

ASEP-14 (Paris) actions

issue	Action for	what	When
CVT	all	check options <ul style="list-style-type: none"> - text proposal 4.2.1 testing as function of vehicle speed - CVT proposal Japan: fulfilled if engine speed less than +/- 15% difference compared to Annex 3 - Chairman proposal: test engine speed criterion at 2 points: acceleration at Vaa=20 and Vbb=70 	
CVT	Japan	Text proposal for tyre noise compensation	End of April
Non lockable CVT's /Automatics	Japan.OICA	measure more data + old check data and send around	End of March
Non lockable CVT's /Automatics	All	Check options with old and new data: <ul style="list-style-type: none"> - correction every point separately - treat as lockable and Additional margin (Gerhard: +1 dB) 	
COP	All	Study text proposal Germany annex 7	
Boundary conditions	all	Check position and data	
Target condition	Germany	Text proposal 2 nd and 3 rd target condition incl analysis	End of April
Tyre noise compensation	OICA	Text proposal for pure tyre noise measurement and compensation	End of April
Exclusion of higher gears	OICA	Text proposal and justification	End of April
Flow chart	OICA	Provide flow chart of ASEP method	End of April
CVT	all	check options <ul style="list-style-type: none"> - text proposal 4.2.1 testing as function of vehicle speed - CVT proposal Japan: fulfilled if engine speed less than +/- 15% difference compared to Annex 3 - Chairman proposal: test engine speed criterion at 2 points: acceleration at Vaa=20 and Vbb=70 	
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COP	All	Study text proposal Germany annex 7	
Boundary conditions	all	Check position and data	
Target condition	Germany	Text proposal 2 nd and 3 rd target condition incl analysis	End of April
Tyre noise compensation	OICA	Text proposal for pure tyre noise measurement and compensation	End of April
Workload reduction	OICA	Exclusion of higher gears Worst case measurement Text proposal and justification	End of April
N@BB or N@max	OICA	Result of assessment	End of April
Tire compensation	OICA	Text proposal with simplification concerning tire noise compensation	End of April
"bigger N1"	OICA	Text proposal for exclusion of bigger N1 from ASEP-Scope	End of April
Hybrid	OICA	Text proposal for exclusion of hybrids from ASEP-Scope	End of April
Flow chart	OICA	Provide flow chart of ASEP method	End of April

ASEP action points and results out of GRB-49

Main wording

6.2.3

Waiting for paper OICA on N1 vehicles: Application for heavier N1's
action OICA (available before Flensburg)

6.2.3.3

Clarification in orange: more precise according to '58 agreement (**action NL**) (available before Flensburg)

8.3 ASEP group shall consider to remove green text and mention only once the possibility of testing. (**action NL**) (available before Flensburg)

Annex 10

1. Introduction: blue text agreed (by Japan)

3.1 Conditions of measurements

Reconsider sentence on ‘modes’; skip: ‘Such programs may include

Consider to test only worst case, wording needed.

‘*Noise behavior*’ in stead of ‘*acceleration behavior*’

All to be decided in Flensburg (**action NL**) (available before Flensburg)

3.3 Boundary Conditions

Waiting for proposals of ASEP group in Flensburg

Consider to replace minimum speed by minimum engine speed

Consider to replace acceleration boundary by an anti slip requirement

(Proposals should be available before Flensburg) (**action all**)

3.4

Waiting for OICA proposal to skip gears above i+1

action OICA (available before Flensburg)

3.5

Waiting for proposal Germany for alternative target conditions

Action Germany (available before Flensburg)

4.2.2:

No agreement about evaluation CVT’s

Discussion needed based on a text proposal by Japan

Action Japan (available before Flensburg)

4.2.3

No objection of GRB for ‘lower part limitation’; reservation OICA

5.

PM: Limit Annex 3 is an Integer

Appendix 1: Approved