

Netherlands standpoint with respect to D/ISO proposal R51

GRB 40, 23-24 Sept 2004

What did we want

Extract from GRB questionnaire

	question 4 res streets or main streets	question 5 speed range
Czech Rep.	main streets	30 - 70
Hungary	- *	- *
Italy	main streets	50
Japan	both	30 - 60
Netherlands	both	25 - 50
Poland	- *	as in R51 *
UK	both	0 - 120
Russian Fed.	both	25 - 60
Slovakia	main streets	30 - 70

* Hungary and Poland prefer to keep the current R51

Ref: GRB 36

What do we get

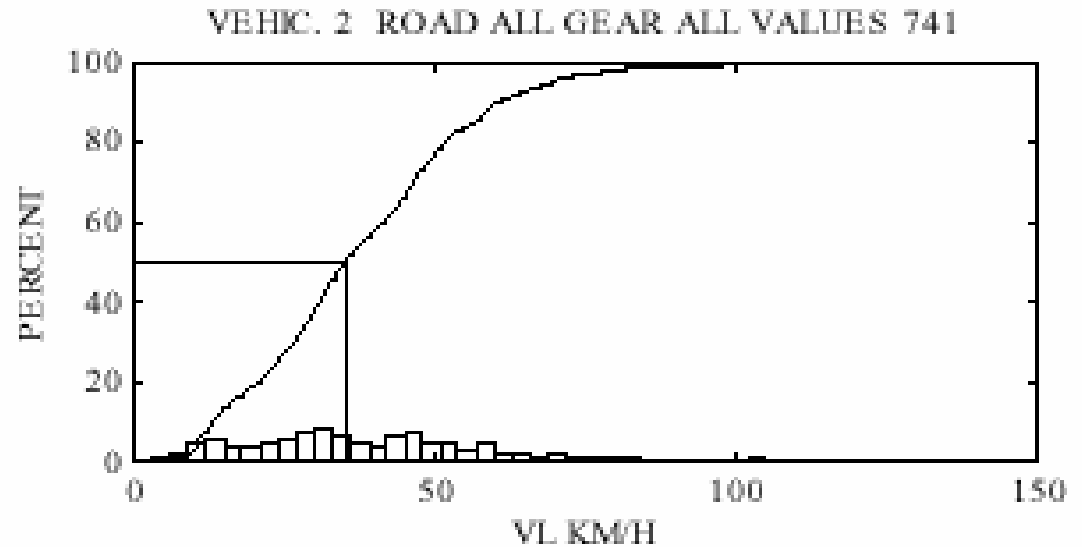
Annex 3 of D/ISO proposal

- Vehicle speed: 50 km/h
- Gear use: 3rd and 4th gear
- Engine speed: 16% - 38%

(Steven, GRBIG, CRP 53)

