

2006-02 vs 3

## **About the political starting points for the TASK FORCE 'ASEP measurement method'**

Provided by your chairman

Status: no proposal, only a 'help' for making up your mind

### Introduction

The task force of mr Moore requested our group to provide them with the 'political demands' for their work.

We have to decide about that in our evening meeting in Geneva. This paper is intended only to facilitate the discussion; it is not a position paper.

Of course: political starting points will be 'political': so like idea's, perception of demands, concepts. They are certainly not technical. The translation is up to the Task Force.

### Background and task

- The Task Force has to provide a measurement method which measures the sound of vehicles at higher acceleration and utilization of the power compared to annex 3.
- The requirements have been set in the GRBIG ASEP (see appendix, according the (draft) minutes of 1<sup>st</sup> and 2<sup>nd</sup> meeting)
- For this measurement method three candidate proposals have been discussed (German, Dutch and French proposal) and scored against the requirements. A list was made of the strong and the weak point of each proposal. The task force has to merge these proposals and use the best elements of all three proposals.
- The new proposal shall as good as practically possible
  - Be design independent and performance based  
(*However: for combusting engines using revs may be the most easy way*)
  - Cover an area of operation conditions between annex 3 and an "upper red line" The red line will be defined by the ad hoc working group later.

### Possible starting points, base

1. The limit of annex 3 ( are not to be exceeded).
2. There is an expected physical relation between 'sound' and 'speed and acceleration'.
3. 'Engine speed' is not performance based but might be an easy/cheap predictor for combustion engines, which may cover the majority of vehicles.
4. The noise emission under higher acceleration and/or speed shall not differ significantly from what can be expected from the annex 3 test and the above mentioned physical relation.

### Process

1. Give examples of behavior (ad hoc no 3 Geneva)
2. Define of each example if it should be allowed or not (ad hoc no 3 Geneva)
3. Make an definition what is allowed: in words and in an equation (TF).

4. Make a proposal how this should be performed in a practical test (TF)
5. Make a proposal for the area where the noise behavior should be checked (ad hoc no 4).
6. Make a proposal for a list of vehicles which should be used for evaluating the test and whether they should pass or fail the test (later).
7. Make a proposal for a system of limitation (later)

#### Appendix requirements

globally applicable  
performance based  
technology neutral  
repeatable  
fitness for purpose  
cost/workload in addition to annex 3  
relating to doubts