SAE International standards among first chosen for Smart Grid Catalog of Standards

Three SAE International electric vehicle standards are among the first standards added by The Smart Grid Interoperability Panel (SGIP) into its Catalog of Standards. The SGIP, a consensus-based group of more than 675 public and private organizations was created by the National Institute of Standards and Technology (NIST) to coordinate the development of US Smart Grid standards. SAE International is a leading standards development organization identified by NIST for “Interoperability Standards to Support Plug-In Electric Vehicles.” The standards, which gained approval by over 90 percent of SGIP members, reflect the high-priority national standards needed to convey the modern and energy-efficient power grid with seamlessly interoperable components.

The SAE International standards included in SGIP’s Catalog of Standards are:

**J1772: SAE Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charge Coupler** – This standard describes the physical connector used to plug in an electric vehicle (EV), and it specifies such details as the dimensions, functions, and configurations of the vehicle inlet and mating conductor. Standardization of the connector allows EV operators to use the same charging equipment, reducing consumer costs and increasing consumer convenience and acceptance. This standard applies to charging from AC power sources, such as that presently available at a typical home or office building. This standard is currently being revised to encompass a new quick-charge DC connector which will reduce the charge time for electric vehicles from hours to minutes.

**J2836/1: Use Cases for Communication Between Plug-in Vehicles and the Utility Grid** – This standard describes the electronic information the vehicle will exchange with the grid during the charging process by establishing use cases for communication between plug-in electric vehicles and the electric power grid, for energy transfer and other applications. With the information made available by the adoption of this standard, utilities will be able to develop programs that enable consumers to charge their vehicles at the lowest cost during off-peak hours.

**J2847-1: Communication Between Plug-In Vehicles and the Utility Grid** – This standard establishes requirements and specifications for communication between plug-in electric vehicles and the electric power grid, for energy transfer and other applications. Where relevant, the document notes, but does not formally specify, interactions between the vehicle and the vehicle operator.

The SGIP Catalog of Standards will eventually contain hundreds of consensus standards and be an important source of knowledge for the entire grid community including utilities, manufacturers, consumers, and regulators.

“Our stakeholders have a keen interest in the Smart Grid because it’s the infrastructure needed to recharge hybrid and electric vehicles,” said Jack Pokrzywa, Director of Global Ground Vehicle Standards with SAE International.
SAE International Cooperative Research Program awarded government contract for rechargeable energy storage systems

The SAE International Cooperative Research Program has been awarded a contract from the U.S. Department of Transportation (DOT) and the National Highway Traffic Safety Administration (NHTSA) for development of repeatable safety performance test procedures for rechargeable energy storage systems (RESS).

The two-year cooperative effort to develop performance test procedures along with detailed, quantifiable measurement criteria to evaluate Li-ion based RESS performance will aid in the development of safer processes and practices by the industry in order to help mitigate safety risks from rechargeable energy storage systems.

SAE International, along with its project partners, will meet with NHTSA representatives in the near future to discuss project details.

The SAE International cooperative research partnership consists of the following partners: SAE International (Project Leader); General Motors Corporation; Daimler AG; Toyota Motor Corporation; Honda Motor Company Ltd.; and Nissan Motor Company.

“We very much appreciate the confidence that DOT and NHTSA have shown in SAE International’s Cooperative Research Program and its knowledgeable committee members,” Jack Pokrzywa, manager of Ground Vehicle Standards for SAE International, said. “We look forward to assisting DOT and NHTSA in creating the proper test methods and performance measurement criteria to reduce public risks from Li-ion RESS powered HEVs, PHEVs and EVs.”

SAE Cooperative Research Programs provide a neutral environment for joint venture projects where numerous organizations pool their resources to study areas of common technical interest where results are shared.

SAE International Ground Vehicle Standards Technical Committees are leading the vehicle transportation industry in the development of standards to provide safer processes and practices for effective implementation of hybrid/electric vehicles. A total of 24 SAE International Ground Vehicle electrification committees with more than 760 members have developed 46 standards and are currently working on more than 30 new standards.

