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### World Forum for Harmonization of Vehicle Regulations

### Working Party on Noise

**Fifty-seventh session**

Geneva, 5-7 February 2013

## Report of the Working Party on Noise on its fifty-seventh session

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## **I. Attendance**

1. The Working Party on Noise (GRB) held its fifty-seventh session from 5 (afternoon) to 7 (afternoon) February 2013 in Geneva. The meeting was chaired by Mr. S. Ficheux (France). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690, Amend.1 and Amend.2): Belgium; Czech Republic; China; France; Germany; India; Italy; Japan; Netherlands; Norway; Poland; Russian Federation; Serbia; South Africa; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland. Experts from the European Commission (EC) participated. Experts from the following non-governmental organizations also participated: European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chair, experts from the following non-governmental organization participated: European Tyre and Rim Technical Organisation (ETRTO).

## **II. Adoption of the agenda (agenda item 1)**

*Documentation:* ECE/TRANS/WP.29/GRB/2013/1

2. GRB considered and adopted the agenda ECE/TRANS/WP.29/GRB/2013/1 including new agenda items 7(c), 7(d) and 15(a).

## **III. Regulation No. 41 (Noise of motorcycles) (agenda item 2)**

*Documentation:* ECE/TRANS/WP.29/GRB/2012/5  
Informal documents GRB-56-04, GRB-56-08 and GRB-57-21

3. GRB resumed discussion on ECE/TRANS/WP.29/GRB/2012/5, tabled by the expert from the Russian Federation, providing harmonizing definitions on vehicle type concerning noise, the terms noise and sound. The expert from the Russian Federation introduced comments (GRB-57-21) to the concerns raised by the expert from IMMA to his proposal during the September 2012 session of GRB. The expert from IMMA recalled his reservation (GRB-56-08) to ECE/TRANS/WP.29/GRB/2012/5 and announced the provisions of further information for the September 2013 session of GRB. Accordingly, GRB agreed to resume discussion on this proposal at its next session on the basis of detailed information provided by the experts concerned.

4. GRB also resumed discussion on GRB-56-04, tabled by the expert from ISO, updating the text of the UN Regulation concerning the test site with the latest amendment of ISO Standard 5130:2012. The expert from ISO announced that the objectivity of the criteria in verifying the level of porosity of the test site had been clarified with expert from Germany and that a revised proposal was not needed. GRB agreed to resume consideration on this subject at its next session and requested the secretariat to distribute GRB-56-04 with an official symbol.

## **IV. Regulation No. 51 (Noise of M and N categories of vehicles) (agenda item 3)**

### **A. Development**

*Documentation:* ECE/TRANS/WP.29/GRB/2012/8  
ECE/TRANS/WP.29/GRB/2012/16  
ECE/TRANS/WP.29/GRB/2012/17  
ECE/TRANS/WP.29/GRB/2013/4  
Informal documents GRB-56-12, GRB-57-13,  
GRB-57-17 and GRB-57-20

5. Concerning the updating of the requirements on the noise test track from ISO 10844:1994 to ISO 10844:2011, GRB agreed on aligning the UN Regulation with the decision taken for UN Regulation No. 117 on this subject (superseding ECE/TRANS/WP.29/GRB/2012/16) (see also paras. 16 and 17). Accordingly, the expert from OICA withdrew GRB-57-20 and it was agreed to keep ECE/TRANS/WP.29/GRB/2012/16 for reference. Finally, GRB agreed to defer discussion at its September 2013 session on the basis of a revised consolidated proposal of 03 series of amendments to the UN Regulation (ECE/TRANS/WP.29/GRB/2012/8) including a new proposal for transitional provisions (GRB-57-17), ECE/TRANS/WP.29/GRB/2012/17 and the provisions of Supplement 8 to the 02 series of amendments (see para. 10).

