

An aerial photograph of a road scene. A white car is driving on a grey asphalt road. To the right of the road is a green field. The background shows a blue sky and some distant structures.

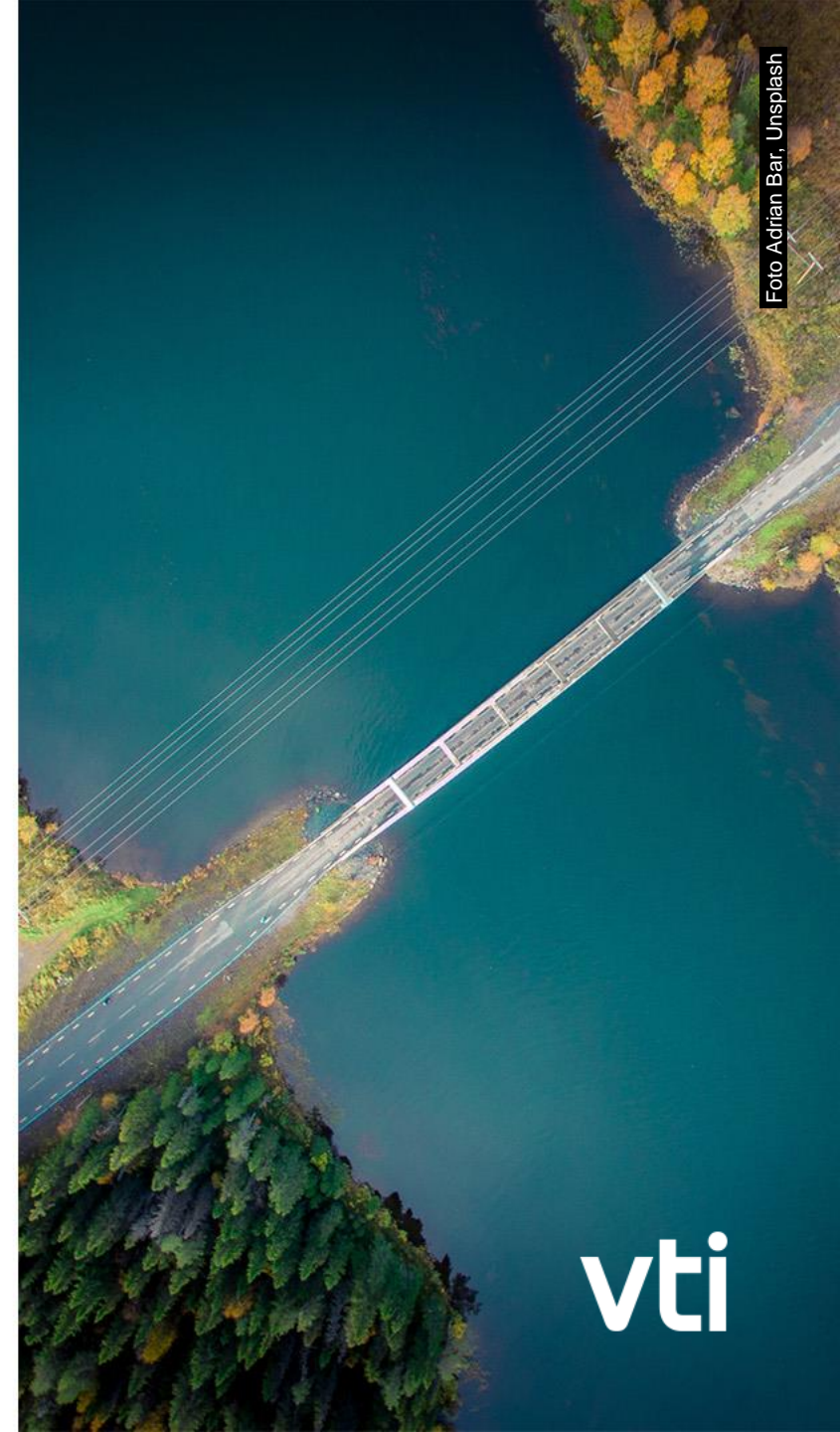
EMISSION OF PARTICLES FROM THE TYRE AND ROAD INTERFACE

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OUTLINE

- Tire and road interaction
- Emissions and some influencing factors
 - Tyres
 - Road
 - Road dust resuspension
- Conclusions





TIRE AND ROAD INTERACTION

In focus as a problem contributing to both:

