Particle Emissions of 2-S scooters & General Emissions Issues of 2- and 3-Wheelers


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**CONTENTS**

1. ABSTRACTS 3
2. INTRODUCTION 3
3. ACTIVITIES OF THE SWISS NETWORK 4
   3.1. TOXICITY UNI BERN - AFHB *) 4
   3.2. OTHER ACTIVITIES OF THE SWISS NETWORK 4
4. SAE – EC JRC JOINT CONFERENCE ON SCOOTER EMISSIONS 4
5. AECC 5
6. OTHERS 5
7. CONCLUSIONS 5
8. ACKNOWLEDGEMENT 6
9. REFERENCES 6
10. ABBREVIATIONS 7
11. ANNEXES 8

*) Abbreviations see at the end of report
1. ABSTRACT

The serious health effects of particle emissions from traffic are known from the discussions about diesel engines technology and legislation. In this context the particle emissions of small 2-S engines with lost oils lubrication cannot be neglected any more. A particular concern is about the 2-S scooters, small motorcycles and 2-S 3-wheelers, which in several countries are used very much in congested city centers.

To promote the exchange of information and mutual collaborations and progress in this domain, the present report summarizes shortly the international technical activities and activities in the reporting institutes.

There are several possibilities to reduce emissions from 2-S engines by means of technical measures and application of the best available technology (BAT*). Nevertheless the technical efforts alone cannot solve the pollution problem in several countries. The information and involvement of the political, economical and legal authorities, as well as the awareness and education of the population (users) are very important factors.

Small 4-S engines, which are going to replace more and more the 2-S engines in several new fleets, also have large potentials of emission improvements. The engines for handhold machines 2-S & 4-S represent challenges of emission reduction both: from the point of view of cost and technology. Some information about those engines is included in this report.

2. INTRODUCTION

At present there is a demand for improved knowledge about particulate emissions from 2-S Scooters. Since emissions from other type of vehicles have been dramatically decreased as a result of more stringent emission regulations in many countries, the focus on 2-S Scooter emissions is becoming more obvious. Furthermore, some Third World countries suffer from extreme emissions from 2-S vehicles, due to the large number of those vehicles.

Therefore projects on measuring and evaluation of the impact of emissions have been started up in many countries. The influence of factors like: fuel, lubricant, engine and aftertreatment technology is being investigated in the different projects. These are the main factors that can be adjusted in order to develop cleaner vehicles.

In order to obtain an overview of the investigations the IEA *) AMF Annex XXXIII with following objectives was started in autumn 2004:

- an overview of the content of ongoing projects
- establishment of an information network between project leaders
- establishment of links between projects, where mutual progress can be obtained
- a summary report, describing the results from the projects

The present 4th report gives further overview of international activities on research of 2-S scooters in scope to promote further technical collaborations, exchange with authorities and general improvement of the critical air pollution.

A very important step is the organisation of an International Conference on (Particle) Emissions of 2-S Scooters (see pt. 4), which is a result of the international activities of the IEA AMF Annex XXXIII.
3. ACTIVITIES OF THE SWISS NETWORK

Annex A1 shows the Network, which started in 2004. Following works and cooperation can be mentioned:

- finish of project A (Feb. 2007)
- exchange of samples and analytical work at EU-JRC Ispra, Italy (project B)
- exchange of information and collaboration with the Toxicity Network France (project D)
- start of the research of toxicity 2007 with INSERM, Univ. Rouen, F; Univ. of Berne, CH; BAFU & TTM (organization chart see annex A2)

The extensive research activities at AFHB are reported in references of [1], [2] & [3]. An executive summary report of Project A is given in [4].

3.1. TOXICITY UNI BERN - AFHB

A special cell-exposition chamber was prepared at AFHB and expositions of lung cells cultures were performed with different exhaust gas quality of a 2-S Scooter, [5], annex A3.

As actual conclusions can be remarked, that:
- there is a clear influence of exhaust gas quality on the cytotoxicity, oxidative stress and inflammatory reactions of cells,
- the influences on certain parameters are nevertheless not always with the expected tendency – there is further necessity of research,
- the exposition of cells to the combined aerosol (with gaseous and particulate toxic components) is a very useful method of research of toxicity; it is proposed to apply this method also for HD-engines with biofuels.

