

# Minutes GRB Informal Group 3<sup>rd</sup> meeting

13. –15. May 2003, EPA Washington D.C., USA

	Action
1. <b>Chairman</b> welcomed the group and thanked Mr. Kenneth Feith as a representative of <b>EPA</b> for organizing and hosting the meeting.	
2. Agenda was adopted. <b>CRP011</b> was introduced as an informal paper issued by <b>ETRTO</b> .	
3. Minutes (see <b>WP019</b> ) were adopted with minor changes i.e. <ul style="list-style-type: none"> <li>- referring to 3: <b>Commission</b> outlined that it is in favour of 100% tread depth.</li> <li>- referring to 5.2: <b>D</b> asked for changing "... Draft R51" to be read as "...test method of Draft R51.</li> <li>- referring to 7.1: <b>NL</b> asked to change the first sentence "... accepted by <b>NL</b> but there should be a precise test method for power train noise and tire/road noise."</li> <li>- referring to 8.2: <b>D</b> remarked it should read "... Annex 3 Para 6.2.3 ..."</li> </ul>	Info
4.1 Mr. Steven gave a presentation on N1 and N2 vehicles (see <b>CRP010</b> ). Categorization was taken over from <b>ISO</b> proposal. There were no objections.	Info
4.2 <b>OICA</b> drew in its presentation ( <b>WP020</b> ) attention on limit setting and classification of "real" 4x4 vehicles. It was decided to recall <b>OICA</b> 's presentation when discussion on limits starts.	Decision
4.3 <b>ETRTO</b> repeatedly pleaded in its presentation ( <b>CRP011</b> ) for separating noise sources, i.e. tire/road noise and power train noise. However, it was reconfirmed again that noise sources shall be separated by no means. This is the groups final and ultimate decision on this issue!	Decision
4.4 <b>WP015</b> was discussed. Proposed changes were decided as follows: <ul style="list-style-type: none"> <li>2.2 ... means motor vehicles which do not differ essentially in such aspects as ...</li> <li>2.2.2, 2.2.4 and 2.2.6 were not changed.</li> <li>2.4.2 accepted.</li> <li>2.5 ... means one of the individual parts which together form the sound reduction system.</li> <li>3.1 no change necessary.</li> <li>3.2 accepted.</li> <li>3.2.3 accepted.</li> <li>3.2.4 accepted.</li> <li>3.3 no change. Discussion in next <b>GRB</b> meeting necessary. <b>OICA</b> requested to come up with official paper.</li> <li>7.1 no change.</li> <li>7.1.2 no change.</li> <li>11 was put in square brackets.</li> <li>P18 and p19 were not changed.</li> <li>P26 accepted.</li> </ul>	Decision
4.5 <b>ISO</b> gave an overview on the status of ISO362. It is now accepted as CD. Final voting is planned for August 2003.	OICA
4.6 <b>ISO</b> agreed to prepare a presentation for the next meeting of the informal group as to show results of tests carried out according the new test method compared to the current one.	Info
4.7 <b>Chairman</b> outlined the timetable for future work and stated that research on limits and on additional provisions (formerly called <b>OCEP</b> , now <b>ASEP</b> ) has to be started as early as February 2004.	ISO

