

Introduction in the Netherlands of the new PTI particle test for DPFs from July 1, 2022

VERT Focus 7 July 2021 Hens
Peeters Weem RDW

Roadmap to the introduction of the PN-test in PTI in the Netherlands

- › 2012 The Problem (research)
- › 2015 Motion by the House of Representatives
- › 2016 Start of the N-PTI group
- › 2020 Entry into force of regulations to enable test
- › 2021 Decision for implementation in PTI
- › 2022 July 1 Introduction in PTI

The Problem:

Fraud with emissions systems



- Removing of DPF
- Manipulation of in car software (OBD control)
- Switching off emission systems
- Chip tuning

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Contenidos

Problema

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Development of new test, equipment, test method and limit values by the N-PTI working group



- Research into the suitability of opacity measurement for diesel vehicles with DPF (TNO Netherlands)
- Correlation between PN and type approval
- Development of PN instrument for PTI
- Development of measuring method
- Proposal for equipment specifications
- Proposal for limit values

Way in which the new PTI test is performed



- Instrument : According to the specifications of the N-PTI working group
- Procedure : 30 sec. measurement time
- Vehicle : Low idle condition
any vehicle conditioning allowed
- Limit value : 1,000,000 particles per cm³

PTI particle counters for checking DPFs



Current developments



- Belgium and the Netherlands start 01-7- 2022 for passenger cars and light duty vehicles <3500 kg
- Heavy Duty from Euro 6.
- Germany starts 01-01-2023
- There are several countries worldwide that are researching particle measurements
- Manufacturers expect a global introduction.
- Future: petrol cars?
- Marine engines, stationary engines, agricultural machinery.

Developments Europe and UNECE



EU

- Amend Directive (long lead time)
- Commission is considering a recommendation on the directive

UN/ECE:

- IWG on PTI under WP29
- Presentation in WP29 next time (*World Forum for Harmonization of Vehicle Regulations (WP.29)*)
- Proposal to amend Rule 1