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World Forum for Harmonization of Vehicle Regulations

Working Party on Noise

Sixty-sixth session

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Item 4 (a) of the provisional agenda

**Regulation No. 51 (Noise of M and N categories of vehicles):
Development****Proposal for Supplement 3 to the 03 series of amendments to
Regulation No. 51****Submitted by the expert from the International Organization for
Standardization***

The text reproduced below was prepared by the expert from the International Organization for Standardization (ISO) to update and revise the 03 series of amendments to Regulation No. 51. The proposed amendments to the current Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.2), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

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I. Proposal

Annex 3,

Paragraph 1., amend to read:

- "1. Measuring instruments
- 1.1. Acoustic measurements

The apparatus used for measuring the sound level shall be a precision sound-level meter or equivalent measurement system meeting the requirements of Class 1 instruments (inclusive of the recommended windscreen, if used). These requirements are described in "IEC 61672- 1:2002: Precision sound level meters", second edition, of the International Electrotechnical Commission (IEC).

For indoor testing, when no general statement or conclusion can be made about conformance of the sound level meter by each channel of the array conformance (e.g. when pass-by noise level simulation algorithms do not compute the overall level but spectrum or temporal to recompose it), a simulated pass-by run shall be performed at a constant speed of 50 km/h while a constant tone signal is supplied to all channels of the arrays. The simulated A-weighted sound level is processed and the deviation from a reference tone signal shall be checked in accordance to IEC 61672-3.

..."

Paragraph 1.2., amend to read:

- "1.2. Calibration of the entire Acoustic Measurement System for a Measurement Session

...

For indoor testing, the entire measurement system could be checked at the beginning and at the end of a series of sessions.

A qualified calibration method (i.e. electrical calibration) is recommended to be provided by the hardware supplier and, in that case, shall be implemented in the measurement software used. Simulation algorithms using noise source localization detection should deactivate that feature for these tests."

Paragraph 2.1., amend to read:

- "2.1. Test Site and ambient conditions

The specifications for the test site provide the necessary acoustic environment to carry out the vehicle tests documented in this Regulation. Outdoor and indoor test environments that meet the specifications of this Regulation provide equivalent acoustic environments and produce results that are equally valid.

- 2.1.1. Test Site Outdoor

The surface of the test track and the dimensions of the test site shall be in accordance with ISO 10844:2014.

- 2.1.2. Test Site Indoor

Test Site Indoor requirements shall be as specified below.

- (a) The test room dimensions are described in paragraph 7.2 of ISO 362-3:2016. All room dimensions may be adjusted to meet the specific application for the products being tested according to Annex 8, paragraph 4.
- (b) The test facility shall meet the requirements of ISO 26101:2012 with the qualification criteria and measurement requirements appropriate to this test method as described in ISO 362-3:2016, paragraph 7.3.
- (c) Condition of the floor is described in ISO 362-3:2016, paragraph 7.4.
- (d) Cooling, ventilation, and exhaust gas management are described in ISO 362-3:2016, paragraph 7.5.
- (e) Dynamometer requirements are described in ISO 362-3:2016, paragraph 8.
- (f) Vehicle fixing system is described in ISO 362-3:2016, paragraph 9.3.

2.1.3. Ambient conditions

The surface of the site shall be free of powdery snow, tall grass, loose soil or cinders. There shall be no obstacle which could affect the sound field within the vicinity of the microphone and the sound source. The observer carrying out the measurements shall so position himself as not to affect the readings of the measuring instrument.

...

For indoor testing, background noise shall take into account noise emissions produced by the dynamometer rollers, ventilation systems, and exhaust gas systems."

Paragraph 2.2.1., amend to read:

"2.2.1. ...

Measurements shall be made on vehicles at the test mass m_t specified according to the following table.

When testing indoors, the test mass, m_t shall be utilized by the control system of the dyno roller. Actual mass of the vehicle has no effect on results and it is permitted to load the vehicle as necessary to prevent slip between the tires and the dyno rolls. To detect excessive slip, it is recommended to control the ratio of engine rotational speed and vehicle speed between the acceleration phase and the constant-speed status. To avoid slip, it is possible to increase the axle load.

... "

Paragraph 2.2.2., amend to read:

"2.2.2. ...

When performing indoor testing, tyre/road noise is evaluated independently on the test track with the tyres to be used, according to this paragraph. Propulsion noise is independently evaluated on the dynamometer using tires and other noise control measures to produce tyre/road noise which does not influence the measurement result."

Paragraph 3., amend to read:

"3. Methods of testing

For each specific test conditions for vehicles, the vehicle can be tested either indoor or outdoor. The technical service may request an outdoor test.

For outdoor, tests shall be performed according to paragraph 3.1.

For indoor, tests shall be performed according to paragraph 3.1. using the specifications of ISO 362-3:2016, variant A. To ensure that the indoor method delivers results within a defined acceptable accuracy, validation of the indoor method shall be provided to the technical service according to Annex 8, paragraph 1. Variant A is a combination of indoor testing (power train noise) and outdoor testing (tyre/road noise).

...