6. The expert from China introduced ECE/TRANS/WP.29/GRB/2013/4 and GRB-57-13 proposing amendments to improve the test method of the 02 series of amendments to the UN Regulation. The expert from OICA questioned the opportunity of introducing amendments to the 02 series of amendments, taking into account that the latter one would be superseded in a short time by the 03 series of amendments. He finally proposed that draft amendments of method B, concerning Annexes 9 and 10 of the UN Regulation introduced by ECE/TRANS/P29/GRB/2013/4, would be discussed at the next ISO Working Group 42 meeting in April, because affecting the measurement procedure of method B reproduced in Standard ISO 362-1:2007. The expert from ISO agreed on this approach. GRB agreed to resume discussion on this subject at its September 2013 session on the basis of a proposal jointly revised by the experts from China, ISO and OICA.

### **B. New limit values**

*Documentation:* ECE/TRANS/WP.29/GRB/2012/7  
Informal documents GRB-54-03, GRB-55-01, GRB-56-01,  
GRB-56-05, GRB-56-07, GRB-57-05, GRB-57-06, GRB-57-07,  
GRB-57-19, GRB-57-22, GRB-57-23 and GRB-57-28

7. GRB resumed consideration on vehicle categories and their limit values on the basis of an existing database in China, Japan and EC. The expert from Japan introduced again GRB-56-05 and then GRB-57-22 explaining that according to the monitoring database in his country, the best fitting threshold for vehicle categories N<sub>2</sub> and M<sub>3</sub> particularly should be 135 kW of power mass ratio (PMR). He continued that this value would encompass properly downsized vehicles that have a high impact on noise emissions from the vehicle fleets in Asian countries. He urged finding a compromise on vehicle categories and the adoption of a concrete proposal of the 03 series of amendments to the UN Regulation (i.e. ECE/TRANS/WP.29/GRB/2012/7). He stated that the introduction of additional sound emission provisions (ASEP) was much awaited in Japan. The expert from China gave two presentations (GRB-57-05 and GRB-57-06), to introduce possible compromise solutions

(GRB-57-07) focusing on design characteristics as well as on PMR. The expert from OICA expressed appreciation for the efforts made by the expert from China to find convergence on the vehicle classification and introduced a possible compromise solution (GRB-57-19). The expert from Germany recalled that GRB started discussion with the agreement of developing a proposal for amendments focused on performance criteria rather than on design requirements. Moreover, he added that the allowance of 1 dBA for vehicles with direct injection diesel engines no longer justified. Finally, he recommended simplifying classes and subclasses, to avoid cumbersome vehicle classification thresholds that could hamper technical progress.

8. The EC expert informed GRB through a presentation (GRB-57-28) on the work progress of the European Union (EU) institutions on the EC proposal on vehicle noise. He showed that the European Parliament, at its plenary session, improved the EC proposal with the possibility of rounding the noise measurement values and using lower test acceleration ( $2 \text{ m/s}^2$ ). He announced a further update for the September 2013 session of GRB and invited other Contracting Parties to provide information on the implementation of new noise limits at their national/regional level.

9. The expert from Switzerland introduced an analysis of the Swiss database based on vehicle noise tests (GRB-57-23) conducted in conformity to the 02 series of amendments to the UN Regulation and on limit values proposed by the experts from Germany, Japan and EC. GRB agreed to resume discussion on this subject at its September 2013 session and recommended experts to provide detailed comments.

10. GRB agreed to establish a group of interested experts on vehicle noise, led by the expert from EC, with the main goal of (i) finalizing a common proposal on vehicle classification (including subcategories) and (ii) update a proposal of 03 series of amendments to UN Regulation No. 51 aiming at maintaining consistency with the EU legislation proposal. The schedule of the first meeting of the group was agreed for 19 April 2013, tentatively in Brussels. Finally, GRB agreed to keep as reference in the agenda of the next session informal documents GRB-54-03, GRB-57-07, GRB-57-19 and GRB-57-23 and to resume discussion on the basis of the outcome of the meeting of the group of interested experts.

