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, 7th am to 9th pm
- 6th Meeting : Geneva (in junction with GRB), 2018, January, 22nd 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, 2018, November, 06th am – 08th am
- 11th Meeting: Geneva 2019, January
Participants to the 7\textsuperscript{th}, 8\textsuperscript{th} & 9\textsuperscript{th} Sessions of the IWG ASEP

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

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

➢ GRB 68\textsuperscript{th}:

▪ 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/s\(^2\) 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

\textit{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 9th 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