<p>4.8 <b>OICA</b> is willing to do measurements on its own premises. Supervisors are really welcomed in order to proof industry's credibility. Trust in test results is a very important prerequisite with regard to evaluation of data.</p>	Mr. Steven
<p>4.9 <b>OICA</b> will check well in advance of next meeting whether and when it could be in a position to supply vehicles for measurements.</p>	OICA
<p>4.10 <b>Mr. Steven</b> will prepare an EXCEL sheet representing all data needed for doing measurements and data assessment.</p>	Mr. Steven
<p>4.11 <b>F</b> offered to witness data collection and measurements on site if manufacturers especially in France wish.</p>	
<p>4.12 <b>CRP012</b> was developed during discussion.</p>	
<p>4.13 Cross check of <b>WP018</b> and <b>WP021</b> led to the following decisions:</p>	Decision
<ul style="list-style-type: none"> <li>- PMR (power to mass ratio) was introduced as a dimensionless quantity.</li> <li>- The issue of pre-acceleration was discussed and <b>NL</b> raised the question whether pre-acceleration is really necessary and how to describe it precisely. However, <b>NL</b> will prepare a proposal respectively wording with regard to this issue for next meeting.</li> </ul>	NL
<ul style="list-style-type: none"> <li>- 3.1.1.6 of Annex 3 was changed to be in line with <b>ISO362 CD</b>.</li> </ul>	
<ul style="list-style-type: none"> <li>- 3.1.2.1 of Annex 3 square brackets were deleted.</li> </ul>	
<ul style="list-style-type: none"> <li>- 3.1.2.1.6 of Annex 3 was changed to be in line with <b>ISO362 CD</b>.</li> </ul>	
<ul style="list-style-type: none"> <li>- Requirements concerning measurement accuracy of vehicle speed (see 1.1.4 of Annex 3) will be discussed during next meeting in July 2003.</li> </ul>	Decision
<p>5. <b>WP018</b> was discussed in detail. The following decisions were taken:</p>	Info
<ul style="list-style-type: none"> <li>- p2 [] deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p3 scope unchanged, footnote deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p4 Para 2.6 → mass in kg</li> </ul>	
<ul style="list-style-type: none"> <li>- p4 Para 2.8 → s in 1/min resp. rpm</li> </ul>	
<ul style="list-style-type: none"> <li>- p5 Para 4.3 deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p5 Para 5.2 [] deleted; date still in []</li> </ul>	
<ul style="list-style-type: none"> <li>- p6 Para 5.9 unchanged</li> </ul>	
<ul style="list-style-type: none"> <li>- p7 unchanged</li> </ul>	
<ul style="list-style-type: none"> <li>- p9 Para 6.2.3 [] deleted and re-named . New title: Additional sound emission provisions (ASEP). There were ample discussions on this issue especially between <b>NL</b> and <b>D</b>. As a result of this it was finally decided and also accepted by <b>NL</b> to skip the sentence on “Measurement of vehicles at low speed operation” of Para 3.1.3.2 on p26</li> </ul>	
<ul style="list-style-type: none"> <li>- p10 Para 11 unchanged</li> </ul>	
<ul style="list-style-type: none"> <li>- p12 Para 7.4.3 [] deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p12 Para 8.1 <b>ISO</b> will elaborate a revised wording for next meeting</li> </ul>	ISO
<ul style="list-style-type: none"> <li>- p13 Para 8.4 <b>F</b> will elaborate a revised wording for next meeting</li> </ul>	F
<ul style="list-style-type: none"> <li>- p16 Para 1.1.1 unchanged</li> </ul>	
<ul style="list-style-type: none"> <li>- p17 Para 1.1.4 <b>ISO</b> will elaborate a proposal for next meeting</li> </ul>	ISO
<ul style="list-style-type: none"> <li>- p17 Para 1.1.5 [] deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p18 Para 2.2.1 [] deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p18 Para 2.2.2 <b>UK</b> will decide till next meeting whether to stick to 100%; final decision will be taken during next meeting</li> </ul>	UK Inf Group
<ul style="list-style-type: none"> <li>- p19 Para 3.1 [] deleted, “Measurement of sound emission of ... “</li> </ul>	
<ul style="list-style-type: none"> <li>- p20 Para 3.1.2.1 [] deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p20 Para 3.1.1.6 wording changed to be in line with ISO362CD p3 Para 3.7</li> </ul>	
<ul style="list-style-type: none"> <li>- p21 Para 3.1.2.1.3 [] deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p21 Para 3.1.2.1.4 [] deleted</li> </ul>	
<ul style="list-style-type: none"> <li>- p21 Para 3.1.2.1.5.1 [] deleted, i.e. 2,0m/s<sup>2</sup></li> </ul>	
<ul style="list-style-type: none"> <li>- p22 Para 3.1.2.2 whole Para deleted</li> </ul>	

<ul style="list-style-type: none"> <li>- p24 Para 3.1.2.3 [] deleted</li> <li>- p25 Para 3.1.2.3.3.1 ISO to prepare a proposal for selection of gears till next meeting</li> <li>- p25 Para 3.1.3 [four] → [] deleted</li> <li>- p25 Para 3.1.3 ISO to prepare a revised wording ref. “consecutive measurements” for next meeting</li> <li>- p25 Para 3.1.3 decision on 1dB deduction (last sentence) shall be taken at GRB</li> <li>- p25 Para 3.1.3.1 [] deleted</li> <li>- p26 Para 3.1.3.2 [] deleted</li> <li>- p28 Para 3.2.5.3.2 ISO 5130 will be finished next year. ISO will give updated info during next meeting</li> <li>- p39 footnote1 ISO 10844 still under revision. ISO will give updated info during next meeting</li> <li>- p41 Para 3.2.1.1 [] deleted</li> <li>- p47 last item deleted, because NL could not yet present a definition of a test method.</li> </ul>	<p style="text-align: center;">ISO</p> <p style="text-align: center;">ISO</p> <p style="text-align: center;">GRB</p> <p style="text-align: center;">ISO</p> <p style="text-align: center;">ISO</p>
<p>6.1 <b>Chairman</b> gave instructions how to handle problems with regulations in general.</p> <p>6.2 It is common understanding of the group that only the final result should be rounded. <b>Mr. Saemann</b> is going to supply a wording to describe the rounding free of misinterpretation.</p> <p>6.3 <b>D, NL</b> is very much interested in noise labelling of tires. <b>Chairman</b> explained that <b>members</b> have to send an official proposal to <b>GRB</b> which addresses this issue at least 10 weeks in advance of the next <b>GRB</b> meeting.</p> <p>6.4 <b>USA</b> provided copies of a paper describing “Protective Noise Levels” and addressed the issue of noise as a health problem. One of the major attempts for the future is to get a <b>GTR</b> (Global Technical Regulation) on vehicle noise.</p> <p>6.5 <b>CRP013</b> will be supplied with the minutes.</p> <p>7. It was agreed to have another 3-day-meeting starting on 30Jun03 at 1pm. <b>I</b> is willing to host the meeting in Milano region (probably in Stresa, Lago Maggiore).</p>	<p style="text-align: center;">Mr. Saemann</p> <p style="text-align: center;">D, NL</p> <p style="text-align: center;">Secretary</p> <p style="text-align: center;">Info</p>