### **C. Additional sound emission provisions**

*Documentation:* ECE/TRANS/WP.29/2011/64

11. GRB noted that no new information had been given under this agenda item.

### **V. Regulation No. 59 (Replacement silencing systems) (agenda item 4)**

*Documentation:* Informal document GRB-57-27

12. The expert from CLEPA introduced a proposal (GRB-57-27) for amendments to the UN Regulation aimed at introducing ASEP provisions. GRB agreed to defer discussion on this subject to its September 2013 session and requested the secretariat to distribute GRB-57-27 with an official symbol at that session.

## **VI. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles) (agenda item 5)**

13. GRB noted that no new information had been given under this agenda item.

## **VII. Regulation No. 117 (Tyre rolling noise and wet grip adhesion) (agenda item 6)**

*Documentation:* ECE/TRANS/WP.29/GRB/2012/11  
ECE/TRANS/WP.29/GRB/2012/15  
ECE/TRANS/WP.29/GRB/2012/18  
ECE/TRANS/WP.29/GRB/2013/2  
ECE/TRANS/WP.29/GRB/2013/3  
ECE/TRANS/WP.29/GRB/2013/5  
ECE/TRANS/WP.29/GRRF/2013/9  
Informal documents GRB-57-01,  
GRB-57-02, GRB-57-03 and GRB-57-25

14. GRB considered ECE/TRANS/WP.29/GRRF/2013/9 for the next session of the Working Party on Brakes and Running Gear (GRRF). The document proposes wet grip provisions and testing procedures for tyres of categories C2 and C3. GRB endorsed ECE/TRANS/WP.29/GRRF/2013/9 without amendments.

15. GRB resumed discussion on ECE/TRANS/WP.29/GRB/2012/11, amended by GRB-57-03. The expert from EC expressed reservation on the term of differential lock that could lead to misconception. GRB endorsed the reservation of the expert from EC and agreed to inform GRRF.

16. The expert from ETRTO introduced ECE/TRANS/WP.29/GRB/2013/5, drafted in cooperation with the experts from Poland and the United Kingdom, proposing to update the test track requirements to ISO 10844:2011 as a supplement to the UN Regulation rather than a new series of amendments. He stated that the new test track with tighter tolerances would maintain the same nominal noise behaviour and that its introduction as a new series of amendments was not justified (GRB-57-02). The experts from France endorsed the proposal and stated that technical variations introduced by the new track would not justify a new series of amendments. The experts from Italy and Japan also endorsed ECE/TRANS/WP.29/GRB/2013/5.

17. GRB finally adopted ECE/TRANS/WP.29/GRB/2013/5 (superseding ECE/TRANS/WP.29/GRB/2013/2, ECE/TRANS/WP.29/GRB/2012/15 and ECE/TRANS/WP.29/GRB/2012/18) as reproduced in Annex II to this report. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration and vote at their June 2013 sessions as draft Supplement 4 to the 07 series of amendments to UN Regulation No. 117. Moreover, GRB agreed that extensions of type approvals, granted by using the test track in accordance to ISO 10844:1994, may be carried out with the test track built in accordance with ISO 10844:2011, taking into account that this last would not negatively affect type approval noise test results.

18. The expert from the Russian Federation introduced ECE/TRANS/WP.29/GRB/2013/3, amended by GRB-57-01, proposing the use of a "Deceleration Calculator" software for the deceleration test method in the test procedure for measuring rolling resistance. He informed GRB about the variant of data processing in the rolling resistance deceleration test method basing on the  $d\omega/dt$  formula. He underlined that this variant was used as an alternative to the existing data processing stipulated in UN

Regulation No. 117, not affecting the existing test methods, and that it fully matches ISO 28580 and the procedures of Annex 6 of UN Regulation No. 117. The "Deceleration calculator" is a mathematical tool providing high accuracy [ $\sigma < 0.001\%$ ;  $R2 > 0.999$ ] of development in the experimental data. The concept  $d\omega/dt$  was incorporated into standard GOST R 52102.<sup>1</sup> He also introduced GRB-57-25 to provide a background history on the development of legislation on rolling resistance and made a practical demonstration of the proposed "Calculator".

