

**Proposal for Additional Sound Emission Provisions (ASEP)  
to draft 03 series of amendments to UNECE Regulation No. 51**

**Submitted by the Italian delegation**

(OICA proposal to the 40<sup>th</sup> session of GRB, 23 and 24 September in Geneva and revised by the Italian delegation in view of the 41<sup>st</sup> session)

**Proposal**

**"6.2.3. Additional sound emission provisions**

The additional sound emission provisions apply to vehicles of categories M1 and N1 only.

They are preventive requirements intended to also cover driving conditions of the vehicle in real traffic, which can be environmentally relevant concerning their sound emission and which differ from those during type approval, described in Annex 3.

- 6.2.3.1. The vehicle manufacturer shall not intentionally alter, adjust, or introduce any mechanical, electrical, thermal, or other device or procedure solely for the purpose of fulfilling the noise emission requirements as specified in this regulation and as determined by the test procedure of Annex 3 but which will not be operational during typical on-road operation. These measures are referred to as "cycle detection".
- 6.2.3.2. Any control device, function, system or measure that could affect the noise output may be installed on a vehicle provided that:
  - it is activated only for such purposes as engine protection, cold starting or warming up, or
  - it is activated only for such purposes as operational security or safety and limp-home strategies, or
  - it is required to fulfil this and/or other regulations
- 6.2.3.3. The sound emission of the vehicle under normal driving conditions different from the conditions of the type approval test in Annex 3 shall not differ considerably from what can be expected from the type approval test result for this specific vehicle with regard to technical practicability.

The technical service may request to the manufacturer to provide a documentation according to paragraphs 2.5. and 3.2. and additionally, in cases of doubt about a specific measure, further documentation and/or test results that demonstrate the function of this system. The technical service shall have the possibility to repeat the test(s)."

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## **Justification**

In the fortieth session of GRB, it has been stated the following (see paragraph 11 of the report):

"Following the discussion, the majority of delegations agreed to support the Chairman's proposal:

- to delete from Annex 10 the alternatives regarding the additional test track provisions and the chassis dynamometer test prescriptions (e.g. deletion of paras. 2.2. to 2.3. in Annex 10);
- to adopt, after the inclusion of the new limit values, the amendments to Regulation No. 51 and to submit the proposal for consideration to WP.29;
- to establish a new informal working group in order to further develop the additional sound emission provisions for M1 and N1 vehicles (Annex 10), taking into account the experiences gained with the new test method."

An implementation of the test, before its official entry into force, is too early in the frame of the current adoption of a new test method into an ECE Regulation. Usually, after a meaningful transitional period of adoption by the technical services, the effectiveness of a test method can be judged on the base of broader type approval data. Accordingly, after that it would be eventually amended or implemented. Therefore, any reference to practical tests that differ from Annex 3 has been for the time being deleted.

The former text of the OICA proposal has been revised in order to take into account the remarks raised by UK and German delegations at the 10<sup>th</sup> informal GRB group in London. In the present proposal the technical service shall have the full responsibility to require the repetition of the tests in case of doubt.

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