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)