19. GRB recommended that experts start using the proposed calculator and to provide comments at its September 2013 session. The expert from the Russian Federation was recommended to provide, in the meantime, further background information on the algorithms of the calculator and on both proposals (ECE/TRANS/WP.29/GRB/2013/3 and GRB-57-01), as well as demonstration at the next session of GRRF for an exchange of views.

20. Concerning the concept of a new tyre contained in the scope of the UN Regulation, the expert from ETRTO stated that "a new tyre means a tyre which has been never used nor subjected to retreading operation and arriving directly from the production process". GRB endorsed this concept.

## **VIII. Collective amendments (agenda item 7)**

### **A. Regulations Nos. 41, 51 and 59**

21. GRB noted that no new information had been given under this agenda item.

### **B. Regulations Nos. 9 and 63**

22. GRB noted that no new information had been given under this agenda item.

### **C. Additional sound emission provisions for Regulations Nos. 9, 63 and 92**

*Documentation:* Informal document GRB-57-14

23. The expert from EC introduced GRB-57-14, fostering the development of ASEP provisions for UN Regulations Nos. 9, 63 and 92. He added that his requested was motivated by the upcoming development of EU legislation on vehicle category L. GRB agreed to resume consideration on this agenda item on the basis of a proposed road map to cover this issue tabled by the expert from IMMA. In the meantime, experts were invited to send their comments to the expert from IMMA as support in the development of this proposal.

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<sup>1</sup> After the GRB session, the expert from the Russian Federation provide a reference to the full text of this standard, which may be downloaded from [http://nami.ru/upload/N031\\_RF\\_RR\\_Standard.doc](http://nami.ru/upload/N031_RF_RR_Standard.doc)

## **D. Proposal for amendments to Regulations Nos. 28, 51, 59 and 117**

*Documentation:* Informal document GRB-57-16

24. The expert from OICA introduced GRB-57-16, proposing the concept of extension and revision of approvals into UN Regulations Nos. 28, 51, 59 and 117. As suggested by the Chair of GRB, it was agreed to list this item on the agenda of the Administrative Committee for the Coordination of Work of WP.29 (WP.29/AC.2) at its March 2013 session, due to its implication for the entire range of UN Regulations annexed to the 1958 Agreement. Finally, GRB agreed to resume discussion on this subject at its September 2013 session and invited its experts to provide comments to the expert from OICA in time to prepare an official proposal for that session.

## **IX. Exchange of information on national and international requirements on noise levels (agenda item 8)**

25. GRB noted that no new information had been given under this agenda item.

## **X. Influence of road surface on tyre rolling sound emissions (agenda item 9)**

26. The expert from EC informed GRB that the European Parliament had called for efforts on optimizing road surfaces to reduce noise and on introducing noise labels for the roads and vehicles, similar to the tyre label. He announced further information on this subject at the September 2013 session of GRB.

## **XI. Quiet Road Transport Vehicles (agenda item 10)**

*Documentation:* ECE/TRANS/WP.29/GRB/2012/6  
ECE/TRANS/WP.29/AC.3/33  
Informal documents GRB-57-15 and GRB-57-29

27. The expert from EC, secretary of the informal working group on Quiet Road Transport Vehicles (QRTV), introduced the status report of the second meeting of QRTV (GRB-57-29) and announced that the New Proposal of Regulation Making (NPRM) of the United States of America (US) on minimum sound requirements for hybrid and electric vehicles was published on 9 January 2013, including a draft environmental assessment study. He informed GRB that the next meeting of QRTV would be held from 16 to 18 April 2013 in Brussels. He also introduced GRB-57-15 to propose the development of a "sound emission profiling test" for QRTV to match safety and environmental needs and support the positive impact on traffic noise introduced by the deployment of Electric Vehicles (EVs) and Hybrid Electric Vehicles (HEVs). He invited GRB experts to assess the feasibility of this proposal in which the main objective would be the profiling of vehicle noise up to a speed of 30 km/h.