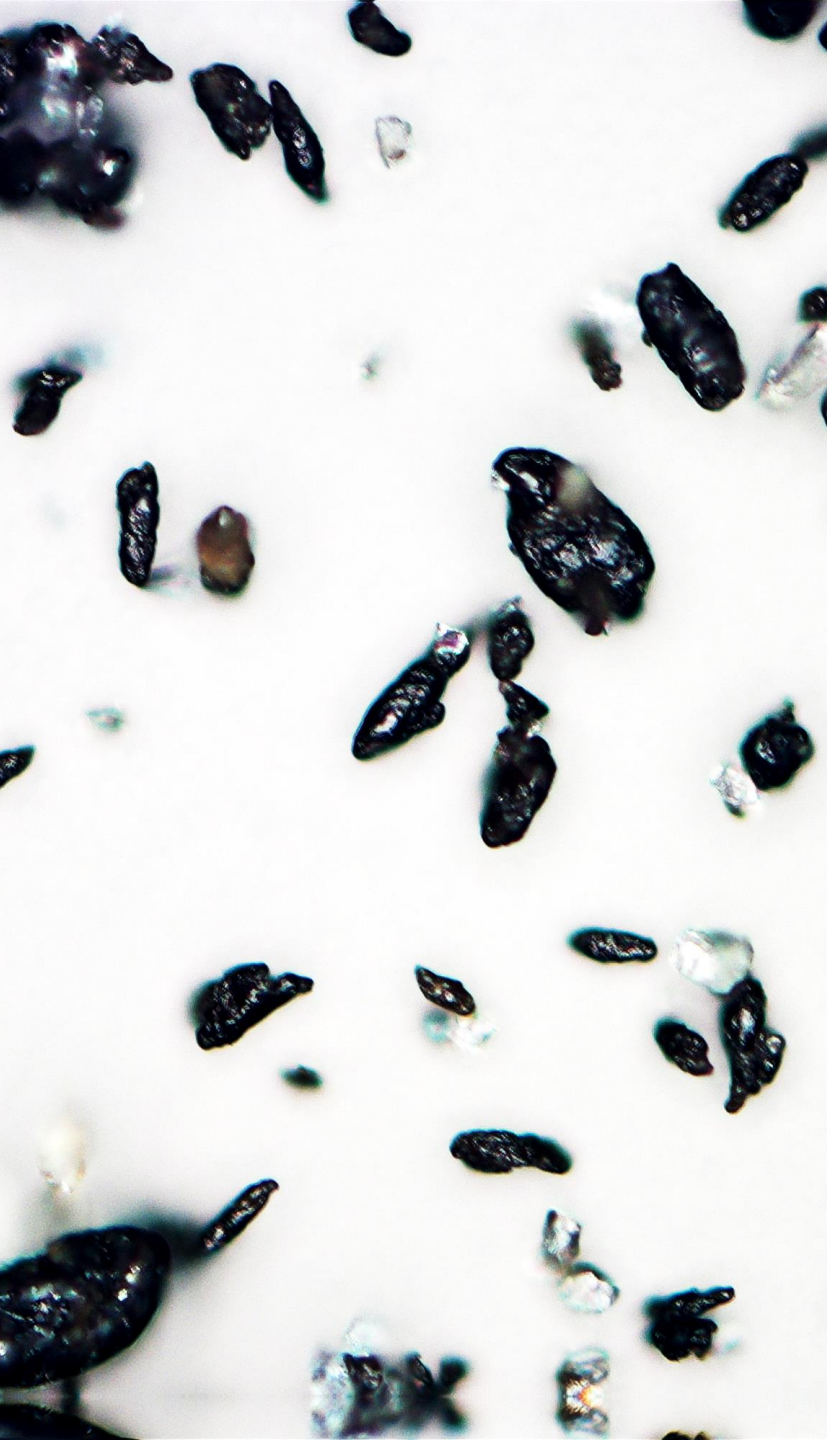
- *air quality* as an increasing and unregulated source for PM
- *microplastic pollution* as tyre wear is regarded a main source. Also, wear of road markings and polymer modified bitumen in asphalts are regarded as microplastic sources.



TIRE AND ROAD INTERACTION

Both

- *Source* for primary emissions of tire and road wear particles
- Main *emitting process*, for primary emission and (re-)suspension, depending on:
 - Tire type and dimensions
 - Vehicle type and weight
 - Speed
 - Lateral position on road
 - Road surface conditions



TIRE AND ROAD INTERACTION

Properties differ from exhaust particles

- Coarser (mainly $> 1 \mu\text{m}$)
- Composition
 - tire rubber mix
 - minerals and binder
 - any material accumulated on the surface
 - TRWP aggregates of tire and mineral particles
- Shape
 - elongated TWP common
 - minerals (shards, grains etc.)

