

Summary PMP Webconference

4th Oct 2022, 12:00-15:00 CET

1.) Review Meeting Minutes last PMP meeting 22.09.2022

- Mr. Hiroyuki Yamada corrected that he represents JASIC, not JAMA. Corrected on UNECE drive.

2.) Overview of comments received on the draft Brakes GTR (part 2)

Theo Grigoratos (JRC, TG) stated that:

- There is nothing new from JRC about “Family building”. OICA and CLEPA have to officially come back with their statements, a meeting to be organized mid of November.
- Regenerative braking will be a part of the informal document, but the proposal will be sent in December to amend the working document.
- The final draft GTR will be shared on October 12.

Presentation “Non-Exhaust Emissions, Draft GTR Feedback, Part 2, by Theo Grigoratos (TG, JRC) and Barouch Giechaskiel (BG, JRC), 04 OCT 2022” made by TG.

Due to complexity of the topics, please see for details TG presentation. TG presented team questions regarding current status of the GTR and commented them on separate slides (per question). The points below refer to and identical to the numbers of points in TG presentation

As agreed during the presentation, the next update of the discussed slides (after this meeting) will contain most important points of the discussion. Below, only some of them are stated:

- Topics for revisions:
 - i. Cooling air temperature change from 20 to 23°C - no objections
 - ii. Air flow to be used instead of air speed
Brake enclosure design – there are objections from OICA; this was discussed later
 - iii. WLTP cycle – currently no changes in the cycle planed. Potential later modifications possible e.g. in regional regulations. Bill Coleman (BC) wondered about the influence of limitation of max vehicle speed. He also mentioned the importance of the harmonization, but, we should not exclude/ignore vehicles with lower max speed.
BG: The test is conducted on a dyno, so there is no issues regarding the execution of the cycle. It has to be understood whether these vehicles could belong to families with vehicles with higher speeds.
TG: This topic shall be resolved in the 2nd phase of the project.
- “Family building” part shall be finished until December
- Points 15+16: to be reviewed together. Examples to better understand the proposal for resolutions are welcome. TG explained the necessity of introducing the minimum and

maximum operational flow. The aim is to avoid misusing the system by applying a single flow and having a valid test despite not meeting the temperature requirements. The proposed flow values (min and max) have been elaborated from ILS experience.

- Point 17: request to study it very carefully and make comments. The current proposal for the speed uniformity test allows for the verification at Plane C as originally proposed by TF2. The method follows the general principle described in ISO 9096 – Annex 2.
- Point 18: Heinz Bacher (HB, OICA) asked: what is more important, the symmetry of the flow or symmetry of the geometry?
TG stated that both together are doable and should be required. JRC proposed to introduce fixed recommended values on top of the allowed flexible values for the three main dimensions. Suggestions for recommended values are welcome. These will be finalized in December after receiving PMP's feedback.
- Point 19 (weighing procedure): There was a request from HB and Jarek Grochowicz (JG, OICA) to allow longer storage (>24h) of the filter after the test in the filter cartridge, current specification causes very low efficiency in the dynamometer utilization (at a level of 60%, no tests over weekend possible). TG replied it is not possible to leave loaded filters unattended for so many hours. The current protocol already allows for 8h which is enough for having a person collecting the filters at any time even on weekends.
- Point 20: OICA request – to delete 12.3 (mass loss measurement).
- Point 21: OICA requests to use multi-filters units; it was agreed that this is generally possible, but a direct contact to manufacturers of such equipment and checking the methodologies is necessary (e.g. achievement of 90% penetration of “big” particles). To be investigated.

3.) Participants presentations

None – JRC only

4.) Any other Business

nothing