

PRESENTATION OF



INTERNATIONAL ORGANIZATION OF MOTOR VEHICLE MANUFACTURERS

Additional Sound Emission Provisions Analysis Information

51th GRB, February 2010

Situation

Proposal 1

as amended by GRB IG in May 09

Limitation:

multiple ideas to frame the discussion areas

	OICA	KBA	I	RDW	J	Chair
Slope	7	6	6	?	?	5
Edging	1,5	1	1	?	?	1
Margin	3	2	3	?	?	1-2
Bonus	?	?	-	?	+	+

Proposal 2

as presented by NL in GRB 50

Limitation:

only one proposal from the Netherlands

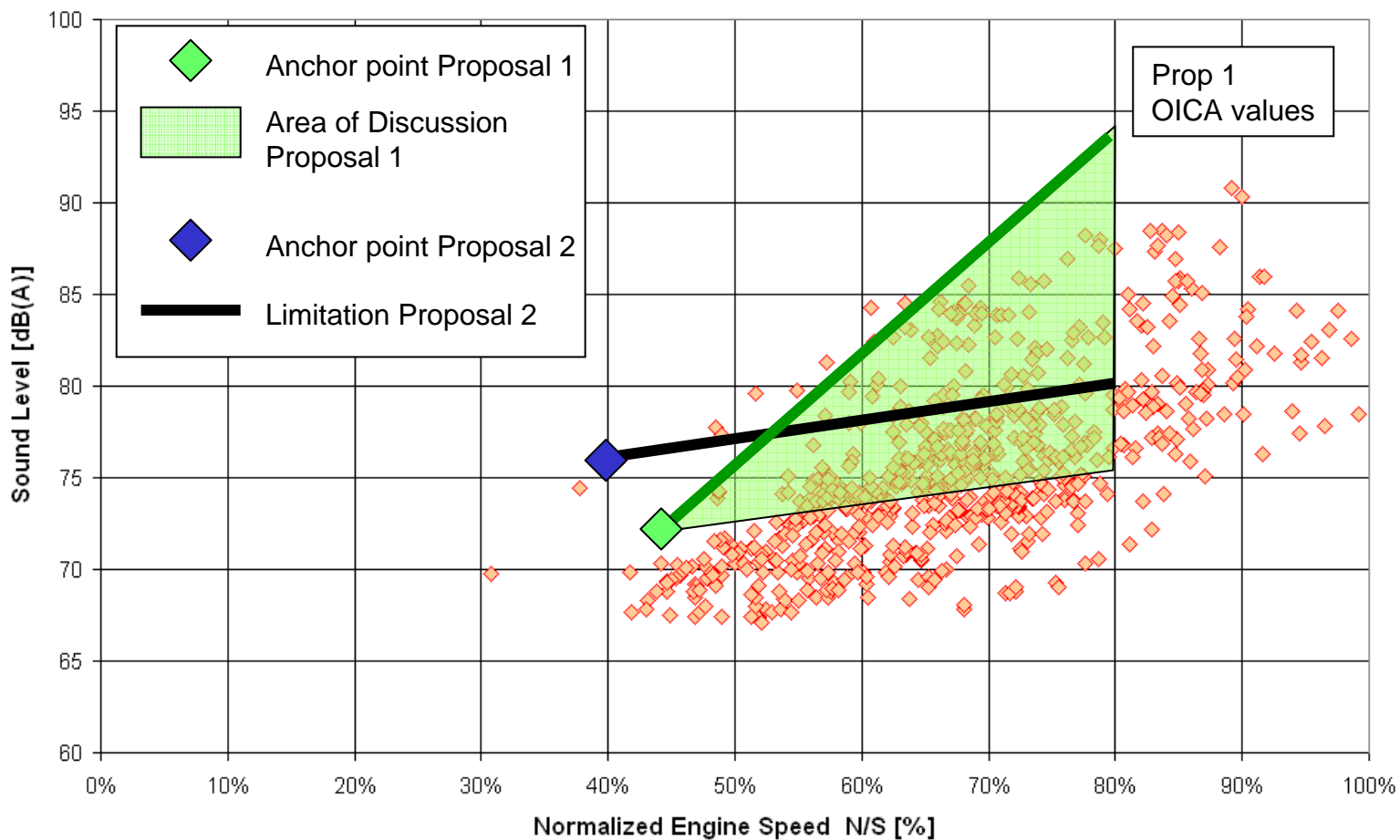
proposal need the assumption of limit values for Annex 3 Method B, which are currently not available.

