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| Transmitted by the experts of the  Informal Working Group on  Measurement Uncertainties (IWG MU) | Informal document **GRBP-75-07**  (75th GRBP, 07-10 February 2022,  agenda item 3) |

**Proposal for an amendment to the Document of Reference:   
“A general approach how to handle measurement uncertainty”   
(GRBP-2022-09)**

The text below has been prepared by the experts of the Informal Working group on Measurement Uncertainties (IWB MU) in order to introduce a general guideline. The modifications to the existing text of the “Document of Reference” (GRBP2022-9) are marked in ~~strikethrough~~ for deleted characters.

1. **Proposal**

*Paragraph 7, delete table 7.1 and 7.2*

*“*

1. Example of estimation of expanded uncertainty – UN Regulation No. 51 and ISO 362-1.

In UN Regulation No. 51, the test method (Annex 3), for vehicles of categories M1 and N1, and for vehicles of category M2 having a maximum authorized mass not exceeding 3,500 kg, is based on two driving conditions; a constant speed test, Lcrs, and a wide-open throttle acceleration test, Lwot, to determine the final type-approval level, Lurban.

In table 7.1 below, the impact of the different quantities on these indicators has been estimated for the Run-to-run, Day-to-day, Site-to-site and Vehicle-to-vehicle situations.

Some of the different impacts are based on calculations from tolerances in the regulations, while others are based on experiences. Based on the probability distribution, the variance and the standard deviation is calculated. For each of the quantities, their contribution (in %) has been calculated and the colour scheme makes it easy to understand the influence of the quantity to the total uncertainty. Some of these quantities can be compensated for, like the influence of temperature and test track variations, while other is of random type, like instrumentation accuracy and cannot be compensated. In the example shown below, the estimated total expanded uncertainty has been calculated to ± 3.45 dB for a coverage factor of k = 2 (95 per cent level of confidence).

