

GRBIG-ASEP-14-003

Report of Expert group meeting to GRB ASEP group
Provided by your chairman:

General: We made good progress by having a common position on essential elements of the method (like anchor point).

Tasks:

1) Determine technical solution for main problems:

- Stringency in relation to the database and R51.02 by defining anchor point, slope and margins

A table has been made summing up the most important factors. In rank order

- 1. limit annex 3**
- 2. boundary conditions annex 3**
- 3. anchor point, slope and margin of annex 10**
- 4. boundary conditions annex 10**

(paper available)

- Develop an assessment method of level of stringency in relation to R 51.02

A list has been made with criteria and vehicles of concern

OICA will analyse if these vehicles are highlighted by the OICA method for annex 10

(Paper available)

- Easy applicability ref. non lockable gears of classical automatic gearboxes

Japan has worked out proposal and will come with wording

Alternative could be to evaluate as function of vehicle speed

- Low noise vehicles

Proposal is to give these vehicles and extra margin depending on the annex 3 result

- Engine speed: statistic or measurement based

In discussion, options:

- **Take measured engine speed**
- **Skip 2 m/s² limit in annex 3**

- Area below anchor point

Political: there is a need to cover this area also.

Also: technical need

- Non linear behaviour, e.g. Turbo chargers

Draft analysis of dBase gave showed no real problems. Perhaps only in case of vehicles with dominant exhaust noise. OICA will look in more detail

2) Come forward with proposals for combinations of slope, anchor and margin and boundary conditions and the consequences of them including provisions from Solutions should be looked for inside and outside the proposals

Point is not solve yet.

Additional analysis is necessary on the base of the information above

3) Additional option for ASEP (as developed in GRB ad hoc Motor Cycle Group):

Additional straight limit on the Lwot