VoyIy1CVVVN5F1FB/GIwVxZWLCghUqvDE/Yn1W2o=

Digest Value computed: Q8VoyIy1CVVVN5F1FB/GIwVxZWLCghUqvDE/Yn1W2o=

Back

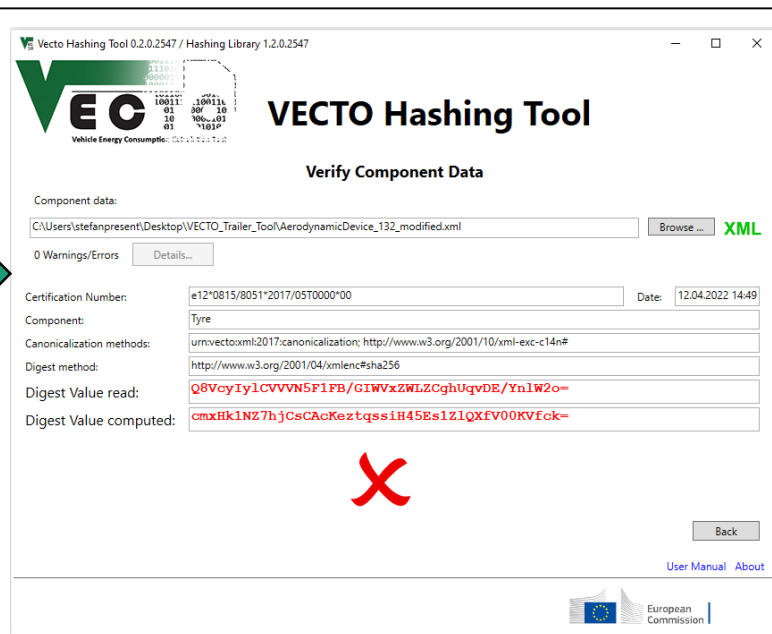
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European Commission

Verification of component hash for a certified aero device (3/3)

- Example verification of a modified XML

```
<?xml version="1.0" encoding="utf-8"?>
<tns:VectoInputDeclaration xmlns="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:DEV:v2.7" xmlns:v2.0="urn:tugraz:ivt:VectoAPI:DeclarationDefinitions:v2.0"
  <tns:CertifiedAeroDevice>
    <v2.7:Data xsi:type="CertifiedAeroDataDeclarationType" id="AERO-asdf">
      <v2.7:Manufacturer>Generic Manufacturer</v2.7:Manufacturer>
      <v2.7:Model>Generic Aero Device Model</v2.7:Model>
      <v2.7:CertificationNumber>e12*0815/8051*2017/05T0000*00</v2.7:CertificationNumber>
      <v2.7:Date>2022-04-13T11:21:11.8581891Z</v2.7:Date>
      <v2.7:AeroReductionYawAngle0>1.10</v2.7:AeroReductionYawAngle0>
      <v2.7:AeroReductionYawAngle3>2.00</v2.7:AeroReductionYawAngle3>
      <v2.7:AeroReductionYawAngle6>3.00</v2.7:AeroReductionYawAngle6>
      <v2.7:AeroReductionYawAngle9>4.00</v2.7:AeroReductionYawAngle9>
      <v2.7:ApplicableVehicleGroups>
        <v2.7:ApplicableVehicleGroup>422</v2.7:ApplicableVehicleGroup>
        <v2.7:ApplicableVehicleGroup>112</v2.7:ApplicableVehicleGroup>
      </v2.7:ApplicableVehicleGroups>
    </v2.7:Data>
    <v2.7:Signature>
      <di:Reference URI="#AERO-asdf">
        <di:Transforms>
          <di:Transform Algorithm="urn:vector:xml:2017:canonicalization" />
          <di:Transform Algorithm="http://www.w3.org/2001/10/xml-exc-c14n#" />
        </di:Transforms>
        <di:DigestMethod Algorithm="http://www.w3.org/2001/04/xmldsig-core-schema#sha256" />
        <di:DigestValue>Q8VcyIylCVVVN5F1FB/GIwVxZWlZCghUqvDE/YnlW2o=</di:DigestValue>
      </di:Reference>
    </v2.7:Signature>
  </tns:CertifiedAeroDevice>
</tns:VectoInputDeclaration>
```