SAE International hosts ISO TC22 meeting

SAE International hosted the 36th Plenary Meeting of the ISO TC22 (Road Vehicles) at its automotive headquarters facility October 26–28. The ISO plenary meetings are held every eighteen months and are hosted by one of the major motor vehicle manufacturing countries.

Thirty-one attended the meeting with representatives from US, France, Germany, Italy, Japan, Korea, China, and Malaysia, Sweden, including a representative from the ISO Central Secretariat.

SAE International represents the US at the direction of the ANSI. Prior to the meeting, the Strategic Advisory Group gathered with the key principle member countries of TC22 (US, France, Germany, Italy, Japan, Korea, Malaysia, and Sweden) to align on critical discussion issues including the vision for TC22; the need for additional resources; the development of closer liaisons with WP29; the creation of an ISO TC22/IEC MOU advisory group to minimize duplication of efforts; and the use of ISO standards to prevent technical barriers to trade.

Standard for wireless charging in development

The SAE Hybrid-EV Committee is working on the development of a standard that will establish minimum performance and safety criteria for wireless charging of electric and plug-in hybrid vehicles. The J2954 Technical Information Report is scheduled to be released in early 2012.

This technical information report will define acceptable criteria for minimum performance, safety and testing for wireless charging of electric and plug-in electric vehicles.

A new standard will then be developed based on the report, with the formal publication of the standard tentatively targeted for 2014. Adoption of a standard for wireless power transfer based on charge level will enable selection of an appropriate charging based on vehicle requirements thus allowing for better vehicle packaging, reduced cost, and ease of customer use.

Wireless charging will enable electric and plug-in hybrid vehicles to be charged without having to physically connect. It will also facilitate smart grid programmability and wireless vehicle to grid communications.

J2954 is being developed with the input of a wide cross-section of wireless power transfer suppliers, infrastructure companies, automotive OEMs, Tier 1 suppliers, and governmental organizations.
Kawasaki certifies horsepower for 32 small engines under SAE International standard


“SAE International’s formal acknowledgment means that Kawasaki has met the required standards to use the SAE International reference in its advertising and promotional materials for specified engines. The certification entailed a battery of engine tests operated and witnessed by independent, experienced engineers familiar with the requirements of SAE J1995,” said Gary Pollak, Program Manager, Ground Vehicle Standards, SAE International.

Engine certification is based on a series of self-certification tests conducted by the manufacturer that are witnessed and verified by an SAE-qualified observer. Certification under these SAE International standards assures consumers that the production engines they purchase will produce at least 98 percent of their rated values. Kawasaki executives are in agreement that the very strict SAE J2723 standard is better suited to accommodate the company’s advanced engine and manufacturing technologies.

New committee chairs and vice chairs

Sue Bai, Honda R & D Americas Inc. – Chair, DSRC Technical Committee
Noelle Baker, Ford Motor Co. – Chair, Light Vehicle Exterior Sound Level Committee
John Capp, General Motors – Chair, Active Safety Systems Committee
David Gonska, Meritor Inc. – Chair, Truck and Bus Wheel Committee
Oliver Gross, Chrysler LLC – Chair, Capacitive Energy Storage Committee
Joseph Jalke, Osram Sylvania Products – Vice Chair, Lighting Coordinating Advisory Group
James Johnson, Valeo Sylvania LLC – Vice Chair, Lighting Materials Standards Committee
Paul Johnston – Chair, Truck and Bus Council
James Misener, Booz Allen Hamilton Inc. – Vice Chair, DSRC Technical Committee
Paul Perrone, Perrone Robotics Inc. – Chair, On-Road Autonomous Vehicle Committee
Daniel Stern, Driving Vision News – Chair, Heat Age Degradation of Optical Components
Dr. Bart Terburg, Osram Sylvania – Chair, Lighting Coordinating Advisory Group
Dennis Winn, Orschein Products LLC – Chair, Truck and Bus Corrosion Committee

An economical pathway for joint venture research: the Cooperative Research Program of SAE

Cooperative research ventures serve to bring more minds to the challenges and issues faced by industry. The result is a more robust project than each participating organization could complete independently. The pooling of financial resources also affords each participant more efficient use of their research budgets and eliminates duplication of efforts. Whether moving forward on the development of fuel cell standards...researching alternative refrigerants to HFC 134a...or developing a database of human body measurements to foster ergonomic designs, SAE’s Cooperative Research Program can assist your company in its collaborative research needs.

