

Proposal for draft 03 series of amendments to Regulation No. 51 (Noise of M and N categories of vehicles)

The purpose of this proposal is to amend classification of vehicle type of the consolidated version of the proposal for draft 03 series of amendments to Regulation No. 51 (Informal document GRB-58-04).

I. Proposal

Paragraph 6.2.2.1., amend to read:

6.2.2.1.

Veh. Cat.	Vehicles used for the carriage of passengers	Phase 1	Phase 2	Phase 3*/
M1	PMR \leq 120kW/t	72	70	68
	PMR 120kW/t ... 160kW/t	73	71	69
	PMR > 160kW/t	75	73	71
	PMR > 200kW/t, no. of seats \leq 4, R-point height < 450mm	75	74	72
M2	GVW \leq 2.5 t	72	70	69
	GVW 2.5 t ... 3.5 t	74	72	71
M2	GVW > 3.5 t; P \leq 135 kW	75	73	72
	GVW > 3.5 t; P > 135 kW	75	74	72
M3	P \leq 150 kW	76	74	73
	P 150 kW ... 250 kW	78	77	76
	P > 250 kW	80	78	77
Veh. Cat.	Vehicles used for the carriage of goods	Phase 1	Phase 2	Phase 3*/
N1	GVW \leq 2,5 t	72	71	69
	GVW > 2,5 t	74	73	71
	[Engine Cap. < []ee, PMR(GVW) \leq 35 kW/t]	[74]	[72]	[70]

N2	P ≤ 135kW	77	75	74
	P > 135 kW	78	76	75
N3	P ≤ 150 kW	79	77	76
	P 150 kW ... 250 kW	81	79	77
	P > 250 kW	82	81	79

Insert new paragraph 6.2.2.2.5., to read:

6.2.2.2.5 For vehicle types of category N1 having a PMR (power to mass ratio) of GVM less than or equal to 35kW/t and distance “d” between the front axle and the driver’s seat R-point is less than 1,100 mm , the limits of vehicles types of category N1 having a maximum authorized mass above 2.5 tons apply.

Paragraph 11.3.1., amend to read:

11.3.1. As from [6] years after the date of entry into force of the 03 series of amendments for vehicle types other than ~~[N1[[]cc, PMR(GVW) < 35 kW/t)] and~~ N2 as from [8] years after the date of entry into force of the 03 series of amendments for vehicles types of category ~~[N1[[]cc, PMR(GVW) < 35 kW/t)] and~~ N2, Contracting Parties applying this UNECE Regulation shall grant UNECE type-approvals only if the vehicle type to be approved meets the requirements of this UNECE Regulation as amended by the 03 series of amendments.

Paragraph 11.3.3., amend to read:

11.3.3. As from [8] years after the date of entry into force of the 03 series of amendments to this Regulation for vehicles other than ~~[N1[[]cc, PMR(GVW) < 35 kW/t)] and~~ N2 and as from [11] years after the date of entry into force of the 03 series of amendments for vehicles types of category ~~[N1[[]cc, PMR(GVW) < 35 kW/t)] and~~ N2, Contracting Parties applying this Regulation may continue granting for national or regional purposes, type approvals and extensions of type approvals to the previous series of amendments to this Regulation.

Paragraph 11.4.2., amend to read:

11.4.2. As from [10] years after the date of entry into force of the 03 series of amendments for vehicle types other than ~~[N1[[]ee, PMR(GVW) < 35 kW/t],]~~ N2, N3 and M3 and as from [12] years after the date of entry into force of the 03 series of amendments for vehicles types of category ~~[N1[[]ee, PMR(GVW) < 35 kW/t],]~~ N2, N3 and M3, Contracting Parties applying this UNECE Regulation shall grant UNECE typeapprovals only if the vehicle type to be approved meets the requirements of this UNECE Regulation as amended by the 03 series of amendments.

Paragraph 11.4.4., amend to read:

11.4.4. As from [12] years after the date of entry into force of the 03 series of amendments to this Regulation for vehicles other than ~~[N1[[]ee, PMR(GVW) < 35 kW/t],]~~ N2, N3 and M3 and as from [15] years after the date of entry into force of the 03 series of amendments for vehicles types of category ~~[N1[[]ee, PMR(GVW) < 35 kW/t],]~~ N2, N3 and M3, Contracting Parties applying this Regulation may continue granting for national or regional purposes, type approvals and extensions of type approvals to the previous series of amendments to this Regulation.]

II. Justification

This proposal intends to consider global vehicle variations. There are two types of N1 having $GVM \leq 2.5t$. One is front engine type. The other is flat front vehicle which has the engine under the seat and are typical in Asian countries. The sound limit of the latter type should be considered since sound characteristic of the vehicles are same as that of the N1 having $2.5t < GVM$.

The definition of flat front vehicle has been discussed in GRSP for global technical regulation No. 9 concerning pedestrian safety. The definition is the vehicles where the longitudinal distance "d" between the front axle and the driver's seat R-point is less than 1,100 mm according to ECE/TRANS/180/Add.9/Amend.1/Appendix 1.