Vecto Hashing Tool 0.2.0.2547 / Hashing Library 1.2.0.2547

VECTO Hashing Tool

Vehicle Energy Consumption: 0.1-1.0 L/100km

Verify Component Data

Component data:

C:\Users\stefanpresent\Desktop\VECTO_Trailer_Tool\AerodynamicDevice_132_modified.xml [Browse ...](#) [XML](#)

0 Warnings/Errors [Details...](#)

Certification Number: e12*0815/8051*2017/05T0000*00 Date: 12.04.2022 14:49

Component: Tyre

Canonicalization methods: urn:vector:xml:2017:canonicalization; http://www.w3.org/2001/10/xml-exc-c14n#

Digest method: http://www.w3.org/2001/04/xmldsig-core-schema#sha256


Digest Value read: Q8VcyIylCVVVN5F1FB/GIwVxZWlZCghUqvDE/YnlW2o=

Digest Value computed: cmxHk1Nz7hjCsCacKeztqssiH45Es1ZlQXFV00Kvfck=

X

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 European Commission

Standard aerodynamic devices – for DA trailers

Allowed configurations				
Combination Number	Side cover SHORT	Side cover LONG	Rear flaps SHORT	Rear flaps LONG
0				
1	1			
2		1		
3			1	
4				1
5	1		1	
6	1			1
7		1	1	
8		1		1

ΔC_{dxA} reduction rates [%]			
Yaw 0.0	Yaw 3.0	Yaw 6.0	Yaw 9.0
0.0%	0.0%	0.0%	0.0%
1.4%	2.7%	3.0%	3.7%
4.0%	3.4%	3.5%	4.7%
2.8%	3.2%	3.8%	4.9%
3.9%	4.1%	5.1%	6.0%
3.8%	5.8%	8.3%	8.7%
4.7%	6.8%	9.2%	10.1%
6.5%	6.4%	7.8%	9.4%
7.6%	7.7%	9.2%	10.9%

Standard aerodynamic devices – for DAvol trailers

Allowed configurations				
Combination Number	Side cover SHORT	Side cover LONG	Rear flaps SHORT	Rear flaps LONG
0				
1	1			
2		1		
3			1	
4				1
5	1		1	
6	1			1
7		1	1	
8		1		1

ΔC_{dxA} reduction rates [%]			
Yaw 0.0	Yaw 3.0	Yaw 6.0	Yaw 9.0
0.0%	0.0%	0.0%	0.0%
1.1%	1.5%	2.9%	4.3%
2.4%	2.0%	3.5%	5.3%
3.5%	3.0%	3.8%	5.8%
4.4%	4.1%	5.5%	7.8%
4.4%	4.6%	6.4%	8.6%
5.5%	5.6%	8.1%	10.3%
5.7%	5.6%	8.1%	9.7%
6.9%	7.4%	9.8%	11.5%

Standard aerodynamic devices – for DB trailers

Allowed configurations				
Combination Number	Side cover SHORT	Side cover LONG	Rear flaps SHORT	Rear flaps LONG
0				
1	1			
3			1	
4				1
5	1		1	
6	1			1

ΔC_{dxA} reduction rates [%]			
Yaw 0.0	Yaw 3.0	Yaw 6.0	Yaw 9.0
0.0%	0.0%	0.0%	0.0%
3.7%	1.3%	2.1%	2.7%
4.0%	3.4%	3.8%	3.1%
4.0%	4.8%	5.0%	3.9%
5.5%	5.5%	5.8%	6.5%
6.3%	6.0%	6.6%	7.3%

Standard aerodynamic devices – for DBvol trailers

Allowed configurations				
Combination Number	Side cover SHORT	Side cover LONG	Rear flaps SHORT	Rear flaps LONG
0				
1	1			
3			1	
4				1
5	1		1	
6	1			1

ΔC_{dxA} reduction rates [%]			
Yaw 0.0	Yaw 3.0	Yaw 6.0	Yaw 9.0
0.0%	0.0%	0.0%	0.0%
1.0%	0.5%	0.3%	1.5%
2.6%	2.5%	3.2%	3.5%
3.4%	3.5%	4.5%	5.1%
3.2%	3.6%	4.6%	6.0%
4.1%	4.6%	6.1%	7.4%

Standard aerodynamic devices – for DC trailers

Allowed configurations				
Combination Number	Side cover SHORT	Side cover LONG	Rear flaps SHORT	Rear flaps LONG
0				
1	1			
3			1	
4				1
5	1		1	
6	1			1

