

Meeting Minutes PMP Webconference

25th May 2022, 13:00-14:30 CET

DRAFT

1. Introduction & Update on GRPE June '22

ca. 80 participants were welcomed by Barouch Giechaskiel (JRC, PMP Chairman) and Rainer Vogt (OICA/Ford/Technical Secretary PMP). This meeting is focussed on non-exhaust emissions.

RV reviewed the meeting minutes of last two PMP Meetings on 22.3./29.3.2022 which are available at the UNECE PMP site. Bill Coleman (BC) noted that the tire abrasion method targets for an UNR and not a GTR. This is captured in the MoM of March 29.

- a. Exhaust part (no update)

2. Tires

a. Update on UNR on tire abrasion

This group is chaired by France (Elodie Collot, UTAC) and EC (Penny Dilara, PD). The kick-off meeting of the joint GRBP-GRPE task force took place on 26.04.2022 and has agreed to work towards a UNR on tyres abrasion. The link to the group's document can be found below. Many PMP stakeholders participate to this TF, so PMP will keep only updating on general tires topics as currently prescribed in the PMP ToR. Should there be a need for more active participation the ToR will be revised accordingly.

<https://wiki.unece.org/pages/viewpage.action?pageId=160694352>

3. Brakes

a. Update of TF4 activities (regenerative braking)

Theo Grigoratos (TG) (JRC) reported briefly on the TF4 activities: TF4 is working intensively on finalizing a proposal for incorporating the regen feature in the PMP procedure. There are two proposals that are being evaluated at the moment. Both incorporate a worst case testing scenario. The final TF4 proposal is not expected to be ready until September 2022, however would be feasible until end of 2022.

b. OICA presentation on Brakes GTR

Paul Greening (PG/ACEA/OICA) presented for OICA: A systematic difference of PM emission results appeared among the labs during the ILS brakes exercise. The testing method and set-up is currently not considered suitable for homologation according to OICA. OICA presented a revised time plan which would lead to a robust GTR.

This will allow TF-4 to complete the regenerative braking concept which should be part of the informal GTR DRAFT. The OICA proposal includes some initial testing of the revised sampling setup and the regenerative braking concept.

The informal document is proposed to be submitted by Nov 2022,

followed by the GTR working DRAFT in March 2023, for adoption in June 2023. Industry is heavily contributing and carrying most of the test work. It appears reasonable to ask for a 6 month extension to improve the method. After submission the GTR needs to be tested by a second Inter Laboratory Study (ILS). Substantial details need to be aligned and agreed in PMP.

Discussion:

Penny Dilara (PD) (EC-DG-GROW) appreciated the contributions by OICA. Everybody wants robust regulations. There were GTRs which were not validated before adoption. EC does not agree with a delay. Regen. Braking could be added later.

Bill Coleman (BC) (OICA): Need to capture when the informal PMP group can review the entire document? There is time needed to review, to discuss and revise.

Mr Eichler/UBA: commented that filtering of the ILS labs improves variability. Earlier this was reported +/- <20% (1x standard deviation).

TG: The presented lab-to-lab variability is misleading since the vast majority of the participating labs did not fully comply with the defined specifications. Additionally, the incorporation of new stricter specifications in the protocol will result in a further reduced variability. ILS has seen an issue with volatile particles that are present in only some of the tests. The GTR will require solid and total PN to capture the possible emission of these particles. This has been discussed at the TF2 and will be presented and discussed in the PMP group.

c. JRC update on the Brakes GTR

d. Next steps to the Brakes GTR

TG reviewed the background. After 5 years (not including interruptions in 2020) JRC believes it is time to submit the DRAFT for full-friction brakes. The working groups TF1 – TF4 had in total about 100 meetings, whereas 17 non-exhaust dedicated PMP meetings took place over these years. TG reviewed aims and status. JRC agrees that the level of reproducibility when all data are considered is high- filtering is necessary to remove data with obvious errors and outliers (see presentation of previous PMP meeting). JRC believes that the amendments introduced by TF2 in the protocol will result in improvements.

TG reviewed the TF2 status: clauses 1- 7 would be done; For clause 9, 10, 11 feedback is ongoing.

ILS filtering of labs reduced variability (1x standard deviation) from 42.6% to 19.5%. Four labs seemed to be closer to each other and provided reproducible results.

During the GRPE-PMP session (June 1) JRC will ask to submit the Informal document to GRPE until July 1.

The GTR working document would be submitted by beginning of Oct 22.

Mid December 2022 the Regen. braking method will be added to the working document.

The GTR will include total and solid particle number to be measured at the same time

TG summarized why JRC believes that the GTR should be submitted at the original plan with slightly updated timeline.

Francesco Linares asked in the chat “Why the losses in the duct is n.a. in the specifications?” and “which is the document that summarizes the discussion results about the losses?”

TG replied: The specifications will reduce losses in the ducts and not needed as chapter in the GTR.

TG: TF-2 documents will have documentation before mid-June PMP meeting.

Jürgen von Wild (OICA/BMW): the ILS data has still uncertainty of a factor of two between the labs with the identical brake.

RV (OICA/Ford) commented that uncertainty of 2-times standard deviation should be considered in order to meet a limit value.

TG: In order to discuss 1- or 2- times standard deviation it is necessary to have a finalized protocol and the testing facilities to be compliant with it. In the future we can consider 2-times standard deviation when the GTR has been fixed.

Francois Cuenot (UN) confirmed that informal documents can be submitted later than the upcoming GRPE meeting.

David Miles (UK) commented that he agreed with process and possible route as presented by TG.

4. Any other Business

NONE