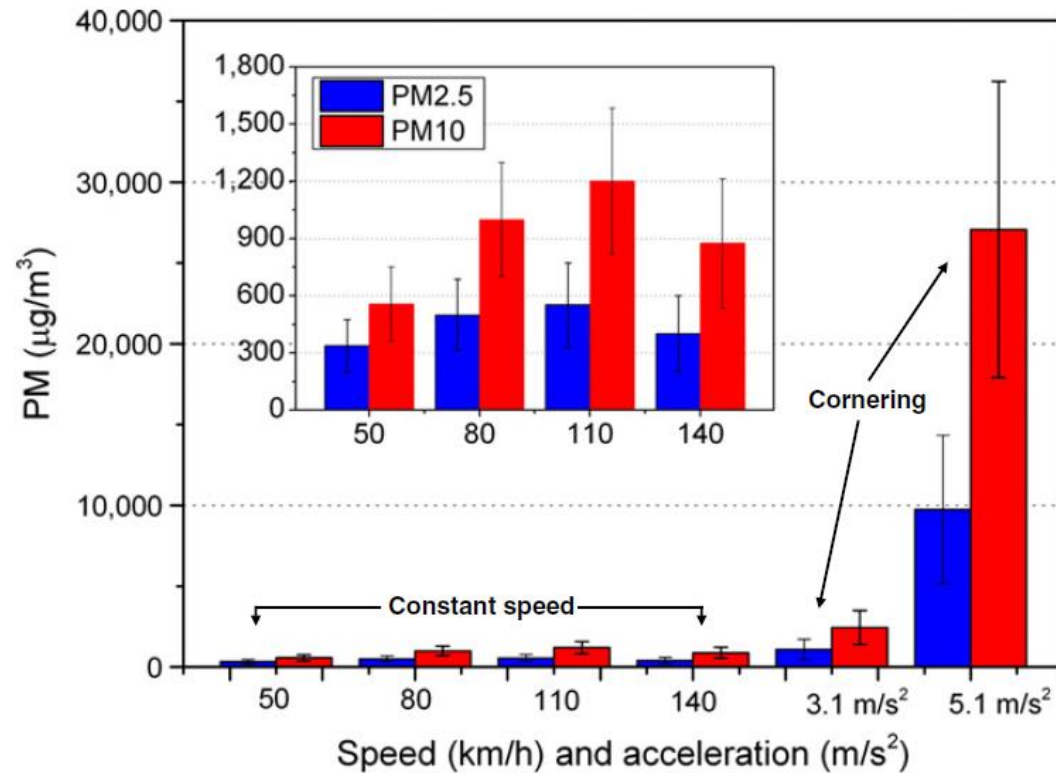


PARAMETER INFLUENCE ON TIRE WEAR EMISSIONS

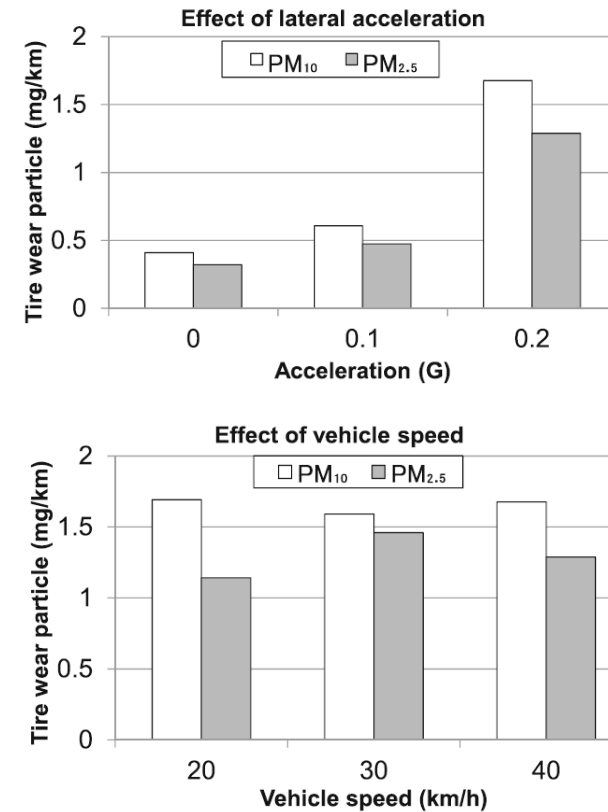
Order	Parameter	Influencing part of system
1	Side slip angle	vehicle/driver, maintenance
2	Speed	vehicle/driver behaviour
3	Sprung mass	vehicle/driver, choice (load)
4	Ambient temperature	Meteorology
5	Tire pressure	tire/driver, maintenance
7	Unsprung mass	vehicle
8	Suspension damping	vehicle
9	Road roughness	road
10	Suspension stiffness	vehicle
11	Tread damping	tire
12	Tread stiffness	tire
13	Sidewall stiffness	tire
14	Sidewall damping	tire