To learn more contact Gary Pollak, Program Manager +1-724-772-7196; gary@sae.org

SAE J2881 provides aerodynamic performance metric

SAE International’s J2881: Measurement of Aerodynamic Performance for Mass-Produced Cars and Light-Duty Trucks is a recommended practice providing a comprehensive overview of successful, aerodynamic testing and measurement practices in a full-scale wind tunnel.

The recommended practice details procedures to measure the aerodynamic performance of passenger vehicles, such as mass-produced cars and light-duty trucks intended primarily for individual consumers.

Aerodynamic performance—primarily the aerodynamic drag coefficient (Cd)—relies significantly on vehicle content and loading, as well as the type, scale, and simulation qualities of the wind tunnel used to make the measurement. The recommended practice is critical to the automotive industry because publication of non-standard test results generates an incorrect perception of a vehicle’s anticipated aerodynamic performance by government, academia, and the general public.


Doing so will provide a better picture for the consumer and also enhance the reputation and credibility of the aerodynamics discipline.”

SAE J2881 is used by manufacturers for measurement and documentation of aerodynamic performance for a particular vehicle. The intent is to promote uniform test protocols and traceable results of published aerodynamic performance.

"As fuel-economy standards become more stringent and fuel prices continue to increase, aerodynamic performance naturally becomes a more prominent part of the product development process," said Dr. Joel Walter, sponsor of J2881 and Chairman of the Road Vehicle Aerodynamics Committee. "We are combining the best practices of automotive wind tunnels around the world so that J2881 will provide a meaningful metric for both consumers and manufacturers. We anticipate seeing published or advertised aerodynamic performance as ‘measured according to SAE J2881’ just as we already do with J1349 for engine horsepower. Doing so will provide a better picture for the consumer and also enhance the reputation and credibility of the aerodynamics discipline.”

SAE can be a key component in developing any consortium-based activity, providing the expertise and worldwide technological and human resources to help you turn your vision into a successful operating reality. Each client maintains its desired degree of autonomy, flexibility, and control. Client-project-tailored services include:

- A legal framework
- Fiscal oversight
- Policy and procedure development
- Marketing and public relations activities

SAE International’s Formal Acknowledgment

Kawasaki executives are in agreement that the very strict J2723 standard is better suited to accommodate the company’s advanced engine and manufacturing technologies.

SAE standards provide a means to certify a manufacturer’s product to the requirements of an automotive industry standard. When a manufacturer certifies their product, the SAE International formal acknowledgment is a commitment to the consumer that the product meets the requirements of a SAE recommended practice or an SAE standard.

With over a century of experience providing the common engineering requirements for new mobility vehicles, SAE can be a key component in developing any consortium-based activity, providing the expertise and worldwide technological and human resources to help you turn your vision into a successful operating reality.

Each client maintains its desired degree of autonomy, flexibility, and control. Client-project-tailored services include:

- A legal framework
- Fiscal oversight
- Policy and procedure development
- Marketing and public relations activities

Standards Consortium Administration

With over a century of experience providing the common engineering requirements for new mobility vehicles, SAE can be a key component in developing any consortium-based activity, providing the expertise and worldwide technological and human resources to help you turn your vision into a successful operating reality. Each client maintains its desired degree of autonomy, flexibility, and control. Client-project-tailored services include:

- A legal framework
- Fiscal oversight
- Policy and procedure development
- Marketing and public relations activities
SAE International: at the forefront of green technology
A sampling of activities and achievements in the field of green technology

• SAE Standards in NIST Catalog of Smart Grid Standards
Three SAE International electric vehicle standards are included in The Smart Grid Interoperability Panel (SGIP) into its Catalog of Standards. The SGIP was created by the National Institute of Standards and Technology (NIST) to coordinate the development of US Smart Grid standards. SAE standards J1772: SAE Electric Vehicle and Plug in Hybrid Electric Vehicle Conductive Charge Coupler; J2836/1: Use Cases for Communication Between Plug-in Vehicles and the Utility Grid; and J2847-1: Communication Between Plug-In Vehicles and the Utility Grid are included.

