

Terms of reference and rules of procedure for the Informal Working Group on the Particle Measurement Programme

1 Background

- 1.1 Since the inception of the Particle Measurement Programme (PMP) group, the activities focused on development of an alternative metric with increased sensitivity compared to the existing Particulate Matter (PM) mass measurement system for Heavy Duty (HD) and Light Duty (LD) engines/vehicles (M and N category vehicles) were continued.
- 1.2 This phase concluded with the developed and adoption into UN Regulations Nos. 83 (emissions of M_1 and N_1 vehicles) (R83) and 49 (emissions of compression ignition and positive ignition (LPG and CNG) engines) (R49) of a particle number (PN) counting method for ultrafine solid particles, together with enhancements to the PM measurement procedure for R83. Initially the PN protocol was applied for diesel engines/vehicles only in the 06 series of amendments of R83 (R83.06) and R49 (R49.06) and subsequently has been extended to cover vehicles using spark ignition direct injection engines in R83.06.
- 1.3 The European Union (EU) and Switzerland requested in 2013 further investigation of particle number emissions from spark ignition engines relating to particle size (reduction of the 50% counting efficiency specification, d_{50}) and to emissions under rich operation conditions. As follow-up of this request, the PMP IWG has monitored particle emissions from a large variety of LD engine technologies. The attention has been mainly focussed on the difference between the number of particles measured with the existing PMP methodology ($d_{50}=23$ nm) and with systems with lower d_{50} s. The fraction of particles emitted by the monitored engines not captured/counted by the existing PMP methodology is extremely variable and it depends very much on the engine technology and on the d_{50} considered. The current legislative methodology with a $d_{50}=23$ nm seems to be still suitable for current engine technologies to which the PN limit is applicable (i.e. diesel and G-DI), since high emitters are still unequivocally detected. Therefore, it appears that there is no urgent need to modify the d_{50} to lower values. However there is evidence that specific technologies like PFI and CNG engines may exhibit, in some cases, particle emissions close to the existing emission limit and at the same time a significantly high fraction of sub-23 nm particles. In view of a possible extension of the particle number limit to all combustion engines, the European Commission has expressed the intention to lower the cut-off size in order to improve the control of particle emissions whatever is the average size of the particles emitted. The PMP IWG has however concluded that it would be extremely challenging to develop a reliable particle counting methodology with a d_{50} below 10 nm. It is foreseeable that for a number of reasons (losses, calibration, artefacts,...) the PN measuring uncertainty and instrument specific differences will drastically increase compared to the existing method with d_{50} at 23nm and even when compared to method using PNC with d_{50} at 10nm.

Starting from mid-2018 a round robin exercise has been carried out to investigate the possibility to use the existing PMP methodology properly modified in order to count particles down to about 10 nm. The results have shown that in-lab, between-lab and reproducibility variabilities were at a similar range for particle emission measurements with d_{50} at 23nm and d_{50} at about 10nm PN-measurement systems. The results of the exercise suggest that the current methodology PN-systems can be adapted for $d_{50}=10$ nm measurements by only changing the used PNC and adapting the corresponding calibration procedure. However, verification of the robustness of the VPR (application of CS instead of or in addition to ET) under challenging emission conditions is still pending. Nevertheless, attention should be paid to a proper sampling setup for the PNC

included in the PN-system as the losses are enhanced at sub23nm size range. Further, in order to prevent an increase of lab-to-lab variability with the sub23nm systems an instrument redesign/adaption needs to be considered.

Similarly, to light duty vehicles, questions about sub-23 nm particle number emissions in heavy-duty engines have been raised. In heavy-duty vehicles (HD), the enhanced sub23nm emissions are suspected to be associated to urea injection and related gas-to-particle conversion and to the crankcases emissions. As a part of an exercise studying a possibility of tail pipe sampling of particle number emissions for type approval purposes in HD tests, measurements with 10 nm PNC as a part of current methodology PN-systems have been conducted. The preliminary results of the exercise imply that PN10 measurement variabilities are within the same range as PN23 variabilities.

- 1.4 It was also requested to consider whether there is a need to extend particle measurement procedures to additional sources such as brake wear and the interaction between tyres and road. The first step consisted of a literature survey having the objective of summarizing the current knowledge on the physical/chemical nature, mass, number and size distribution of non-exhaust particle emissions. One of the main issues identified during the literature survey is the large variety of methodologies and test conditions used in the published studies. This may explain why often these studies lead to very different or even contradicting conclusions. The group therefore agreed that a suggested common test procedure for sampling and investigating brake wear particles would be beneficial for future research purposes as well as for the development of low emitting brake systems. The group has worked on the development of such suggested methodology since the last mandate received from GRPE in the 73rd session. Considerable progress has been made with the identification of the simplest approach (test rig), the development and assessment of a novel – representative of real world conditions – braking cycle and preliminary investigations with the aim of providing a set of minimum specifications regarding sampling and measurement methodologies. On the other hand, measuring particle emissions generated by the interaction between tyres and road was considered much more challenging due to the difficulty of distinguishing the contributions from tyres, material deposited on the road and the road itself. In the meantime the EC has proposed in its European on the Move III initiative (Third Mobility Package) to develop a standard methodology to measure the abrasion rate of tyres in view of a possible future labelling scheme. This methodology will be developed through a process still under discussion but in any case without the direct involvement of the PMP. The group proposes to continue monitoring all information relevant to tyre/road wear particles and once the abrasion rate methodology is developed, to investigate the possibility of establishing a relationship between different abrasion rates and particle emissions.

