

# FINAL PUBLISHABLE REPORT

Grant Agreement number: 14SIP03

Project short name: Autopart

Project full title: Automotive particle emissions: dissemination of aerosol measurement expertise to standards bodies

Project start date and duration:	1 June 2015, 36 months	
Coordinator: Dr Paul Quincey, NPL paul.quincey@npl.co.uk	Tel: +44 20 9743 6788	E-mail:
Project website address: <a href="http://www.ptb.de/emrp/partemission-home.html">www.ptb.de/emrp/partemission-home.html</a>		
Primary Supporter: PMP/Ford Motor Company, Tel: +44 (0)1268 404 802 E-mail: <a href="mailto:chosier@ford.com">chosier@ford.com</a>		
Internal Funded Partners:		
Partner 1 NPL, United Kingdom		
Partner 2 PTB, Germany		



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## 1 Overview

The purpose of this project was to ensure that SI traceability and measurement good practice in the area of airborne particle number concentration measurement was incorporated into the relevant CEN and ISO standards and PMP (Particle Measurement Programme) documents. This should enable a more efficient and reliable implementation of the regulations covering particle emissions from vehicles (Regulation No 83 of the UN/ECE), whilst also supporting similar measurements in other areas like air quality.

## 2 Need

Particles suspended in the air around us have sizes between a few nanometres and hundreds of microns. These particles are a serious human health issue across Europe, and also world-wide. Their health effects, via inhalation, are far greater than those from gaseous air pollutants, and they are deemed to be responsible for at least 492,000 premature deaths per year within the EU. Health effects are dominated by particles of less than a few microns in size.

Air Quality legislation such as Directive 2008/50/EC requires EU member states to limit concentrations of airborne particles to which populations are exposed, but the complex nature of the sources means that a good quantitative understanding of the types of particle present is needed to decide the most appropriate actions to take.

The work of the EMRP project ENV02 *Emerging requirements for measuring pollutants from automotive exhaust emissions*, referred to hereafter as "the previous project", whose stakeholders included major European vehicle manufacturers and several relevant instrument manufacturers, addressed important current issues relating to nanoparticle emissions from vehicles, such as providing traceability for instrument calibration and providing a working definition of size for particles below 80 nm.

EU rules covering vehicle emissions are set out in Amendments to the 1970 Directive 70/220/EEC, known as the EURO series. The EURO 5 and 6 vehicle regulations specify limits on emitted nanoparticle numbers. Methods are set out in UN/ECE Regulation 83, but significant aspects, such as the particle material to be used for calibration, need to be addressed.

The previous project established preferred types of particle, such as silver and "soot-like", and preparation methods for vehicle emission requirements. International standardisation of these measurements has begun relatively recently within ISO TC24 SC4 WG12, which addresses general measurement issues relating to particle number concentration and size distribution, and CEN TC264 WG32, which addresses number concentration and size distribution specifically for air quality purposes.

The need for this project was to assist the take-up of the results from the previous project by these user communities

## 3 Objectives

Taking into account the need, the objectives of the project were in two distinct areas, relating firstly to the vehicle emission regulation community and secondly to the standardisation community covering the measurement techniques at a more general level:

1. To ensure the results from the previous project and good metrological practice in the area of aerosol measurement more generally, are understood by key PMP members and incorporated into PMP documents.
2. To ensure the results from the previous project and good metrological practice in the area of aerosol measurement more generally, are understood by key members of relevant CEN and ISO committees, specifically CEN TC264 WG32 and ISO TC24 SC4 WG12, and incorporated into CEN and ISO standards.

## 4 Results

The outputs of the project relating to each objective are as follows:

- *Objective 1: To ensure the results from the previous project, and good metrological practice in the area of aerosol measurement more generally, are understood by key PMP members and incorporated into PMP documents.*

To be more specific, the calibration of aerosol electrometers and Condensation Particle Counters (CPCs) is explicitly required in PMP documents, and traceability chains for these have been made available through the facilities developed during the previous project; also, the findings about the most practical and reproducible particle sources, to provide a consistent basis for calibration and regulation, need to be more widely known and incorporated into the PMP documents.

There has been extensive direct interaction with the PMP community over the course of the project, via face-to-face meetings involving PTB, during which metrological requirements were discussed.

Over the past three years the UN-ECE Particle Measurement Programme has been developing methods and documentation supporting the use of CPCs in the automotive emissions environment – as mandated by 715/2007/EC and its subsequent technical amendments, known as PMP-23 method. PMP is also under mandate to develop the next generation of automotive particle number measurement systems to include more sub-23nm particles – this method is currently referred to as PMP-10. PMP has also expanded activities to include measurement of non-exhaust particles from brakes / tyres and methodologies for these are in various states of development.

The active participation of PTB in PMP meetings brought many benefits to the group. Apart from measurement expertise, in the form of presentations and discussion, PTB hosted experimental work such as a “round robin” comparison exercise of engine exhaust condensation particle counters held at PTB in June 2016. Their contribution has fed into PMP documents and reports, especially where metrological matters needed to be described.

