



**9th TEG FlexPLI Meeting
on 03. & 04.09.2009
Offices of BAST, Bergisch Gladbach**

ACEA Comments



Round Robin Tests with the FlexGTR prototype

- ACEA tests at BGS show increased results (10% to 15%)
- Some ACEA members measured higher increases
- Comparison with TRL-LFI done
 - Big differences of two design solutions when using the FlexGTR
 - No significant differences of the two solutions when using the TRL-LFI
- Some complaints received about performing tests
- Detailed reports are not yet available
- A validated FE-model is a prerequisite for fundamental analyses of feasibility and of the effect on future vehicle designs
- An assessment for legal purposes has not yet been possible for each ACEA member



ACEA position on thresholds for FlexGTR

- **See outcome of the TEG meeting on 04.09.2009**

ACEA position on the certification test

- **See outcome of the TEG meeting on 04.09.2009**



Summary

- **Concerns arise due to the increased ACEA results of the FlexGTR compared to former results using the FlexGTalpha**
- **Different behavior on two bumper designs by TRL-LFI and FlexGTR**
- **This cannot be easily compensated by the proposed thresholds**
- **A clarification of the reasons is urgently needed and is currently ongoing**
- **A final ACEA assessment to use FlexGTR for legal purposes has not been made**
 - **round robin test analyses is in progress**
 - **e.g. reproducibility issue to be assessed**
 - **FE-model needed, etc.**



Recommendation

- ACEA does not wish to block the amendment process of the GTR
- **BUT:**
All open issues are to be solved
increased values of results
different behavior of TRL-PLI and FlexGTR on bumper designs
threshold values may be influenced
- **THUS:**
Any relevant values (e.g. thresholds, ...) are to be set in square brackets
- The activities of TEG should continue to solve the above open issues
(see TOR of TEG)