Informal document **GRPE-78-04** 78th GRPE, 8-11 January 2019 Agenda item 4(a)

Submitted by CITA Under discussion in the IWG on PTI

Tampering of Emission Control Systems

Tampering of Air Emission Control Systems

Content

Analysis and concept proposals to limit the tampering of emission systems

Main areas of fraud

Exhaust Gas Recirculation (EGR)

Selective Catalytic Reduction (SCR)

Particulate Filter (DPF), both gasoline and diesel

3-way Catalytic Converters

Tampering of Air Emission Control Systems

<u>Tampering</u> of emission control systems consists in <u>modifications</u> aiming to

reduce operation costs,

Increase performances,

avoid the performance constraints of misuse and

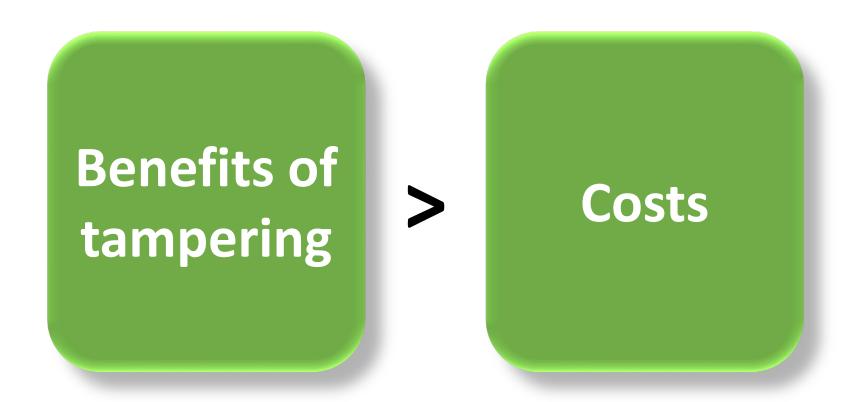
reduce or eliminate repair costs

that <u>undermine</u> the benefits of new vehicles' <u>emission</u> <u>regulations</u>.

Tampering is both a **behavioural** and **technical** issue.

Tampering of Air Emission Control Systems

Today's perception



EGR	
External zapping device	External black box plugged behind EOBD socket
Mechanical tampering	 Physical change in the engine compartment blocking the gas tube with a baffle sealing the hose to the vacuum actuator



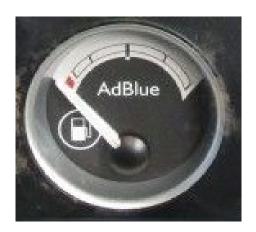


Tube blocked

SCR	
SCR disconnected	 Reagent tank gauge showing exactly 25%, 50%, 75% or 100%
and ECU emulator	 Reagent tank empty or level does not correspond with gauge (if lock fitted, is there a key to open it?)
	 Crystallisation and/or rust around the AdBlue tank cap and/or
	filler pipe when cap removed (only an indication, no proof for a manipulation)
	Purchase/bill of AdBlue
	 Fuse removed/blown from SCR system
	Modified wires in the harness
	Soldered wires
	 Electronic device fitted in OBD-port or with wires spliced into the wiring from SCR ECU may be an emulator



