

Submitted by experts of OICA



European
Automobile
Manufacturers
Association

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agenda item 3

ACEA STUDY ON FUTURE SOUND LIMITS VALUES

Study Focus and Timelines

73 GRBP SESSION

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26th Jan 2021



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KEY FIGURES ABOUT THE INDUSTRY

- **13.8 million Europeans** work in the automotive sector
- **11.4% of all manufacturing jobs** in the EU
- **€428 billion in tax** revenues (EU15 alone)
- **€84.4 billion trade** surplus for the EU
- **7% of EU GDP** generated by the auto industry
- **€57.4 billion in R&D** spending, 28% of EU total



STUDY OBJECTIVE

- ❑ ACEA (in co-operation with OICA) has assigned a study to an external consultant, to update the ACEA UTAC/TÜV Study 2010 and to include study results of the ACEA UTAC Tyre Performance Study 2019 in order to assess the feasibility towards reduction of sound limit values from the perspective of automotive industry.
- ❑ The study results will be used to inform decision makers about the possibilities, restrictions, costs and consequences of short term severely enforced sound limit values (for example: consequences of further reducing Phase 3 limits in 2024/2026 or reduction scenarios with additional limit reduction phases after Phase 3).

Study Links:

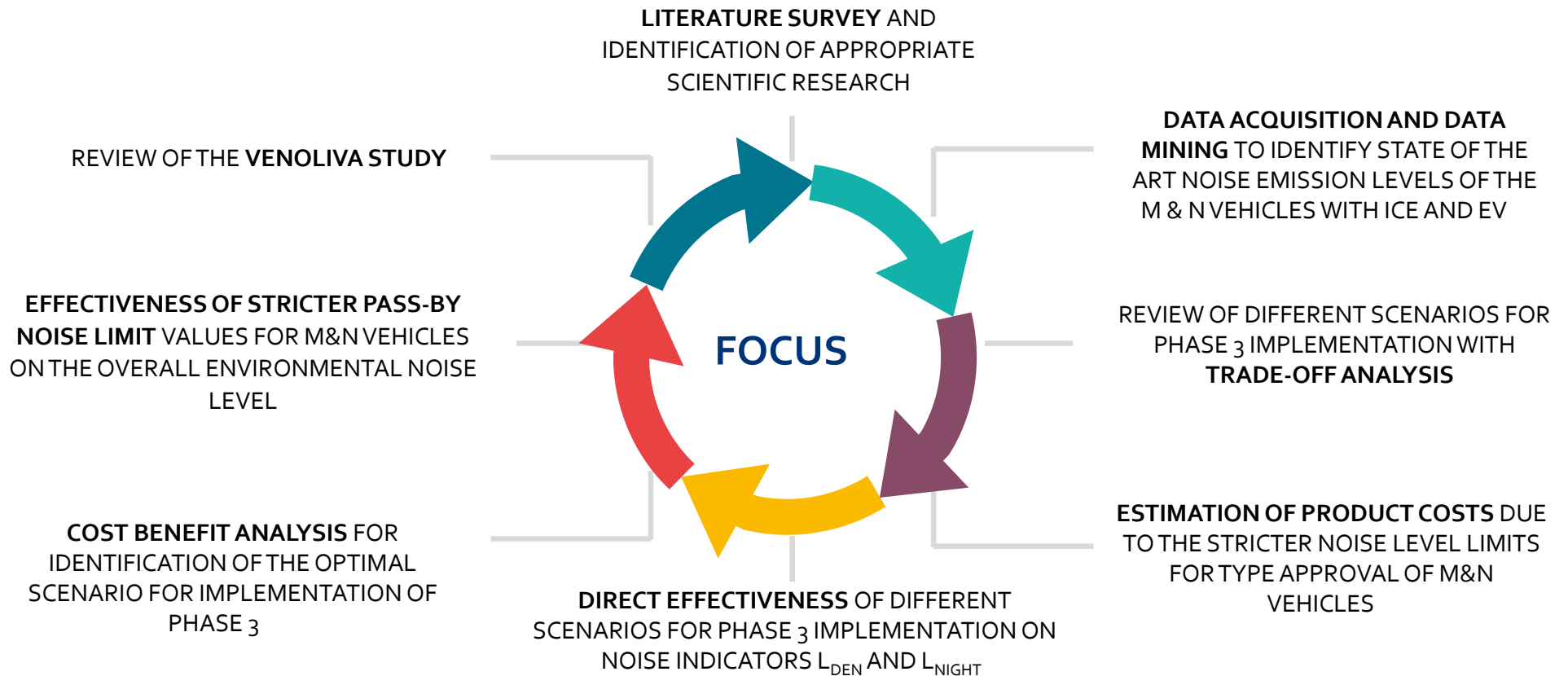
ACEA UTAC/TÜV Study 2010

