



# Issues to be considered for modifying the vibration requirement in GTR20

Vibration ad-hoc meeting  
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Submitted by OICA

# Issue 1: Why the vibration requirements need to be amended?

- GTR20 Phase 1 already includes vibration requirements equivalent to UNR100-02
- Although the test procedure might not be ideal, there is no reported field incident due to vibration
- Existing requirements are effective (or might be redundant)
- If existing regulation is modified, there must be **certain improvement** expected on the products in the market **with clear cost-benefit**

## Issue 2: **How to determine the standard profile for GTR?**

- Various **road and driving environments** in the world
- Various **vehicle concepts/packages**
  - e.g. automated shuttle with limited operating domain
- Vibration characteristics of REESS **affected by various factors** such as masses and dimensions, mounting position, vehicle structure, suspension, tire, etc.
- GTR should provide **minimum safety** requirements

# Issue 3: Will minimum level be necessary for vehicle specific vibration profile?

- The need of vehicle specific vibration profile:
  - Allows **optimized design** of REESS
  - Improve **development efficiency** as vibration tests will anyway be conducted for reliability and durability
- **Vehicle concepts/packages** and intended **market conditions** will be reflected
- Determined with **competitive and proprietary** know-how