• SAE Green Technology Systems Group
SAE’s Green Technology Systems Group serves as a guiding body for consensus standards development for environmental sustainability issues in the automotive sector. The group has recently presented a “Green Chemistry” session at the SAE 2011 World Congress and a “Workshop to Characterize Biobased Materials in Vehicles” in Detroit in April 2011.

• Standards Development
SAE’s Standards Development Committees have developed, or are in the process of developing industry standards which support the automotive industry’s green initiatives. SAE has issued standards covering these topics:
- Electric vehicle charging
- Electric vehicle safety
- Refrigerants for mobile air conditioning systems
- Hydrogen fuel cells
- Alternate fuels
- On-Board diagnostics
- Fuel economy
- Emission control and reduction
- Noise reduction

• Partnerships
SAE works with other organizations to promote green practices. Recent examples include:
- Contract with the National Highway Traffic Safety Administration (NHTSA) to develop standards for safely testing of lithium-ion batteries
- Contract with the Department of Energy (DOE) to develop to ensure interoperability of electric vehicle supply equipment
- Partner in DOE’s Green Racing Initiative
- Work with the U.S. Environmental Protection Agency (EPA) and the global automotive industry to research and select the next generation of environmentally-friendly refrigerants for mobile air conditioning systems
- Collaboration with the ZigBee Alliance on Smart Energy standards development
- Support of the Michigan Academy for Green Mobility Alliance through participation on committees, advisory groups, and the governing board

Outgoing Truck and Bus Wheel Committee chair saluted
John Hall, outgoing Chair of the SAE Truck and Bus Wheel Committee, received a Certificate of Appreciation on September 27. The members of the committee presented him with the certificate in recognition of his leadership of the committee since January 2000.

SAE International to support US DoT’s ITS Standards Program
SAE International has recently been contracted by the Federal Highway Administration to support the US Department of Transportation’s Intelligent Transportation Systems (ITS) Standards Program.

As the sole standards development organization awarded the contract, SAE International will plan and develop ITS standards with a primary focus on those “around the vehicle platform,” specifically, any standards needed to provide connectivity between vehicles (V2V) and between vehicles and infrastructure (V2I) and, any other standards required to fully support the successful deployment of Research and Innovative Technology Administration’s (RITA) Intelligent Transportation Systems Joint Program Office (ITS-JPO) research program technologies.

The USDOT ITS Standards Program is one of the critical research efforts over the next five years that will address the V2V and V2I technology platform encompassing the V2X and V2I system architecture as it may evolve.

New standard on hydraulic brake tube joints
SAE J2879, a new standard that specifies dimensions for all three components of a double inverted flare, high-pressure hydraulic brake tube joint, was issued by the Hydraulic Brake Components Standards Committee in July.

US2879: Automotive Hydraulic Brake Tube Joints applies to 90 degree double inverted flares used on common sizes of automotive hydraulic brake tubes, and their associated tube nuts and ports. This standard is intended to replace the use of J812 and J533 for automotive hydraulic brake tube connections. Previously, a user needed to reference these separate standards, which resulted in the need to modify dimensions for each joint. Thus there are numerous unique joint designs within an OEM and across the industry.

The standard was developed based on state-of-the-industry considerations regarding function (sealing, hand-start, durability), manufacturability and minimal material cost. It includes dimensions for tubes of both metric and English sizes, so an OEM can now use one standard for all products worldwide.

