



## EGEA Working Group 2 (WG2) - Emissions -Minutes-

22<sup>nd</sup> of November 2016, 10h00 – 16h00

EGEA Offices

### Participants

AICA/ Brain Bee	Ettore Gorreri [EG]
AICA/ Robert Bosch	Marco Le Brun [MLB]
AICA/ Texa	Emiliano Pasin [EP]
ASA/ Actia I+ME	Claus Hell [CH]
ASA/AVL DiTest	Harald Hahn [HH]
ASA/ Hella Gutmann Solutions	Pete Bradley [PB]
ASA/ Hella Gutmann Solutions	Ralf Kolberg [RK]
ASA/ Hella Gutmann Solutions	Bernhard Schwab [BS]
ASA/ Robert Bosch	Harald Neumann [HN]
FVU/ Autocom	Christer Larsson [CL]
FVU/ Opus Equipment	Jörgen Hentschel [JH]
GEA/ Continental	Peter Houlden [PH]
GIEG/ Actia	Josef Horejsi [JH]
GIEG/ Actia	Frantisek Masat [FM]
GIEG/ CAPELEC	Georges Petelet [GP]
RAI/ TEN Automotive	Mark De Goede [MDG]
RAI/ Snap-on Tools	Robert Hoevenaar [RH]
EGEA	Neil Pattemore [NP]
EGEA	Eléonore van Haute [EVH]

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#### 1. Opening and welcome by Georges Petelet

- GP welcomed all participants.
- MDG asked to present a brief overview of initiatives on emissions at the Dutch level under point 2 of the agenda. The agenda has been updated accordingly.

#### 2. Initiatives on emissions at national level: round-up on state of affairs

##### 2.1. France:

- “Loi transition énergétique” Field Tests
  - GP gave an extensive presentation on the situation in France (see attached presentation). He explained that the idea is to get 10000 results. Participants of the SET II Study are expecting to grab the

resulting data and to include it into their study to be able to gain more knowledge from the field.

- As for the time schedule, delays are expected due to the national political developments.

- New Regulation to come: introduction of Diesel test with plate value
  - GP announced that there will be a new legislation in France called "nfr 10025", he then gave more information on this legislation, please see attached presentation. France is not using the database, but is using the data from the first test, it should therefore been done properly. What is monitored is the slope.
- Presentation from ACTIA for emission testing at PTI which has been already tested under the leadership of the French "Ministère de l'Écologie"
  - FM, on behalf of Actia CZ, gave an extensive presentation on a new proposal for 'loaded' emission testing, please see attached presentation for any further information.
  - Recommendation to use emission measurements under load to eliminate all handicaps from 'static' emission testing systems by being closer to replicating 'driving conditions'.
  - Next steps: Tests will take place in France (UTAC) in December and then the plan is to have it as well tested in Germany in 2017.
  - *Discussions:*
  - HN asked questions around safety and potential abnormal conditions/issues that can affect the sensors and therefore the bench. FM noted that it was confirmed that there are no reasons to make the test at more than 50km/h, safety should therefore be ensured if not going faster than that speed.
  - The idea is that as PTI and approval limits are difficult to define, recommendation is given to use the type-approval limits and then to calculate it to develop a dynamic test. This was questioned by some members as correlation will never be perfect. However, it was recognised that such a method can theoretically measure the whole vehicle fleet which is not the case with RDE because it is physically just too expensive to equip all cars with these systems (time and costs limits).
  - As regards hybrid-electric cars, it was agreed that testing them without load would be impossible, as the pollution is coming from the motors' electromagnetic fields.

## 2.2. Germany

- Reinstatement of tailpipe testing as part of emission testing – updated news
  - HH gave an extensive presentation on the situation in Germany (see attached presentation) and was very pleased to inform all members that the German ministry of transport (BMVI) got the official order from the Minister of Transport to re-install the tailpipe test on all vehicle as soon as possible.
  - The Ministry is still revising the draft, but is scheduling its final publication by end of December 2016.
  - HH pointed out that for some independent operators in Germany, there is a crucial need to update the reference values for all vehicles if tailpipe testing is re-instated. The proposals under discussion are: 0,1% vol. for petrol vehicles and a maximum of 0,2 m-1 for Diesel vehicles.