28. The Chair of GRB underlined the opportunity given by the publication of the NPRM to provide the US authorities with comments by GRB. The expert from the Netherlands expressed concerns on how the audible vehicle alerting system (AVAS) installed on QRTV could negatively affect the environment. He also expressed concerns on how the installation of such devices would probably shift the responsibility of the driver to vulnerable road users such as visually impaired people. As a general comment to



the NPRM, GRB agreed that the development of the UN Global Technical Regulation on QRTV (that would also be based on the NPRM and on ECE/TRANS/WP.29/GRB/2012/6), should be environmentally friendly and coherent with vehicle noise levels worldwide including ASEP provisions. Finally, the Chair of GRB invited all experts to provide comments on the NPRM directly to the National Highway Traffic Safety Administration (NHTSA). GRB agreed to resume discussion at its September 2013 session on the basis of the outcome of the informal working group.

## **XII. Definitions and acronyms in Regulations under GRB responsibilities (agenda item 11)**

*Documentation:* Informal documents GRB-57-12 and GRB-57-18

29. The experts from IMMA and OICA introduced GRB-57-12 and GRB-57-18, listing the current acronyms and abbreviation in UN Regulations under the responsibilities of GRB. GRB agreed to resume discussion at its September 2013 session on the basis of informal documents provided by the expert from CLEPA concerning UN Regulations Nos. 59 and 28, and by the expert from EC concerning QRTV.

## **XIII. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 12)**

*Documentation:* ECE/TRANS/WP.29/GRB/2012/12  
Informal documents GRB-57-08, GRB-57-09, GRB-57-10, GRB-57-11 and GRB-57-26

30. The expert from the Russian Federation gave a presentation (GRB-57-26) to introduce revised proposals (GRB-57-08, GRB-57-09, GRB-57-10 and GRB-57-11) superseding ECE/TRANS/WP.29/GRB/2012/12. The expert from OICA raised a study reservation on GRB-57-08, aimed at specifying how to test road tractors with or without semitrailers and to refer them to the off-road category of vehicle. GRB agreed to resume discussion on this subject on the basis of a revised proposal tabled by the Russian expert from Russia in cooperation with the experts from France and OICA.

31. GRB-57-09 did not receive comments. GRB requested the secretariat to distribute it with an official symbol at its September 2013 session.

32. Finally, GRB considered GRB-57-10 and GRB-57-11, introducing recommendations for a permissible sound level inside passenger compartment of vehicles. The expert from the United Kingdom raised a study reservation on the proposals and explained that he received comments from the Health and Safety Executive of his country. According to these comments, he noted that the proposal showed some inconsistencies in GRB-57-11, such as: (i) the monitoring rate of 30 ms of the A-weighted sound pressure level in para. 8.38.1.1. needed to be specified (as opposed to the relevant instrumentation standards), (ii) the tyre use proposed for the test should be more representative of the real world condition and (iii) the engine conditions wrongly specified automatic mode in para. 8.38.3.2.2.3. The expert from ISO requested that GRB-57-11 should focus on performance requirements rather than on technology. He also underlined the need for specific tolerances and direct reference to the ISO standard. The expert from France reported that the proposal made by the Russian Federation (GRB-57-11) should clarify the purpose and align the test methods and requirements accordingly. He added that if health was the objective in question, the parameters such as exposure time and peak level should be measured and methods aligned.

33. Finally GRB requested experts to provide comments on GRB-57-10 and GRB-57-11 to the experts from the Russian Federation and ISO and agreed to resume discussion on the basis of a revised proposal.

#### **XIV. Environmentally friendly vehicles (agenda item 13)**

34. GRB noted that no new information had been given under this agenda item.

#### **XV. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it (agenda item 14)**

*Documentation:* Informal document GRB-57-24

35. The expert from EC introduced GRB-57-24, showing the need to candidate UN Regulations, under the responsibility of GRB, applicable to IWVTA. GRB agreed to candidate UN Regulations Nos. 28 and 51 excluding UN Regulation No. 117 in view of possibly developing a UN Regulation by GRRF covering the installation of tyres on vehicles.