SAE: A Global Partner in Standards Development
In addition to the maintenance and development of its family of technical standards, SAE International is also an active partner with other standards development organizations, government agencies, and regulatory bodies to support the newest, most robust, and comprehensive standards products for a changing global marketplace.

• US Department of Transportation
• Society of Automotive Engineers of Japan (JSAE)
• German Electrical and Electronic Manufacturers Association (ZVEI)
• US Federal Highway Administration
• China Automotive Technology & Research Center (CATARC)
• National Highway Traffic Safety Administration
• Korean Agency for Technology and Standards (KATS)
• US Department of Energy
• Japan Automobile Research Institute (JARI)
• US Environmental Protection Agency
• Brazilian National Standards Organization (ABNT)
• American National Standards Institute (ANSI)
• Automotive Electronics Council (AEC)
• International Organization for Standardization (ISO); US representative
Technical experts from SAE battery committee visit Automotive Research and Testing Center in Taiwan

SAE International recently facilitated delivery of consulting services to Automotive Research and Testing Center (ARTC) engineers in Taiwan.

Last year, the Taiwan government approved a seven-year strategic development and action plan to develop their electric vehicle industry. The 2015 targets include production of 60,000 electric vehicles (15,000 units to be sold globally) and the establishment of Taiwan as a leading electric vehicle manufacturer. To accomplish, organizations such as ARTC are required to build the engineering skills and staff know-how.

Over the last several months, SAE International technical experts have provided clarification and interpretation of SAE standards being developed in the areas of battery safety. This past November, ARTC organized and held an EV testing and international standards conference. It included an update on SAE International electric vehicle standardization; presentations on EMC system engineering of electric vehicles; an analysis and comparative overview of SAE J1772, J2334, J2468, and J2929; and testing methodologies related to electric vehicle battery modules. Other presenting organizations included TUV Sued, JARI and UTAC.

During the two-day event held in Taipei, SAE International battery committee members Dennis Davis, Daniel Doughty, and James Muccioli presented an in-depth overview of the current status and future direction related to standardization and testing of battery safety. To determine capabilities for providing testing and verification services to Taiwan-based OEMs and suppliers in accordance with SAE-relevant standards, a visit to ARTC testing lab and test track in Taichung followed the event.

Cooperation between SAE International and ARTC will be extended into 2012 and beyond.

Call for nominees: Technical Standards Board Outstanding Contribution Award

Nomination Deadline: December 31

Administered by the SAE Technical Standards Board, this award recognizes individuals for outstanding service in the technical committee activities of the Society. This includes valuable contributions to the work of SAE technical committees, unusual leadership in the activities of an SAE technical committee, significant contributions as a representative of the Society to the accomplishments of technical committees of other organizations or of government agencies, and outstanding contributions to SAE technical committee work in the form of research, test methods and procedures, and/or development of standards.

Nomination forms can be found at this link: http://www.sae.org/news/awards/list/tsb/nomination.pdf or contact the SAE Awards staff at awards@sae.org, 1-877-606-7323 (U.S. and Canada only) or 1-724-776-4970 (outside U.S. and Canada).

SAE International wishes to acknowledge those companies who contributed to the funding of this year’s SAE Standards Development Program. Thank you for helping write the future of the ground vehicle industry.

Thank you.

AM General
Association of Equipment Manufacturers
Bendix Commercial Vehicle Systems
Borg Warner
Cequent Performance Products
Chrysler LLC
Cryotech Deicing Technology
Delphi Corporation

to

SAE Ground Vehicle Standards “on the road”

A re-cap of recent events at which SAE International Standards participated

• At the SAE India Southern Section meeting on July 13, Jack Pokrzywa conducted a day-long workshop on standards.
• SAE Ground Vehicle Standards took part in the International Conference on Electromobility Standardization organized by DIN, Germany’s national standards body, on September 20. The conference focused on the need for harmonization among all global stakeholders, expanding the network concept, exploring potential synergies, and extending international cooperation, particularly in standardization. Jack Pokrzywa, SAE International Director of Ground Vehicle Standards, gave a presentation on “U.S. approach and perspective on electromobility and standardization.”