After Li et al., 2011

INFLUENCE OF DRIVING PARAMETERS ON PM EMISSION AND TIRE WEAR – REAL WORLD TESTS

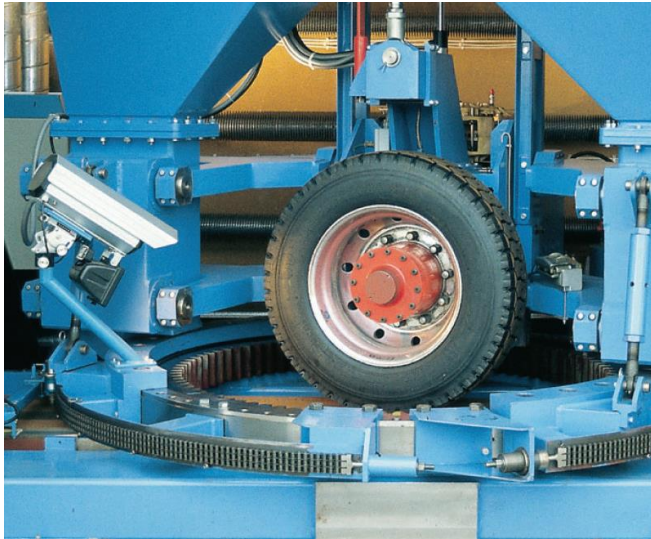


Kwak et al., 2013

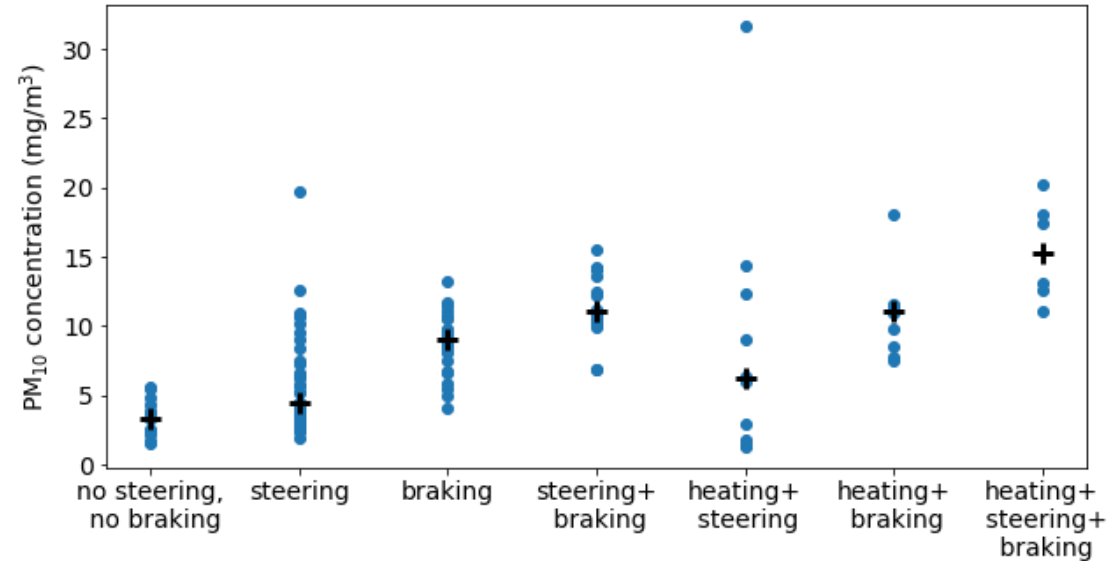


Tonegawa & Sasaki, 2021

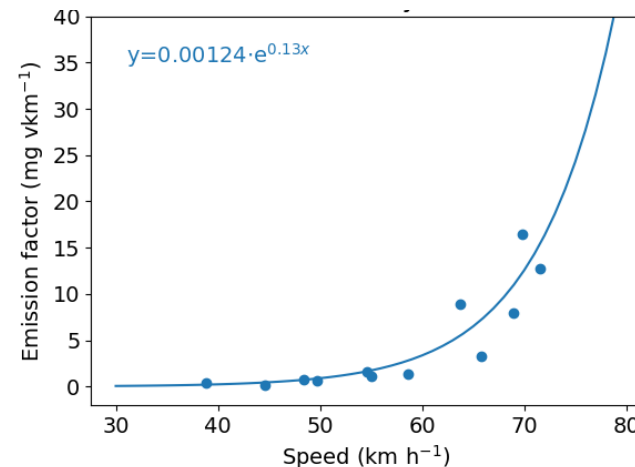
ONGOING ACTIVITIES IN H2020 PROJECT



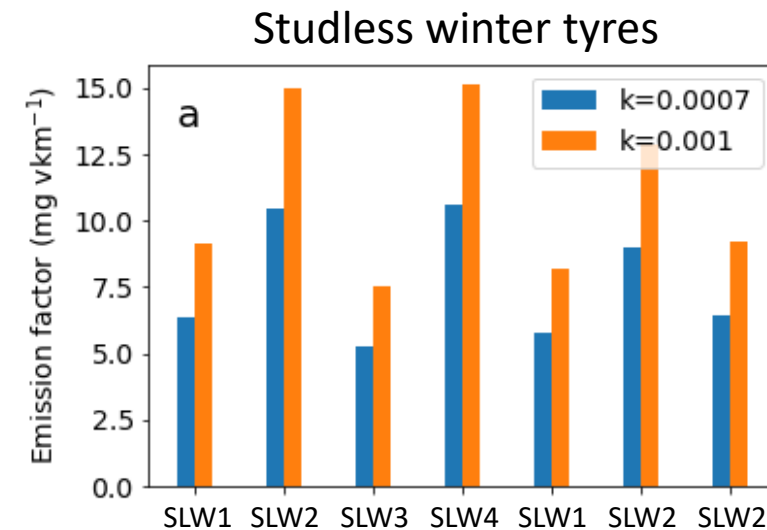
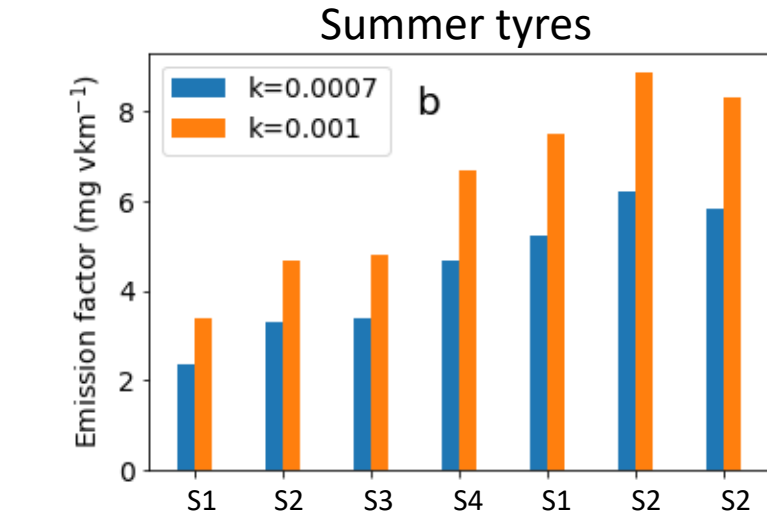
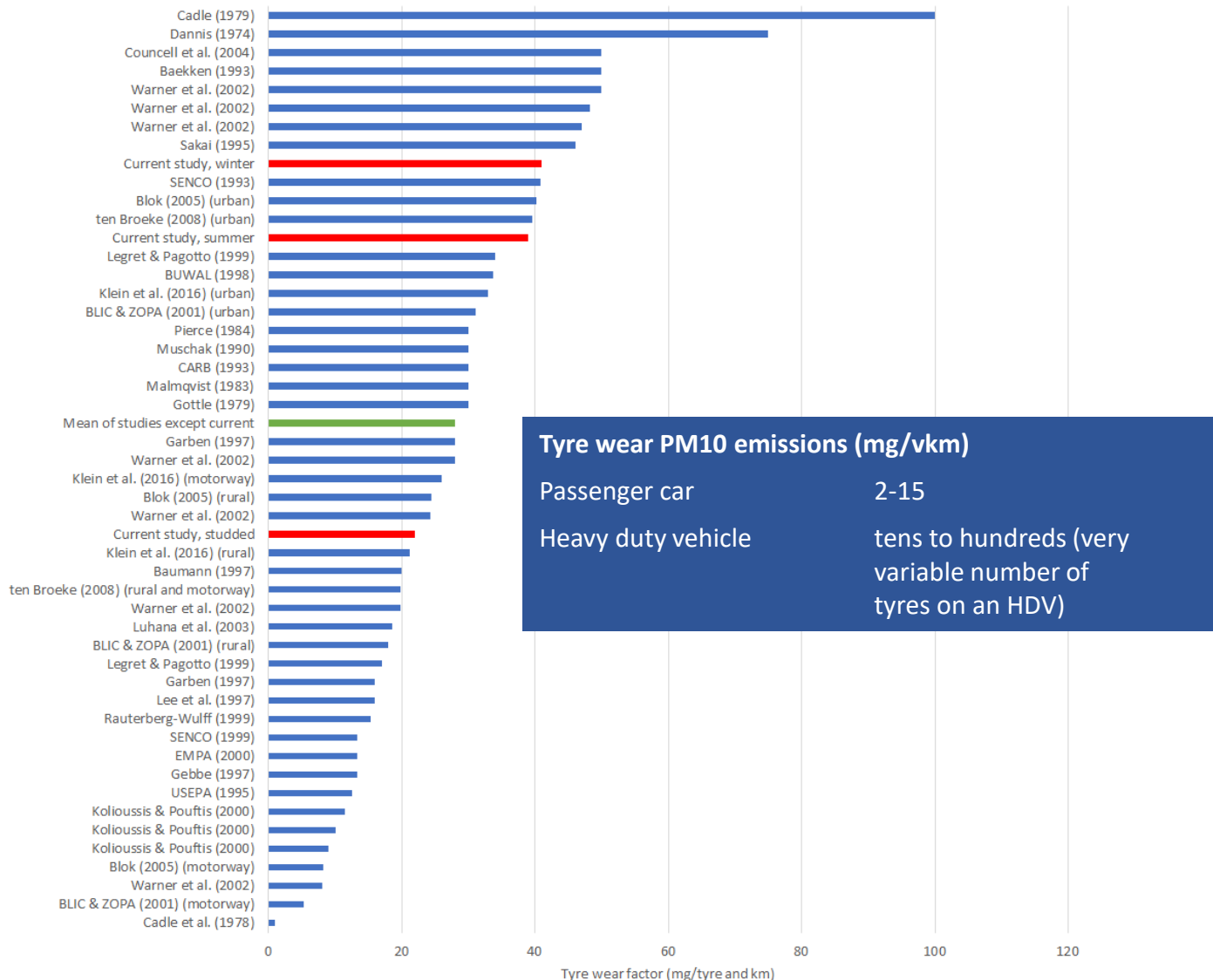
PM₁₀ behind tyre at different manouvers



Speed dependance of PM₁₀ emission factor in road simulator



TYRE WEAR AND PM EMISSIONS...