Some examples are:

- PMP-39-05 Development of metrological standards for traceable particle number measurements of automotive exhaust emissions
- PMP-43-06 CPC calibration 1st results,
- PMP-47-03 JRC Technical report on PMP interlab correlation exercise with CPC's,

A sub-group was set up during the March 2017 meeting consisting of stakeholders in the automotive industry and device manufacturers. The scope of the sub-group is related to the activity of this project. A first guideline was discussed for the revision of Particle Number Counter Calibration Procedure for engine exhaust CPCs (ED47382004/PNC - Issue 5), which is the current industrial guideline for the calibration of PMP-compliant CPCs used for the type evaluation (homologation) of car engines (Otto/Diesel).

In summary, the objective was achieved through active participation in PMP meetings and experimental work over the course of the project, which has led to the incorporation of knowledge from the EMRP project ENV02 *Emerging requirements for measuring pollutants from automotive exhaust emissions* into several PMP documents, and other documents and papers that are in preparation.

- *Objective 2: To ensure the results from the previous project, and good metrological practice in the area of aerosol measurement more generally, are understood by key members of relevant CEN and ISO committees, specifically CEN TC264 WG32 and ISO TC24 SC4 WG12, and incorporated into CEN and ISO standards.*

To be more specific, the consortium in the previous project released a recommendation on how to calibrate the particle size selection of Differential Mobility Analysers, which will be relevant to the upcoming revision of ISO 15900:2009. At the same time, CEN TC 264 WG 32 is working on a Technical Specification in the same area.

There has been direct interaction with the ISO and CEN communities throughout the project via NPL participation in a total of 13 ISO 24 SC4 WG 12 and CEN TC 264 WG 32 meetings. They brought practical experience of the calibration of relevant instruments, together with a metrological viewpoint, and directly contributed to drafting the standards in areas such as measurement uncertainty.

ISO 24 SC 4 WG 12 is revising ISO 15900:2009 “*Determination of particle size distribution -- Differential electrical mobility analysis for aerosol particles*”. The current draft contains parameters recommended by the

previous project and a note saying “The relevant documents, EMRP ENV02 WP1 D1.1.1 and its Supplement can be found at <https://www.ptb.de/emrp/partemission-publications.html>”.

CEN TC 264 WG 32 is working in a Technical Specification “*Ambient air - Determination of the particle size spectra of atmospheric aerosol using a Mobility Particle Size Spectrometer (MPSS)*”, and this is expected to contain similar specifications.

Both documents are still at the draft stage at the end of the SIP project.

In summary, the objective was achieved through active participation in ISO 24 SC4 WG 12 and CEN TC 264 WG 32 meetings over the course of the project, which has led to the incorporation of knowledge from the EMRP project ENV02 *Emerging requirements for measuring pollutants from automotive exhaust emissions* into draft ISO and CEN standards and Technical Specifications.

In addition to the documentary activities, the the work of the project has been disseminated in six conference presentations, for example at the ETH Combustion Generated Nanoparticles conferences in Zurich in June 2015, 2016, and 2017, where a talk was given by BMW and PTB presenting the results of the first round-robin exercise for engine exhaust CPCs.

## 5 Impact

The main dissemination activities were, firstly, liaison with PMP members and participation in PMP meetings, and contributions to PMP documents, and, secondly, participation in CEN TC264 WG32 and ISO TC24 SC4 WG12 standardisation working group meetings and activities, and contribution to CEN and ISO standards.

The impact of the project can be seen to be the result of the extensive direct participation in PMP, CEN and ISO meetings, with provisional incorporation of EMRP ENV02 findings into the relevant texts, together with broader dissemination of EMRP ENV02 findings through conference presentations and the organisation of measurement comparisons, as described in the previous section. The PMP meetings were of the Informal Working Group of the PMP, whose chair is Caro Hosier, the primary supporter of this project.

These activities are directly in line with the stated objectives of the project, given above. The activities of the project will lead to short-term impact in the form of improved and up-to-date PMP-related regulations and CEN/ISO standards.

Arising from this, the longer term impacts of the project will be:

- Optimised activities by car manufacturers and inspection authorities with respect to accurate and reproducible determination of aerosol emissions, through improved documents and the uptake of traceable calibration services;
- Precisely tailored and thus more cost-effective developments of engine operating conditions and exhaust treatment, because the emissions can be measured more accurately, through improved documents and the uptake of traceable calibration services, thereby reducing the safety margins needed to fulfil the emission regulations;
- A reduction in the substantial adverse health effects that are caused by airborne particles, through mitigation measures that have been scientifically justified and validated in ways that would not have been possible without the project.

## 6 Contact details

Coordinator: Dr. Paul Quincey, Principal Research Scientist – Gas and Particle Metrology, NPL

[paul.quincey@npl.co.uk](mailto:paul.quincey@npl.co.uk)

Primary supporter: Caro Hosier, PMP/Ford Motor Company,

[chosier@ford.com](mailto:chosier@ford.com)