Table 7.1[[1]](#footnote-2)\*\*

**Example of calculation of uncertainties for UN Regulation No. 51:**

**Measurement uncertainty table for an M1 passenger car with combustion engine - stage 3 limit7**

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| ***~~Situation~~*** | ***~~Input Quantity~~*** | ***~~Estimated deviations of the meas. result (peak-peak)~~*** | | ***~~Impact on  Lurb~~*** | ***~~Probability  Distribution~~*** | ***~~Variance~~*** | ***~~Standard deviation~~*** | ***~~Share~~*** | ***~~Combined standard uncertainty~~*** | ***~~Uncertainty Budgets~~*** | | |
| ***~~Lwot~~*** | ***~~Lcrs~~*** | ***~~Type  Approval~~*** | ***~~CoP~~*** | ***~~Field  Tests~~*** |
| ~~Run  to  Run~~ | ~~Microclimate wind effect~~ | ~~0,40~~ | ~~0,77~~ | ~~0,53~~ | ~~rectangular~~ | ~~0,02~~ | ~~0,152~~ | ~~1,0%~~ | ~~0,37~~ | ~~0,37~~ | ~~0,37~~ | ~~0,37~~ |
| ~~Driver #1: Deviation from centred driving~~ | ~~0,50~~ | ~~0,50~~ | ~~0,50~~ | ~~rectangular~~ | ~~0,02~~ | ~~0,144~~ | ~~0,9%~~ |
| ~~Driver #2: Start of acceleration~~ | ~~0,50~~ | ~~0,00~~ | ~~0,33~~ | ~~rectangular~~ | ~~0,01~~ | ~~0,095~~ | ~~0,4%~~ |
| ~~Driver #3: Speed variations of +/- 1km/h~~ | ~~0,30~~ | ~~0,30~~ | ~~0,30~~ | ~~rectangular~~ | ~~0,01~~ | ~~0,087~~ | ~~0,3%~~ |
| ~~Driver #4: Load variations during cruising~~ | ~~0,00~~ | ~~0,50~~ | ~~0,17~~ | ~~gaussian~~ | ~~0,00~~ | ~~0,042~~ | ~~0,1%~~ |
| ~~Varying background noise~~ | ~~0,10~~ | ~~0,10~~ | ~~0,10~~ | ~~gaussian~~ | ~~0,00~~ | ~~0,025~~ | ~~0,0%~~ |
| ~~Variation on operating temperature of engine (WOT) and tyres (WOT&CRS) ==> See ISO 362-1 note~~ | ~~1,20~~ | ~~0,50~~ | ~~0,96~~ | ~~rectangular~~ | ~~0,08~~ | ~~0,278~~ | ~~3,2%~~ |
| ~~Day  to  Day~~ | ~~Barometric pressure (Weather +/- 30 hPa)~~ | ~~0,60~~ | ~~0,00~~ | ~~0,40~~ | ~~gaussian~~ | ~~0,01~~ | ~~0,099~~ | ~~0,4%~~ | ~~0,68~~ | ~~0,68~~ | ~~0,68~~ | ~~0,62~~ |
| ~~Air temperature effect on tyre noise (5-10°C)~~ | ~~1,00~~ | ~~2,00~~ | ~~1,34~~ | ~~rectangular~~ | ~~0,15~~ | ~~0,387~~ | ~~6,2%~~ |
| ~~Air temperature effect on tyre noise (10-40°C)~~ | ~~1,00~~ | ~~2,00~~ | ~~1,34~~ | ~~rectangular~~ | ~~0,15~~ | ~~0,387~~ | ~~6,2%~~ |
| ~~Varying background noise during measurement~~ | ~~0,60~~ | ~~1,00~~ | ~~0,74~~ | ~~gaussian~~ | ~~0,03~~ | ~~0,184~~ | ~~1,4%~~ |
| ~~Air intake temperature variation~~ | ~~1,50~~ | ~~0,00~~ | ~~0,99~~ | ~~gaussian~~ | ~~0,06~~ | ~~0,248~~ | ~~2,6%~~ |
