

ASEP Stringency analysis

Updated with the proposals of TNO and the GRB chairman

Issued by the Netherlands

Introduction

Last GRB the Netherlands presented an ASEP stringency analysis with informal document GRB51/19. In the current informal document we present this stringency analysis again, but now the ASEP proposal of TNO (ECE-TRANS-WP29-GRB-52-inf07) and the GRB chairman (ECE-TRANS-WP29-GRB-2010-09) are also highlighted.

Results

Table 2 gives the full results, table 1 gives a summary and a comparison of four proposals.

Table 1: summary of stringency analysis for three concrete proposals

judgement by experts	judgement by ASEP proposal	ASEP method 1 + limit proposal J/F		proposal GRB chairman based on ASEP method 1		proposal TNO based on ASEP method 2		ASEP method 2 + limit proposal NL	
		Bonus	Y	Bonus	N	Bonus	Y	Bonus	Y
		Slope	6	Slope	5	Δ L	9	Δ L	8
		Edging	1	Edging	1	Sl. Below A.	3	Sl. Below A.	3
		Margin	2	Margin	2	Margin	3	Margin	2
uncritical vehicles	% pass	95	83	99	88				
	% bordercase	5	17	1	11				
	% fail	0	0	0	1				
bordercase vehicles	% pass	80	73	33	20				
	% bordercase	13	7	33	40				
	% fail	7	20	33	40				
vehicles of concern	% pass	71	21	7	0				
	% bordercase	21	43	7	0				
	% fail	7	36	86	100				
	average % "correct" judgement	39	42	73	76				

Note

The analysis of the proposals from TNO and GRB chairman does not yet include the change of the acceleration boundary in Annex 3 from 2 to a higher value (3 in the proposal of the chairman, removal in the proposal of TNO), because for most vehicles in the ASEP dBase the data fail to take this change into account.

It is expected that due to this change, the method becomes more stringent. Therefore more vehicles will fail ASEP. This may include both vehicles of concern as well as uncritical vehicles. The percentage of correct judgment for vehicles of concern may therefore improve, but the percentage of correct judgment for uncritical may drop (more "collateral damage")

Table 2: all results of stringency analysis
(Starting point Limits for Annex 3: German proposal stage 0 (72,73,75))
Highlighted from left to right: J/F, Chairman, TNO and NL proposals