3.2. OTHER ACTIVITIES IN THE SWISS NETWORK

The proposition of the Swiss Network to organize an International Conference on (Particle) Emissions of 2-S Scooters was approved by SAE and by the EC-JRC in spring 2008. AFHB took contacts with different specialists, set up the technical program and forwarded it to the scientific committee, EC JRC & SAE.

4. SAE – EC JRC JOINT CONFERENCE ON SCOOTER EMISSIONS

Following attachments give the complete information about this Conference:

- annex A4 – preliminary announcement of the Conference
- annex A5 – Technical Program
- annex A6 – Abstracts of all technical presentations

The Conference will take place on the Autodromo Nazionale Monza, Italy, one of the oldest racing tracks for F1 worldwide.

The Conference addresses all concerned specialists from: authorities, rule makers, industry, environment & health protection and users.
In collaboration with IA HEV information about hybrid and/or electric 2-wheelers will be given.

The organizers hope to put with this event an important step towards general comprehension and improvements of the emission situations of 2-wheelers and in generally of small SI-engines.

5. AECC

Important information about international emission topics is to be found in the periodic newsletters of AECC (www.aecc.be).

In the newsletter March – April 2008 reports of the Belgian government about NP-Emissions of Two-Wheelers are mentioned, see annex A7. There is a remarkable international consciousness about nanoparticles, their health effects and high level emissions of 2-wheelers.

6. OTHERS

Performances of a small 2-stroke SI engine (50cc) with CNG propulsion were investigated at the University of Naples, [6], annex A8.
There are potentials of leaning the engine operation and lowering CO & NOx. HC stays principally at the same level, as with gasoline, but is consist mostly of methane. There is lower maximum torque line with CNG due to a lower feeding ratio. There are no statements about lubrication and emissions from the lube oil.

An US-American company “Envirofit”, [7], sells in Asia a retrofit kit for 2- and 3-wheelers, which allows better dosing of fuel and lube oil, saves (according to the information source) the fuel consumption and lowers emissions (due to possibility of leaner operation). The system consists of low costs elements: fuel & oil injection, air pump, ECU, necessary sensors, cables and pipes, annex A9.

STIHL a German manufacturer of handheld machinery presents a development of stratified scavenging, which allows remarkable emissions reductions (CO, HC) without drawbacks of packaging, weight, costs, or power, [8], annex A10. There are no statements about lubrication-related unregulated emission components.

7. CONCLUSIONS

A lot of work is done yearly in the R&D of gasoline 2-S and 4-S engines for 2- and 3- wheelers.

Several improvements of engine- and exhaust gas aftertreatment technology are possible.

To reduce sustainably the emissions of 2-wheeler fleet the technical improvements of new vehicles are not sufficient.

Further legal and political steps to increase the awareness of the users and to promote control and maintenance are necessary.
8. ACKNOWLEDGEMENT

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  for support and organization help of the International Conference on (Particle) Emissions of Scooters, Monza, Italy, June 11\textsuperscript{th}-12\textsuperscript{th}, 2009.

