

Meeting Report (7th meeting)**Report on the seventh meeting of the GRRF Informal Working Group on Alternative Method Electronic Vehicle Stability Control (AMEVSC) held 18th October 2011.**

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-07-04e

1. Chairman welcomed everyone to the meeting and noted the apologies for non-attendance from Messrs. Gaupp, Hahn, Paeslack and Wittig. He also expressed his thanks to Mr. Adam for participating by telephone due to his morning flight to Brussels being cancelled as a result of technical problems.
2. The draft agenda (document AMEVSC-07-02e) was adopted with the report on the AMEVSC items from the 71st GRRF (agenda item 4) being replaced with a report on the activities at the European Commission TCMV meeting held 13th October 2012.

Written input from WABCO with regard to the documents AMEVSC-06-12e and AMEVSC-06-14e (to be considered under agenda item 6) given the number AMEVSC-07-06e.

3. The report of the sixth meeting (document AMEVSC-06-15e) was reviewed and adopted without change.
4. European Commission TCMV meeting

It was understood, although there was no documentation available at the time, that the European Commission would table an amendment to the proposed Supplement 9 to the 11 Series of Amendments (ECE/TRANS/WP.29/2011/94) which was on the agenda of the November 2011 session of WP.29/AC.1. The amendment, which had been proposed by Germany, would replace “system manufacturer” with “vehicle manufacturer”.

In considering this proposal it was concluded that this would be a complete change in the fundamental philosophy behind the work of the informal working group and could, therefore, not be supported.

The group had the understanding that a vehicle manufacturer could also be a vehicle stability function system supplier, i.e. the vehicle manufacturer designs and manufacturers the vehicle stability function. However, it was considered that this may not be clear to people who are not participating in the informal group. Therefore, document AMEVSC-07-05e was created in which all the references to system

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manufacturer in ECE/TRANS/WP.29/2011/94 were reviewed and either vehicle manufacturer was added - so as to read “vehicle manufacturer / system manufacturer” - or system manufacturer was deleted when it was not necessary to specify vehicle manufacturer / system manufacturer.

Following the meeting, the AMEVSC chairman made the views of the group (including AMEVSC-07-05e) known to the European Commission. In response the European Commission advised that the proposal would stand as it was a TCMV decision. Subsequently document WP.29-155-06 was presented by the European Commission.

Note: In response to WP.29-155-06, CLEPA presented documents WP.29-155-19 and WP.29-155-20 at the 155th session of WP.29/AC.1. At WP.29 no decision was reached and the proposed supplement was referred back to GRRF for further discussed at the February 2012 session of GRRF.

5. AMEVSC-07-01e (revision of GRRF-71-15, GRRF/2011/36)

In reviewing AMEVSC-07-01e in light of the comments, and input from Russia, at the September 2011 session of GRRF the group concluded that it could no longer support GRRF-71-15 or any similar proposals.

The basis for this decision was:

- The example used by the vehicle manufacturers as justification (part added to a motor bike) was no longer applicable in today’s legislative environment. The motor bike had been built in 1977, the accident was in 1978, and the decision was made in a German court in 1986 based on health/medical legislation.
- Ability to enforce any such requirements
- Conflict of interests – the vehicle manufacturer holding the original type-approval could also be able to provide the same type of vehicle as that being offered by the converter

The secretary was asked to inform OICA (the originator of GRRF/2011/36) and the Russian representative to GRRF of this decision.

Note: A new proposal (GRRF-72-03e) has been made by OICA for consideration at the February 2012 session of GRRF.

6. Use and validation of the simulation tool

Documents AMEVSC-06-012e (Annex 21 Appendix 1 - use), AMEVSC-06-13e (Annex 21 Appendix 2 - validation) and AMEVSC-06-14e (Annex 21 Appendix 3 – test report) were reviewed and further refined with the results given in the documents AMEVSC-07-07e, AMEVSC-07-08e and AMEVSE-07-09e respectively.

The secretary was asked to consolidate the 3 documents in to a single document, add the justification and send it to GRRF for consideration at its February 2012 session as Supplement 10 to the 11 Series.

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Note: ECE/TRANS/WP.29/GRRF/2012/2 is the resulting document.

7. **Next meeting:**

As the work of the informal group is considered to be finished with the proposed amendment regarding the simulation tool and its use, a further meeting was not scheduled. If necessary a meeting will be scheduled depending upon the outcome of the February 2012 session of GRRF.
