

IWG FOR ASEP

STATUS REPORT TO GRBP-72 (*SEPTEMBER 2020*) AFTER THE 16TH SESSION ON JUNE 2020

FOLLOW-UP OF THE MEETINGS

- 1st Meeting : 2016, November – Tianjiin
- 2d Meeting : 2017, February – Geneva
- 3rd Meeting : 2017, May – Brussels
- 4th Meeting : 2017, July – Washington
- 5th Meeting : Japan, 2017, November, 7th am to 9th pm
- 6th Meeting : Geneva (in junction with GRB), 2018, January, 22th pm to 24th am
- 7th Meeting : 2018, March 20th am – 22nd am, China, Changchun
- 8th Meeting : Europe (*Brussels EC to be confirmed*), 2018, July, 10th am -12th am
- 9th Meeting : Geneva (in junction with GRB), 2018, September, 12th am
- 10th Meeting : Japan, November 06-08, 2018
- 11th Meeting: China, April 09-11, 2019
- 12th Meeting: Germany, July 09-11, 2019
- **13th Meeting: Milford, USA, September 24-26, 2019**
- **14th Meeting: Hamamatsu, Japan, November 05-07, 2019**
- **15th Meeting: Geneva, Switzerland, January 27-28, 2020**
- ~~16th Meeting: China, March 2020~~ → **CANCELLED**
- **16th Meeting: Confcall only, June 04-05, 2020**
- **Virtual Drafting group meeting on September 01, 2020**

PARTICIPATION

▪ **Participants to the 16th session in June 2020:**

✓ Contracting Parties:

- China, European Commission, France, Germany, India, Japan, The Netherlands, Spain, Russian Federation, United Kingdom

✓ NGOs:

- CLEPA, IMMA, ISO, OICA

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▪ L CATEGORY

- ✓ Main topics: repeatability, difficulty for vehicle operation, number of test points.
- ✓ Test procedure in 2 phases
 - “Pre-measurement area”: Phase before AA’ to prevent cycle beating
 - “Measurement area”: Complete area AA’ to BB’ as real driving area
- ✓ The procedure for the additional ASEP test points
- ✓ How to handle CoP and Market surveillance
- ✓ 2-steps approach (1st modification on existing ASEP, 2nd new RD-ASEP), or 1-step approach (RD-ASEP with modified OICA model)
 - Decision of CPs = 2-steps approach

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▪ L CATEGORY

✓ The following documents have been presented by IMMA at GRBP-71 January 2020:

- **GRBP-71-19**: [ppt.] general presentation to revise ASEP the UN Regulation R41
- **GRBP-71-17**: proposal of amendment to UN Regulation R41

✓ The following documents will be presented for adoption at GRBP-72 September 2020:

- **GRBP/2020/9**: Proposal for a new 05 Series of amendments to UN Regulation No.41 (Noise emissions of motorcycles)
- **GRBP-72-05** (EC & Germany) and **GRBP-72-14** (EC): proposal for amendments to GRBP/2020/9 regarding the Transitional Provisions

2. The following table summarizes the proposed changes and substantial widening of the test window, compared to the current version:

	<i>R41-04 (current)</i>	<i>R41-05 proposal (ASEP revision)</i>
Speed range	20 – 80 km/h	10 – 100 km/h (for power-to-mass ratio (PMR) > 150)
Max Rpm	$3.4 * PMR^{-0.33} * (S - n_{idle}) + n_{idle}$	0,8 x S (= increased)
Gears tested	Fixed gear (not including 1 st)	Any gear (including 1 st)
Throttle operation (between AA' & BB')	Wide-open-throttle (WOT) only	Any constant throttle
Acceleration	WOT only	Any acceleration
Approach (pre-AA')	Constant speed	Any approach (constant speed, acceleration, deceleration)
number of test points	Reference points + 2 additional operating conditions	Reference points + [three additional operating conditions / gear]
CVT	Exemption if requirements of §1.2 of Annex 7 are met.	No exemption

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▪ **M CATEGORY - Revision of Regulation UN-R51-03:**

✓ Revision of Regulation UN-R51-03 → see document **ASEP-15-08**
(revised ASEP-14-09):

- Main body
 - Revision of paragraphs 1, 2, 6.2.3. especially to clarify the scope of the new RD-ASEP
 - Introduction of a new paragraph 6.2.4. « Provisions against manipulations »
- Annex 6: clarification for CoP including RD-ASEP randomized tests in lower quantity
- Annex 7 still ongoing → Document ASEP-15-08
 - Introduction of provisions to clarify the Compliance assessment
 - Introduction of a Sound Expectation Model → **the concept has been presented in detail from document ASEP-15-07 (GRBP-71-24) during the GRBP-71 in January 2020**

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▪ M CATEGORY - Revision of Regulation UN-R51-03:

✓ Still to be clarified with necessary feedback from CPs:

- **Low PMR vehicles** for CP which has this vehicle (Japan, China, EU COM),
- **HEV** partly or fully driven electrically (different uses Annex 3 and Annex 7),
- **Partial load** driven by acceleration test in Annex 3 (Supplements 4 and 5)

Target = initial target was to have proposals by June 2020 → postponed to beginning of 2021

- ### ✓ Revision of Regulation UN-R138 (GRBP-70-04) → according to the decision of the GRBP-70, this issue has been introduced directly in the amendment to the UN-R51 in progress

NEXT STEPS

- **Topics at least to be continued/followed during the next sessions of the IWG ASEP with the Drafting group and the Official group**

For reminder, volunteers for Drafting group: Germany, Japan, China, OICA, IMMA and ISO

- ✓ Model concept analysis for categories M & L **with more data**
- ✓ Revision of current procedures
 - Regulation No.51 – especially Annex 7 including new flowchart and test report sheet
 - Regulation No.41 – proposal for adoption to be presented at GRBP-72 under **GRBP/2020/09** (IWG ASEP), **GRBP-72-05** (EC & Germany) and **GRBP-72-14** (EC)
- ✓ Proposal for adoption of the Revision of the ToR under **GRBP/2020/10** + **GRBP-72-17** from IWG ASEP

NEXT STEPS

▪ Next Official Sessions of IWG ASEP in 2020:

✓ Drafting group ONLY

- ~~Tuesday 01st & Wednesday 02nd-September – Confcall ONLY~~

Revision of proposals will be circulated between Drafting group members.

Virtual drafting group meetings will be fixed if needed.

✓ Official sessions of IWG ASEP:

- ~~16th session: 25th-26th March 2020 – CANCELLED~~
- 16th session: 4th-5th June 2020 – CONFCALL ONLY
- ~~17th session: Thursday 10th to Friday 11th – CANCELLED~~
- ~~18th session: 14-15 October – Japan – CANCELLED~~

Next official session will be fixed after the proposal from the Drafting group will be ready for the consideration of the full IWG ASEP

Thank you