ACEA data and Annex 3

- Average speed
ca 35 km/h



- Gear use mainly
2nd and 3rd

Gear use in urban traffic

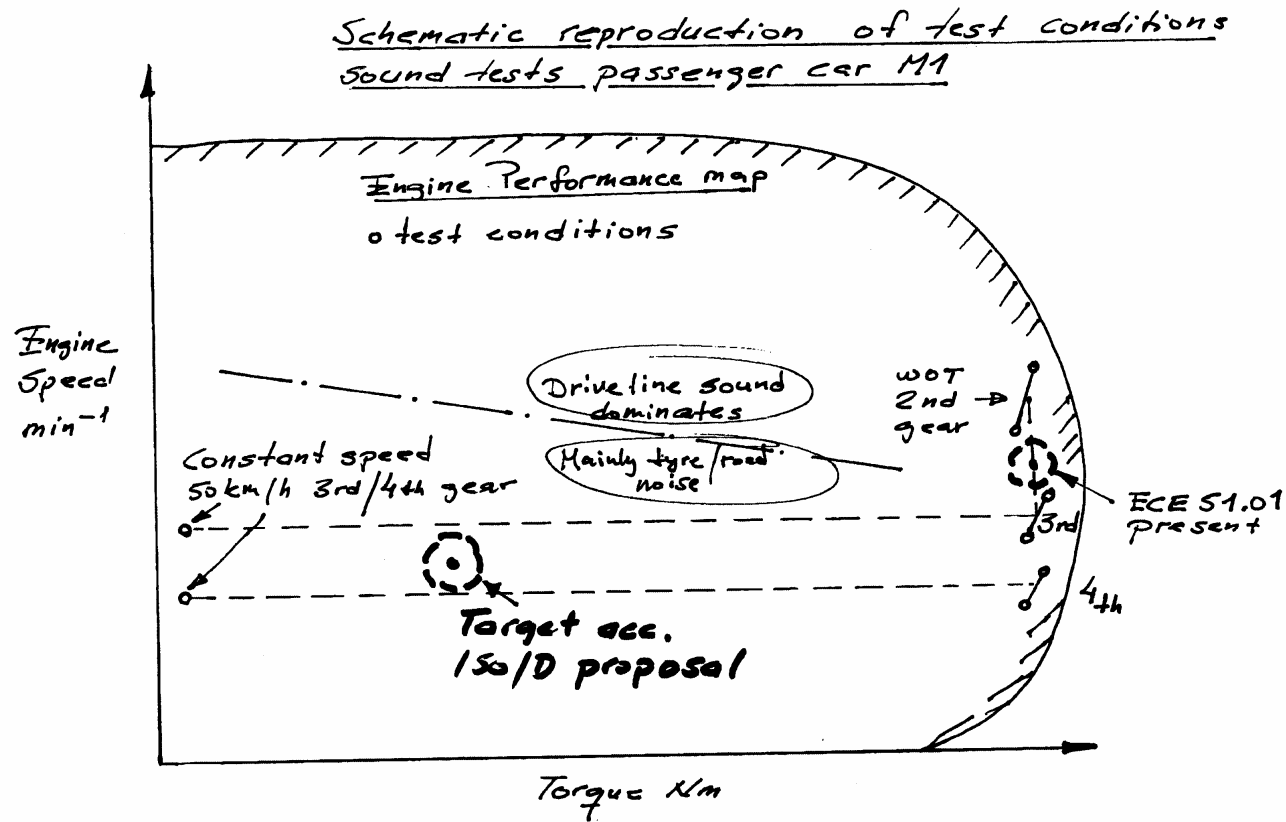
	1st	2nd	3rd	4th
ACEA ¹⁾	15%	37%	35%	12%
ACEA ²⁾	6%	39%	33%	19%