ΔC_{dxA} reduction rates [%]			
Yaw 0.0	Yaw 3.0	Yaw 6.0	Yaw 9.0
0.0%	0.0%	0.0%	0.0%
2.4%	1.0%	0.9%	1.4%
2.2%	2.8%	4.1%	4.6%
2.3%	3.8%	5.3%	5.7%
3.9%	4.1%	5.0%	5.9%
4.4%	4.8%	6.2%	7.0%

Standard aerodynamic devices – for DCvol trailers

Allowed configurations				
Combination Number	Side cover SHORT	Side cover LONG	Rear flaps SHORT	Rear flaps LONG
0				
1	1			
3			1	
4				1
5	1		1	
6	1			1

ΔC_{dxA} reduction rates [%]			
Yaw 0.0	Yaw 3.0	Yaw 6.0	Yaw 9.0
0.0%	0.0%	0.0%	0.0%
0.7%	0.7%	0.9%	2.2%
2.6%	3.7%	4.1%	4.4%
3.7%	5.2%	6.3%	7.1%
3.2%	4.7%	5.1%	5.8%
4.4%	6.2%	7.1%	8.2%

Bonus factors for liftable and steered axles - Overview

- In order to model the effect of liftable and/or steered axles on fuel consumption and CO₂ emissions, generic bonus factors are applied in the VECTO Trailer Tool.
- The general formula how to apply these factors ("bf_{lift}", "bf_{steer}"; unit = %, "-" means reduction) is shown below:

$$FC_{\text{corr}}, CO2_{\text{corr}} = FC, CO2 \cdot \left(1 + \frac{bf_{\text{lift}}}{100}\right) \cdot \left(1 + \frac{bf_{\text{steer}}}{100}\right)$$

- In cases where there is more than one liftable or steered axle on a vehicle, special rules apply.

Bonus factors for liftable axles

Trailer Classification				Liftaxle bonus factor					
Bodywork type	Volume orientation	Trailer type	Number of axles	Long Haul		Regional Delivery		Urban Delivery	
				payload low	payload rep	payload low	payload rep	payload low	payload rep
all	No/Yes	DA	2	-0.8	-0.3	-2.3	-1.6	-3.2	-2.1
			3	-0.6	-0.2	-3.6	-2.4	-5.3	-3.5
		DC	2	-0.6	-0.2	-2.2	-1.5	-3.1	-2.0
		DB	3	-0.6	-0.2	-2.1	-1.4	-3.0	-2.0
		DC	3	-0.6	-0.2	-3.6	-2.4	-5.2	-3.5

Bonus factors for steered axles

Trailer Classification				Steered axle bonus factor					
Bodywork type	Volume orientation	Trailer type	Number of axles	Long Haul		Regional Delivery		Urban Delivery	
				payload low	payload rep	payload low	payload rep	payload low	payload rep
all	No/Yes	DA/DC	1	0.0	0.0	0.0	0.0	0.0	0.0
			2	0.0	0.0	-1.5	-1.5	-2.3	-2.3
		DA/DC	3	0.0	0.0	-3.0	-3.0	-4.5	-4.5
		DB	3	0.0	0.0	-1.5	-1.5	-2.3	-2.3

Bonus factors for liftable and steered axles – Special cases

- **Special case #1:** 1 liftable and 1 steered on different axles

$$FC_{\text{corr}}, CO2_{\text{corr}} = FC, CO2 \cdot \left(1 + \frac{bf_{\text{lift}}}{100}\right) \cdot \left(1 + 0.5 \cdot \frac{bf_{\text{steer}}}{100}\right)$$

- **Special case #2:** 1 liftable and 1 steered on the same axle

$$FC_{\text{corr}}, CO2_{\text{corr}} = FC, CO2 \cdot \left(1 + \frac{\max(bf_{\text{lift}}, bf_{\text{steer}})}{100}\right)$$

The generally valid formulas implemented in the code are documented here. For some cycles, some bonus factors are 0.

