

<p>MINUTES 15th meeting of GRB Informal Group 'ASEP' KBA/Flensburg, May 14th & 15th 2009</p>
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0	<u>Attendance</u>	
	EC (W. Schneider); Germany (C. Theis, L. Schade, H. Steven; V. Suwe); France (L. F. Pardo); Italy (A. V. Amedeo); Japan (Y. Shirahashi, H. Kubota, Y. Sawada. O. Hideo); NL (E. DeGraaff, T. Stoffels); Clepa (P. Steenackers, R. Valgaeren, L. Dedene); ETRTO (G. Dimitri, U. Saemann); ISO (D. Moore); OICA (D. Leveratto, H. M. Gerhard, F. Guichard)	Info
1	<u>Opening of the meeting and Housekeeping</u>	
	The president of the German Federal Motor Transport Authority (KBA) welcomed the participants and gave a brief overview of the KBA's activities within the automotive industry. France expressed its intention to support the deletion of ASEP in the case where no common agreement could be found seen the potential risk that the certification process could be complicated.	Info
2	<u>Approval of the agenda</u>	
	The proposed agenda was agreed	Decision
3	<u>Approval of minutes from 14th meeting</u>	
	No minutes are available from 14 th meeting	Info
4	<u>Open items from the action list</u>	
	<p>GRBIG-ASEP-15-002</p> <ol style="list-style-type: none"> 1. CVT- J will give presentation GRB-ASEP-15-004 2. CVT without lockable gear ratios: Japan and OICA reported that no additional measurements shall be carried out as existing data in database is sufficient. 3. COP and boundary conditions: to be discussed during the meeting 4. Germany will present a text proposal during the meeting 5. Tire noise: OICA concluded that tire noise compensation can be skipped 6. exclusion of higher gears: OICA will present proposal for text during the meeting 	Info

	<ul style="list-style-type: none"> 7. Flow chart.: OICA will prepare once final text is agreed in GRB 8. workload reduction: no paper available 9. n_{BB} or n_{max}: to be discussed during the meeting 10. Big N1: text proposal is available 11. Exclusion of Hybrids: ISO will report 	
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5	<u>Formal wording</u>	
	<p>The basis for the discussion is document GRBIG-ASEP-14-008.</p> <p><u>Exclusion of big N1:</u> OICA presented doc GRBIG-ASEP-15-007. With a PMR ratio <80 and a minimum payload of 500kg, an effective isolation of typical N1 vehicles from N1 derived from M1 can be realized. It was pointed out that this definition shall be applicable for M1 also there passenger cars that are derived from goods vehicles, which are not in the focus of ASEP. As still some conventional passenger cars fulfill the proposed limits, OICA proposed present refined limits the next day.</p> <p><u>Exclusion of Hybrids:</u> ISO presented GRBIG-ASEP 15-008. After a long discussion the group concluded that the text shall include a wording that shows the intend to exclude EEV (Environmentally Friendly Vehicles), such as hybrids. As a second option, a transitional period of 5 years shall be proposed to GRB (refer to GRBIG-ASEP 15-006).</p> <p>NL presented GRBIG-ASEP-15-003. The group decided to accept the proposed change to item 6.2.3.3. for the time being and re-discuss it during the next GRB. The proposed change to 8.3 was accepted.</p> <p>GRBIG-ASEP 15-006</p> <p><u>Annex 7, COP:</u> Japan states that it does not want ASEP to be included in the COP requirements as it is sufficient to fulfill the Type Approval requirements. In the understanding of D Annex 7 simply requests the manufacturer to take measures that ensure that production also fulfills Annex 10. A new wording in Annex 7 paragraph 2.3 and 3. was proposed to satisfy both positions. The group accepts item 2.3 and 3.</p> <p><u>Annex 10:</u> CLEPA does not support the proposed values as all testing up to now has been carried out using the former boundary conditions. With the new boundaries those test results are obsolete and an evaluation of the test method is not possible.</p> <p>The group decided to set 20km/h as minimum speed provided stable the vehicle is in stable condition.</p> <p>NL presented GRBIG-ASEP 15-010</p> <p><u>Maximum speed:</u> it was decided to leave the proposed max speed at 80km/h for the time being, but GRB would finally have to decide. OICA explained that test tracks may not allow this high exit speed due to their</p>	<p style="text-align: center;">Info</p> <p style="text-align: center;">Decision</p> <p style="text-align: center;">Decision</p> <p style="text-align: center;">Decision</p>