11. REFERENCES


[7] \url{www.envirofit.org}; \url{www.rolexawards.com}

10. ABBREVIATIONS

ACEM Association des Constructeurs Européens de Motocycles (www.acem.eu)
ADME Agence de l’Environnement et de la Maîtrise de l’Energie, France
AECC Association for Emission Control by Catalyst (www.aecc.be)
AFHB Abgasprüfstelle der Fachhochschule, Biel CH, (www.afhb.bfh.ch)
AMF Advanced Motor Fuels
ANCMA Associazione Nazionale Ciclo Motociclo Accessori, Milano, It.
BfE Bundesmat für Energie, CH (SFOE)
BAT best available technology
BAFU Bundesamt für Umwelt, (Swiss EPA, FOEN)
C Carburetor
Carb Carburetor
CARB Californian Air Resources Board
CERTAM Centre d’Etudes et de Recherche Technologique en Aérothermie et Moteur
CPC condensation particle counter
CVS constant volume sampling
DC diffusion charging sensor
DI direction injection
DMA differential mobility analyser
DTU Technical University of Denmark, Lyngby DK
ECU electronic control unit
EMPA Eidgenössische Materialprüfungs- und Forschungsanstalt
ENEA National Agency for New Technologies, Energy and Environment, Rome, Italy
(Ente Nazionale per le Nuove Technologie, l’Energia e l’Ambiente)
EPA Environmental Protection Agency
ETHZ Eidgenössische Technische Hochschule Zürich
EV Erdöl Vereinigung, CH
FL full load
G-DI gasoline direct injection
GRPE Groupe Rapporteur Pollution et Energie
HEV hybrid electric vehicles
IA Implementing Agreement
ICCT International Council on Clean Transportation (www.theicct.org)
IEA International Energy Agency
I/M inspection / maintenance
INSERM Institut National de la Santé et de la Recherche Médicale, F
INSOF insoluble fraction
JRC EU Joint Research Center, Ispra It.
JASO Japanese Automobile Standard Organisation
JSAE Japanese Society of Automotive Engineering (www.jsae.or.jp)
ME Matter Engineering, CH
NanoMet minidiluter + PAS + DC (ev. + TC, or TD)
NMOG non methan organic gases
NP nanoparticulates
OP ozon potential
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
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<tbody>
<tr>
<td>PAH</td>
<td>polycyclic aromatic hydrocarbons</td>
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<td>PAS</td>
<td>photoelectric aerosol sensor</td>
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<td>PC</td>
<td>particles counts</td>
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<tr>
<td>PM</td>
<td>particulate matter, particulate mass</td>
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<tr>
<td>PMP</td>
<td>Particle Measuring Program of the UNO ECE GRPE</td>
</tr>
<tr>
<td>PN</td>
<td>particles number</td>
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<td>PSD</td>
<td>particles size distribution</td>
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<tr>
<td>PSI</td>
<td>Paul Scherrer Institut, Switzerland</td>
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<tr>
<td>SAE</td>
<td>Society of Automotive Engineering (<a href="http://www.sae.org">www.sae.org</a>)</td>
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<tr>
<td>SAG</td>
<td>Swiss Aerosol Group (medical)</td>
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<td>SAI</td>
<td>secondary air injection</td>
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<td>SAS</td>
<td>secondary air system</td>
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<tr>
<td>SETC</td>
<td>Small Engines Technology Conference (<a href="http://www.sae.org">www.sae.org</a>)</td>
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<tr>
<td>SFOE</td>
<td>Swiss Federal Office of Energy</td>
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<td>SI</td>
<td>spark ignition</td>
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<td>SMPS</td>
<td>scanning mobility particles sizer</td>
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<tr>
<td>SOF</td>
<td>soluble organic fractions</td>
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<tr>
<td>SUVA</td>
<td>Schw. Unfall Versicherungs Anstalt, Swiss Occupational Insurance</td>
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<tr>
<td>SWRI</td>
<td>South West Research Institute</td>
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<tr>
<td>T</td>
<td>TSDI</td>
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<tr>
<td>TC</td>
<td>thermoconditioner, total carbon</td>
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<tr>
<td>TEF</td>
<td>Toxicity Equivalence Factor</td>
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<tr>
<td>TEQ</td>
<td>Toxicity Equivalence TEQ = ( \sum (TEF_i \times \text{concentration}_i) )</td>
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<tr>
<td>TSDI</td>
<td>Two Stroke Direct Injection</td>
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<tr>
<td>TPN</td>
<td>total particle number</td>
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<tr>
<td>TTM</td>
<td>Technik Thermische Maschinen, Niederrohrdorf, CH</td>
</tr>
<tr>
<td>TUG</td>
<td>Technical University Graz, Austria</td>
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<tr>
<td>VSS</td>
<td>Verband der Schweizerischen Schmierstoffindustrie</td>
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<tr>
<td>VTT</td>
<td>Technical Research Center of Finland</td>
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<tr>
<td>WFC</td>
<td>wiremesh filter catalyst</td>
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<td>WMTC</td>
<td>Worldwide Motorcycle Test Cycle</td>
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### 11. ANNEXES

- **A 1** 2-S Scooters Swiss Project Network
- **A 2** Project D: Toxicity, organisation chart
- **A 3** Toxicity of Scooter Emissions
- **A 4** SAE-EC JRC Scooter Conference – preliminary announcement
- **A 5** SAE-EC JRC Scooter Conference – Technical Program
- **A 6** SAE-EC JRC Scooter Conference – Abstracts
- **A 7** AECC newsletter March – April 2008
- **A 8** CNG fuelled 2-S SI Engine SAE 2008-01-0318, [6]
- **A 9** Direct Injection Retrofit Kit for 2-S SI Engines, [7]
- **A 10** Emission Reduction of handheld machines, [8]