PM EMISSIONS FROM TYRES AND BRAKES
PMP WORKING ITEMS

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Based on the GRPE decision (GRPE document 69-23, 06-2014), the PMP will have to prepare a more concrete and detailed working program on the following working items:

- Investigation of typical driving patterns and in particular of typical accelerations/decelerations
- Compilation and monitoring of on-going research projects
- Networking and exchange of information with experts in the field
- Development of a set of recommended measurement techniques and sampling procedures
Presentation on the WLTP driving database by Mr. Heinz Steven (HS Data Analysis and Consultancy)

Open questions – Possible actions

- Discussion on which data set(s) shall be considered. Shall it be only data coming from the WLTP project? Are there any other databases which could be considered?
- Would a single “harmonized” approach be appropriate or different several definitions depending on the region are necessary?
- Statistical analysis of driving data in order to derive typical driving patterns
WI 2: COMPILATION AND MONITORING OF ON-GOING RESEARCH PROJECTS ON NON-EXHAUST TRAFFIC RELATED PM EMISSIONS

Presentation of the “REBRAKE” project by Mattia Alemani (BREMBO S.p.A.)

Presentation on the “TIP PM$_{2.5}$ Global Sampling Project” by Mrs. Julie Panko (Cardno ChemRisk)

Open questions – Possible actions

✓ Are there any other on-going related projects that PMP members are aware of?

✓ Preparation of a “living document”, which will include on-going related projects and which will be available on PMP website
Recent developments

- Dr. Ulf Olofsson (Royal Institute of Technology – KTH, Stockholm)
- Dr. Jana Kukutschova (Technical University of Ostrava)

Open questions – Possible actions

- Recommendations for inviting experts at the following PMP meetings or include them at the PMP’s mailing list
- Preparation of a “living document” with experts on the field. This document will also be subject of continuous update
Open questions – Possible actions

- Recommendations on the metrics that should be considered. Should it be particle mass, particle number or both?
- Should the chemical characterization of wear particles taken into account?
- Should only laboratory based methodologies and techniques be developed or also on-road measurements shall be taken into account?