- https://www.acea.be/uploads/publications/Monitoring_procedure_in_the_vehicle_noise_regulation.pdf

ACEA UTAC Tyre Performance Study 2019

- <https://unece.org/DAM/trans/doc/2019/wp29grb/GRBP-70-25.pdf>

ACEA SCOPE OF STUDY ON SOUND LIMITS VALUES



ELEMENTS TO BE EVALUATED

- What is the sound emission status of the state of art products available in the market?
- Which limits are achievable in the given time period for the next 10 years?
- What are the drawbacks on the existing vehicle designs?
- What are the impacts on future vehicle designs and techniques with revised (enforced) sound limits?
- How will revised limits influence customer expectations towards future technologies (e.g., negative influence of increased weight on mileage for EV's)?
- What are the additional costs incurred to develop technologies to fulfil the requirements in the given time period?
- Does the given time period fit to the Industry development process and timeline of products?
- What are the effective benefits on the overall environmental soundscape?
- What can be alternative or supportive noise abatement measures for environmental noise reductions (e.g., improved road surface, traffic management, etc.)?

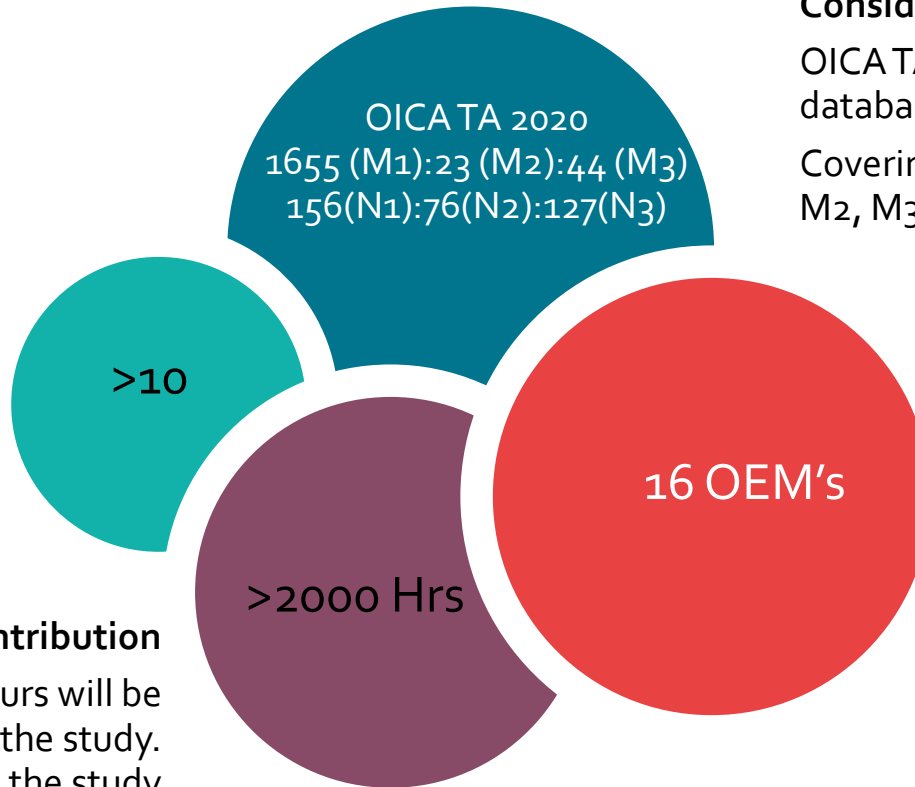
FACTS AND FIGURES

Converging Findings

Other existing studies are referred to draw the findings (VENOLIVA 2011, Heinz Steven 2019, ACEA 2010, FEHRL Tyre Road Noise, Goodyear Tyre Road Noise, BAFU-Schweiz, ACEA Tyre Performance, etc.).

