

## PROPOSAL FOR A RETROFIT TEST PROCEDURE FOR PARTICULATE TRAPS

The text reproduced below was prepared by the expert from the Netherlands in order to propose harmonized test procedures for the performance of particulate traps intended to be installed on heavy duty vehicles of categories 1-2 and 2, having a design speed exceeding 25 km/h and having a maximum mass exceeding 3.5 tonnes.

### A. BACKGROUND

Particulates in diesel engine exhaust gas have been designated carcinogen and a health threat in a wider sense since a number of years now. This is reflected in air quality guidelines and in exhaust gas standards for diesel engines and diesel engined vehicles, with ever stricter limits for particulate mass and particulate number emissions.

It takes however a varying number of years to replace existing vehicles and engines by new ones, fulfilling these stricter standards.

Many countries all over the world are therefore developing retrofit programs, in which existing diesel engines and diesel engined vehicles are equipped with particulate traps.

These countries are faced with the question how to formulate quality criteria for such traps. Some have solved this question by formulating efficiency criteria for traps, other countries evaluate the combination of a trap and the engine or vehicle to be retrofitted. In some cases countries have cooperated bilaterally in formulating criteria, in other cases countries accept the criteria developed in other countries. In the mean time a considerable number of different criteria constitute a large development and certification obstacle for the manufacturers of traps, whilst countries with retrofit plans have to re-invent the wheel time and again.

### B. PROPOSAL

The Netherlands proposes to initiate a working group with the aim to develop harmonized quality criteria and a type approval scheme, which would be acceptable as an alternative for existing retrofit schemes, and which could be used by countries all over the world considering to introduce retrofitting of existing diesel engines with particulate traps. The work already done by a small working group hosted by JRC (the research institute of the European Commission) could be incorporated in the process. The result of this working group would be a draft Regulation for retrofit or replacement particulate traps, encompassing quality criteria based on best available filtering technology and the avoidance of undesirable secondary

emissions. Such a Regulation could also recommend Inspection and Maintenance practices for retrofit traps, sharing the experience of countries with existing retrofit schemes.

The Netherlands is asking GRPE to establish a working group to develop the proposed regulation. The Netherlands is prepared to chair the working group and suggests the following timetable:

January	2010	proposal to GRPE
June	2010	Official GRPE document and mandate working group
June	2010	1 <sup>st</sup> WG meeting
January	2011	report to GRPE
June	2011	informal document to GRPE
January	2012	Final document to GRPE
June	2012	Adoption GRPE
November	2012	Adoption WP.29

#### C. JUSTIFICATION

Harmonized quality criteria for particulate traps, preferably on a global scale, would offer better quality at lower cost, and help countries considering retrofit schemes doing so in an effective and cost effective way. The 1958 Agreement would be the most suitable legal framework for such quality criteria.

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