

Minutes GRB Informal Group 1st meeting**20. –22. Jan 2003, Bonn BMVBW**

| | Action |
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| 1. Mr. Meyer , head of division at BMVBW welcomed the group and addressed the need for progressing in the informal group with the task of to prepare a common position for the next GRB meeting. | |
| 2. Agenda was adopted | |
| 3. Chairman informed about the foreseen timetable: 2 nd meeting 18. – 20. Mar 03 Le Var Region (France) 3 rd meeting 13. – 15. May 03 Washington D.C. (USA) 4 th meeting 01. – 03. Jul 03 in case needed | Info |
| 4. Chairman indicated that the amendments to the text of WP001 were not yet adopted, as stated on page 1, but were inserted during GRB meeting in Sep2002. | Info |
| 4.1. NL presented WP002 → no comments. | |
| 4.2. ETRTO gave a presentation on WP008 , since WP008 as circulated via e-mail was incomplete. The complete paper was finally distributed as CRP001 . ➤ ETRTO proposed to split responsibility: tire noise → tire industry, powertrain noise → vehicle industry. ETRTO also pleads for separate test procedures. ➤ USA stated that „urban traffic“ needs to be defined precisely. ➤ OICA will prepare a comment on that paper for the next meeting. | OICA |
| 4.3. Discussion of WP001 ➤ Scope Para 1.: D is to prepare and submit a proposal for a revised Scope, as well as a paper with regard to „off cycle emission provisions (OCEP)“ well in advance before the next meeting. ➤ Annex 1 Para 7.3.: OICA suggested to change wording → agreed. ➤ Annex 1 Para 7.4: It was decided to introduce Para 7.4.3.type approval #, if available“. | D D |
| ➤ Annex 3 Para 2.1.2: Agreed to have a temperature range of +5°C to 40°C. | Decision |
| ➤ Annex 3 Para 2.2.1: D proposed to stick to original wording as in ISO 362. D was supported by NL . I explained WP007 and pleaded for the proposed changes. It was decided that D shall collect data from J , ISO and NL . D prepares a list of data needed and collects all data from the parties interested in contributing. D will present all data during next meeting. The final classification and characterization of vehicle classes will be taken based on this data. → no decision taken. | Decision D GRB ad hoc |
| ➤ Annex 3 Para 2.1.3. was introduced as written in ISO 362 rev. | Decision |
| ➤ Annex 3 Para 3.1: NL proposed to change according WP003 sentence 1. D , F , J and OICA did not agree. Decision: no change as long as Para 3.2 new in Annex 3 is not finally discussed. | Decision |
| ➤ Annex 3 Para 3.2. new: <ul style="list-style-type: none"> • NL insisted on the need for a low speed operation measurement and tried to justify that position by a short presentation. • Chairman addressed the lack of precise definitions for „residential-, main- and urban streets and the corresponding speed limits. With regard to this definitions, there seems to be no common understanding amongst all delegates. | |

GRB Informal Group **WP-011**

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| <ul style="list-style-type: none"> • OICA stated that the need for such a low speed test has not yet been proven. • D outlined that it is more important to work on a test method for OCEP instead of a low speed test method. • Mr. Steven gave a short presentation of an early draft version for an OCEP test. • D will supply a more detailed paper for OCEP testing for the next meeting. • NL presented data indicating a high frequency for usage of lower gears in urban traffic. Data was in contradiction to data collected by D. • SWE supports the idea for an OCEP approach. • ISO and OICA are in favour to discuss the matter under ISO WG42 umbrella. • Chairman proposed that all parties interested in OCEP should elaborate a common test procedure. NL finally agreed too, as long as OCEP covers their concerns. • Chairman stated that it is very important for the next meeting to have access to a test track in order to be able to do practical demonstrations on issues like: OICA test method (WP001), sensitivity of OICA test method ref. tempered mufflers, OCEP testing. • ETRTO offered one of their members proving grounds in Le Var region. Moreover hosting, measurements and to supply tiers was offered too. ETRTO asked vehicle industry for support ref. measurements on powertrain noise. • Vehicles selected in agreement with all parties: <ul style="list-style-type: none"> <u>DC Vito</u> (to be supplied by NL) <u>VW Golf</u> (74dBA ; muffler: tempered (to be supplied by NL)/standard; tires: 1.6mm/standard) <u>Opel Vectra</u> (71dBA; muffler: tempered (to be supplied by NL)/standard; tires: 1.6mm/standard) | <p>D</p> |
| <ul style="list-style-type: none"> • NL will prepare a table of measurements to be carried out based on WP001 and OCEP test (if available). • Pre-tests have to be performed prior to next meeting and results need to be distributed to ad hoc WG members. Thus documents need to be sent to Secretary who will take care for distribution. | <p>NL</p> |
| <ul style="list-style-type: none"> ➤ Next steps/ Preliminary agenda for next meeting: <ul style="list-style-type: none"> Pre Test → OICA/ETRTO; data to be sent to Sec. in calendar week (CW) 09 18MAR03 discussion WP00X + Introduction to practical demo 19MAR03 practical demo + discussion results 20MAR03 repetition practical demo (if necessary) + conclusions | <p>OICA/NL</p> |
| <ul style="list-style-type: none"> ➤ Mr. Steven distributed a list of data needed for categorization of vehicles; data to be sent to Mr. Steven in CW 06. | <p>OICA</p> |
| <ul style="list-style-type: none"> ➤ Annex 3 Para 3.1.3: It was decided to set 1dBA deduction in square brackets ➤ Annex 3 Para 2.2.2: Discussion on min. tread depth requirements not yet finished; I insists on 1.6mm whilst Commission pleaded for 60% of full tread depth. Decision taken: leave 60% in square brackets. Moreover ETRTO is strongly requested to supply data ref. tire/road noise emission vs. of tread depth. | <p>GRB ad hoc</p> |
| <ul style="list-style-type: none"> ➤ Mr. Steven distributed a list of data needed for categorization of vehicles; data to be sent to Mr. Steven in CW 06. | <p>Decision Decision</p> |
| <ul style="list-style-type: none"> ➤ Annex 3 Para 3.1.3: It was decided to set 1dBA deduction in square brackets ➤ Annex 3 Para 2.2.2: Discussion on min. tread depth requirements not yet finished; I insists on 1.6mm whilst Commission pleaded for 60% of full tread depth. Decision taken: leave 60% in square brackets. Moreover ETRTO is strongly requested to supply data ref. tire/road noise emission vs. of tread depth. | <p>Decision ETRTO</p> |
| <ul style="list-style-type: none"> ➤ There were no comments on Annex 4, 5, 6, 7, 8 and 9. | <p>Info</p> |
| <ul style="list-style-type: none"> ➤ Annex 10 will be updated by ISO prior to next meeting. | <p>ISO</p> |
| <p>5. Updated version of WP001 will be available on the Internet.</p> | <p>Info</p> |
| <p>6. Minutes to be distributed by e-mail.</p> | <p>Secretary</p> |