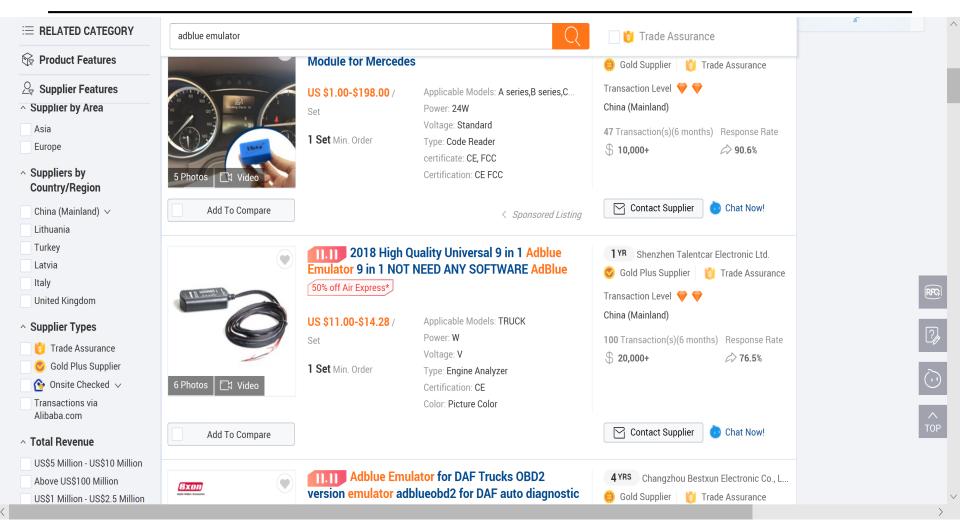












www.alibaba.com on Nov 16th, 2018

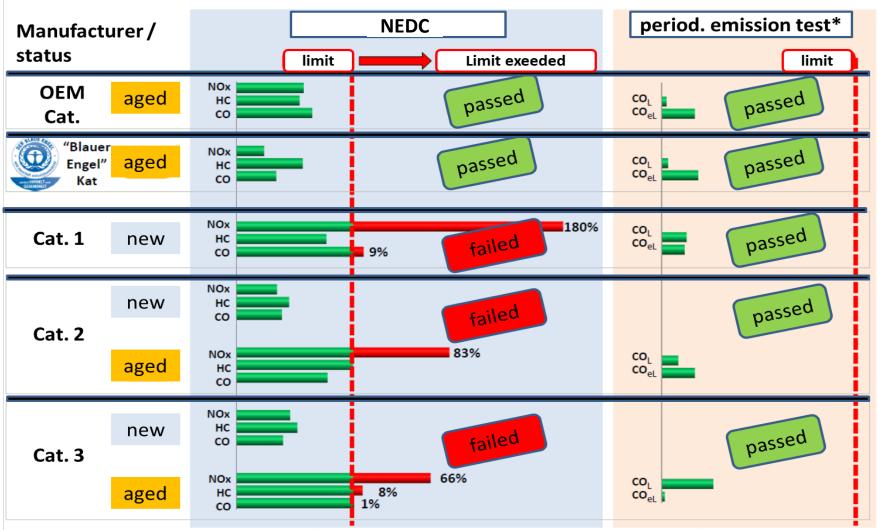
Search words: "adblue emulator"

DPF	
DPF removed, also with ECU set up	 Missing part or visible alteration (e. g. welding seam) of the exhaust pipe Soot in the exhaust of a Euro 5/6 vehicle, this may indicate DPF removal (only an indication, no proof for a manipulation)
DPF gutted, also with ECU set up	Soot in the exhaust of a Euro 5/6 vehicle, this may indicate DPF removal (only an indication, no proof for a manipulation)



Exemples of non-compliance

Petrol emissions 3-way catalysts: tests of TÜV NORD



^{*}Messung der CO-Gehalts in Volumenprozent im Leerlauf (L) bei ca. 850 [1/min] mit einem Grenzwert von 0,3 Vol.% und im erhöhten Leerlauf (eL) bei 2.500 bis 3.000 [1/min]) mit einem Grenzwert von 0,2 Vol.%. Messergebnisse des TÜV Nord; August 2015. Prüfstandsmessung nach Alterung des EEC Systems nicht durchgeführt, da bereits im Neuzustand durchgefallen. Prüffahrzeug: Euro-4 mit Ottomotor

Information

Tampering is, by definition, a modification. Availability of right information is essential to make tampering more difficult.

Marking

- ✓ Opacity plate. Ex: Reg 24 still allows to set the limit of 0,5 m⁻¹ in currently approved vehicles
- ✓ Marking of components. Ex: original equipment like catalytic converters shouldn't have an approval mark, whereas replacement parts are obliged to have them
- ✓ Marking of components. Ex: approval mark may be in the hidden part of a catalytic converter

Software

✓ Self-diagnosis features of software are cleared away when modifying ECU's software. It is essential a reliable method of identification: CALID and VALID

Access to the systems

Visual access

✓ Example: to the adblue tank

Mechanical access

✓ Example: to exhaust pipes

To sensors' readings

✓ Example: to the temperature sensors, since that is one of the parameters that regulate how emission control system works

To actuators' operation

✓ To check consistency between inputs and outputs

Conception of the system

- ✓ Ensuring self-diagnosis functions of the system
- ✓ Ensuring recording key event in an indelible way.
- ✓ Tampering-proof designs, inspired in tachographs

