

**GRB subjects for the future:  
Results of the informal meetings**

Informal document GRB-62-08-Rev.2  
(63rd GRB, 16 -18 February 2016,  
agenda item 16)

This file was prepared during an informal meeting organized in Paris on the 2nd and 3rd of July 2015 and contains a summary of possible subjects for GRB in the future. It was further amended at a meeting in Zoetermeer on the 2nd of December, 2015. It is submitted to GRB for consideration as an informal document for the sixty-third session of GRB.

Commentaires EC

Additions NL after the meeting of 2 December 2015

No	Existing regulation (n°), New regulation (GTR, UN, RE3, SR1)	Topic	Explanations	Short, Mid or Long terms	When to start	When to close	Contracting parties and/or organization concern	Discussions in GRB, IWG, Task force	Priority	Informal discussion 2 Dec 2015 (NL-Zoetermeer)
R51-03		Limit value	<del>The limit values, etc. of Phase 3 were defined by GRB with the assumption that they could be reviewed later</del> <b>evaluation of limit values of phase 3</b>	M	2018	2020	EC, Japan, OICA, France, UK, NL			<b>Préparation of the work in 2018: how to do ?</b>  For EC: in the context of Article 11 of Regulation (EU) 540/2014, for the EC study on sound level limits, that should be published by 1/7/2021
R51-03	Annexe 3 - Update technical		Improvement of the test method for M3 gasoline vehicles, Non lockable gear for Passenger car, Hybrid vehicle	S	2016		EC, Japan, France, OICA, UK	<b>GRB discussions</b>		
R51-03		Next-generation test methods	The current test methods take a great number of man-hours and a long time; next-generation test methods need to be studied.	M	2016	2020	Japan, OICA, France, UK			<b>to be managed with phase 3</b>
R51-03		ASEP	<b>ASEP Work package :</b> <b>1) update the text to improve clarity and simplification in short term</b> <b>2) Missing sound limit values for N1 and Offroad in Annex7 para. 5.3 to be added.</b> <b>3) Series hybrid vehicles are excluded from the ASEP until 30 June 2019; new test methods will be necessary in R51.</b> <b>4) ASEP as a part of type approval (not as a manufacturer declaration)</b> <b>5) More general technical review in cooperation with ISO (Improvement of methods)</b>		2016	2019		<b>IWG suggested</b>		<b>not only for R51-03, but also for R41-04</b>
R51-03		ASEP	<del>Series hybrid vehicles are excluded from the ASEP until 30 June 2019; new test methods will be necessary in R51</del>	M	2016	2019	Japan, OICA, France, UK			
R51-03		ASEP	<del>ASEP as a part of type approval (not as a manufacturer declaration) with higher acceleration</del>	S	2016	2020	Germany, OICA, France, UK			
R51-03		gtr on pass-by test procedure	As agreed in grb in 2002 (?), it should be considered to develop a gtr after finalization of R51.03	L	2018		OICA, France, UK			
R51-03		ASEP	<del>Missing sound limit values for N1 and Offroad in Annex7 para. 5.3 to be added.</del> <del>Update the text to improve clarity and simplification.</del> <del>More general technical review in cooperation with ISO (Improvement of methods)</del>	S SM M	2016	ASAP 2017 2020	France, Japan, OICA, France, UK			
R51-03 + R41-04		Pass by test light for roadside-checks and PTI	Because stationary noise has often lost the direct link of sound of vehicles in motion (e.g. mapping, variable geometries, gear sensors, OBD modifications, etc.) <b>or when stationary noise test is not applicable (HEV)</b> . The test should be performed easily at usual streets without buildings and walls and the result (OK or not OK) should consider differences in measurement and surface etc. (tolerances of speed, rpm, ageing of silencer/vehicle, etc.). It may be a longterm substitute to stationary sound	M	2016	2020	Germany, Japan, OICA, France, UK, NL, IMMA	<b>IWG "in use"</b>		<b>- Germany studying p-b 'light' test for motorcycles. Results to be available Spring 2016.</b> <b>- OICA suggested standardisation should be considered.</b> <b>- IWG to be created; Should work with high priority and look at in use compliance in general.</b>
R51-03 or RE3		Special Purpose Vehicles	SPV like mobile cranes etc are not covered by UNECE (see Framework Directive 2007/46)	S	2016	ASAP	OICA, France, UK	<b>GRB</b>		
All vehicle regulation		Indoor type approval	Include indoor testing as an alternative to outdoor test tracks as test facility to noise tests	S / M	2017	2018 - 2019 (ECE51)	OICA, France, EC	<b>GRB work with ISO</b>		
All		Virtual Type Approval	Some Regulations enable an assessment of compliance by calculation, instead of physical testing. GRB should start considering to develop the framework for type approval <b>based on calculation</b>	L			OICA, France			
R9, R63, R92		Anti-Tampering, other requirements	Information / exchange of views on the probable tabling of proposals to GRB and the estimated time schedule;	S	2016	2017	EC, IMMA, Germany, Japan	<b>IWG "in use"</b>		<b>On-going study by EC, on UN R9, 63 and 92, to be completed by August 2016. First results presentation in the 63rd GRB of 16-18/2/2016.</b>
R9, R63, R92		Limit value	For R9 and R63, strengthening of the limit values is requested so that Japan will be able to introduce them into its national regulations (for harmonisation of regulations).	L	2016		Japan	<b>IWG "in use"</b>		<b>- Review of R9 and R63 limit values not a priority for Japan.</b> <b>- EC forsee a strengthening of limit values for category L as outlined in the EU regulation.</b> <b>- IMMA and some CP's consider such exercise not useful until in use compliance problems are solved. Strengthening of type approval limit values</b>

Suggestion to prioritise according to urgency and importance/impact. Something can be urgent e.g. on grounds of legal implications and can have a big impact on noise levels/health. Future work should be judged on at least both grounds. Split priority in two so we can give a + or - on both. Urgent and important gets the highest priority.