#### **XVI. Other business (agenda item 15)**

##### **Intelligent Transport Systems**

*Documentation:* Informal document GRB-57-04 and WP.29-157-06

36. The expert from OICA introduced GRB-57-04 (amending WP.29-157-06) on design/control principles of Advanced Driver Assistance Systems to harmonize minimum guidelines tabled by the informal working group on Intelligent Transport Systems (ITS). GRB invited all experts to provide their comments to the expert from OICA by the end of February 2013.

#### **XVII. Tributes (agenda item 16)**

37. Learning that Mr. R. Falk (United Kingdom) and Mr. B. Kortbeek (The Netherlands) would no longer participate in future sessions of GRB, the group acknowledged their valuable contribution to the work of GRB and wished them all the best in their future activities.

#### **XVIII. Provisional agenda for the fifty-eighth session (agenda item 17)**

38. For its fifty-eighth session, scheduled to be held in Geneva from 2 (starting at 2.30 p.m.) to 4 (concluding at 5.30 p.m.) September 2013, GRB noted that the deadline for submission of official documents to the secretariat was 7 June 2013, twelve weeks prior to the session. Moreover, the following provisional agenda was adopted:

1. Adoption of the agenda.
2. Regulation No. 41 (Noise of motorcycles): Development.

3. Regulation No. 51 (Noise of M and N categories of vehicles):
  - (a) Development;
  - (b) New limit values;
  - (c) Additional sound emission provisions.
4. Regulation No. 59 (Replacement silencing systems).
5. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles).
6. Regulation No. 117 (Tyre rolling noise and wet grip adhesion).
7. Collective amendments:
  - (a) Regulations Nos. 41, 51 and 59;
  - (b) Regulations Nos. 9 and 63;
  - (c) Additional sound emission provisions for Regulations Nos. 9, 63 and 92;
  - (d) Proposal for amendments to Regulations Nos. 28, 51, 59 and 117.
8. Exchange of information on national and international requirements on noise levels.
9. Influence of road surface on tyre rolling sound emissions.
10. Quiet Road Transport Vehicles.
11. Definitions and acronyms in Regulations under GRB responsibilities.
12. Proposal for amendments to Consolidated Resolution on the Construction of Vehicles.
13. Environmentally Friendly Vehicles.
14. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it
15. Other business.
16. Provisional agenda for the fifty-ninth session.

## Annex I

## List of informal documents (GRB-57-...) distributed during the session

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1	Russian Federation	6	E	(Russian Federation) Corrigenda to ECE/TRANS/WP.29/GRB/2013/3	(c)
2	ETRTO	6	E	ECE/TRANS/WP.29/GRB/2013/2 - Explanations why a 03 series of amendment to UN Regulation No. 117 is not necessary	(a)
3	ETRTO	6	E	Proposal to amend the document ECE/TRANS/WP29/GRB/2012/11 to consider comments made during the Working Party on Noise on its fifty-sixth session	(a)
4	OICA	15(a)	E	OICA comments to the draft Design Principles for Control Systems of Advanced Driver Assistance Systems (ADAS)	(c)
5	China	3(b)	E	Common solutions for Sub-categories of M <sub>1</sub> and N <sub>1</sub> Categories	(a)
6	China	3(b)	E	Chinese suggestions on subcategories of commercial vehicles	(a)
7	China	3(b)	E	Sub-categories suggestion from China	(c)
8	Russian Federation	12	E	Proposal for Amendment 2 to the Consolidated Resolution on the Construction of Vehicles	(c)
9	Russian Federation	12	E	Proposal for Amendment 2 to the Consolidated Resolution on the Construction of Vehicles	(b)
10	Russian Federation	12	E	Proposal for Amendment 2 to the Consolidated Resolution on the Construction of Vehicles	(c)
11	Russian Federation	12	E	Proposal for Amendment 2 to the Consolidated Resolution on the Construction of Vehicles	(c)
12	IMMA	11	E	Acronyms and abbreviations	(c)

