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## UITP Project SORT - Standardised On-Road Tests Cycles

### Foreword

Back in 2000, when the idea of creating standardised tests for measuring fuel consumption of buses was first mooted within the UITP Bus Committee, the level of interest in the concept was immediately apparent to us. In addition to the intrinsic benefit for the profession of having comparable data, the initiative also reflected the far-reaching changes taking place within UITP, as it switched from being an association of operators and embraced other profiles of expertise. Over and above the cosmetic operation of revising the statutes, it was important for each actor to find its own place and value in the new-look association.

SORT has demonstrated that fruitful work is possible between manufacturers and operators. Although things were difficult initially, the constant and positive involvement of industry representatives and operators, driven by a belief in the ultimate value of the task and the work in general, allowed the deliberations to start in a positive manner. The brochure you are now holding provides tangible evidence of the results, which have been produced on schedule. In our opinion, this alone makes it all worthwhile.

The first edition of UITP's SORT brochure (2004) limited itself to the problem of measuring fuel consumption for 12 meter single chassis buses, mounted with diesel engines. The current revised version contains an important number of text improvements in all the chapters. The reader will also find a more precise and complete description of the methodological aspects. The document also foresees the availability of comparable and verifiable consumption data in principle for all sizes of buses, under the precondition, however, that the two conditions mentioned in chapter 1 are fulfilled. Both conditions don't disqualify a priori any method or tool that could be used, including the use of simulation for the production of consumption data offered by the manufacturer.

Back to the issue at hand: although standardised consumption figures for private cars are easily found in the specialised press, no such information is available for buses. Indeed, networks have hitherto tended to make purchases based on their experiences, or in accordance with the figures listed in offers they receive, or even sometimes on the basis of the results of locally specific testing. These complex results obtained under differing conditions were of little general use. A solution was required that would be capable of providing an objective tool, defined under accurate and explicit measuring conditions, for comparing fuel consumption. This tool is now available. Its success depends on public transport companies 'coming on board' and using the methodology prepared for them by the operator-constructor joint working group.

Of course, we know full well that fuel consumption is but one of the criteria that govern purchase choices. However, it was important to do as much as possible to add objectivity to the figures in question.

Moreover, the legislative projects of the European Commission related to the purchasing of clean buses (Directive 2009/33/EC) justify today even more the existence of cycles that allow for an objective comparison between buses.

Let us hope that our initiative will follow its course and be used by a large number of companies wishing to make their purchases in full possession of the facts! To be successful, and we don't doubt that it will be, SORT will naturally be expected

to evolve further in the near future.

Finally, our sincere thanks go to all those who have taken part in this working group. At the same time, we hope these efforts will contribute to quality improvements within our business in the service of our members and the public.

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