• As a special highlight of World Standards Week 2011, The American National Standards Institute (ANSI) hosted a U.S.-European open conference on transatlantic partnerships on October 12 at the U.S. Chamber of Commerce. The first session of the day addressed electric vehicles as a priority area of focus from both the political and business perspectives. Jack Pokrzywa was a featured speaker.

• Robert Galyen, Chair of the SAE Battery Standardization Steering Committee, chaired a panel discussion at The Battery Show on October 25-27 in Novi, Michigan.
• SAE Ground Vehicle Standards staff member Keith Wilson spoke at the Smart Cars Conference, October 24-26 in San Francisco, California.
• At the Smart EV 2011 Executive Leadership Forum, held November 7 in Washington, D.C., Jack Pokrzywa was a featured speaker at the “Leveraging Technology for Improved Communications Between Stakeholders and the Customer Experience” session.
SAE standards efforts spotlighted in two magazines

SAE International’s standards development efforts on two critical issues were recently featured in articles the prominent magazines Bloomberg Businessweek and Batteries International.

SAE International was mentioned, and SAE staff members were quoted, in an article in the October 17th issue of Bloomberg Businessweek on the issue of computer hacking of automobiles. The article “Making Cars More Hacker-Proof” by Craig Trudell, covered the potential for hacking automotive computer systems in order to control a vehicle’s brakes, engine, lights and locks.

In the article, Jack Pokrzywa, Director of Ground Vehicle Standards, noted that recent university research into this issue has “raised the alert” of the automotive industry, and that SAE has formed a committee to draft standards to provide greater security. Staff engineer Peter Byk was also quoted in the story.

Author Trudell was interviewed on the National Public Radio program “Here and Now” on October 14. In a segment on the issue of automobile computer hacking, Trudell told host Robin Young that SAE is one organization that is looking into this issue and has formed a committee to establish standards and guidelines.

The work of the SAE Battery Standards Committee was featured in the Spring 2011 issue of Batteries International magazine. The issue featured a cover photo of Bob Galyen, Chairman of the Battery Standards Committee. Galyen was asked to write a regular column for the publication on the progress of the committee and its task forces.

“The future of battery electric vehicles depends primarily upon the cost and availability of batteries with high energy densities, power density, and long life,” Galyen wrote in his column. “Standardization can make that happen.”

The issue also featured summaries of the work of 14 committee task forces, including those focused on battery safety, battery transportation, hybrid battery testing, truck and bus batteries, battery materials testing, battery recycling, and more.

Engineering Aids from SAE

SAE provides products that support testing procedures set forth in SAE standards, Recomended Practices, Information Reports, and other SAE documents including the OSCAR H-Point Machine, which is used in the design of seating and interior packages and in conjunction with SAE J 826 (rev. 1995), FMVSS regulations, and ISO standards—making it the required design and auditing tool for current production.

Also available is the newly designed HPM II H-Point Machine, which includes enhancements over the OSCAR H-Point machine for use in advance design applications. Available at http://store.sae.org/eme/

Volunteer recognition: document sponsors

(May-November 2011)

The SAE Standards Development Program thanks its Document Sponsors. These individuals have served not only as active committee members but have dedicated their time and talent in guiding the development of standards documents from the preparation of all drafts through balloting and publication.

