

Netherlands position with respect to ISO 10844 update

Issued by the Netherlands

Introduction

ISO will present an update of ISO standard 10844 (the noise test track) with GRB informal document GRB52/02.

Position

The Netherlands is happy with the update as it aims to reduce the variation of the test tracks. Tighter and more sophisticated demands are set to absorption and texture of the test track. We think that the new standard will contribute to more reliable noise measurements of vehicles and tyres, as outlier test tracks will be banned. On the upper end, noisy worn down test tracks will be forced to be renewed. On the lower end, artificial low noise test tracks will no longer be allowed.

On one point we have some concern: the updated standard may also lead to test tracks with a lower noise emission compared to the current standard. This is due to the fact that the allowed texture level changes to lower levels. The current demand requires a texture $> 0,4$ mm, where the updated standard allows a band of 0,3 to 0,7 mm. This means that new test tracks may now have texture levels lower than 0,4 mm, which was not allowed in the past.

Test tracks with a lower texture level generally emit less noise and are more sensitive to torque induced tyre noise (an issue raised by the truck industry in informal doc GRB51/20 and GRB52/04). We fear that such a smoother test track will lead to artificial low noise emission of tyres and undermine the recently agreed tyre noise limits as well as the foreseen vehicle noise limits as proposed by TNO.

Proposal

We propose to change the allowable texture levels in the updated test track requirement from:

$0,3 < \text{texture (MPD value)} < 0,7$

to

$0,4 < \text{texture (MPD value)} < 0,7$

We call upon ISO to change ISO 10844 accordingly. Otherwise the Netherlands volunteers to draft an appropriate text for the relevant UNECE regulations.

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