This work reports on measurement of real-world exhaust emissions (real driving emissions, RDE) of reactive nitrogen compounds (NO – nitrogen oxide and NO\textsubscript{2} – nitrogen dioxide, together labelled as NO\textsubscript{x}. NH\textsubscript{3} – ammonia, N\textsubscript{2}O – nitrous oxide) from diesel cars using a portable Fourier Transform Infra Red Spectrometer (FTIR).

NO\textsubscript{x} contribute to the formation of tropospheric ozone, NO\textsubscript{2} is a lung irritant, N\textsubscript{2}O is a potent greenhouse gas. The combustion process in the engines produces primarily only NO formed from atmospheric nitrogen at high combustion temperatures. Three-way catalysts used on gasoline engines produce NH\textsubscript{3} when run with excess fuel, and selective reduction catalysts (SCR) on diesel engine produce NO\textsubscript{2} when overdosed with NO\textsubscript{x}-reducing reagent (urea, sold as AdBlue). N\textsubscript{2}O is released from some NO\textsubscript{x} storage catalysts (LNT) during regeneration, and SCR under some conditions. Some types of oxidation catalysts intentionally produce more harmful NO\textsubscript{2} from NO to reduce regeneration temperature of diesel particle filters. Efforts to reduce the emissions of CO\textsubscript{2}, NO\textsubscript{x} and particulate matter (PM) have therefore created a concern about NO\textsubscript{2}, NH\textsubscript{3} and N\textsubscript{2}O emissions.

NO\textsubscript{x} and other emissions have been also reported to be higher during real driving than during laboratory tests historically used for both type-approval of new vehicles and for establishment of emissions factors, based on which the total emissions of the general vehicle fleet are estimated. This is due to increasing complexity of advanced combustion and exhaust aftertreatment controls, which are – partly unintentionally, partly deliberately – tuned primarily to achieve low, compliant emissions during the type-approval test.

In this work, NO, NO\textsubscript{2}, NH\textsubscript{3}, N\textsubscript{2}O and other compounds have been measured by on-board FTIR analyzers a Euro 5 diesel car with a LNT and a Euro 6 diesel car with a SCR. The LNT car was also driven at high speeds on the German autobahn, while a chassis dynamometer was used for the SCR car.

While two Euro 6 heavy vehicles had during on-road operation NO\textsubscript{x} emissions comparable to or lower than the applicable Euro 6 limit, the NO\textsubscript{x} emissions on the passenger cars were inconsistent. On the LNT vehicle, there were virtually no emissions of ammonia, and methane and N\textsubscript{2}O were emitted during spikes corresponding to LNT regeneration. Such spikes were absent, and NO\textsubscript{x} emissions were higher, during dynamic driving as shown on the graph. NO\textsubscript{x} emissions were also generally much higher at speeds above 120-130 km/h. On the SCR vehicle, the emissions of ammonia were relatively low, while N\textsubscript{2}O emissions were measurable.

This work was supported by the EU LIFE program, project LIFE10 ENV/CZ/651 “Innovative Means for Monitoring Diesel Exhaust Toxicity Under Realistic Urban Operating Conditions” (MEDETOX, www.medeto.cz), and by the Czech Ministry of Education, Youth and Sports program NPU I (LO), project LO1311 “Development of Vehicle Centre of Sustainable Mobility”.