

PROVISIONAL AGENDA

4th MEETING

WORKGROUP ON QUIET ROAD TRANSPORT VEHICLES

27, 28 and 29 September 2010

Berlin, Germany

**27 September – 1:30 p.m. to 6:00 p.m.**

- 1.0 Welcome and Opening remarks by Chairman
  - 1.1 Opening Remarks by German Host
  - 1.2 Introduction of Participants
- 2.0 Adoption of Agenda
- 3.0 Approval of Minutes from 3<sup>rd</sup> Meeting in Tokyo
- 4.0 Review Work to Date – What Do We Know
  - 4.1 Presentation by QRTV Secretariat
- 5.0 Response of GRB to QRTV Status Report
  - 5.1 GRB recommendations:
    - 5.1.1 Japanese Guideline for Quiet Cars
    - 5.1.2 QRTV Future Work Program
    - 5.1.3. GRB Report to WP-29
- 6.0 QRTV Recommendations for Interim Global Guideline
  - 6.1 Identification of Technical Areas of Japanese Guideline Requiring Additional Definition for Interim Global Application.
  - 6.2 Compare Guideline to Other On-going Work
    - 6.2.1 U.S. NHTSA
    - 6.2.2 Germany
    - 6.2.3 United Kingdom

**28 September – 9:30 a.m. to 6:00 p.m.**

- 7.0 Key Technical Issues Needing Definition Based
  - 7.1 Operation (Policy Issues ?)
    - 7.1.1 Idling Sound – blind and 3<sup>rd</sup> party positions
    - 7.1.2 Manual Control Switch
    - 7.1.3 Signal Sound Level
    - 7.1.4 Baseline Sound Criteria – vehicles or environment
    - 7.1.5 Harmonized Standards and Test Procedure(s)
  - 7.2 Environmental Issues
    - 7.2.1 Ambient Sound Levels / Signal Masking
    - 7.2.2 Third Party Impacts
  - 7.3 Driver Issues
    - 7.3.1 Driver Annoyance
    - 7.3.2 System Control
    - 7.3.3 Buyer Acceptance
- 8.0 Considerations of Pedestrian Information Needs (Japan & USNHTSA)
  - 8.1 Response Times
  - 8.2 Localization Information
  - 8.3 Signal Detection Criteria
  - 8.4 Signal Recognition
  - 8.5 Vehicle Type Recognition
- 9.0 Synthetic Sounds (OICA, USNHTSA, Japan)
  - 9.1 Time Characteristics of Audible Signal
  - 9.2 Frequency Characteristics of Audible Signal
  - 9.3 Amplitude Characteristics of Audible Signal

## 9.4 Immunity from Masking

### **29 September – 9:30 a.m. to 5:30 p.m.**

- 10.0 Assessment of Vehicle Performance / Noise Level
  - 10.1 Input from SAE for test protocol (SAE)
  - 10.2 Issues for test protocol (Japan)
  - 10.3 Other Research (US, UK, Germany, ?)
  - 10.4 Commonality of Testing Protocols
  - 10.5 Primary Differences of Test Protocols
  - 10.6 Harmonized Test Protocol
  - 10.7 Considerations for Harmonized Compliance Test Criteria
- 11.0 Assessment of Alert Sound Characteristics
  - 11.1 Detection
  - 11.2 Localization
  - 11.3 Masking
  - 11.4 Ambient Environment Effects
  - 11.5 New Technology – Broadband devices
- 12.0 General Considerations
  - 12.1 Third Party Presence
  - 12.2 Effect of Random Vehicle Traffic – Masking Effects
- 13.0 Considerations for Harmonized Test Subject Selection (still need?)
- 14.0 Considerations of Third Party Noise Impact
- 15.0 Consideration of Data from Other Researchers
- 16.0 Conclusions
- 17.0 Outline Work Group Report to GRB / WP.29

18.0 Next Steps for Work Group

18.1 Work Program

18.2 Next Meeting ?

19.0 Adjourn