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R41-04		Limit value	The strengthening of the limit values as proposed by the European Commission will be considered.	L	2018		Japan, EC		
R41-04		Update technical progress	Collecting information on experience with R41.04, that could lead to proposals for improvement : Clarification of the ASEP for motorcycles (CVT), hybrid electric vehicles	S		2018-2019	Japan, IMMA		
R28		"Pedestrian" horn	Much quieter than present situation (eg rgulation 3/2014/EC part 1 §1.3 and part 2 §1,5)	S	2016	On going	Germany, France	IWG ?	
R28		Update technical progress	Revision of regulation	S	2016	On going	Russian federation, IMMA, OICA, France	IWG ?	
R28		Horn (bell)	EC L1A category tests Harmonize L1A AWD specification	S / M	2016	On going	France	IWG ?	
R28 or RE3 or new regulation		Reversing signal	Reversing alarm of <b>M &amp; N</b> category vehicles because present situation causes a lot of negative reactions from peoples living in urban-areas (alarm belongs to road-building vehicles with road-building background noise), <b>to include additionnal active safety</b>	M	2016		Germany, Hungaria, France, OICA	GRB	
R117-03		Tyre noise limits related to ECES1.03	General discussion about the application of R117 in junction with OEM tyres Alternative Test Conditions (50 km/h cruising / acceleration)	M	2016		OICA	GRB	Exchange , change the speed ?
R117-03		Tyre noise limits	Next step <b>NL proposal to amend R 117 with stage 3 limits</b>	S	2015	2017-2018	EC / NL		
R117-03		Tyre noise limits /retreaded tyres	- The scope of R117 may need to be extended with retreaded tyres (ref GRBinf doc 42-7). Or a separate regulation may be considered. Bipaver is studying a technical framework for the combination of different carcasses and tread profiles.	M			EC / Bipaver		
R117-03 (related to studless)		Clarification / addition of requirements	Addition of ice performance requirements for winter tyres	M		2020	Japan	GRRF & GRB	
QRTV (UN)		Non-acoustic measures and Non-acoustic measures	<b>QRTV Work package :</b> 1) Non-acoustic measures : The new ECE Reg should be forwarded to other GRs for further development of alternative, non-acoustic measures according to the footnote of the scope of Regulation. 2) Update technical progress : Review more recent studies on EVs to verify the effectiveness of ECE Rxxx QRTV		2016	2017	OICA, JAPAN, France	other GR's and IWG QRTV for UN	
QRTV (GTR)		Early establishment of QRTV-UNR and gtr	Harmonisation with the gtr to be developed in the future	On going	2016	On going	Japan, OICA		
QRTV (UN)		Non-acoustic measures	<del>The new ECE Reg should be forwarded to other GRs for further development of alternative, non-acoustic measures according to the footnote of the scope of Regulation.</del>	S	2016	2017	OICA	other GR's	
QRTV (UN)		Update technical progress	<del>Review more recent studies on EVs to verify the effectiveness of ECE Rxxx QRTV</del>	M		2017	OICA, Japan		
RE3 or GTR		Interior Noise	ISO is undertaking a full review of the scope and technical issues related to ISO 5128 - which is presently incorporated into RE3	M		On going	OICA, Hungria, Russian Federation		report from ISO
		Sound emission by agricultural and forestry tractors	Sound emission by agricultural and forestry tractors, in view of the future update to technical progress of the new type approval. Opportunity to harmonize.	M		On going	EC, France		EC is interested in updating the sound performance requirements of agri / forestry vehicles. More data on the subject are needed, through the initiative of EU MS and stakeholders.
		Noise emitted by the engine cooling system		S / M		2020	Brazil, OICA		
All		Review and Harmonize Symboly, Acronyms and	Topic is already on the agenda, but not ready addressed, e.g. change RESS => NRES	On going		On going	OICA		
All		Update on instrumentation	Sound level meter specifications (analyzer, last IEC)	S		On going	France		
		Method for evaluating effectiveness of noise regulations	Exchange information on methods to measure traffic noise, and relating these to the impact of vehicle regulations.	L			IMMA		
-		Delivery noise	Harmonize testing method on delivery vehicle	M			France, NL		
-		Quiet City Bus	Harmonize testing method for Quiet City Bus	M			OICA	ISO	
-		Siren	Harmonize testing method for siren To be include in RE3 or a new regulation	L			France		

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would not solve concerns of citizens, which is caused by aftermarket (e.g. illegal or tampered mufflers); it would even give a negative effect: Even more riders will replace/tamper their original muffler.

EC comment: EU type-approval legislation concerns new vehicles and therefore includes sound level limits for such vehicles, as decided through the co-decision process.

Alarms, horns and other signalling may have a higher efficiency and less annoyance to the environment if the spectral content of the signal is taken on board (sound design instead of noise level) (eg ref GRB inf doc 53-13)

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- The noise test track (ISO 10844:2011) is extremely smooth. A rougher surface will improve the correlation with most practical roadsurfaces as found in the streets.

The netherlands is currently evaluating the PIEK noise program. Report expected in GRB sept 2016

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		Road noise	Method or recommendation for definition of the type of road surface regarding rolling noise.				Russian federation / EC / NL		

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To be precised

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- FEHRL, CEDR and others have done many studies on
- 1) the holistic approach of traffic noise reduction
- 2) the role and ranking of road surfaces in the emission of traffic noise

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