**DRAFT AGENDA**

**SG-EDR-33**

**Conference Call Meeting**

(Secretary’s Notes in Red)

January 11, 2023

**Time:** Start: CET 13:00, EST 7:00, JST 21:00 (3 hours)

 End: CET 16:00, EST 10:00, JST 24:00

**Venue:** GoToMeeting Conference Call ONLY

**Contact:** Mr. Scott Schmidt (Cell: +1 202 841 2139)

**Email:** sschmidt@autosinnovate.org

**Chairpersons**:  **The Netherlands: Mr. Tim Guiting**

 **Japan: Mr. Hidenori Nonaka**

 **USA: Mrs. Jane Doherty**

**Secretariat**: OICA Mr. Scott Schmidt

1. **General:**
	1. **Welcome and Introduction**

Chair detailed that the GRSG documents regarding HD EDR and R160 acceleration data accuracy verification procedures (original and 01 series) will be posted to the GRSG site imminently.

This meetings focus will be on amending the HD EDR documents submitted to GRSG.

* 1. **Anti-trust rules**

Secretary provided anti-trust guidance to industry delegates.

* 1. **Approval of the reports of the previous sessions**

Document: 32nd SG-EDR Meeting Minutes

Secretary notes were approved as presented.

* 1. **Approval of the agenda**

Document: SG-EDR-33-01-Agenda 33rd SG-EDR Triggers & Data Elements Conference Call Meeting

Agenda was approved as presented.

1. **Discussion regarding potential EDR specifications for heavy duty vehicles**
	1. **Scope**

Documents: OICA Proposal (if available)

OICA indicated that while its proposal is advanced, it is not yet mature enough to be shared with the entire SG. However, as directed at SG-EDR-27, it is being initially shared with the Chairs and China first before circulating to the SG.

* 1. **Event triggers**
		1. **Triggered event scenario matrix**

Documents: SG-EDR-32-04 Triggered Event Scenario Matrix (updated with CP input)

Secretary mentioned that he has not received any comment/feedback from CP’s on this document.

CP’s were tasked to provide written input to the Event Scenario Matrix including their views on which scenarios don’t need to be included.

China, suggested that electric bicycles be included? Others also suggested that electric scooters might also be considered as well. They will try to collect some data on this and potentially generate a proposal.

However, it was questioned whether there would be a difference in terms of HD triggering between manual and electric bicycles (and scooters for that matter).

TRL briefly summarized its on-going research to identify the “sweet spot” on an acceleration trigger threshold (balancing sensitivity and false positive reduction). While the research is on-going, it was indicated that the results might not be available by the February in-person meeting.

* + 1. **Review and update GRSG HD EDR proposal documents (specific to event triggering)**

Documents: SG-EDR-33-02 EDR for Heavy Duty data element-event trigger worksheet

 ECE/TRANS/WP.29/GRSG/2023/AA

 ECE/TRANS/WP.29/GRSG/2023/ZZ

Acceleration trigger:

* China indicated that it could support the current 8km/h/s threshold.
* Thresholds are still in brackets pending TRL research referenced earlier.

Safety System Trigger:

* Added the following note “(trigger on activation/intervention)” to the *ABS System* trigger.
* Removed “adaptive cruise control” from the *automated emergency braking* trigger. Added the following note to that trigger “(including pedestrian/cyclist if equipped) (trigger on activation/intervention – foundation braking)”
* Added the following note “(trigger on activation/intervention – foundation braking)” to the *Electronic stability control* trigger.
* Added the following triggers in brackets:
	+ “Blind Spot warning – imminent warning phase”
	+ “Lane Keeping system – active intervention”
	+ “Non-reversible/deployable external pedestrian protection system deployment”

Last Stop Trigger:

* EU indicated that it is still examining the Last stop trigger and its position will be informed by the results of the TRL research. They are concerned that it will have lots of false positives but may be the only way to meet the GSR mandate.
* Worksheet was updated to include the last stop trigger specifications currently contained in the GRSG guidance proposal sections 3.3.1.2 and 3.3.2.
* OICA mentioned that as applied by SAE the triggering thresholds include a range permitting the triggers to be adjustable/set by the manufacturer to account for the different vehicle missions/duty cycles.
* Chair mentioned that there are regulations that have suggested ranges and that the manufacturer declares their strategy/value to the technical approval organization. However, for simplicity it is desirable to set a specific range if possible.
* It was mentioned that CLEPA had developed a presentation detailing the various scenarios where the last stop trigger should and should not capture data. Secretary was tasked to recirculate and reference this presentation (SG-EDR-30-05).
* There was discussion about whether there were circumstances where the data should be locked (as in R160) or simply written to non-volatile memory (as in SAE). Current draft has both options in brackets.

It was also suggested that the SG examine inclusion of survivability requirements.

* + 1. **Review and update GRSG HD EDR proposal documents (specific to data elements)**

Documents: SG-EDR-33-02 EDR for Heavy Duty data element-event trigger worksheet

 ECE/TRANS/WP.29/GRSG/2023/AA

 ECE/TRANS/WP.29/GRSG/2023/ZZ

Secretary was tasked to modify the data element table to add columns for data format (consistent with the format used in R160). This table, which will have many of the columns blank, will be circulated to the SG for proposals for specific format specifications. Secretary to circulate table Monday, Jan 16, 2023. SG tasked to provide their data element and associated data format recommendations to the secretary by Feb 3, 2023.

For the passive restraint (air bag) and common related data elements the table will include the R160 format specifications as a discussion baseline.

The brackets around the “exclusion from scope” were removed from the *Event Date, Latitude, Longitude, and Event Time* data elements thus removing them from the HD EDR specifications.

With respect to the Rear Axle ratio and Tire size data elements it was suggested that a single data element labelled *Conversion factor between drive shaft rpm and vehicle speed* might be more appropriate than having separate data elements for rear axle ratio and tire size data elements.

1. **Other Items**

OICA indicated that it had some members that need transition provisions to the R160 Acceleration data accuracy test procedures. As a result, it plans to present this to GRSG. Chairs indicated that this may delay its implementation (from April to November) since it would take an additional informal document to be generated and submitted.

1. **List of action items and schedule of future conference call meetings**

**Action items:**

* CP’s were tasked to provide written input to the Event Scenario Matrix including their views on which scenarios don’t need to be included.
* Secretary was tasked to modify the data element table to add columns for data format (consistent with the format used in R160). This table, which will have many of the columns blank, will be circulated to the SG for proposals for specific format specifications. Secretary to circulate table Monday, Jan 16, 2023. SG tasked to provide their data element and associated data format recommendations to the secretary by Feb 3, 2023.
* Since the February 14-16 in-person meeting has limited space, delegates who plan to attend the meeting in person were requested to contact (e-mail) the Secretary to reserve a spot. Spots will be reserved on a first come first served basis.

Next meetings:

SG-DSSAD-13 January 31, 2022, 7am (2 hrs)

EDR/DSSAD IWG #19 (in-person/hybrid) Week Feb 14-16, 2022, (2 ½ days), Paris (OICA)

SG-EDR-34 & EDR/DSSAD IWG #20 February 28, 2022, 7am (3 hrs)

SG-EDR-35 & EDR/DSSAD IWG #21 March 23, 2022, 7am (3 hrs)

SG-EDR-36 April 18, 2022, 7am (2 hrs)

SG-DSSAD-14  April 20, 2022, 7am  (2hrs)

1. **Adjourn**