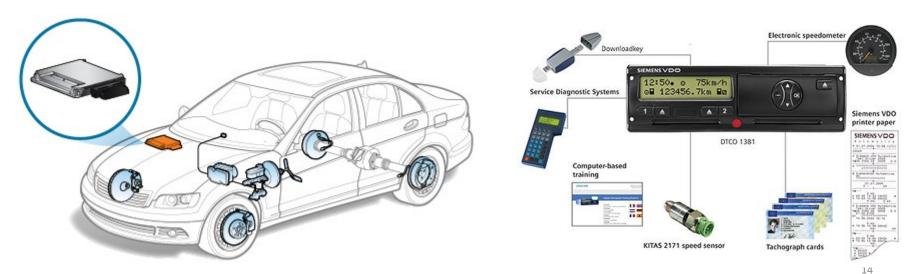
References

- ✓ Type II test should evolve according to technology and targeted emission: PN, NOx, ...
- ✓ Event with current technology, type II test limits can be improved http://citainsp.org/wp-content/uploads/2016/01/CITA-SET-Study-Sept-2015.pdf

Anti-tuning control unit:

As the ABS system has, to avoid the tampering, it could be installed a little control unit for the emissions control (AdBlue, EGR, DPF...) where the activity of all these systems could be registered and read but not manipulated.

A system based on the electronic tachograph could be a solution, where the emissions systems events are recorded with the easy way of printing them but not modifying anything.



Measuring of NOx

Engine unloaded

Identifies functioning of EGR, but requires knowledge of vehicle's design. CAPELEC / AVL method.

Engine loaded

Depending on the external conditions may identify EGR, adblue, and 3-way catalytic converter issues.

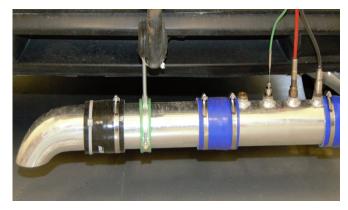
Requires reference information and has sensitivity to external factors like temperature, pressure and height.

Ongoing studies.

"Mini-PEMS"

High variability of results





Remote sensing

Excellent tool for statistical analysis

Requires additional procedures, as those defined in this annex

Measurement of PN

Development advanced

Solves the tampering with particle traps

Requires references to improve efficiency

Periodical and Road Side Inspections

Improvement of visual inspection within the current frame

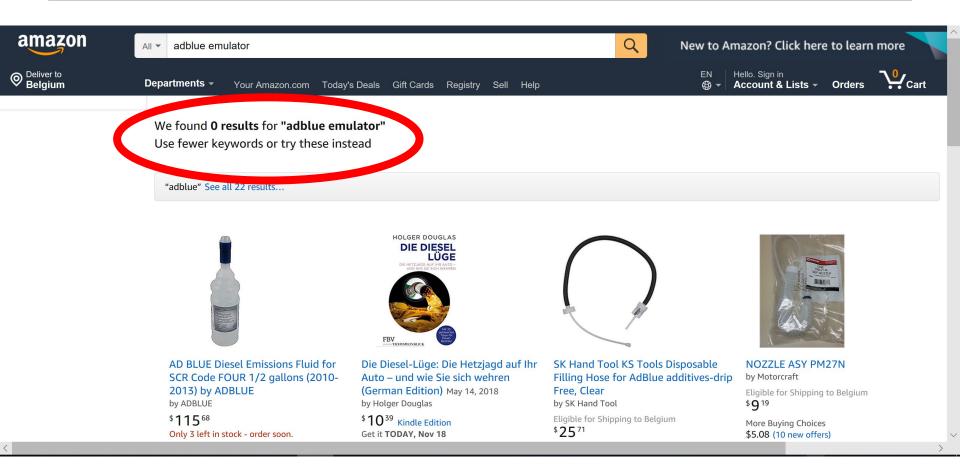
Constraint of emissions' limits

Modification of national law

To forbid the use of tampered vehicles

To forbid the execution of tampering

To forbid the trade of tampered components



www.amazon.com on Nov 18th, 2018

Search words: "adblue emulator"

Summary

- √ Fighting tampering is involves several stakeholders
- √ Tampering is both a behavioral and technical issue
- √ Vehicle design can improve to make tampering more difficult

Thank you for your attention And looking forward to your feedback