

Transmitted by the experts of IWG RD-ASEP

Informal document GRB-79-11
(79th GRBP, 6-9 February 2024,
agenda items 2 and 3)

IWG FOR ASEP

STATUS REPORT TO GRBP-79 (*FEBRUARY 2024*) **AFTER THE 1ST IWG RD-ASEP SESSION OF NOVEMBER 2023**

MEETING PLAN 2024

- **8 - 12 April: US/Canada (tbc)**
- **3 - 7 June: Brussels**
- **28 - 31 October: Berlin**
- **9 - 13 December: Japan (tbc)**

- **All meetings in hybrid form (Face to Face + Remote connection)**

- **IWG RD-ASEP has two parts:**
 - A) RD-ASEP for UN-R51, to develop a mandatory procedure after the monitoring phase**
 - B) RD-ASEP for UN-R41: ASEP second step, to develop stricter ASEP limit curves**

PARTICIPATION

▪ **Officers**

- ✓ Chair: Germany
- ✓ Co-chair: Japan
- ✓ Secretary: OICA (for R51); IMMA (for R41)

▪ **Contracting parties**

- ✓ R51: Japan, India, United Kingdom, European Union, France, Germany, Netherlands, Spain, Switzerland
- ✓ R41: Japan, India, European Union, France, Germany, Netherlands, Spain

▪ **NGO's**

- ✓ R51: CLEPA, ETO, VTI, WBU, OICA, individual invited experts
- ✓ R41: ETRTO, IMMA, individual invited experts

STATE OF PROGRESS AFTER 1ST KICK-OFF SESSION OF IWG RD-ASEP

▪ M CATEGORY / R51:

- ✓ IWG RD-ASEP objectives (from ToRs)
 - From the monitoring period outcome: update and mandate Annex 9 and remove Annex 7
 - Develop handshake between R51 and R138
- ✓ Contracting Party aims
 - Predictive noise modelling for all powertrains / Evaluate model accuracy for all vehicle classes
 - Balance between workload and requirements
 - Consider operating range of interest/concern
 - Address citizen complaints
 - Consider provisions for aftermarket and against tampering
 - R51/R138 handshake
 - Consider RD-ASEP modelling for enforcement purposes in a later stage
- ✓ UTAC status report ([IG-ASEP-01-03](#))
 - Looking to enlarge the database with data outside of Type Approval

STATE OF PROGRESS AFTER 1ST KICK-OFF SESSION OF IWG RD-ASEP

▪ L CATEGORY / R41

- ✓ IWG RD-ASEP objectives (from ToRs)
 - Update current ASEP limits
- ✓ Contracting Party aims
 - Balance between workload and requirements
 - Consider partial throttle
 - Reduce noise pollution by L-cat
 - Reduced sound levels in 0-100kmh area
 - Address high RPM conditions
 - Consider provisions for aftermarket and against tampering/manipulations
 - Eliminate regulatory 'grey zones'
- ✓ IMMA limit line concept ([RDASEP-01-03 R41](#))
 - Challenges of partial load limits due to wide L-cat variety
 - New logarithmic limit line proposal – Feedback requested by April IWG RD-ASEP

NEXT: GEBP SUBMISSION TARGETS

- **M Category / R51:** ([IG-ASEP-01-02 RD ASEP R51](#))
 - ✓ Informal document: Sept 2025 GRBP/82
 - ✓ Working document: Feb 2026 GRBP/83
 - ✓ Transitional provisions: to be discussed

- **L-category / R41:** ([RDASEP-01-01 R41](#))
 - ✓ Informal document: Sept 2024 GRBP/80
 - ✓ Working document: Feb 2025 GRBP/81
 - ✓ Transitional provisions: to be discussed

Thank you