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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Noise and Tyres****Seventy-eighth session**

Geneva, 30 August – 1 September 2023

Item 4 of the provisional agenda

UN Regulation No. 63 (Noise emissions of mopeds)**Proposal for Supplement 6 to the 02 series of amendments to
UN Regulation No. 63****Submitted by the experts from the International Organization of
Standardization and the International Motorcycle Manufacturers
Association***

The text reproduced below was prepared by the experts from the International Motorcycle Manufacturers Association (IMMA) and the International Organization of Standardization (ISO) with the aim to allow using the state-of-the-art test track from the latest standard ISO 10844:2021. The amendment is based on informal document GRBP-77-02 which was presented at the seventy-seventh session of Working Party on Noise and Tyres (GRBP) and supported by Contracting Parties. The modifications to the current text of the 02 series of amendments to UN Regulation No. 63 are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect.20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

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 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 test 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 formal document introduces amendments to the 02 series of amendments to UN Regulation No. 63, to allow using 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 different 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 the need for updating the surface for L-category test tracks, as updating the ISO 10844 reference would have a negligible impact on the measurement procedure and measurement results.
4. If, however, the ISO reference in the L-category noise UN Regulations would be updated without maintaining the current ISO 10844:2014 as an option, IMMA sees a potential risk of tracks to need re-certification, thus creating an 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.