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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

Working Party on Noise

**Sixty-seventh session**

Geneva, 24-26 January 2018

Item 4 (a) of the provisional agenda

**Regulation No. 51 (Noise of M and N categories of vehicles):  
Development****Proposal for Supplement 4 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.

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\* 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.

GE.17-19785(E)



\* 1 7 1 9 7 8 5 \*

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## I. Proposal

*Annex 1 - Appendix 1*, insert new items 2.4. and 2.4.1. to read:

**"2.4. Testing method information**

**2.4.1. Test method selected: Outdoor/Indoor<sup>1</sup>"**

*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 sound 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 shall 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 sound 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**

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<sup>1</sup> Delete what does not apply.

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

Paragraph 3., amend to read:

"3. Methods of testing

**For each specific test condition for vehicles, the manufacturer can select to test the vehicle either indoor or outdoor. The Type Approval Authority shall always have the option to mandate an outdoor test for verification.**

**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. For indoor application, the manufacturer shall provide to the technical service documentation according to Annex 8, paragraph 1. Variant A is a combination of indoor testing (power train sound) and outdoor testing (tyre/road sound).**

...

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<sub>1</sub> and M<sub>2</sub> having a maximum authorized mass not exceeding 3,500 kg, and category N<sub>1</sub> 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<sub>2</sub> having a maximum authorized mass exceeding 3,500 kg and categories M<sub>3</sub>, N<sub>2</sub>, and N<sub>3</sub> 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 sound is simulated by measurement of power train sound on the dynamometer and energetical addition of the tyre/road sound (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. Documentation for indoor application

Documentation shall include:

- Validation of facility e.g. free field propagation, dyno and air handling background noise level, dyno dynamic performance, software.
- Procedures to be applied for indoor testing, e.g. dyno and software set-up, loading and tie-down, air-handling and vehicle's temperature management.
- Coast down and tyre sound level data used for calculation of dynamometer load coefficients and tire sound data used for determination of final reported results.
- Test results on a representative selection of the manufacturer's production to demonstrate that indoor testing delivers comparable results as outdoor testing within acceptable accuracy.

#### 2. Vehicle tested indoor using Variant A

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

##### 2.1. General

This method is a combination of indoor testing (power train sound) and outdoor testing (tyre/road sound). It is not necessary to do the measurement of the tyre/road sound 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 sound

It shall be ensured that there is no remaining tyre/road sound affecting the measurements. In any case it shall be ensured that the remaining tyre/road sound 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 sound**

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

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

All conditions for evaluation of tyre/road sound shall be done according to paragraph 3. of this annex.

**2.4. Calculation of the total vehicle sound**

The total vehicle sound is the energetical sum of tyre/road sound and power train sound. 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 sound when using variant A**

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

**4. Adjustment of room dimensions**

To cater for the smaller size 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.

3. At the sixty-sixth session of GRB, the expert from ISO proposed introducing indoor testing in Annex 3 of Regulation No. 51 as an option (ECE/TRANS/WP.29/GRB/2017/8). This proposal received comments from the experts of France, China, Poland, Netherlands, Sweden, Switzerland, and OICA. The Chair invited ISO to prepare a revised document for the sixty-seventh session of GRB accounting for the comments of these experts.