

Proposal for amendments

to the 04 and 05 series of amendments to UN Regulations No. 41

and to the 02 series of amendments to UN Regulations 63

The proposed amendments are marked in bold or strikethrough for new characters.

I. Proposal

A. Proposal for Supplement 11 to the 04 series of amendments to UN Regulation 41:

Paragraph 12.3, amend to read:

“12.3. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation. However, the specification of the test track may conform to ISO10844:2014 **or ISO10844:2021**.

Paragraph 12.4, amend to read:

“12.4. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation. However, the specification of the test track may conform to ISO10844:2014 **or ISO10844:2021**.

Annex 3, Paragraph 1.2.1, amend to read:

“1.2.1. Test Site

The test site shall consist of a central acceleration section surrounded by a substantially level test area. The acceleration section shall be level; its surface shall be dry and so designed that rolling noise remains low.

On the test site the variations in the free sound field between the sound source at the centre of the acceleration section and the microphone shall be maintained to within 1 dB(A). This condition will be deemed to be met if there are no large objects which reflect sound, such as fences, rocks, bridges or buildings, within 50 m of the centre of the acceleration section. The road surface covering of the test site shall conform to ISO10844:2014 **or ISO10844:2021**.

The microphone shall not be obstructed in any way which could affect the sound field, and no person may stand between the microphone and the sound source. The observer carrying out the measurements shall take up position so as not to affect the readings of the measuring instrument.”

Annex 6, Footnote a, amend to read:

“a For motor cycles tested in second gear only in Annex 3, the limit value is increased by 1 dB(A) until the date in paragraph ~~12.7~~. **12.8**. Data for affected

vehicles shall be studied, and discussions shall be made in case of further extension. “

Annex 7, Paragraph 2.6, amend to read:

“2.6. ASEP limits¹
...
From the date in paragraph ~~12.7~~ **12.8.**, maximum noise level shall not exceed:
...
“

B. Proposal for Supplement 3 to the 05 series of amendments to UN Regulation 41:

Paragraph 12.7, amend to read:

“12.7. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation. However, the road surface covering of the test site may conform to ISO10844:2014 **or ISO10844:2021** when granting type approval according to the 03 series of amendments to this Regulation or extensions thereof.”

Paragraph 12.8, amend to read:

“12.8. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation. However, the road surface covering of the test site may conform to ISO10844:2014 **or ISO10844:2021** when granting type approval according to the 03 series of amendments to this Regulation or extensions thereof.”

Annex 3, Paragraph 1.2.1, amend to read:

“1.2.1. Test Site
The test site shall consist of a central acceleration section surrounded by a substantially level test area. The acceleration section shall be level; its surface shall be dry and so designed that rolling noise remains low.
On the test site the variations in the free sound field between the sound source at the centre of the acceleration section and the microphone shall be maintained to within 1 dB(A). This condition will be deemed to be met if there are no large objects which reflect sound, such as fences, rocks, bridges or buildings, within 50 m of the centre of the acceleration section. The road surface covering of the test site shall conform to ISO10844:2014 **or ISO10844:2021**.
The microphone shall not be obstructed in any way which could affect the sound field, and no person may stand between the microphone and the sound source. The observer carrying out the measurements shall take up position so as not to affect the readings of the measuring instrument.”

Annex 6, Footnote a: delete:

~~“a ——— For motor cycles tested in second gear only in Annex 3, the limit value is increased by 1 dB(A) until the date in paragraph 12.7. Data for affected vehicles shall be studied, and discussions shall be made in case of further extension.”~~

C. Proposal for Supplement 6 to the 02 series of amendments to UN Regulation 63:

Paragraph 10.3, amend to read:

“10.3. Notwithstanding the transitional provisions above, Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation. However, the specification of the test track may conform to ISO 10844:2014 **or ISO10844:2021.**”

Paragraph 10.4, amend to read:

“10.4. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation. However, the specification of the test track may conform to ISO 10844:2014 **or ISO10844:2021.**”

Paragraph 2.1.1, amend to read:

“2.1.1. Test Site

The test site shall consist of a central acceleration track surrounded by a substantially level test area. The test track shall be level; the track surface shall be dry and so designed that rolling sound remains low.

On the test site, free sound field conditions shall be maintained to within ± 1 dB between the sound source placed in the middle of the acceleration section and the microphone. This condition shall be deemed to be met if there are no large sound reflecting objects such as hedges, rocks, bridges or buildings within 50 m of the centre of the acceleration section.

No obstacle likely to affect the sound field shall be close to the microphone and no one shall come between the microphone and the sound source. The observer taking the measurements shall take up position so as to avoid influencing the metre readings.

The surface of the test track shall conform to ISO 10844:2014 **or ISO10844:2021.**”

II. Justification

1. This informal document introduces 3 proposals for amendments (R41/04, R41/05 and R63/02) to allow use of the latest state of the art ISO 10844 test track.
2. ISO has updated the ISO 10844 standard to reduce track-to-track variability caused by differing interpretations and implementations of the technical requirements. The tyre/road contribution to the overall sound performance of a motorcycle is lower compared to cars.
3. The improvements from the ISO 10844:2014 to the 2021 version would not result in a need for updating the surface for L-category test tracks: Updating the ISO 10844 reference would have negligible impact on the measurement procedure and measurement results.
4. If however the ISO reference in the L-category noise regulations would be updated without maintaining the current ISO 10844:2014 as an option, IMMA sees a potential risk of tracks needing re-certification, creating administrative burden with no practical benefit.

5. If later on, the tracks would need re-surfacing anyway (e.g. due to wear), then these can be built and certified according to ISO10844:2021. Because of the above, IMMA would like to allow certification with the tracks complying to either ISO10844:2014 or ISO10844:2021
 6. This proposal takes the opportunity to introduce proposals for additional corrections in R41/04 and R41/05 as specified below:
 7. Supplement 9 to the 04 series of amendments to UN Regulation 41 introduced a new paragraph 12.4, needing to renumber the (former) paragraphs 12.4 to 12.9 (ECE/TRANS/WP.29/2021/4). Due to this renumbering, the reference to paragraph 12.7 in Annex 6 footnote a, and Annex 7 paragraph 2.6 is no longer correct and should be replaced by a reference to paragraph 12.8.
 8. With the introduction of the 05 series of amendments the Transitional Provisions were re-written and footnote a of Annex 6 became obsolete
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