- The members discussed the fact that with these new developments Germany, the Roadworthiness Directive 2014/45/EU should be revised accordingly and provisions on OBD should be deleted. Emissions should be directly tested via tailpipe testing and not as an indirect method, using OBD.
- The members also discuss the fact that Brussels is trying to correlate PTI testing levels to type-approval tests, or as close as possible. This was highly contested by the members as these two testing levels are very different concepts, test methods and costs.
- Another point regarding NOx testing was raised as procedure conditions are not defined, for workshop practical ones are needed. PB and PH explained that the UK is considering it and are discussing it with a new team in place.
- In the UK, are they reconsidering the use of plate value? ph: not sure for the moment. Pete Bradley replied that there is a new team in the DVSA looking at equipment and will re-discuss it to find the best solution.

### 2.3. United Kingdom

- Short presentation from Sykes-Pickavant on NOx at idle
  - NP gave a short report on Sykes-Pickavant solutions/initiatives.
  - NP mentioned that CO2 is not matching with CO2 data. EG replied that there are no correlation with type-approval values, what was done is to look for some indicators. More information can be obtained directly from Sykes-Pickavant.

### 2.4. Italy

- There have been serious discussions in Italy in the framework of the implementation of Directive 2014/45/EU into national legislation. NOx is not part of the scope of the discussions.
- However, active discussions have taken place on the gas analyser and its MID compliance. MID is not mandated in Italy and bypasses the Italian legislation. As the accuracy of smokemeters should be increased, there have been discussions on that issue and they are currently looking for a metrological institute to support this accuracy study.

### 2.5. Spain

- Introduction of Diesel test with plate value and NOx emission test campaign
  - GP reported that Spain is now applying the plate value. It seems that failure rate is quite high, 20%.
  - This is why test campaigns have been launched, tests have been run during the last month.

### 2.6. Other Countries

- The Netherlands
  - MDG presented the TNO report (see attached document), he explained that TNO is very busy with type-approval testing, investing PEMS and SEMS (smart emission measuring emission, different sensors in the tailpipe, linked to GPS signals).
  - Instead of making one specific drive cycle, they reduce it to one ratio for the vehicle, all the info is stored and at the end you have one mark for each car.
  - As regards PTI, further discussions are taking place on how to make a better test, including a lower smokemeter value and particulate levels.

- MDG concluded saying that the RAI recommendation is to use existing equipment, but with improved accuracy.

### 3. CITA SET Study: update on latest state of affairs

- GP explained the background of the SET II study and some of the challenges coming from the field tests e.g. how old are the vehicles being tested and how to understand the correct/applicable test procedure for specific vehicles. Vehicle owners were asked if additional tests could be conducted on their vehicles, in exchange of fixing their car. Unfortunately, CITA is not prepared to follow this process. GP pointed out that the key aim of this study is to find equipment/procedure which can perform NOx test at a low price. CITA will design a procedure to flag up vehicles that are not in compliance with emission thresholds. CITA is planning to get a first draft to be presented at their next CITA Conference in June 2017 in Zagreb.
- GP added that laboratory tests have already started and were supposed to finish some time in November 2016 but there is some delay. The finalisation of laboratory tests is now scheduled for April 2017. Field tests should start in February 2017 and are supposed to end in April 2017.
- From the EGEA side, investigation was made amongst all members and WG2 members to provide equipment for NOx measurement. 12 equipment manufacturers replied but only 2 of them were able to provide a dynamic NOx procedure, and 3 of them were able to provide a static procedure. Following the results of that investigation, the CITA SET II Steering committee decided to keep the 2 dynamic one as part of the game as a reference and regarding the 3 static, they have decided to go on with the Spheretec proposal and have asked to merge the AVL and Capelec concepts.
- EGEA should clarify its official status with CITA. The members discussed the best way to proceed. It was suggested to support the study with EGEA equipment only. As regards the financial participation from EGEA members, further information/clarification is required to define what will the EGEA involvement be and which kind of information EGEA will get. The idea was to get a good balance between testing centres and equipment manufacturers/suppliers to support the best test methods.
- The members discussed also the possibility to fix the car once the failure is detected and analyse the reason for failures. Suggestion to start already and test at least 10 cars just to get a bigger picture, GP will discuss it with CITA.