Mohamed Abdelhamid, Robert Bosch LLC
Carlos Aguadelo, Link Testing Laboratories Inc
Gregory Anderson, Scala Safety Engineering
Anthony Androsky, Consultant
Paul Baltuss, Ford Motor Co
Richard Batzer
John Bloomer, GM Powertrain
Michael Brunet
Vern Caron, Mentor Inc
Kesin Carpenter, Soundoff Signal
Jack Champagne, Electronics Inc
Pete Chisholm, Mercury Marine
James Clark, Vehicle Brake Systems Consulting LLC
Maree Cooltall, SM
Donald Coutbell
Robert Dal
Ernest DeVincenzi, Getrag Corp
Marcia Demerest, RG Steel LLC
Paul Driggin, Humanetics Innovative Solutions Inc
Paul Dicke, Holitech Energy Solutions LLC
Michael Dinsmore, Acoustical Consulting Services
Greg Dvorzhak, Hendrickson
Gregory Felder, Michelin North America Inc
Peter Filip, Southern Illinois Univ at Carbondale
Keith Friedman, Friedman Research Corp
Daniel Fritz, FXI
Carle Ghidioli, Delphi Packard Electric Systems
Gregory Gillham, Detroit Diesel Corp
Roger Graves, Eaton Truck Component Operations
Joe Greenslade, Industrial Fasteners Inst
Glen Grosso, Soluta Inc
Al Gunther
Michael Haldenwanger, General Motors LLC
Thomas Haley, Vermeer Corporation
John Hall, JCH Consulting Company
Steven Haney, Parker Hannifin Corp
Michael Harrigan, Zen Fuel
Robin Harrison
Brett Hermann, Bergstrom Inc
William Hill
Douglas Home, Clear Vehicle Education Foundation
Jenny Hubbell, DJL Associates International
Annette Irwin, General Motors LLC
Joseph Jakic, Oslom Sykavia Products
Richard Johnson, The Battery Consultancy LLC
Paul Johnston
Marty Kapanowski, Ford Motor Co
Gary King, North American Lighting Inc
Steven Kocourek, John Deere C&F
G Kreczko, Parker Hannifin
John Kremer, General Motors
Ron Kraynak
Eero Laasono, General Motors Global R & D
Lee Lackey, Norcon Systems Inc
J Larkjorne, Oshkosh Corporation
David Lancaster, General Motors LLC
Ronald Landman
Richard Lampheer
Michael Larsen, General Motors LLC
Stanley Lew, Michelin North America Inc
Thomas Livens, Design Research Engineering
Michael Lyons, Caterpillar Inc
George Martini
Patrick McNally, Mentor Wabco
Ken Menke, PowerArc Warning Lights
David Mohr, Performance Friction Corp
Douglas Moore, General Motors Corp
Christopher Morgan, Audobil ASP
Charles Montz, Blackford Inc
John Mouer, Key Safety Systems Inc
Kin Moy, Youngstown State University Inc
Steve Neva, Bobcat Company
Timothy Neveau, Continental Automotive Systems US Inc
Terry North
Gregory Paquin, State of California
Hiralal Patel
Edward Patterson, Intertek
Randall Peterson, Haldex Commercial Vehicle Systems Inc.
Mark Place, Air-Way Manufacturing Corp
Charles Polley, Grote Industries LLC
Thomas Pooman, North American Lighting Inc
Robin Reed, Deutsch Industrial/LADD Industries
Joseph Robbins, Arizona Desert Testing LLC
Walter Ross
Glenn Schaffer
Richard Scholer, Chrysler LLC
Thomas Schumachter, Nissan Technical Center NA
Theodore Setby, Savant Inc
Frank Severini, Consolidated Metco Inc
Michael Soliss, Ford Motor Co
Thomas Soupal
Amos Stackhouse
Eugene Steele, Eugene Steele
Douglas Sten, Autobil ASP
Daniel Stern
Nathan TaylorPM Lights
Batl Tettburg, Oslom Sykavia
Jim Vazanko, Yamaha Motor Corp USA
Frank Wassilak
Rick Weinis, John Deere C&F
Wayne Winch, PACCAR Parts
Richard Wood, Solus-Solutions and Technologies
Ryan Wood, Transport Research Laboratory Ltd
Garold Yurko, TE Connectivity
Mark Zachos, DG Technologies

Thank you.
New, revised & stabilized SAE standards (June – Nov 2011)