2 Terms of Reference

- 2.1 The group should prepare the update and integration of test procedure updates into UN Regulations Nos. 83, 49 and 96 (diesel emission (agricultural tractors)) as appropriate.
- 2.2 The group may consider, at a later stage, the transposition of the developed procedures into the UN Global Technical Regulation (UN GTR) No. 4 and the UN GTR 15 covering the Worldwide harmonized Light vehicles Test Procedure (WLTP) and Test Cycle (WLTC).

3 Timeline

- 3.1 The work of the group on Particle Measurement Programme should be completed by June 2021. A prolongation and extension of the mandate of the group, in relation to the development and validation of new test procedures, e.g. in relation to PN measurement systems compatible with PEMS, tyre-road/brake wear if necessary, should be considered in due time by GRPE.

4 Scope and work items

A. Exhaust particle emissions

4.1 PM mass exhaust measurement

Note:

- (a) HD and Non-Road Mobile Machinery (NRMM) PM measurement excluded from PMP TOR as have recently been extensively revised in the respective UN GTRs. It is not foreseen that further major technical adaptation is required in the near term.
- (b) LD could also be excluded on a similar basis owing to recent revisions into the WLTP draft UN GTR. It is not foreseen that further major technical adaptation is required in the near term.

4.2 PN exhaust measurement

4.2.1 Existing scope of PN measurements to be adapted to technical progress, as appropriate.

- (a) LD Compression Ignition (CI) vehicles.
- (b) HD CI engines/vehicles.
- (c) LD Positive Ignition (PI) direct injection engine vehicles.
- (d) HD PI direct injection engines/vehicles.

4.2.2 Extension of scope

- (a) Investigate particle number emissions from latest generation of CI and PI engines during normal operation and during regeneration of particle filters.
- (b) Engine dyno raw exhaust PN measurements for HD for use at Type Approval. Possibility of extension of the raw measurements to light-duty vehicle PN measurements.

4.3 PN measurement equipment – HD and LD

4.3.1 Existing PMP PN measurement equipment d50 reduction.

- (a) Determine what modifications are required to modify the d50 of the existing PN measurement methodology from 23 nm to about 10 nm. Assess the impact of such modifications on particle number emissions/repeatability/reproducibility. Draft a new test procedure for PN emissions including the modified PN measurement methodology to be submitted to GRPE for consideration.

Objective: HD/LD common measurement system.

- (b) Determine whether LD diesel regeneration measurements can be accurately, reliably, in a repeatable way and reproducibly made using the new cut-off size .
- (c) Develop Type Approval Raw exhaust PN measurement method suitable for engine dyno HD. Give guidelines for possible extension at light-duty vehicles

4.4 Calibration Guidelines

4.4.1 Update of existing calibration guidelines.

- (a) Review and update of the calibration guidelines for CPC and VPR taking into consideration:
 - The modifications introduced in the PN measurement methodology for the reduction of the d50 cut-off to 10 nm and the preferred possible usage of the catalytic stripper as VPR instead of ET as a consequence of its more robust volatile material removal capability.
 - The use, if possible, of a standardized calibration material suitable for both stationary PN counting systems and PN-PEMS

B. Non-exhaust particle emissions

4.5 Brake Wear Particulate Matter (PM and PN) measurement

4.5.1 Development of a suggested common test procedure for sampling and assessing brake wear particles both in terms of mass and number

- (a) Validation of the developed novel test cycle for the investigation of Brake Wear Particles
- (b) Definition of the minimum requirements for brake wear particles generation and sampling.
- (c) Investigation and selection of the appropriate instrumentation for the measurement and characterization of brake wear particles
- (d) Validation of the proposed approach for the measurement and characterization of brake wear particles

4.6. Tyre/Road Wear Particulate Matter (PM) measurement

- (a) Continue monitoring on-going projects and published data regarding the physical nature and size distribution of particle emissions from tyre/road wear

C. Deliverables and timing

The informal group on Particle Measurement Programme should complete the tasks described in this section as follow:

- Submission of a proposal for a new methodology for exhaust PN measurement with a d50 cut-off size reduced to 10 nm: **June 2020**
- Submissions of a proposal for raw exhaust PN sampling : **January 2021**
- Finalization of the suggested common test procedure for particle brake wear : **June 2021**
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A prolongation and extension of the mandate of the group, in relation to the above tasks should be considered in due time by GRPE.

5. Rules of procedure

- 5.1. The informal group is open to all participants of GRPE. A limitation of the number of participants from any country or organisation to participate in the informal group is actually not foreseen.
- 5.2. A Chair and a Secretary will manage the informal group.
- 5.3. The working language of the informal group will be English.
- 5.4. All documents and/or proposals shall be submitted to the Secretary of the group in a suitable electronic format, preferably in line with the UNECE guidelines in advance of the meetings. The group may refuse to discuss any item or proposal which has not been circulated 5 working days in advance of the scheduled meeting.
- 5.5. The informal group shall meet regularly at the GRPE meetings in Geneva. Additional meetings will be organised upon demand.
- 5.6. An agenda and related documents will be circulated to all members of the informal group in advance of all scheduled meetings.
- 5.7. The work process will be developed by consensus. When consensus cannot be reached, the Chair of the informal group shall present the different points of view to GRPE. The Chair may seek guidance from GRPE as appropriate.
- 5.8. The progress of the informal group will be routinely reported to GRPE orally or as an informal document by the Chair or the Secretary.
- 5.9. All working documents shall be distributed in digital format. The specific PMP section on the UNECE website shall continue to be utilised.