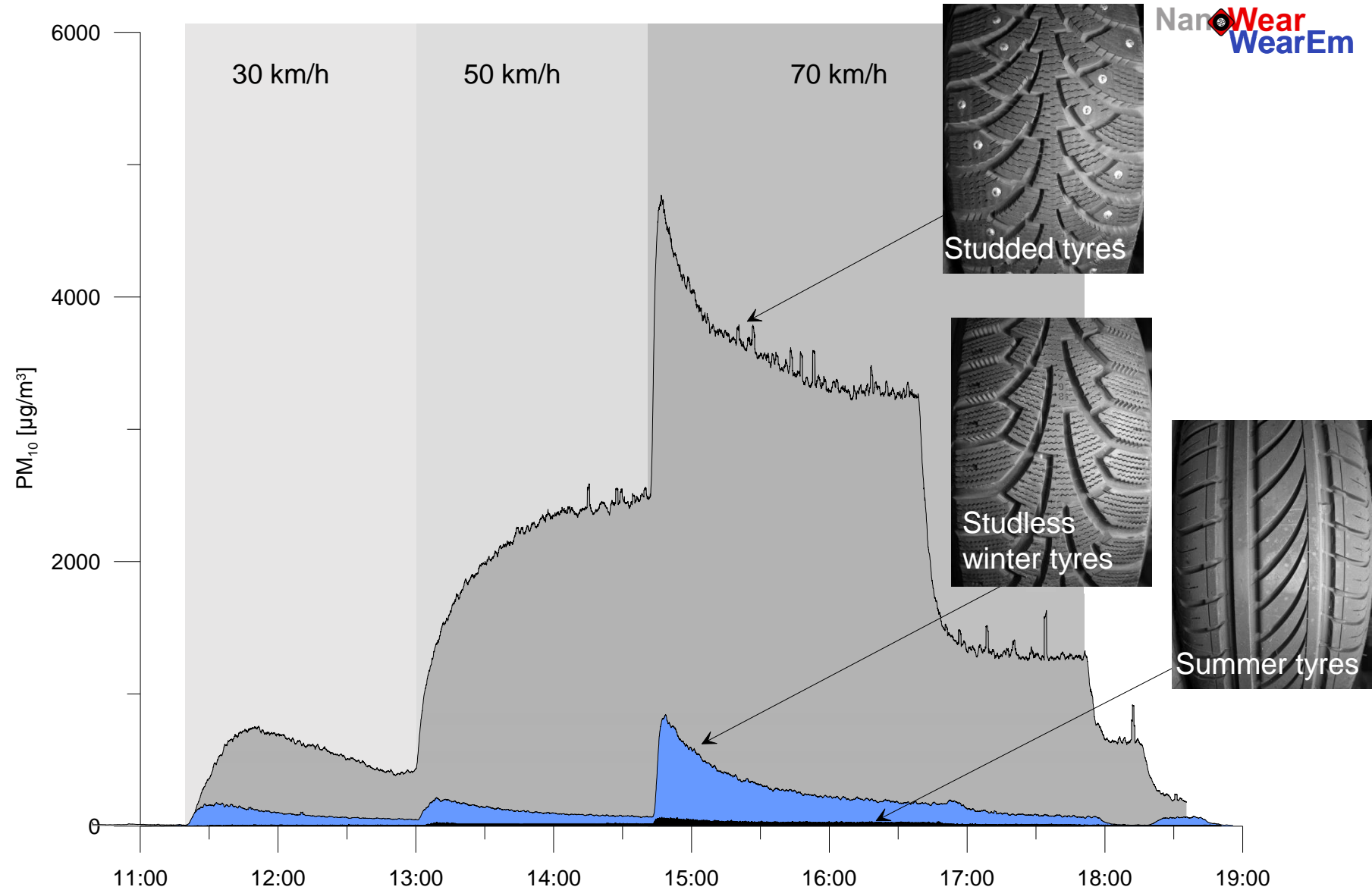


ROAD WEAR EMISSIONS

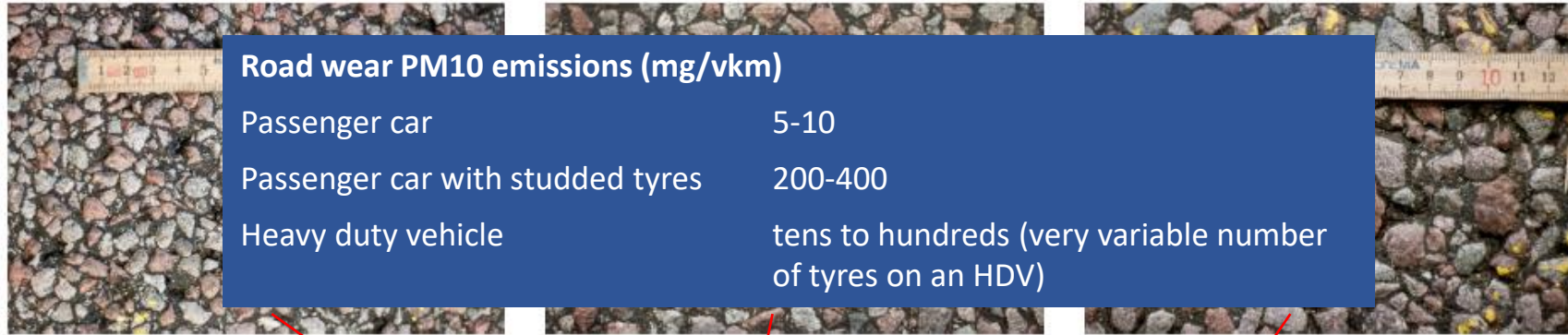
depend on:

- Wear resistance of paving
 - Road material and construction
 - State of road surface
- Tire type (especially use of studded tires)
- Traffic properties (amount, speed, weight composition etc.)
- Interaction with material on road surface
 - "Sand-paper effect" - traction sand and road dust wearing the pavement surface under tyres

