

Meeting Report (4th meeting)**Report on the fourth meeting of the GRRF Informal Working Group on Alternative Method Electronic Vehicle Stability Control (AMEVSC) held 22nd – 23rd November 2010.**

Venue: CLEPA Offices, 87 Boulevard Brand Whitlock; BE- 1200 Brussels, Belgium

Chairman: Dr. Michel LOCCUFIER (Belgium Ministry of Transport)

Secretariat: Mr. Paul JENNISON (CLEPA/Knorr-Bremse)

Participants: See document AMEVSC-04-06e

1. Chairman welcomed everyone, especially the new participants – Mr. Sven Paeslack (German Kraftfahrt-Bundesamt) and Mr. Christian Ketzer (MAN) – to the meeting.
2. The draft agenda (document AMEVSC-04-03e) was adopted on the basis that the points raised by Mr. Guapp in documents AMEVSC-01-05e and AMEVSC-01-06e would be covered under agenda item 5.
3. The report of the second meeting (document AMEVSC-03-16e) was reviewed and agreed without modification.
4. New document received for consideration from the UK:
 - AMEVSC-04-05e – Simulator validation amendment
5. The chairman recalled his report to the 68th GRRF (GRRF-68-17 / AMEVSC-04-02e) and gave a short report of the subsequent discussion, highlighting the following main points.
 - Scope extended to cover M2 and N2 vehicles.
 - Proposal to have a “Character of the vehicle” definition agreed.
 - GRRF-68-10 (AMEVSC-04-01e) will become a working document for further consideration at 69th GRRF Session (February 2011).
6. Prior to further developing the technical requirements with regard to Annex 19, a short discussion again highlighted the differing views with regard to the use of “test reports” in the vehicle type-approval process.
 - The legal standing (acceptance) of the test report by the Technical Service carrying-out the type-approval when different to the Technical Service issuing the test report. I.e. the meaning of an Approval Authority signature on a test report, e.g. the results are verified or only that the Technical Service issuing the report is accredited. Needs to be clarified – position taken by Kraftfahrt-Bundesamt and the motor vehicle manufacturers.

Meeting Report (4th meeting)

- The use of test reports is well established and there is no compulsion on the Technical Service carrying-out the vehicle type-approval to accept any test report. A test report is only an option that the vehicle manufacturer may utilise. If there is a problem, then this is a procedural issue (not a technical issue) effecting all the test reports currently allowed in ECE Reg.13, and as such it should be resolved by WP.29 – position taken by CLEPA members.
7. The proposed amendment draft (documents AMEVSC-03-15e and AMEVSC-04-05e) were further developed under the document number AMEVSC-04-07e as detailed below.
- The deletion of any reference to Annex 20 – reference is made directly to Annex 19 in Annex 21 (Annex 21 paragraphs 2.1.3. and 2.2.3.).
 - The inclusion of N2 and N3 vehicles as agreed at the 68th Session of GRRF (Annex 19 Part 2, paragraph 1.1.3.2.(b)).
 - Selection of the more explanative text with regard to the wheelbase and centre of gravity height allowance (Annex 19 Part 2, paragraphs 1.1.3.2.(s) and 1.1.3.2.(x)).
 - +/- 20% wheelbase allowance agreed.
 - + 20% centre of gravity height allowance agreed.
 - The testing of each anti-lock configuration (Annex 19 Part 2, paragraph 1.1.4.1.7.)
 - Requirement to test intermediate wheelbase vehicles deleted as it is considered to provide no added benefit.
 - Testing in laden and unladen/part laden agreed, together with 3 semi-trailer tractor conditions – with semi-trailer, laden without semi-trailer, solo. (Annex 19 Part 2, paragraph 1.1.4.1.)
 - In the case of buses it is allowed to use the results of tests on trucks under specific restrictions (Annex 19 Part 2, paragraph 1.1.4.2.)
 - Allowed to use a validated simulation tool to evaluate specific boundary conditions (Annex 19 Part 2, paragraph 1.1.5.)
 - Clarification that a simulator can only be validated with regard to features for which a comparison has been made with real vehicle tests (Annex 21 Appendix 2, paragraph 2.3.)
 - New paragraph added to the simulation tool test report to ensure that the test report contains details applicable to the functionality of the simulator (Annex 21 Appendix 3, paragraph 2.)
8. For the February 2011 GRRF Session the Secretariat would create a “cleaned up” document from AMEVSC-04-07e with an updated justification to show the current status of the proposed amendment, and a status report would be submitted by the Chairman.
- Updated proposal amendment document – GRRF-69-06 (AMEVSC-04-10e)
 - Chairman’s report to GRRF – GRRF-69-20 (AMEVSC-04-11e)
 - Prior to the GRRF discussion, document GRRF-69-22 (AMEVSC-04-12e) was raised to add a footnote to Annex 19 Appendix 12 paragraph 6 to ensure any system supplier provided test data is attached to the test report.
9. **Next meeting** (provisional, depending upon the outcome of the 69th GRRF Session):

Meeting Report (4th meeting)

- Date:** 22nd and 23rd February 2011 – starting 10.00 hrs and finishing 16.00 hrs.
- Venue:** CLEPA Offices, 87 Boulevard Brand Whitlock; BE- 1200 Brussels, Belgium
- Input:** Any comments or documents relating to this meeting should be sent to the CLEPA Secretariat (Techsec@clepa.be) with a copy to paul.jennison@knorr-bremse.com in e-format as early as possible prior to the meeting.
