

2017, May 09<sup>th</sup>

Submitted by the UTAC expert from France

**Comments on informal document GRE-77-28**

Reference	Paragraph	Comments
UTAC 1	6.3.2.2	The limit defined in paragraph 6.3.2.2 is not in line with appendix 5, the old paragraph <b>"If measurements are made using the method described in Annex 5 using a vehicle-to-antenna spacing of <math>3.0 \pm 0.05</math> m, the limit shall be 32 dB microvolts/m in the 30 to 75 MHz frequency band and 32 to 43 dB microvolts/m in the 75 to 400 MHz frequency band, this limit increasing logarithmically with frequencies above 75 MHz as shown in Appendix 5 to this Regulation. In the 400 to 1,000 MHz frequency band the limit remains constant at 43 dB microvolts/m.</b> " has not be deleted
UTAC 2	7.11	Remove the table in page 25 and move the sentence at the end of page 24
UTAC 3	7.19.1 (Table 18)	Table 18 we have deleted the parameter of pulse 4 without to delete the pulse 4. Remove the last line of table 18 (caution the suppression bar is confuse with number 4 when you read the document)
UTAC 4	7.20.5	<b>As follow comment VDA1 accepted in last meeting</b> we shall modify the paragraph 7.20.5 first sentence as follow: « Vehicles and / or ESA which are intended to be used in "REESS charging mode coupled to the power grid" in the configuration connected to a local / private DC-charging station without additional participants do not have to fulfil requirements of Annexes 13, 15, 16, 19, 21 and 22 <b>paragraphs-7.5., 7.8., 7.9., 7.13., 7.15., 7.16.</b> ”
UTAC 5	Annex 4 Figure 1	If we move the position of the antenna from « engine mid-point » to midpoint of the vehicle » it's necessary for the measurement at 3m of distance to add in paragraph 6.3.2.2 the requirement of <b>CISPR 12 paragraph 5.2.4</b>
UTAC 6	Annex 4 Figure 2b	The antenna is posted in line with the <b>midpoint of the engine not in mid point of the vehicle</b>