1) Le Salver, Internoise 2001

2) OICA, GRB Feb 2000 inf doc. 4

Discussion in GRB Inf Group

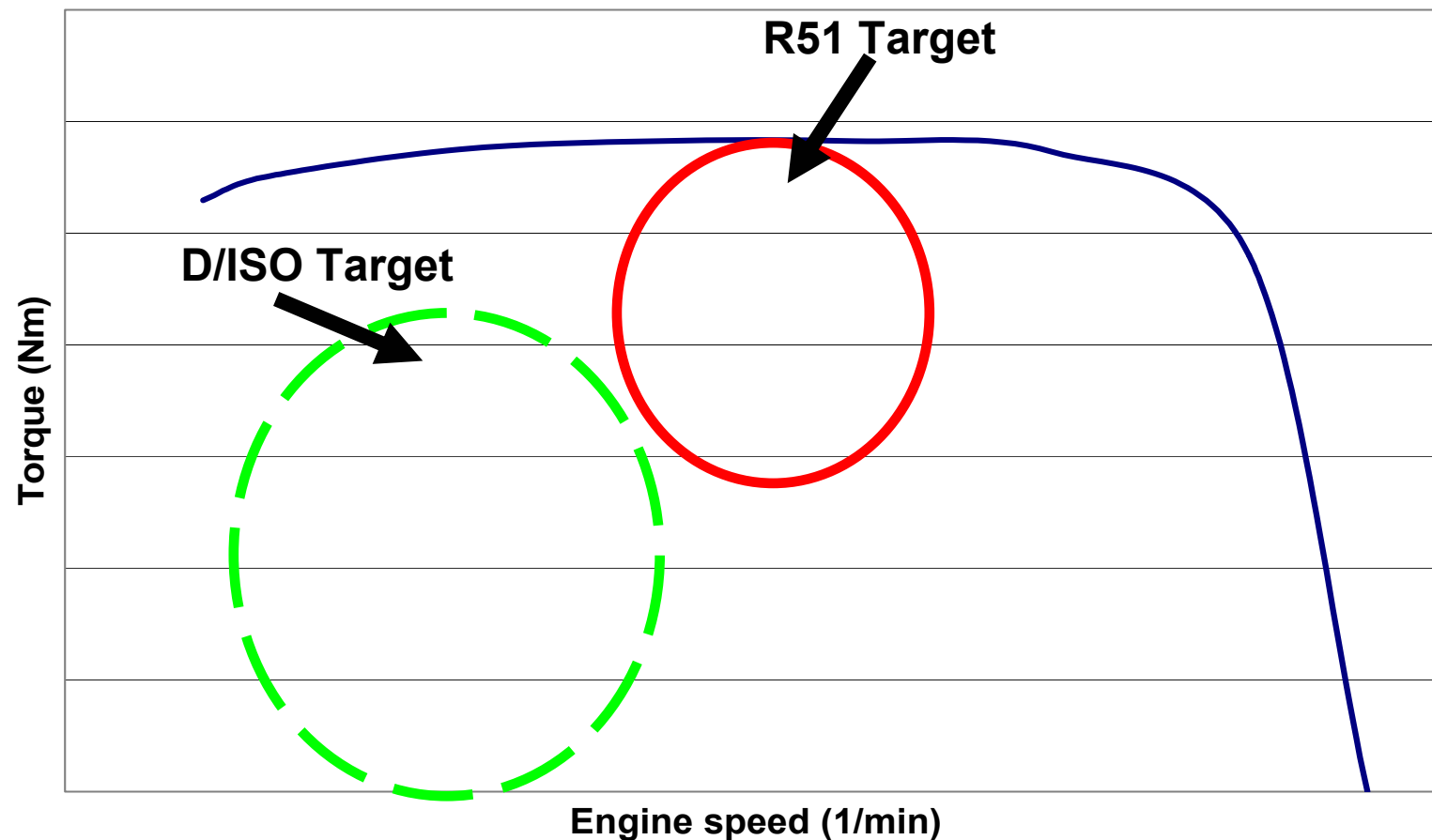
- Green and red area



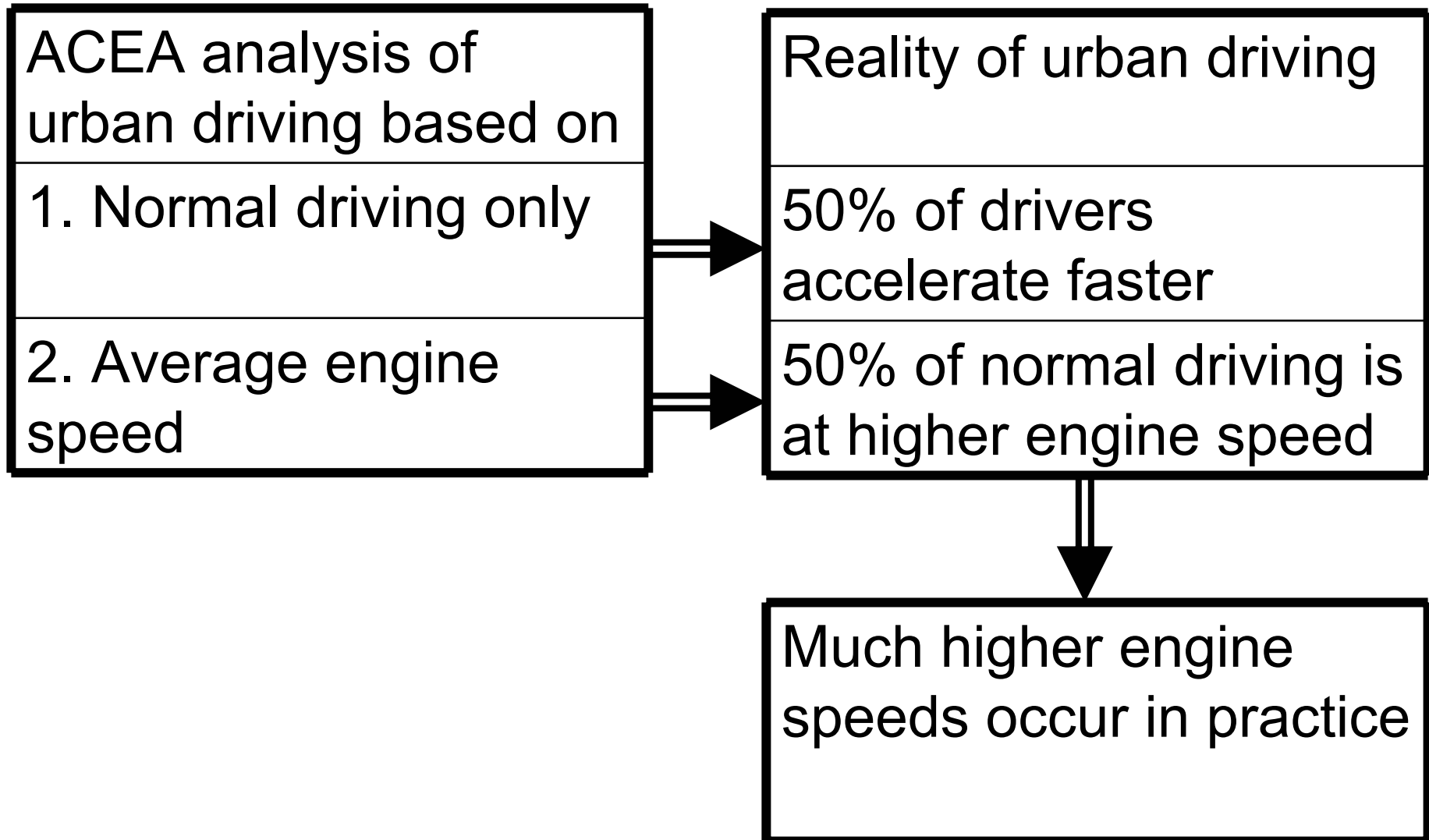
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Discussion in GRB Inf Group