| ~~Residual humidity on test track surface~~ | ~~0,70~~ | ~~1,00~~ | ~~0,80~~ | ~~rectangular~~ | ~~0,05~~ | ~~0,231~~ | ~~2,2%~~ |
| ~~Site  to  Site~~ | ~~Altitude (Location of Test Track) -100 hPa/1000m (from 1015 to 915 hPa)~~ | ~~1,00~~ | ~~0,00~~ | ~~0,66~~ | ~~rectangular~~ | ~~0,04~~ | ~~0,191~~ | ~~1,5%~~ | ~~1,23~~ |  | ~~0,62~~ | ~~1,23~~ |
| ~~Test Track Surface~~ | ~~3,50~~ | ~~5,00~~ | ~~4,01~~ | ~~rectangular~~ | ~~1,34~~ | ~~1,157~~ | ~~55,6%~~ |
| ~~Microphone Class 1 IEC 61672~~ | ~~1,00~~ | ~~1,00~~ | ~~1,00~~ | ~~rectangular~~ | ~~0,08~~ | ~~0,289~~ | ~~3,5%~~ |
| ~~Sound calibrator IEC 60942~~ | ~~0,80~~ | ~~0,80~~ | ~~0,80~~ | ~~rectangular~~ | ~~0,05~~ | ~~0,231~~ | ~~2,2%~~ |
| ~~Speed measuring equipment continuous at PP~~ | ~~0,07~~ | ~~0,13~~ | ~~0,09~~ | ~~rectangular~~ | ~~0,00~~ | ~~0,026~~ | ~~0,0%~~ |
| ~~Acceleration calculation from vehicle speed measurement~~ | ~~0,50~~ | ~~0,00~~ | ~~0,33~~ | ~~gaussian~~ | ~~0,01~~ | ~~0,083~~ | ~~0,3%~~ |
| ~~Vehicle  to  Vehicle~~ | ~~Production Variation on Tyres; Aging of Tyres until delivery to customer (1dB after one year)~~ | ~~0,75~~ | ~~1,50~~ | ~~1,00~~ | ~~gaussian~~ | ~~0,06~~ | ~~0,251~~ | ~~2,6%~~ | ~~0,54~~ |  | ~~0,54~~ | ~~0,54~~ |
| ~~Tyres at minimum tread depth~~ | ~~0,75~~ | ~~1,00~~ | ~~0,83~~ | ~~gaussian~~ | ~~0,04~~ | ~~0,209~~ | ~~1,8%~~ |
| ~~Variation on Tyre Size and Brand (non-OEM)~~ | ~~0,00~~ | ~~0,00~~ | ~~0,00~~ | ~~gaussian~~ | ~~0,00~~ | ~~0,000~~ | ~~0,0%~~ |
| ~~Production Variation in Power, inclusive proper break-in of a brand-new engine~~ | ~~1,00~~ | ~~0,00~~ | ~~0,66~~ | ~~rectangular~~ | ~~0,04~~ | ~~0,191~~ | ~~1,5%~~ |
| ~~Battery state of charge for HEVs (3 dB(A))~~ | ~~0,00~~ | ~~0,00~~ | ~~0,00~~ | ~~rectangular~~ | ~~0,00~~ | ~~0,000~~ | ~~0,0%~~ |
| ~~Production Variability of Sound Reduction Components~~ | ~~1,00~~ | ~~0,50~~ | ~~0,83~~ | ~~gaussian~~ | ~~0,04~~ | ~~0,208~~ | ~~1,8%~~ |
| ~~Impact of variation of vehicle mass~~ | ~~1,40~~ | ~~0,60~~ | ~~1,13~~ | ~~rectangular~~ | ~~0,11~~ | ~~0,326~~ | ~~4,4%~~ |
|  |  |  |  |  |  |  | ~~1,552~~ | ~~100,0%~~ |  |  | | |
|  |  |  |  |  |  | ***~~Overall Uncertainty~~*** |  |  |  | ***~~Type Approval~~*** | ***~~CoP~~*** | ***~~Field  Tests~~*** |
|  |  |  |  |  | ***~~Coverage Factor~~*** | ~~3,10~~ |  | ***~~Expanded uncertainty +/-~~*** |  | ~~1,55~~ | ~~2,25~~ | ~~3,06~~ |
|  |  |  |  |  | ***k=2　(95%)*** |  |  |

