

Dear All,

On behalf of the preparation of our meeting next month, I hereby send my intentions for these days. Actions for the members are in [blue](#).

We have to discuss several items:

1. Measurement method
2. Type approval (administrative) procedure
3. Text main body

The measurement method

Introduction

GRB agreed to have a preliminary method on the agenda next meeting February 2007. So we have to discuss several aspects of the method:

Boundaries

Data processing

Limits

After the meeting I will work on the results and prepare the draft text proposal to GRB.

Boundaries

[Please come forward](#) with evidence of the technical need, especially of the acceleration.

[Question to the group](#): if 'slip' is the limiting condition, should the acceleration boundary also apply to vehicles with 4-wheel drive; and also to traction controlled vehicles?

Data processing

This is the step between the measurements outside on the track and the comparison with the limits. There are 4 options (till this moment): Germany&France, Japan, Mr Gerhard and Mr de Graaff. [More options are welcome, but we have to choose this meeting.](#)

[Several contributions were promised last meeting, please distribute them in advance.](#)

[Questions to all of you](#):

- what are the demands and the criteria?
- strong and weak points of the proposals?
- is an option realistic which excludes a part of the vehicle fleet from evaluation; is that in line with the Terms of References? (PM: if Ltyre => Lpowertrain)

Limits

They will look like $\text{Limit} = X + Y \cdot \text{revs}$

We heard already for the X: 0, 1 and 2 and for the Y: 5, 5-6, 6, 7, without arguments yet.

The process for choosing will be like an auction. We will start at the environmental safe site with $y=5$ and $x=1$. [If you want to increase these numbers the floor is open for your evidence](#): what is technically needed? And is the behavior of these vehicle involved 'normal' enough to allow them on our markets.

Statements like: '*it should be this*' or '*this is ok*' are not enough. Remember: we have to convince GRB and WP29 we made the right choices, and 'convince' means with evidence.

Type approval procedure

There are several options between self certification and full testing of every vehicle. This issue was already shortly investigated in our last meeting in Geneva.

We will further explore the options and discuss the pro's and contra's and choose one to propose to GRB. [So please prepare your self.](#)

Text main body

How to deal with open pipe devices. [Please come forward with your text proposals in advance.](#)