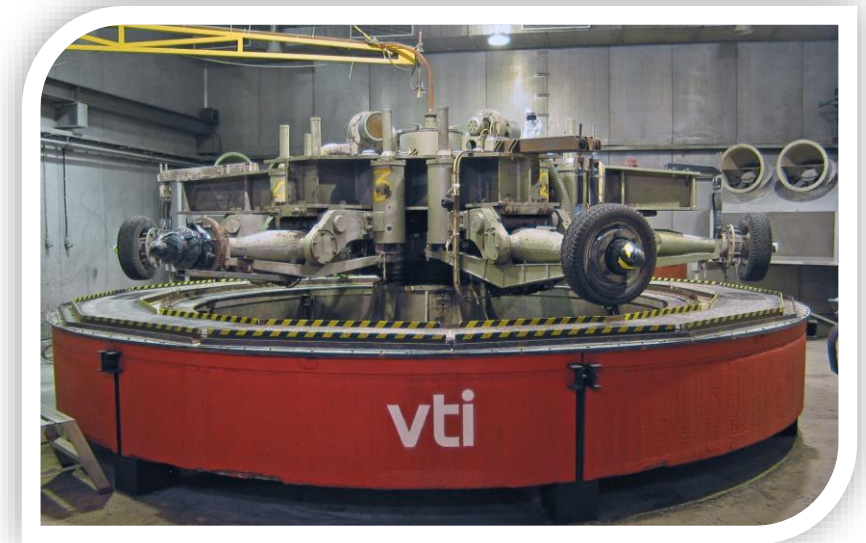
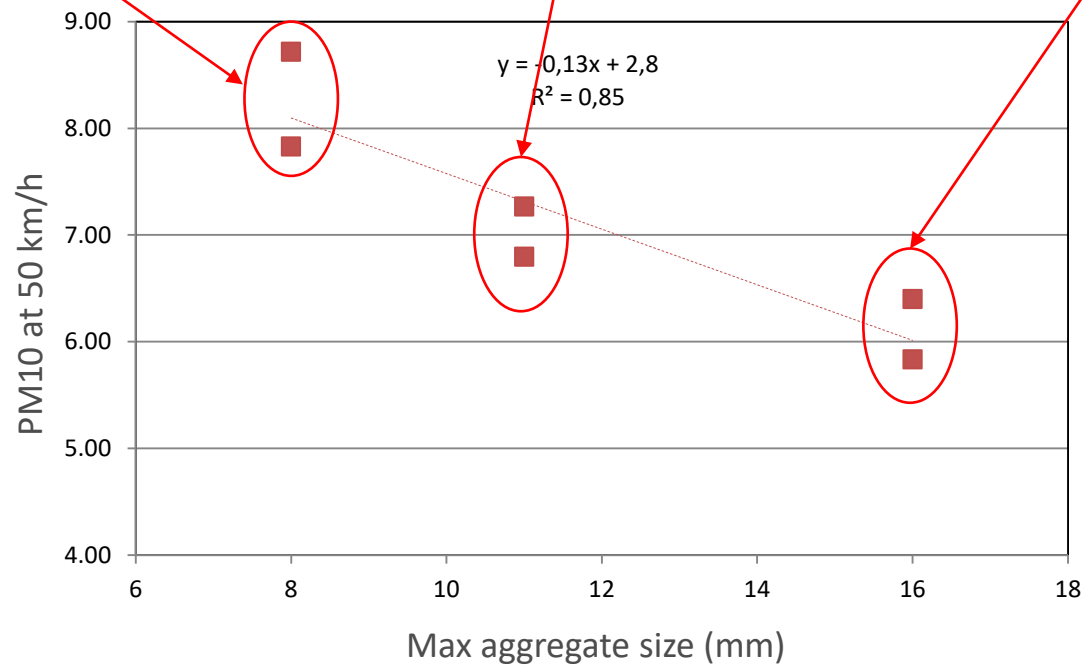
TIRE TYPES INFLUENCE ROAD WEAR PM₁₀ EMISSION



MAXIMUM AGGREGATE SIZE REDUCE ROAD WEAR PM10 EMISSION



Road wear PM10 emissions (mg/vkm)	
Passenger car	5-10
Passenger car with studded tyres	200-400
Heavy duty vehicle	tens to hundreds (very variable number of tyres on an HDV)