<table>
<thead>
<tr>
<th>Committee</th>
<th>Doc</th>
<th>Title</th>
<th>Status</th>
<th>Pub Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Common Terms Committee</td>
<td>J1022_2010</td>
<td>Common Terms Committee</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td>Operator Accommodation</td>
<td>J2029_20110</td>
<td>Location of Access of Ether Systems for Diesel Engines</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td>Loaders, Crawlers, Scrapers and Mountained Attachments</td>
<td>J1077_2010</td>
<td>Orientation of Rollers and Compressors</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J1077_2010</td>
<td>Reduced Operating Load for Loaders Equipped with Log or Material Forks Without Vertical Mast</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J162_20110</td>
<td>Commercial Literature Specifications—Off-Road Work Machines</td>
<td>CANCELLED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J1500_2011</td>
<td>Cutting Edge—Cross Sections Loaders Straight</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J1504_2011</td>
<td>Cutting Edge—Cross Sections Loaders Straight with Bolt Holes</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J1505_2011</td>
<td>Metric Counterweights for Cutting Edges and End Bits</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J1581_2011</td>
<td>Cutting Edge—Optional Cross-Sections and Dimensions</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J730_2011</td>
<td>Counterweights Square Holes for Cutting Edges and End Bits</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J243_2011</td>
<td>Drag Test Procedure for Construction, Forestry, and Industrial Machines</td>
<td>CANCELLED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J1973_2010</td>
<td>Off Road Rim Maintenance Procedures and Service lifetime</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J2685_2010</td>
<td>Procedures Diaper Code 20 and Larger</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J275_2010</td>
<td>Required Seals for Lightening Unit for Construction and Industrial Machines</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J1367_2010</td>
<td>Tire and Rim</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J1700_2011</td>
<td>Surface Enhancement Committee</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J2001_2010</td>
<td>Definition for Particulate Size</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J446_2010</td>
<td>Surface Texture</td>
<td>CANCELLED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J447_2010</td>
<td>Surface Texture Control</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
<tr>
<td></td>
<td>J902_2010</td>
<td>Definitions for Macro and Microsnort</td>
<td>STABILIZED</td>
<td>10/27/11</td>
</tr>
</tbody>
</table>

SAE standards committees seeking volunteers

A new “Hybrid First and Second Responder Task Force” is seeking members. This task force will develop an SAE Recommended Practice, which defines a common set of standard guidelines and procedures for ensuring human and traction battery safety during vehicle emergency response. The document will describe the new hazards associated with electrified vehicles, and suggest common methods to safely handle and mitigate these hazards during the vehicle emergency response, recovery, tow, storage, and salvage. Significant work has been made in educating first responders to accident scenes, but further effort is needed to create consistent standards across vehicle platforms. If you are interested in joining, please contact Pat Ebejer; pebejer@sae.org or 248-273-4084.

The SAE Odometer and Speedometer Standards Committee is seeking engineers to assist in writing new standards regarding recommended practices for odometers and speedometers. Four standards are now stabilized, and the committee is working to update these standards to become consistent with current technology.

The SAE Acoustical Materials Committee is also seeking OEM and supplier participants. Finally, the SAE Service Development Steering Committee is seeking a psychologist to assist in developing the new standards regarding recommended practices for odometers and speedometers. Four standards are now stabilized, and the committee is working to update these standards to become consistent with current technology.

The SAE Aculusural Materials Committee is also seeking OEM and supplier participants. Finally, the SAE Service Development Steering Committee is seeking a psychologist to assist in developing the new standards regarding recommended practices for odometers and speedometers. Four standards are now stabilized, and the committee is working to update these standards to become consistent with current technology.

The SAE Acoustical Materials Committee is also seeking OEM and supplier participants. Finally, the SAE Service Development Steering Committee is seeking a psychologist to assist in developing the new standards regarding recommended practices for odometers and speedometers. Four standards are now stabilized, and the committee is working to update these standards to become consistent with current technology.

Upcoming Standards Technical Committee Meetings


10

11
Ground Vehicle Standards Committees & Staff Contacts

Match your expertise with one of the many SAE Technical Standards Development Committees that are writing the common engineering requirements for the advancement of the ground vehicle industry.