Paragraph 3.1.1., amend to read:

"3.1.1. General conditions of test

For outdoor testing, two lines, AA' and BB', parallel to line PP' and situated respectively 10 m ± 0.05 m forward and 10 m ± 0.05 m rearward of line PP' shall be marked out on the test runway.

For indoor testing, the virtual line AA' indicates the beginning of the test track, PP' indicates the virtual position of the two pass-by microphones, and BB' indicates the end of the test track. The simulated vehicle speed at AA', $v_{AA'}$, or vehicle speed at PP', $v_{PP'}$, is defined by the roller speed when the reference point of the vehicle passes the virtual line AA' or PP', respectively. The simulated vehicle speed at BB', $v_{BB'}$, is defined when the rear of the vehicle passes the virtual line BB'.

..."

Paragraph 3.1.3., amend to read:

"3.1.3. Interpretation of results

For vehicles of categories M_1 and M_2 having a maximum authorized mass not exceeding 3,500 kg, and category N_1 the maximum A-weighted sound pressure level indicated during each passage of the vehicle between the two lines AA' and BB' shall be rounded to the first significant digit after the decimal place (e.g. XX,X).

For vehicles of category M_2 having a maximum authorized mass exceeding 3,500 kg and categories M_3 , N_2 , and N_3 the maximum A-weighted sound pressure level indicated during each passage of the reference point of the vehicle between line AA' and line BB' + 5 m shall be rounded, to the first significant digit after the decimal place (e.g. XX,X).

For indoor testing, pass-by noise is simulated by measurement of power train noise on the dynamometer and energetical addition of the tyre/road noise (measured separately on an outdoor test track) according to Annex 8, paragraph 2 of this Regulation.

..."

Insert a new Annex 8 to read:

"Annex 8

Indoor testing

1. **Validation of method**

To ensure that the used method delivers results within a defined accuracy, validation of method shall be provided to technical services according to ISO 362-3:2016, Annex A.
2. **Vehicle tested indoor using Variant A**

Indoor pass-by test is simulated by measurement of power train noise on the dynamometer and energetical addition of the tyre/road noise (measured separately on an outdoor test track).

 - 2.1. **General**

This method is a combination of indoor testing (power train noise) and outdoor testing (tyre/road noise). It is not necessary to do the measurement of the tyre/road noise every time a vehicle is tested. The data of several tyres can be stored in a database and a matching data set from the database can then be used for the test.
 - 2.2. **Power train noise**

It shall be ensured that there is no remaining tyre/road noise affecting the measurements. In any case it shall be ensured that the remaining tyre/road noise shall be at least 10 dB below the maximum A-weighted sound pressure level produced by the vehicle under test. If this condition cannot be fulfilled, a correction shall be carried out. This correction procedure is described in ISO 362-3:2016 Annex B, paragraph B.6.

The vehicle shall be measured according to the operating condition specified in paragraphs 3.1.2.1. or 3.1.2.2. of Annex 3 of this Regulation.
 - 2.3. **Tyre/road noise**

The measurements of the tyre/road noise shall be performed on a test track as described paragraph 2.1.1. of Annex 3 of this Regulation. The evaluation of tyre noise consists of two procedures, namely:

 - (a) evaluation of free rolling noise;
 - (b) evaluation of tyre/road noise including torque influence which can be derived from a) by a simplified method.

All conditions for evaluation of tyre/road noise shall be done according to paragraph 3. of this annex.
 - 2.4. **Calculation of the total vehicle noise**

The total vehicle noise is the energetical sum of tyre/road noise and power train noise. This calculation shall be carried out for each single run as describe in ISO 362-3:2016, paragraph 10.2.4.
3. **Procedure for measurement, evaluation, and calculation of tyre/ road noise when using variant A**

All conditions for evaluation of tyre/road noise, free rolling noise, and torque influence are described in ISO 362-3:2016, Annex B.

4. Adjustment of room dimensions

To cater for the smaller dimensions test rooms, the maximum levels shall be evaluated with caution though to avoid missing them according to ISO 362-3:2016, Annex E."

II. Justification

1. At the sixty-fourth session of the Working Party on Noise (GRB), the expert from ISO reported on the progress of standard ISO 362-3 on indoor testing of pass-by noise (GRB-64-07). The expert from the International Organization of Motor Vehicle Manufacturers (OICA) stressed the importance of including indoor testing as an alternative to type approval tests of Annex 3 to Regulation No. 51, in particular for vehicle manufacturers in countries where the local weather conditions allow the use of outdoor test tracks only for a limited period per year. To make progress, GRB invited the experts from ISO and OICA to prepare for the next session an informal document with draft amendment proposals to Regulation No. 51 that would include ISO 362-3.

2. At the sixty-fifth session of GRB, the expert from ISO proposed introducing indoor testing in Annex 3 of Regulation No. 51 as an option (GRB-65-04). This proposal received comments from the experts of France, Germany, Poland, Russian Federation, European Commission and OICA. The Chair invited these experts, as well as other interested parties, to review the ISO proposal and to submit a revised document to the next session.