- Green (- - -) and red (—) area
- Test conditions of R51 and D/ISO

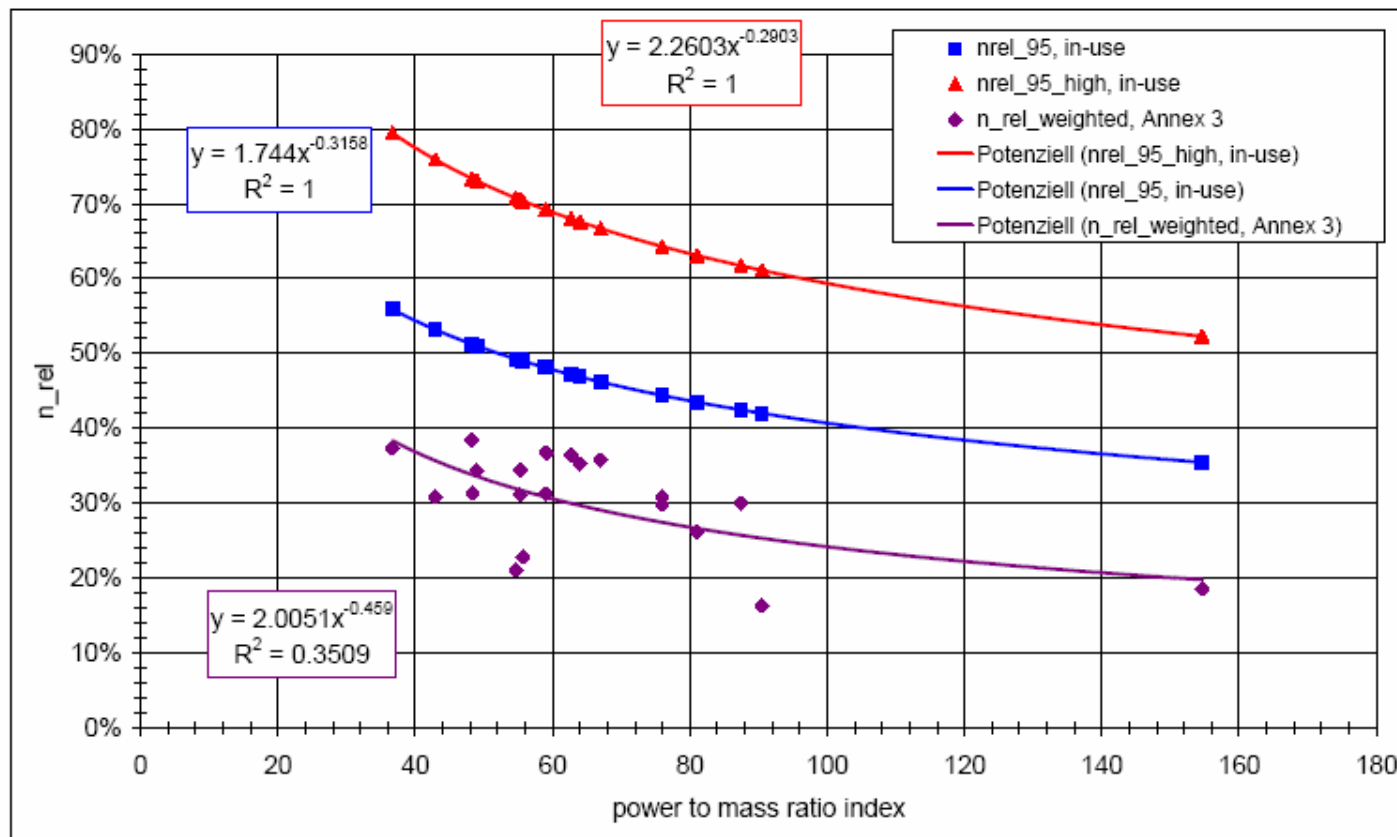


Why is annex 3 not in the red area?

