

Minutes GRB Informal Group 2nd meeting

18. –20. Mar 2003, Ste- Maxime Hotel Amarante Golf Plaza

	Action
<p>1. Mr. Chession, Secretary General at ETRTO welcomed the group on behalf of the European Tyre and Rim Technical Organisation. Chairman thanked ETRTO for organizing and hosting the meeting.</p>	
<p>2. Agenda was adopted.</p>	
<p>3. Minutes were adopted, but Commission outlined that wording for Annex 3 Para 2.2.2 (tire tread depth) needs to be read in such a way that Commission would like to see 100% tread depth, but finally accepted 60% tread depth as a compromise and result of the discussion.</p>	Info
<p>4.1 ETRTO gave a presentation on the tests and test results of two vehicles. Main conclusion was: with Draft R51 test method tire/road-noise is a major noise contributor regardless of tread depth. ETRTO derived from its results the need for an additional low speed vehicle test. (CRP003)</p>	
<p>4.2 OICA showed with its presentation that even with Draft R51 test method there is an almost even balanced share of propulsion noise and tire/road-noise (CRP004).</p>	
<p>4.3 NL's presentation focussed on tests carried out the day before the meeting started. Vehicles were selected according last Informal Group's meeting agreements. Results were circulated (CRP005). NL repeatedly drew the attention on the issue of ratio between propulsion noise and tire/road-noise.</p>	Info
<p>D stated with respect to this issue the necessity to reflect real urban traffic situation with the vehicle test method. In addition, it was outlined that tighter vehicle noise limits would have no effect on road traffic noise. Finally it was decided to concentrate on subjective appraisal for the practical demo and that there would be no need for on site measurements.</p>	Decision
<p>5.1 WP012: D stated that it is a very first draft, which needs to be reworked. Nevertheless D concluded that there really is a necessity for an OCEP test, which has to take into account WOT conditions as well as no load conditions.</p>	
<p>5.2 CRP002: Discussions led to a voting whether to finalize Draft R51 first, or to continue with and concentrate on OCEP test method. H, SWE, UK, NL, J, D, I, CZ, F, N and Commission were in favour of first finalizing Draft R51 and in a next step to continue discussion on additional provisions.</p>	Decision
<p>6. WP014 and WP016: OICA explained both papers. It was decided to postpone decision on these issues to next meeting. UK and SWE supported OICA's papers.</p>	Decision
<p>7.1 Draft R51 is accepted by NL only with additional provisions. OICA addressed the statement mentioned in Green Paper which clearly ranks tire/road-noise as priority followed by truck noise. CRP002 was withdrawn by SWE. Chairman explained that an annex for OCEP test could be part of ECE R59 (aftermarket mufflers).</p>	Decision

<p>OICA offered to assure that even with the new test method the requirements of the current regulation will be fulfilled.</p> <p>Chairman proposed to put OCEP to annex [x] of Draft R51 as a starter of a separate discussion.</p> <p>OICA clearly addressed the lack of physical background of OCEP.</p> <p>Chairman finally invited all participants to show constraints of OCEP.</p>	Info
<p>7.2 N1/N2 vehicles:</p> <p>Mr. Steven proposed to separate N2 vehicles in two categories: below 110kW and above 110kW. J supported Mr. Steven's idea of ½ loading vehicles of class one, but rejected the idea of a split of the vehicle category N2.</p> <p>I didn't agree at all and maintained its original position.</p> <p>Mr. Steven will prepare a paper on the issue of N1/N2 vehicles for the next meeting. This paper will be distributed by April.</p>	Mr.Steven
<p>7.3 Presentation by ETRTO on the results of practical demo:</p> <p>CRP007 summary is not based on a questionnaire; i.e. there was no voting. Conclusions were just drawn by ETRTO but may not really reflect group's conclusions.</p>	Info
<p>8.1 WP013: F explained the proposed changes.</p> <p>D, SWE and F supported integration of footnote. There were no objections.</p> <p>ETRTO was released from its obligation to supply data ref. tire tread depth vs. noise emission.</p> <p>OICA is requested to give a comment on the acceptance of 80% tread depth as a minimum requirement.</p>	Decision OICA
<p>8.2 Annex about OCEP was inserted.</p> <p>Annex 3 Para 6.2.2.2.3 was changed to read: "To cover demands of off cycle emission provisions requirements are described in Annex 11."</p>	Decision
<p>8.3 Annex 11: During development of new provisions (see wording introduced to WP-010 by secretary) shall be retained.</p>	Decision
<p>8.4 Annex 11 is just a placeholder!</p>	Info
<p>10. SWE will check in advance whether it could host next meeting in case needed.</p>	SWE