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
13	China	3(a)	E	Proposal of amendments to ECE/TRANS/WP.29/GRB/2013/4 - Treatments for tyre dimensions	(c)
14	EC	9	E	Additional Sound Emission Provisions for UN Regulations Nos. 9, 63 and 92	(a)
15	EC	10	E	Feasibility of the development of a "noise profiling test" for electric and hybrid-electric vehicles	(a)
16	OICA	7(d)	E	Proposal for amendments to UN Regulations Nos. 28, 51, 59 and 117	(c)
17	OICA	3(a)	E	Proposal for amendments concerning Transitional Provisions of the draft 03 series of amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles)	(c)
18	OICA	11	E	Proposal for a list of acronyms and abbreviations to UN Regulation No. 51 (Noise of M and N categories of vehicles)	(c)
19	OICA	3(b)	E	OICA position on Vehicle Classification, Limits and transitional provisions of the draft 03 series of amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles)	(a)
20	OICA	3(a)	E	Proposal for amendments to 02 series of amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles)	(a)
21	Russian Federation	2	E	Additional Clarifications for document ECE/TRANS/WP.29/GRB/2012/5	(a)
22	Japan	3(b)	E	Japanese proposal on UN Regulation No. 51 limit values - Rationality of Thresholds for N <sub>2</sub> and M <sub>3</sub>	(a)
23	Switzerland	3(b)	E	Analysis of Swiss vehicle database for the 02 series of amendments to UN Regulation No. 51 and proposals for noise limit Federal Roads Office FEDRO values from EC, Germany and Japan.	(c)

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
24	EC	14	E	Candidate items for Technical Regulations and Guidelines for GRs to review technical regulations available to IWVTA	(a)
25	Russian Federation	6	E	(Russian Federation) Background of rolling resistance provisions in GRRF and GRB.	(a)
26	Russian Federation	4	E	Russian Federation Proposal for Amendment 2 to the Consolidated Resolution on the Construction of Vehicles (R.E.3)	(a)
27	CLEPA	4	E	Draft proposal of amendments to UN Regulation No. 59 (Replacement silencing systems)	(b)
28	EC	3(b)	E	Reducing noise emissions from motor Vehicles - Update on the new EU Commission legislative proposal	(a)
29	EC	10	E	Report of the 2nd QRTV-IW-GTR meeting, Berlin 5-7 December 2012	(a)

**Notes:**

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted and to be submitted to WP.29

## Annex II

### Draft amendments to Regulation No. 117

#### Amendments adopted to ECE/TRANS/WP.29/2013/5 (see para. 17 of this report)

*Insert new paragraphs 12.8. and 12.9., to read:*

- "12.8. As from the official date of entry into force of Supplement 3 to the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approval according to Supplement 3 to 02 series of amendments to the regulation.
- 12.9. For a period of 60 months from the date of entry into force of Supplement 3 to the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals to the 02 series of amendments to this Regulation without taking into account the provisions of Supplement 3."

*Annex 3, paragraph 2.1., amend to read:*

- "2.1. Test site
- The test shall consist of a central section... testing.
- The test track shall be such that the conditions .... the surface of the test track and the dimensions of the test site shall be in **accordance with ISO 10844:2011**.
- A central part of at least..."

*Annex 3, Appendix 1, Part 2, item 3.1., amend to read:*

- "3.1. Date of track certification to ISO 10844:2011: ....."

## Annex III

### GRB informal groups

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<i>Informal group</i>	<i>Chair(s)</i>	<i>Secretary</i>
Quiet road transport vehicles (QRTV)	Mr. Ezana Wondimneh (USA) Tel: +1 202 366 21 17 E-mail: Ezana.wondimneh@dot.gov	Mr. H.P. Bietenbeck (OICA) Tel.: +49 221 90 32 409 Fax : +49 221 90 32 546 E-mail: hbietenb@ford.com
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