Transmitted by the experts of IWG ASEP

Informal document GRB-68-20
(68th GRB, September 12-14, 2018, agenda item 4.(b))

IWG for ASEP
Report to GRB 68th
7th, 8th and 9th session
Follow-up of the meetings

- 1st Meeting: 2016, November – Tianjiin
- 2nd Meeting: 2017, February – Geneva
- 3rd Meeting: 2017, May – Brussels
- 5th Meeting: Japan, 2017, November, 7\textsuperscript{th} am to 9\textsuperscript{th} pm
- 6th Meeting: Geneva (in junction with GRB), 2018, January, 22\textsuperscript{nd} pm to 24\textsuperscript{th} am
- 7th Meeting: 2018, March 20\textsuperscript{th} am – 22\textsuperscript{nd} am, China, Changchun
- 8th Meeting: Europe (\textit{Brussels EC to be confirmed}), 2018, July, 10\textsuperscript{th} am - 12\textsuperscript{th} am
- 9th Meeting: Geneva (in junction with GRB), 2018, September, 12\textsuperscript{th} am
- 10th Meeting: Japan, 2018, November, 06\textsuperscript{th} am – 08\textsuperscript{th} am
- 11\textsuperscript{th} Meeting: Geneva 2019, January
Participants to the 7th, 8th & 9th Sessions of the IWG ASEP

- **Contracting parties:**
  - France, China, Japan, Germany,
  - EC (8th & 9th sessions)

- **NGOs:**
  - OICA,
  - ISO (8th & 9th sessions)
  - CLEPA (8th & 9th sessions)
  - IMMA (9th session),
Related documents

GRB 68th :

- **ECE/TRANS/WP.29/GRB/2018/10** - (IWG ASEP) Proposal for UN R51-03.S5 to clarify the use of either mechanical or electronic devices to control the gear shift, or take measures to avoid accelerations greater than 2,0 m/s² and that for all vehicles and not only for EV as proposed in ECE/TRANS/WP.29/2018/063 for UN R51-03.S4

- **GRB-68-03** (IWG ASEP) Interim report to give explanations on ASEP through an historical background, a technical background, a proposal to clarify the last sentence of paragraph 6.2.3. and how to integrate this in the future

→ how to manage this document at GRB? As « Documents for reference only » like GRE?

- **GRB-68-xx** (IWG ASEP) Updated of ToR

- **GRB-68-xx** (IWG ASEP) Status report to GRB-68

All documents will be/are available on the UNECE IWG ASEP website
Report of discussions and conclusions

Consideration of some technical elements for current procedures

Following comments from GRB members on ECE/TRANS/WP.29/GRB/2017/5, the IWG for ASEP concluded that:

- geometry, surface and obstacles outside ISO 10844 has a negligible impact for backfire assessment,
- transitional provisions are needed for Sound Enhancement, “Backfire” (SPL from AA to BB+20m) and “anchor point” (L wot i+1 instead of L wot i). IWG proposes GRB-67-14.

IWG for ASEP proposes to precise following paragraph to avoid interpretation

6.2.3. Additional sound emission provisions

[...] The sound emission of the vehicle under typical on-road driving conditions, which are different from those under which the type-approval test set out in Annex 3 and Annex 7 was carried out, shall not deviate from the test result in a significant manner.

→ See GRB-68-03 (IWG ASEP) Interim report Last sentence of §.6.2.3. of R51-03
Report of discussions and conclusions

General consideration of ASEP revision and application

KEY ELEMENTS:

- Data especially for partial loading and negative load (coasting)
  - *Spring 2019*
- Boundaries conditions and control range
  - *Summer 2019*
- Models development (partial load, coasting and performance)
  - Concept freeze
    - *January 2019*
  - Road map for open issues
    - *September 2019*
  - Validation
    - *End 2019*
  - Fine tuning
    - *September 2020*
- Correlation with existing or new models
- Testing provisions
- Uncertainties considerations
- Application/ differentiation of ASEP in terms of vehicles
- Manipulation provisions
- Verification to the sound emissions and to the work load

⇒ *Work to be continued*
Report of discussions and conclusions

General consideration of ASEP revision and application

- *Report from 9*th* session of IWG ASEP*

- IWG ASEP requests to L-categories people:
  - to consider model,
  - to provide information on technologies and manipulations,
  - to provide data to help the group to understand application of the model on the largest range of vehicles
  - Updated of ToR
  - Agreement to work together (PC and L-category)
Thank you for your attention