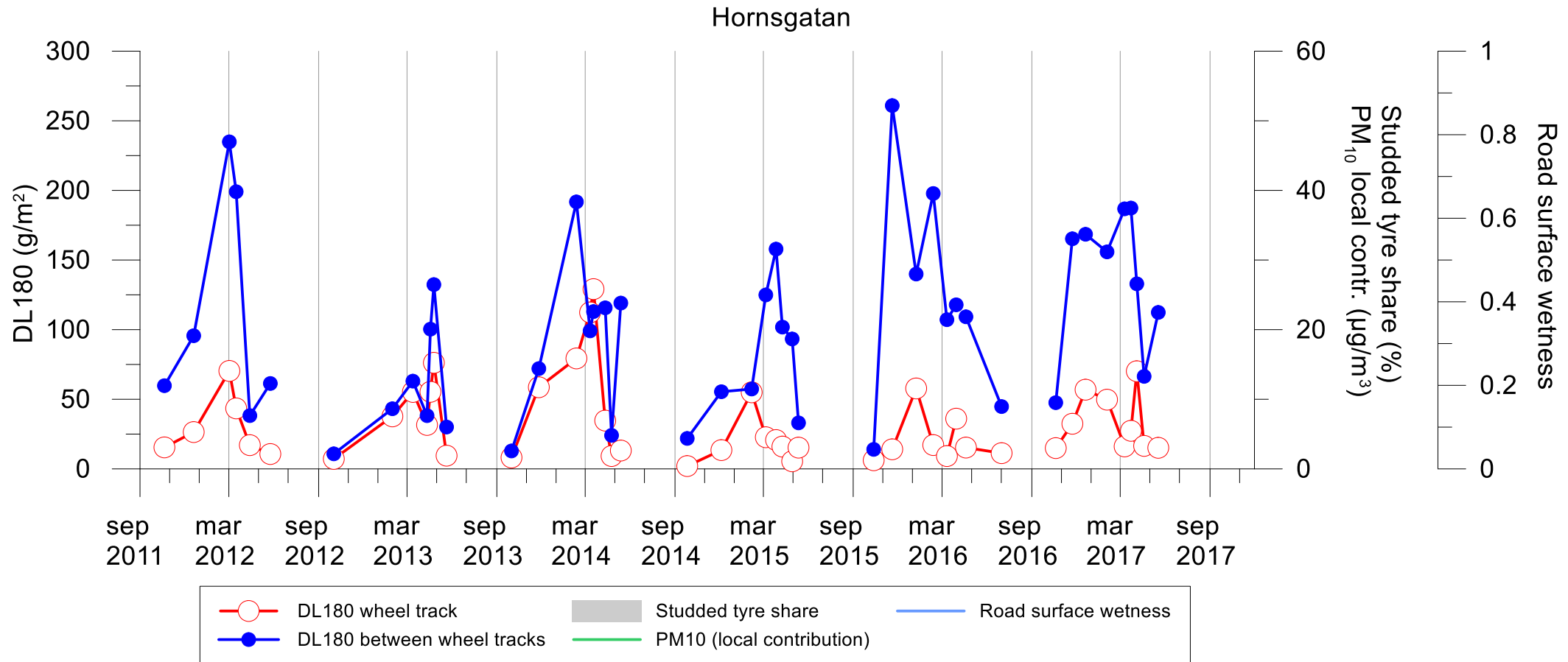


ROAD DUST RESUSPENSION

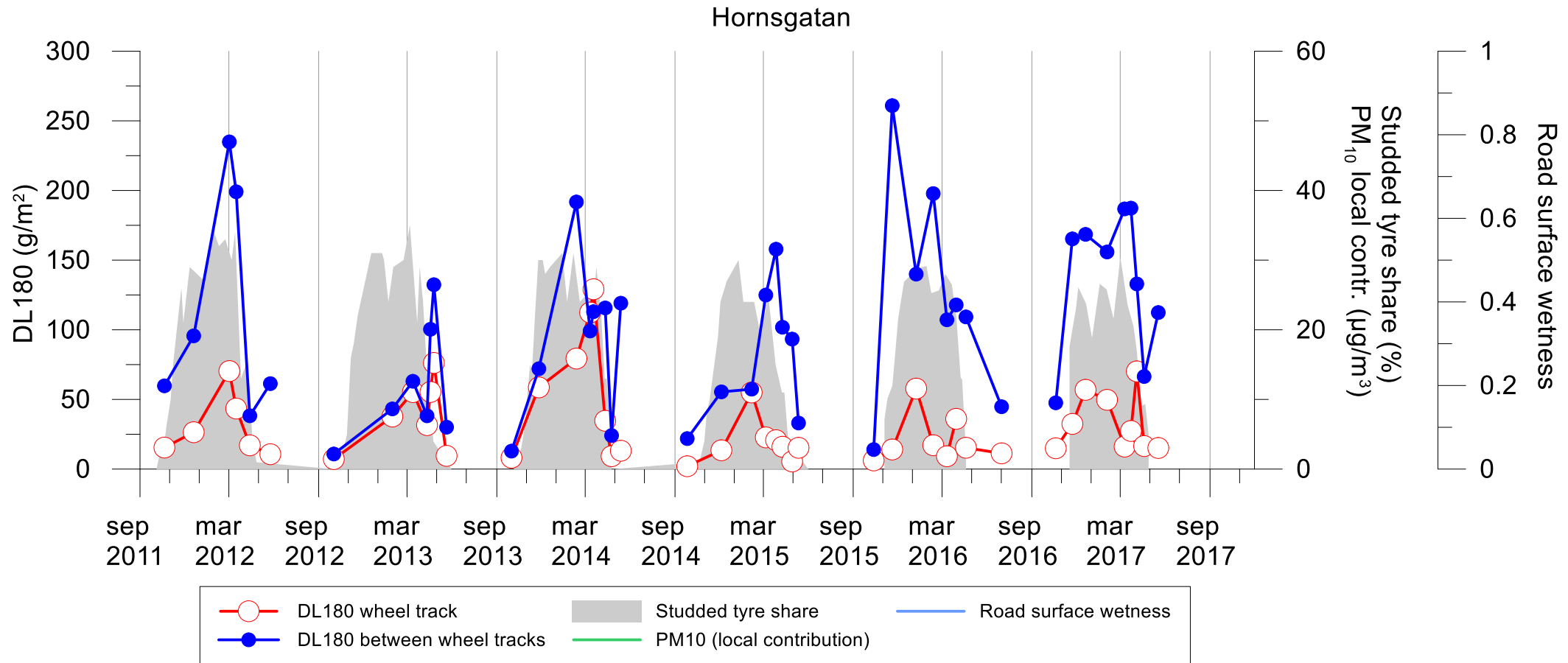
depends on:

- Source strengths (wear, road operation, deposition)
- Loss and redistribution processes
- Crushing and aggregation
- Surface texture
- Traffic properties
- Surface conditions (humidity)