Intensive Contribution

More than 2000 hours will be invested to conclude the study. OEM's will contribute to the study with background information.



Considerable TA datasets

OICA TA 2020 review / ACEA 2010 database review

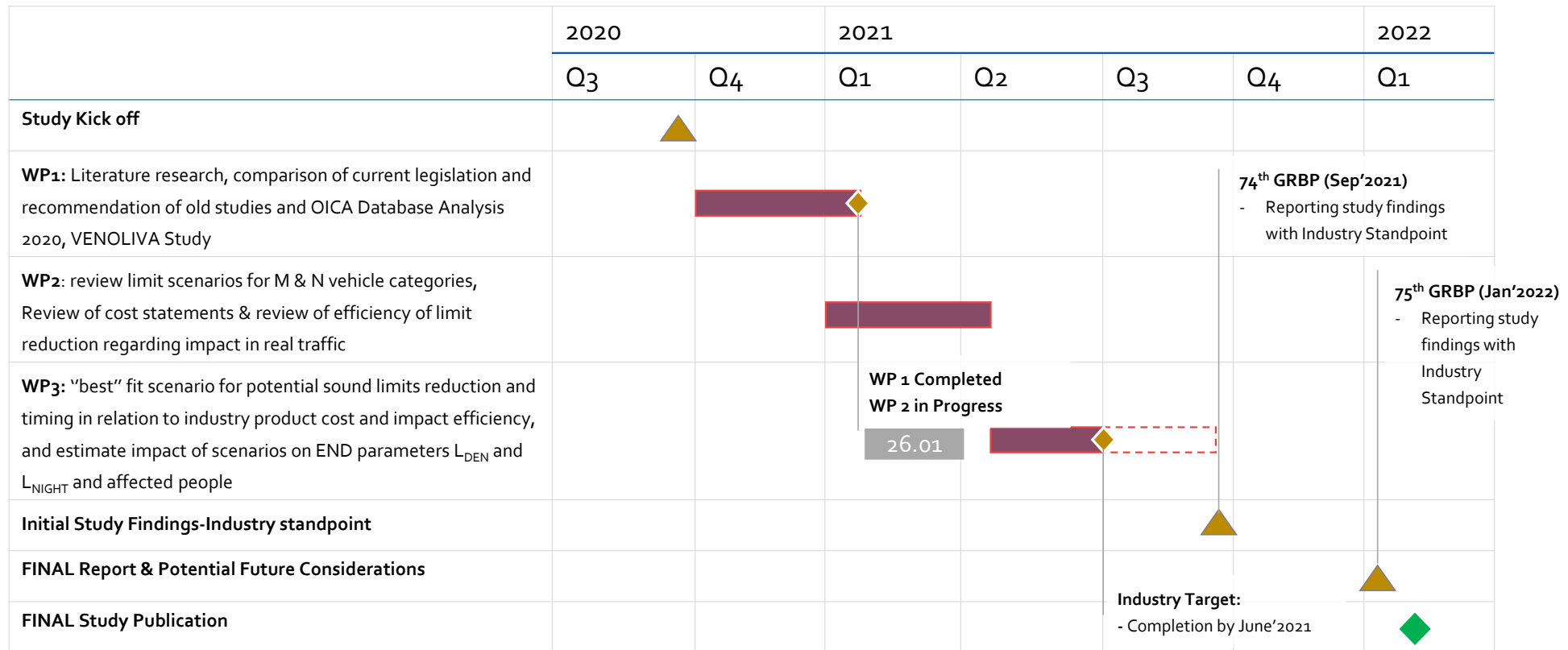
Covering all vehicle categories (M1, M2, M3, N1, N2, N3)

Overall Representation

OEM's under the umbrella of ACEA represent all market segments and vehicle technologies. 16 OEM's have agreed to contribute to a neutralized cost statement.



STUDY MILESTONES





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ACEA represents the 15 major Europe-based
car, van, truck and bus manufacturers

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