	<p>length. Low powered vehicles will need long acceleration phases specially in higher gears and will not reach the target vehicle speed. France proposes to limit the maximum vehicle speed to 70 km/h in other gears provided max engine speed is reached in one gear.</p> <p>Vehicle acceleration: The following arguments were mentioned for the limitation of max acceleration:</p> <ul style="list-style-type: none"> • Result of task force: limitation to 3.0 m/s² (ISO) • Influence of tire slip with increasing acceleration (ETRTO) • Repeatability at high accelerations difficult in some cases (OICA) <p>Finally, the following compromise was decided:</p> <p>$v_{max} = 70 \text{ km/h}$ as long as n_{max_ASEP} is reached in one gear. Else v_{max} shall be increased to 80km/h</p> <p>$a_{max} = 4.0 \text{ m/s}^2$</p> <p>$n_{max} = n_{BB \text{ ASEP}} \leq 2.0 * \text{pmr}^{-0,222} * s$ or $n_{BB} \leq 0,9 * s$ whichever is lower</p>	Decision
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6	<u>Analysis of result</u>																																				
	GRBIG-ASEP-15-012 (OICA)		Decision																																		
	<p>The proposed deletion of tire noise compensation (NL) leads to an increased influence at higher gears (D). However it only adds little uncertainty to critical vehicles and is acceptable (ISO). The additional information gained while testing higher gears is poor as the tire noise contribution increases with falling engine speed (OICA).</p> <p>The group agreed to the OICA proposed addition of 'Edging', allowing different slopes above and below the anchor point</p> <p>In a tour-de-table, the following proposals were made:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>OICA</th> <th>KBA</th> <th>I</th> <th>RDW</th> <th>J</th> <th>Chair</th> </tr> </thead> <tbody> <tr> <td>Slope</td> <td style="text-align: center;">7</td> <td style="text-align: center;">6</td> <td style="text-align: center;">6</td> <td style="text-align: center;">?</td> <td style="text-align: center;">?</td> <td style="text-align: center;">5</td> </tr> <tr> <td>Edging</td> <td style="text-align: center;">1,5</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">?</td> <td style="text-align: center;">?</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Margin</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3</td> <td style="text-align: center;">?</td> <td style="text-align: center;">?</td> <td style="text-align: center;">1-2</td> </tr> <tr> <td>Bonus</td> <td style="text-align: center;">?</td> <td style="text-align: center;">?</td> <td style="text-align: center;">-</td> <td style="text-align: center;">?</td> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> </tr> </tbody> </table>		OICA	KBA	I	RDW	J	Chair	Slope	7	6	6	?	?	5	Edging	1,5	1	1	?	?	1	Margin	3	2	3	?	?	1-2	Bonus	?	?	-	?	+	+	Decision
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7	<u>Exemption of CVTs</u>	
	<p data-bbox="272 297 568 331">GRBIG-ASEP-15-004</p> <p data-bbox="272 371 1206 656">It was concluded that further testing is needed before a decision upon the treatment of CVTs and ATs with unlockable transmission ratios can be taken. This shall be done prior to GRB50 so that it can be discussed there. Possibly the only practical solution might be to add additional margin. OICA will deliver further test results. Also a flowchart explaining the test procedure and a presentation will be prepared by OICA. In view of a CVT exemption there is common agreement that the text as proposed form J is acceptable. AT with lockable gears shall not be exempted.</p>	Decision
8	<u>Next meeting</u>	
	No further meeting is planned so far. GRB will decide upon the continuation of the Informal Group	Info