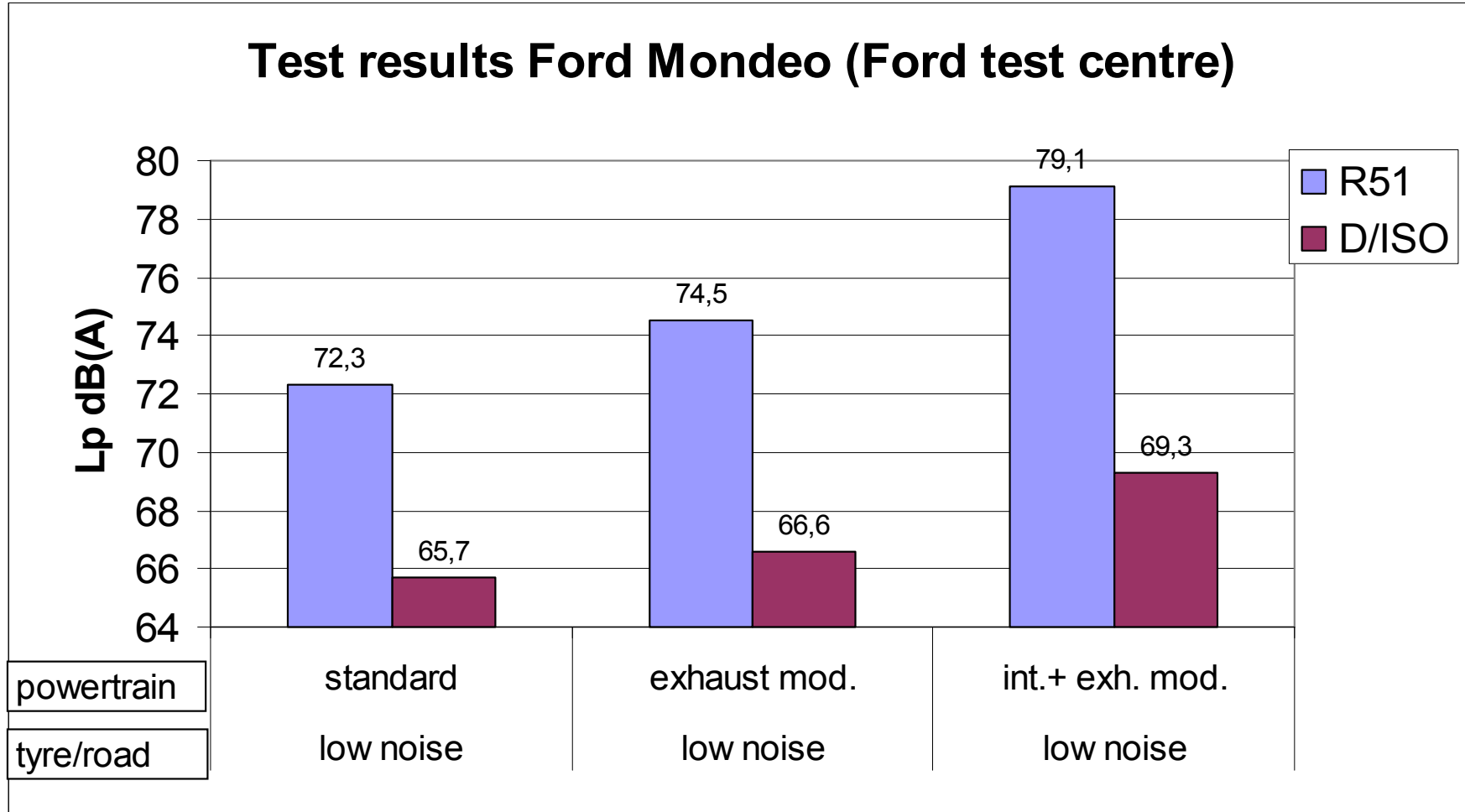


Test results: engine speed

- Annex 3 much lower than urban driving



Result of Annex 3



Netherlands conclusion:

Urban driving is not good enough covered with annex 3

Netherlands standpoint:

Annex 3 only acceptable if:
red area is covered with adequate annex 10