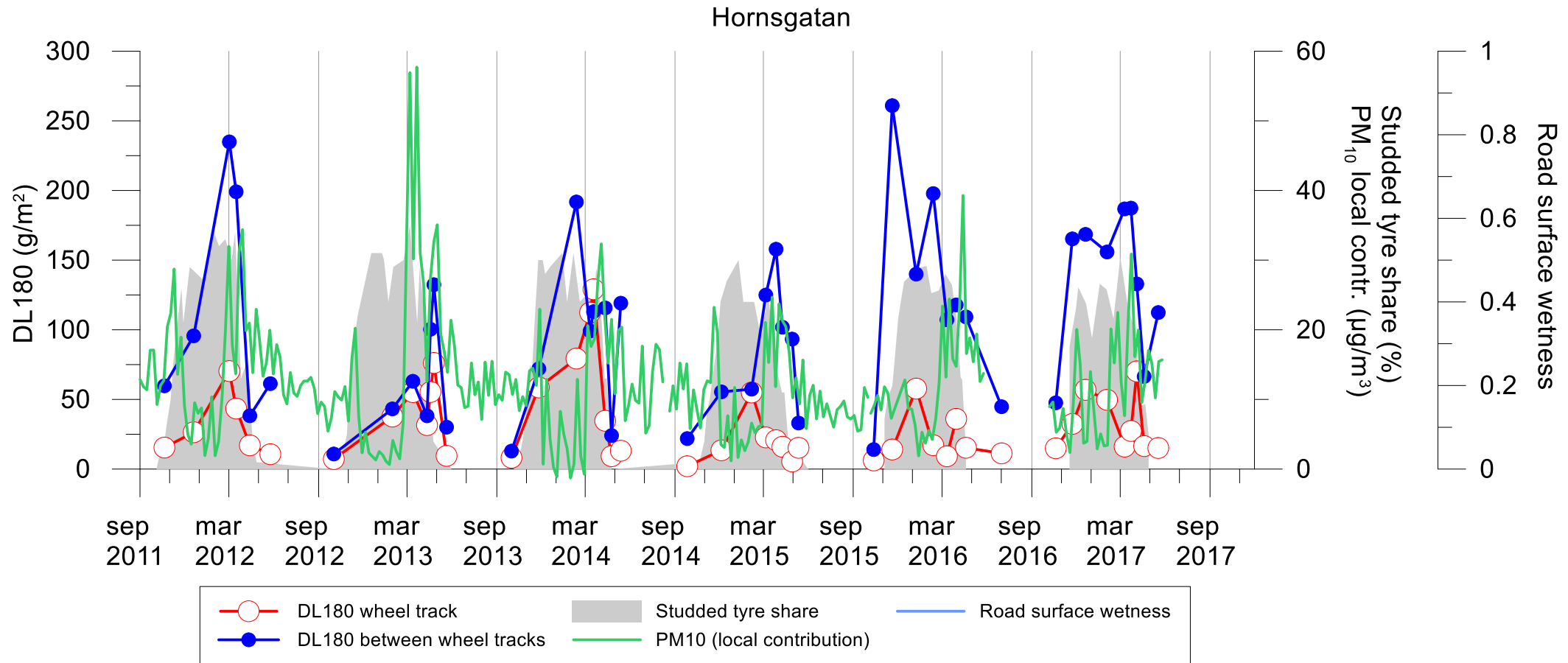
ROAD DUST LOAD, HUMIDITY AND PM10



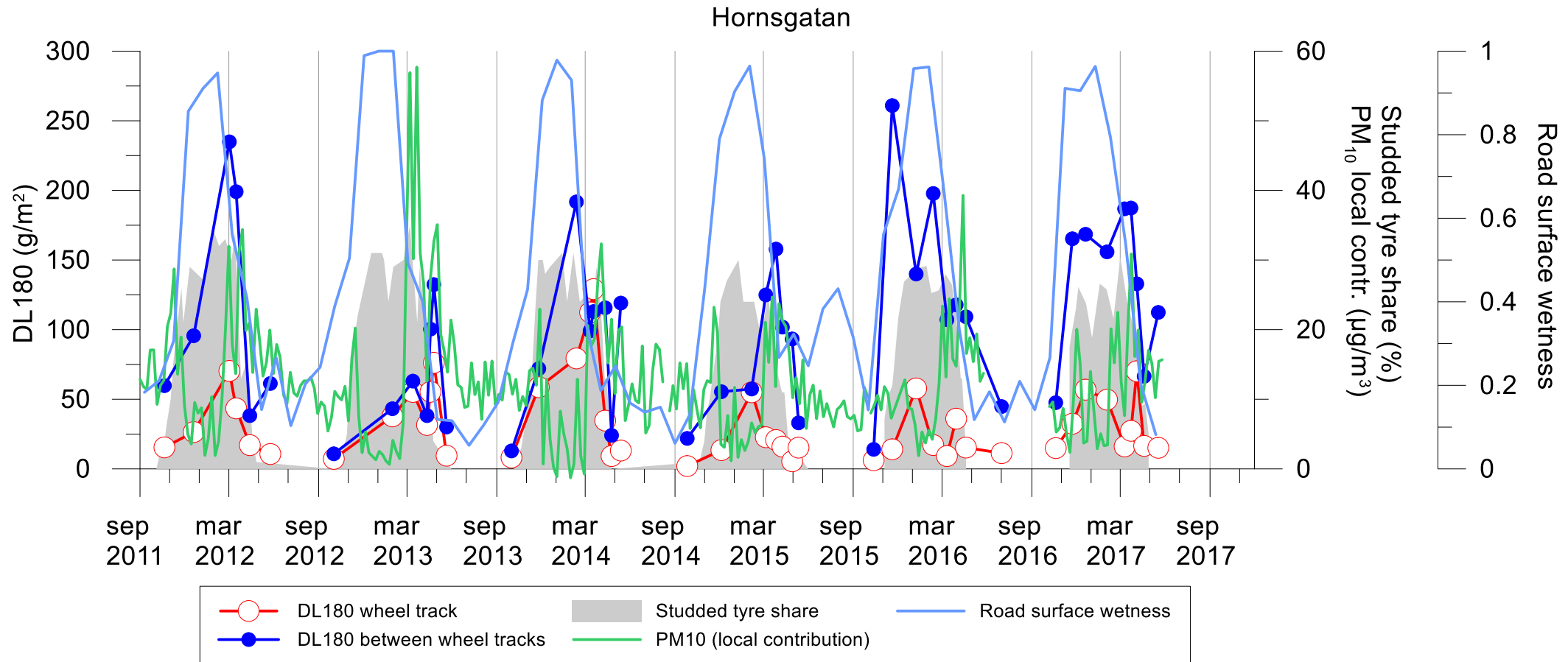
ROAD DUST LOAD, HUMIDITY AND PM10



ROAD DUST LOAD, HUMIDITY AND PM10



ROAD DUST LOAD, HUMIDITY AND PM10



Resuspension PM10 emissions (mg/vkm)

tens to thousands (HDV:s much higher, but depends on road dust load)



CONCLUSIONS

- Non-exhaust from the tyre and road interface is a large, increasing and unregulated source for air pollution
- Non-exhaust PM emissions from similar to MUCH(!) higher per vkm than from exhaust
- Emissions, and consequently also mitigation possibilities, depend on a vast range of factors
- Many ongoing initiatives, but a lot to learn.



Thanks!

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www.vti.se/en search for "air quality" and/or "microplastics"