

PMP – Particle Measurement Program Informal Working Group

Task Force 2– Brake Dust Sampling and Measurement

Meeting #23 – Thursday 30 JANUARY 14:00 – 15:00

Minutes of Meeting – Final Version

1. Tour de Table: AVL-(MA) Michael ARNDT; BMW-(WW) Wolfgang WILBERT; BMW-(KK) Katharina KOLBECK; BREMBO-(GR) Gabriele RIVA; CARB-(SC) Sonya COLLIER; CONTI-(AR) Achim REICH; DEKATI-(MM) Mikko MOISIO; DRIV-(AG) Andreas GIESE; Ford-(JG) Jarek GROCHOWICZ; Ford-(MM) Marcel MATHISSEN; GM-(MR) Matt ROBERE; Horiba-(JD) Joel DANZER; Horiba-(DL) Dmytro LUGOVYY; Horiba-(YO) Yoshinori OTSUKI; ITT-(SA) Simone ANSALONI; ITT-(AS) Agusti SIN; JARI-(HH) Hiro HAGINO; JRC-(TG) Theodoros GRIGORATOS; LINK-(RV) Ravi VEDULA; OPEL-(RE) Reinhold ENDERS; OPEL-(OB) Olaf BAUSCH; TMD Friction-(AP) Andreas PAULUS; TSI-(RA) Bob ANDERSON; TSI-(JS) Jürgen SPIELVOGEL; TU ILMENAU-(DH) David HESSE; TU ILMENAU-(TF) Toni FEISSEL.

2. TF2 future activities: TG briefly presented the topics to be discussed within TF2 in the following months. The main topics identified are: Background concentrations, bedding-in procedure, brake enclosure design, residence time and losses in the duct, PM and PN measurement. ***TF2 members are requested to add relevant topics not included as well as provide their feedback to the questions raised by TG during the introductory presentation.***

3. Brake enclosure design: RV provided a presentation with Link's recommendation regarding the brake enclosure design. Among others Link proposes to ***avoid abrupt transitions in the shape, keep residence time in the enclosure below 3 sec, apply a post style fixture and positioning of the caliper at the far end of airflow at 10'o clock position looking from vehicle axle drive, etc.*** The full presentation as well as Link's recommendations are provided to the attached presentation. YO introduced the basic principles for the brake enclosure design in the point of view of Horiba. A follow up presentation will go further in the details of Horiba's approach. Brembo will also come up with recommendations on the topic.

TG invited TF2 participants to provide their views on the topic and requested for experimental data to support these views. TG will give a short explanation on the proposed methodology for the adjustment of the cooling air flowrate at the next meeting.

4. Next meeting: The next TF2 meeting will take place on 13.02.2020.