### 4. Updated news from Brussels

#### 4.1. Remote Sensing

- NP gave a short background on this issue and explained that 'remote sensing' might refer to two different concepts – a generic 'background pollution level' and a more precise individual vehicle measurement (vehicles being routed through a single pathway).
- HN mentioned that such concept can steer traffic through a controlled test environment, this can help find the pollutating cars.
- GP added that such 'pollutant thermometers' do already exist in big cities, the EC should better focus on improved NOx testing and test vehicles that escape from limited RPM tests (where the engine is electronically limited when the vehicle is stationary).
- HN concluded saying that this remote sensing concept will never replace PTI emission tests as it cannot identify directly the vehicles and is not sufficiently accurate to create a legal 'pass/fail' decision anyway.

#### 4.2. Other rumors

- There were some rumors that Austria was planning to implement OBD only.  
*Action:* this needs to be checked.

#### 4.3. EGEA Position Paper on EU Emission Testing

- The members reviewed the position paper and concluded that indeed the recommendation should be a combination of both methods: tailpipe testing + OBD.
- *Actions:*
  - The secretariat to draft an overview of the different testing methods across EU Member States that should be circulated for completion by all members. Following the request from GP, it was also decided to include feedback on how each Member State is planning the implementation of Directive 2014/45/EU at national level.
  - The secretariat to update the position paper where needed and circulate it again to the members and use it as a support to ask to the European Commission to investigate whether Member States are implementing new legislation on emission.

#### 4.4. Report from Transport & Environment activities in Brussels – possible future collaboration

- NP reported that T&E are quite active in the field of emission testing, closer collaboration might be an advantage.
- After discussion, it was decided to keep strategic cooperation on key issues.

### 5. Dieselgate 1<sup>st</sup> anniversary: Impacts on emission approval test and regulations

#### 5.1. Particulate measurement – diesel & petrol

- GP reported that in France, they have been conducting analysis and investigating various vehicle manufacturers (VMs). The conclusion was that many VMs more or less are cheating. Renault with their new models are completely above the limits and are now in the courts. The key issue is that no follow-up/action plan has been defined yet by the authorities.
- PH stated that in UK, they have been conducting analysis and made a report which says that only VW is cheating, not others VMs!
- MDG explained that, in The Netherlands, NEDC tests will be replaced by RDE tests. Emissions levels might therefore be higher than before and this might have an impact on limit values for PTI testing.
- Discussion on the fact that the EGEA position paper on emission testing in EU should be updated taking in to account the findings of various Member States after their analysis of the impacts of the dieselgate. HH added that the KBA report is a good source of information/inspiration.
- *Actions:*
  - EVH to send the UK report on emission analysis after the dieselgate to all WG2 members.
  - HH to distribute the KBA report from Germany
  - To update the EGEA position paper taking in to account the findings of various Member States after their analysis of the impacts of the dieselgate.

#### 5.2. SO<sub>2</sub> – is this interesting to measure and propose?

- NP explained that this point was put on the agenda as SO<sub>2</sub> measurement might be required in the future.
- After discussion, it was decided that no further action should be carried out at this stage, but this might be re-discussed at a later stage.

## 6. Digitalisation/connectivity/Internet of Things/Industry 4.0: possible impacts on emission testing

- NP presented the various EU initiatives from the European Commission and its potential impact on our products/sector (see attached presentation).
- The members discussed the possible impacts of all these trends on emission testing:
  - HN explained that the whole automotive sector will be affected by these new trends, EGEA needs to start thinking about the change of mobility, service factory, car-sharing and all predictable related-services to be developed.
  - NP added that we need to look at the consumer side and the digitalisation of our industry driven by the vehicle technology. Businesses will use data and communicate with their customers, small businesses are the engine room of the EU economy. It's all about data, and trading data as a new currency.
  - According to PB, the biggest challenge is educating our customers. EGEA should also take that angle into account.
  - Discussion on the fact that even if we collected the data, we could not use it as it is very different from one country to another one and data are not calculated on the same basis. Harmonisation of requirements across EU should be one of the key priorities in the future.
  - RK added that multi-brand services will be the added value of our sector and not to focus on one brand only.
  - MDG noted that as regards emission testing in particular, we should have new improved smokemeter, with low threshold values and better NOx testing. Action: NOx measurement should also be included in the OIML R99.
  - HH reported that as regards electric-driven vehicles, the voltage used will rise and rise. We should therefore find test methods to test safety systems and high voltage systems for EVs. The issue of safety increases as the vehicle is getting older.

## 7. Thank you and closure

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Eléonore van Haute.

Attachments:

- EGEA Presentation on WG2 emission activities
- TNO Report