Bonus factors for liftable and steered axles – Special cases

- **Special case #3:** 2 liftable axles

$$\text{Payload "low":} \quad FC_{\text{corr}}, CO2_{\text{corr}} = FC, CO2 \cdot \left(1 + 1.5 \cdot \frac{bf_{\text{lift}}}{100} \right)$$

$$\text{Payload "rep:":} \quad FC_{\text{corr}}, CO2_{\text{corr}} = FC, CO2 \cdot \left(1 + \frac{bf_{\text{lift}}}{100} \right)$$

- **Special case #4:** 2 steered axles

$$FC_{\text{corr}}, CO2_{\text{corr}} = FC, CO2 \cdot \left(1 + 1.2 \cdot \frac{bf_{\text{steer}}}{100} \right)$$

- **Special case #5:** In case more than 2 features are present on the vehicle (could theoretically only be the case for a 3-axle trailer and comprising at least a single steered axle), the rules for special case #1 are applied.

The generally valid formulas implemented in the code are documented here. For some cycles, some bonus factors are 0.

Overview content of Masterexcel (1/4)

The VECTO Trailer Tool Masterexcel is an integral part of the tool documentation and fulfils the following functions:

- Documentation of the classification matrix used internally in the tool, which is more detailed than the classification according to Annex I.
- Documentation of all generic data stored in the tool, e.g.
 - mission profile and payload allocation
 - specifications of reference trailers
 - standard values for reduction rates of aerodynamic devices
 - bonus factors for liftable and steered axles
- Interactive documentation of the formulas for calculating the air drag for the various combinations of generic towing vehicles and trailers

The content of the individual sheets is described in overview on the next slides.

In the context of a normal application of the tool, it is not necessary to engage with the Masterexcel.

Overview content of Masterexcel (2/4)

Excel sheet	Description
Classification	<p>General information stored in the tool for each trailer configuration</p> <ul style="list-style-type: none">• Vehicle group acc. to Annex 1• Information on the allocated generic towing vehicle• Mission allocation + weighting for aggregated results• Payload and axle weight shares per mission
Generic CAD vehicle	<p>Main dimensions and air drag values of the generic CAD models used as a starting point to calculate the air drag of trailers with different dimensions (could be the reference- or the specific trailer)</p>
Reference Trailer	<p>Information on the reference trailers for each trailer configuration</p> <ul style="list-style-type: none">• Curb mass and cargo volume• Tyre specifications• Main external dimensions to calculate the air drag• Indication on which aero corrections are applied to which trailer configuration<ul style="list-style-type: none">• „1“ means aero correction is applied• „0“ means aero correction is not applied

Overview content of Masterexcel (3/4)

Excel sheet	Description
...	...
Specific trailer	<p>Information on technologies that may be present on a specific trailer</p> <ul style="list-style-type: none"> Bonus factors for liftable and steered axles depending on trailer configuration, mission and payload <ul style="list-style-type: none"> These factors are to be understood as reduction factors on overall fuel consumption / CO₂ Indication on which aero corrections are applied to which trailer configuration <ul style="list-style-type: none"> „1“ means aero correction is applied „0“ means aero correction is not applied <p><i>The individual aero correction formulas can be viewed in the “Reference/Specific Trailer Aero” sheet and are documented in detail in Task 2 report section 2.4.5.</i></p> Aero reduction values for standard aerodynamic devices acc. to sheet „Combination Add-ons DX*“
Standard Trailer	Information on the standard trailers also used in Regulation EU 2017/2400 to calculate the reference factors

*DX... Placeholder depending on trailer type

DA... Semi Trailer

DB... Drawbar Trailer

DC... Centre axle Trailer

Overview content of Masterexcel (4/4)

Excel sheet	Description
...	...
Reference (Specific) Trailer Aero	<p>Main dimensions and air drag values of the generic CAD models used as a starting point to calculate the air drag of trailers with different dimensions (Reference/Specific trailer)</p> <p>Step by step calculation process on how to apply the individual aero corrections to get the final air drag values for a reference/specific trailer</p> <p>In the columns AN to AX, the aero-relevant data can be entered for the individual trailer groups. The results for $C_{dA}(0)$ as well as the polynomial coefficients of the polar can then be found in the columns DT and EB to ED.</p>
Standard aero device DX*	Air drag reduction in % for the specific combination of standard aerodynamic devices (the reduction values can also be found in the sheet „Specific Trailer“)
Efficiency Ratios - DA	Example on how the individual and weighted efficiency ratios are calculated based on a DA trailer

*DX... Placeholder depending on trailer type

DA... Semi Trailer

DB... Drawbar Trailer

DC... Centre axle Trailer