



EGEA Working Group 2 (WG2) - Emissions

WG2 Meeting on Emissions
Wednesday 24th of January 2018, 10h00 – 16h30

Participants

AICA official representative – emissions / Brainbee	Ettore Gorreri [EG]
AICA official representative – diagnostic / Robert Bosch	Marco Le Brun [MLB]
AICA / Texa	Emiliano Pasin [EP]
ASA official representative / AVL DiTest	Harald Hahn [HH]
ASA / Hella Gutmann Solutions	Bernhard Schwab [BS]
AVL DiTEST	Klaus Schulte [KS]
GEA / Premier Diagnostics	Ralph Wilce [RW]
GEA official representative / SP Diagnostics	Winston Lee [WL]
GIEG official representative / Actia Automotive	Guillaume Venant [GV]
GIEG official representative / Capelec	Georges Petelet [GP]
RAI official representative / TEN Automotive	Mark De Goede [MDG]
RAI official representative / Snap-on Tools	Robert Hoevenaer [RH]
EGEA	Neil Pattemore [NP]
EGEA	Eléonore van Haute [EVH]

1. Opening and welcome by Georges Petelet – Chairman WG2 Emissions

- GP welcomed all participants (see list above) and went through the agenda.

2. PTI Roadworthiness Directive 2014/45/EU – update on implementation at national level (report from members)

- **Germany**
 - HH reported about the situation in Germany (see attached presentation) and explained that as from the 1st of January 2018, the direct measurement of emissions at the exhaust tailpipe during a periodic technical inspection (PTI) test will be mandatory for all vehicles with a transitional period (end of 2018).
 - He then went through all new limit values and gave an extensive presentation on the new calibration requirements according to ISO17020 & ISO 17025.
 - He also informed the members about the current UBA Study on particles measurement.
 - Discussion:
 - All members congratulated Germany for their intensive work which will hopefully have a big positive impact on others EU member states.
- **UK**
 - As regards the plate value, it was explained that the DfT is currently reflecting on the use of the plate value but no databases are available yet. HH mentioned that Autodata

has a database which they use in Germany and in which difference is made between plate value/VM value.

- WL presented the new flowchart from the DfT presenting the different use case and corresponding limit values. WL reported that if you sell equipment in the UK, you need to write a letter to the GEA to explain that you comply with that flowchart. There is therefore no independence, it is a self-declaration of compliance.
- **France**
 - GP reported about the implementation of the PTI Directive 2014/45/EU in France and about the various ongoing initiatives on emissions in France (see attached WG2 Chairman presentation).
- **Italy**
 - It was reported that the Transport Ministry is currently working on the update of the type-approval legislation, together with rules for opacimeter and gas analyzer (see attached WG2 Chairman presentation).
- **Belgium**
 - GP reported that GOCA is currently investing in opacimeter for the field to analyse whether they would be able to enlarge their measurement capabilities down to 0,1 m-1 with the appropriate accuracy.
- **Netherlands**
 - MDG gave an update on the TNO study which seems to target PN measurement introduction, together with some update on the discussion OBD vs. tailpipe testing.
- **Austria**
 - KS informed the members that the Austrian Ministry unfortunately re-introduced a new legislation for emission testing, replacing tailpipe by OBD testing only. Until now, no specification have been given on the device.
 - AVL is working against that proposal which is unfortunately supported by OAEMTC (Austrian FIA Members).
 - EVH explained that support can be also seek from Walter Nissler. The secretariat to liaise with Walter Nissler.

3. Initiatives regarding NOx measurement

- GP reported about the NOx measurement discussions from France and then reported briefly about the state of affairs of the SET 2 Study (see attached WG2 Chairman presentation).
- HH reported about the three different projects that are currently running in Germany, the so-called: Uba project for NOx measurement, the Bast project for particles measurement and the Emission 2020 initiative (see attached presentation).

4. Anti-tampering topics

- **Reports from Roadworthiness Committee on 04/12/2017 & ACEA workshop on 05/12/2017 on adblue and DPF tampering detection**
 - NP reported about the Roadworthiness Committee on 04/12/2017 & ACEA workshop on 05/12/2017 on adblue and DPF tampering detection (see attached WG2 Chairman presentation).
- **Discussions:**
 - GP presented an excel file compiling the different emission tampering methods (Adblue, EGR and DPF tampering) and went through.

- After presentation, it was requested to separate the issue of hardware manipulation from software manipulation.
 - In order to have a bigger overview of the different solutions available, it was proposed to enlarge the excel sheet by including the test equipment available, the related costs, the kind of technology available and the reference to available studies.
 - NP commented on the concept paper (see attachment) that was sent before the WG2 to trigger discussion within WG2 as now the European Commission is waiting now for any proposal to tackle emission tampering issues (DPF removal and Adblue) that could be robust, efficient and not too costly.
 - GP pointed out that as WG Chairman, he was not in favor to proceed in that way and that any paper discussed within the WG should be an EGEA paper or at least coming officially from a known-source. EGEA needs to speak with one voice in Brussels.
 - GP explained that all alternative for emission testing should be open and transparent for everybody, he then made clear that the French government will not accept any patent at all.
 - It was explained that a PTI Group from Switzerland has been created in 2016 and is working on PN meter at ISO level.
 - Discussion on the fact that there is a grey zone between type-approval and PTI where in-service conformity is.
 - NP noted that in terms of particulates matter, EGEA can propose some solutions, but EGEA has nothing plausible for NOx measurement.
 - RW asked not to forget about the link with air quality monitoring and to review what is going on at the European Commission Joint Research Center (JRC) level.
- **Decisions:**
 - All members agreed that finding one solution for all three issues would be impossible.
 - It was agreed that it will be very difficult to find a compromise and a solution for NOx measurements as vehicle conditions for testing are impossible to reach. MDG added that NOx measurements might even never come. Some other members pointed out that it would be necessary to set up limits for NOx measurement, even if there are 5-gas analysers, limits need to be defined. NP added that there can be a dynamic database for future testing, but having a central database was always contested by Member States and Commission.
 - Decision that tailpipe testing should be re-included into PTI in all EU countries as this is still the best solution for EGR and SCR valves tampering. EGEA members should be active at their respective national levels when working on the implementation of Directive 2014/45/EU.
 - Decision to move forward and to analyse further all possible alternative/complementary solutions. For that, it was decided to recirculate the excel sheet for review and completion by all WG2 members. Feedback requested before the next WG2 meeting.
 - Action: the secretariat to contact the Commission and list all emission initiatives launched at national level for information.

5. Remote sensing

- Event at the European Parliament - report
- Revision of the vehicle type-approval legislation - update
- Actual situation

6. TNO report – EGEA reply?

7. e-PTI - current status

8. Any other business

- MLB reported about the CITA initiative to have a database with information for PTI. CITA requested information from their members before their next meeting which is scheduled on the 25th of April. All members are invited to comment on that before that date.
- NP and GP presented the new initiative launched by the European Commission on On-Board fuel consumption device (see attachment). For now EGEA is not following that issue but members are invited to review the attached documents and let us know whether this should be an issue for WG2.

9. Thank you and closure

- GP thanked all members for their participation.
- The next WG2 combined Diagnostic/Emission meeting will take place on the 28th of March in Brussels.

Eléonore van Haute.

Attachments:

- ASA – Harald Hahn Presentation on emission testing in Germany
- WG2 Chairman Presentation on Emissions
- Emission concept paper
- ACEA workshop presentations on anti-tampering measures
- EU Commission draft proposal for on-board fuel consumption device