In ISO 362-1, the appendix dealing with the measurement uncertainty has recently been updated in the ongoing revision.

In table 7.2, the uncertainty budget for the parameters influencing the total expanded uncertainty is listed.

Table 7.2\*\*

**Uncertainty budget for determination of urban sound pressure level**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **~~Situation~~** | **~~Quantity~~** | **~~Peak to peak estimation L~~~~wot~~** | **~~Peak to peak estimation L~~~~crs~~** | **~~Impact on L~~~~urban~~** | **~~Probability distribution~~** | **~~Standard uncertainty~~** | **~~95% Uncertainty~~** |
|  |  | ***~~dB~~*** | ***~~dB~~*** | ***~~dB~~*** |  | ***~~+/-dB~~*** | ***~~+/-dB~~*** |
| ~~Run to Run~~ | ~~Microclimate wind effect~~ | ~~0,5~~ | ~~0,5~~ | ~~0,50~~ | ~~gaussian~~ | ~~0,13~~ | ~~0,6~~ |
| ~~Driver #1: Deviation from centered driving~~ | ~~0,5~~ | ~~0,5~~ | ~~0,50~~ | ~~rectangular~~ | ~~0,14~~ |
| ~~Driver #2: Start of acceleration~~ | ~~0,5~~ | ~~0,5~~ | ~~0,50~~ | ~~rectangular~~ | ~~0,14~~ |
| ~~Driver #3: Speed variations of +/- 1km/h~~ | ~~0,3~~ | ~~0,3~~ | ~~0,30~~ | ~~rectangular~~ | ~~0,09~~ |
| ~~Driver #4: Load variations during cruising~~ | ~~0,3~~ | ~~0,5~~ | ~~0,37~~ | ~~gaussian~~ | ~~0,09~~ |
| ~~Varying background noise~~ | ~~0,1~~ | ~~0,1~~ | ~~0,10~~ | ~~rectangular~~ | ~~0,03~~ |
| ~~Variation on operating temperature of engine (WOT) and tyres (WOT&CRS) ==> See ISO 362-1 NOTE~~ | ~~0.25~~ | ~~0,25~~ | ~~0,25~~ | ~~rectangular~~ | ~~0,07~~ |
| ~~Day to Day~~ | ~~Barometric pressure (Weather +/- 30 hPa)~~ | ~~1,0~~ | ~~0,0~~ | ~~0,66~~ | ~~gaussian~~ | ~~0,17~~ | ~~1,7~~ |
| ~~Air temperature effect on tyre noise (5-10°C)~~ | ~~0,0~~ | ~~0,0~~ | ~~0,00~~ | ~~rectangular~~ | ~~0,00~~ |
| ~~Air temperature effect on tyre noise (10-40°C)~~ | ~~2,0~~ | ~~2,0~~ | ~~2,00~~ | ~~rectangular~~ | ~~0,58~~ |
| ~~Varying background noise during measurement~~ | ~~1,0~~ | ~~1,0~~ | ~~1,00~~ | ~~rectangular~~ | ~~0,29~~ |
| ~~Air intake temperature variation~~ | ~~1,5~~ | ~~0,0~~ | ~~0,99~~ | ~~rectangular~~ | ~~0,29~~ |
| ~~Residual humidity on test track surface~~ | ~~1,0~~ | ~~1,0~~ | ~~1,00~~ | ~~rectangular~~ | ~~0,29~~ |
| ~~Site to Site~~ | ~~Altitude (Location of Test Track) -100 hPa/1000m (from 1015 to 915 hPa)~~ | ~~1,00~~ | ~~0,0~~ | ~~0,66~~ | ~~rectangular~~ | ~~0,19~~ | ~~2,7~~ |
| ~~Test Track Surface~~ | ~~3,5~~ | ~~5,0~~ | ~~4,01~~ | ~~rectangular~~ | ~~1,00~~ |
| ~~Microphone Class 1 IEC 61672~~ | ~~0,6~~ | ~~0,6~~ | ~~0,60~~ | ~~gaussian~~ | ~~0,15~~ |
| ~~Sound calibrator IEC 60942~~ | ~~0,8~~ | ~~0,8~~ | ~~0,80~~ | ~~gaussian~~ | ~~0,20~~ |
| ~~Speed measuring equipment continuous at PP~~ | ~~0,1~~ | ~~0,1~~ | ~~0,10~~ | ~~rectangular~~ | ~~0,03~~ |
| ~~Acceleration calculation from vehicle speed measurement~~ | ~~0,5~~ | ~~0,0~~ | ~~0,33~~ | ~~rectangular~~ | ~~0,10~~ |

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1. **Justification:**

*Removal of  
Table 7.1 Example of calculation of uncertainties for UN Regulation No. 51 and   
Table 7.2 Uncertainty budget for determination of urban sound pressure level*

1. For editing the working document GRBP-2022-09 the experts of the Informal Working Group on Measurement Uncertainties (IWG MU) provided these tables as an interim result of the different approaches to the chair. Since additional data have been included the investigations are still in progress and the values will change.
2. When the work on the tables will be finished, the IWG MU will send an informal document with the new updated tables inside. Target is to present the informal document until the 76th GRBP in September 2022.

1. \*\* The acronyms and designations in tables 7.1 and 7.2 follow the 03 series of amendments to UN Regulation No. .51 [↑](#footnote-ref-2)