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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Noise****Sixty-ninth session**

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Item 4 (a) of the provisional agenda

UN Regulation No. 51 (Noise of M and N categories of vehicles): Development**Proposal for Corrigendum 1 to Supplement 4 to the 03 series of amendments to UN Regulation No. 51****Submitted by the Informal Working Group on Additional Sound Emission Provisions***

The text reproduced below was prepared by the Informal Working Group (IWG) on Additional Sound Emission Provisions (ASEP) to introduce transitional provisions in line with the transitional provisions in Supplement 3 and to reintroduce a sentence deleted by mistake in Supplement 4 to the 03 series of amendments to UN Regulation No. 51. The proposed amendment is based on document ECE/TRANS/WP.29/2018/63, which was adopted by the World Forum for Harmonization of Vehicle Regulations at its 175th session. The modifications are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

Insert a new paragraph 11.10. to read:

"11.10. Until May 1, 2020 Supplement 4 does not apply to existing approvals, originally granted prior to the date of entry into force of Supplement 4."

Annex 3, Paragraph 3.1.2.1.4.2., amend to read:

"3.1.2.1.4.2. Vehicles with automatic transmission, adaptive transmissions and CVTs tested with non-locked gear ratios:

The gear selector position for full automatic operation shall be used.

The acceleration value $a_{wot\ test}$ shall be calculated as defined in paragraph 3.1.2.1.2.2.

The test may then include a gear change to a lower range and a higher acceleration. A gear change to a higher range and a lower acceleration is not allowed. A gear shifting to a gear ratio which is not used in urban traffic shall be avoided.

Therefore, it is permitted to establish and use electronic or mechanical devices, including alternate gear selector positions, to prevent a downshift to a gear ratio which is typically not used for the specified test condition in urban traffic.

The achieved acceleration $a_{wot\ test}$ shall be greater than or equal to a_{urban} .

If possible, the manufacturer shall take measures to avoid an acceleration value $a_{wot\ test}$ greater than 2.0 m/s².

Table 1 in Appendix to Annex 3 provides examples for valid measures to control the downshift of gears or to avoid accelerations beyond 2.0 m/s². Any measure used by manufacturer for the above-mentioned purposes shall be documented in the test report.

The achieved acceleration $a_{wot\ test}$ is then used for the calculation of the partial power factor k_p (see paragraph 3.1.2.1.3.) instead $a_{wot\ ref}$."

II. Justification

Paragraph 11.10. of the main body

1. Because of Revision 3 of the 1958 Agreement in combination with the transitional provisions of Supplement 3, it is necessary to also introduce transitional provisions in Supplement 4. This Supplement 4 specifies the same application date as Supplement 3.

Annex 3

2. The sentence in bold characters has been deleted by mistake and must be re-introduced. For clarity, the complete text of paragraph 3.1.2.1.4.2. is shown.