NL assumed limits as elaborated by GRB Informal Group on Reg51 in 2005.

Report of IG Chairman focuses on these two parameters

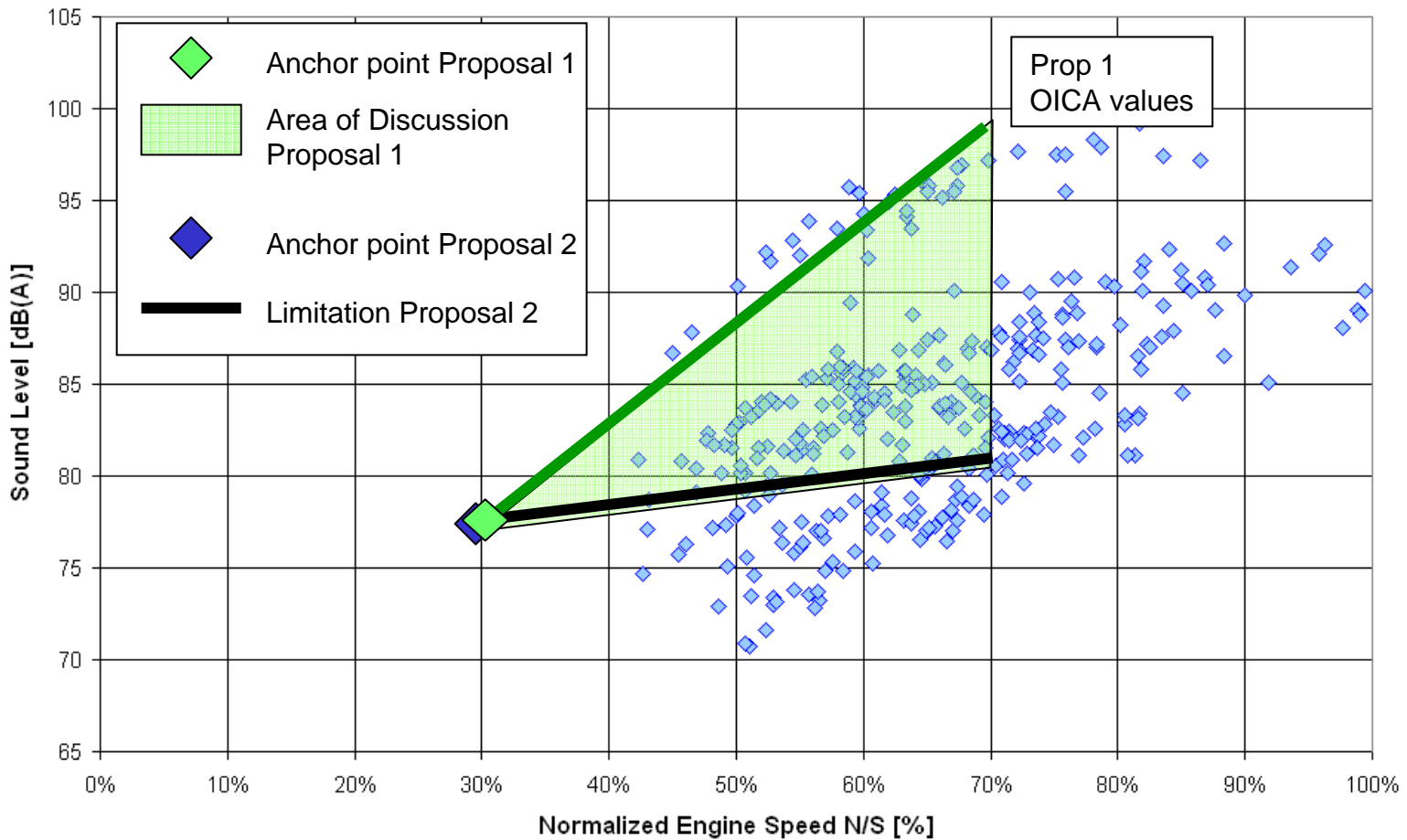


VEHICLES WITH PMR < 120
(Market Share 99% for EU14 based on Year 2007)



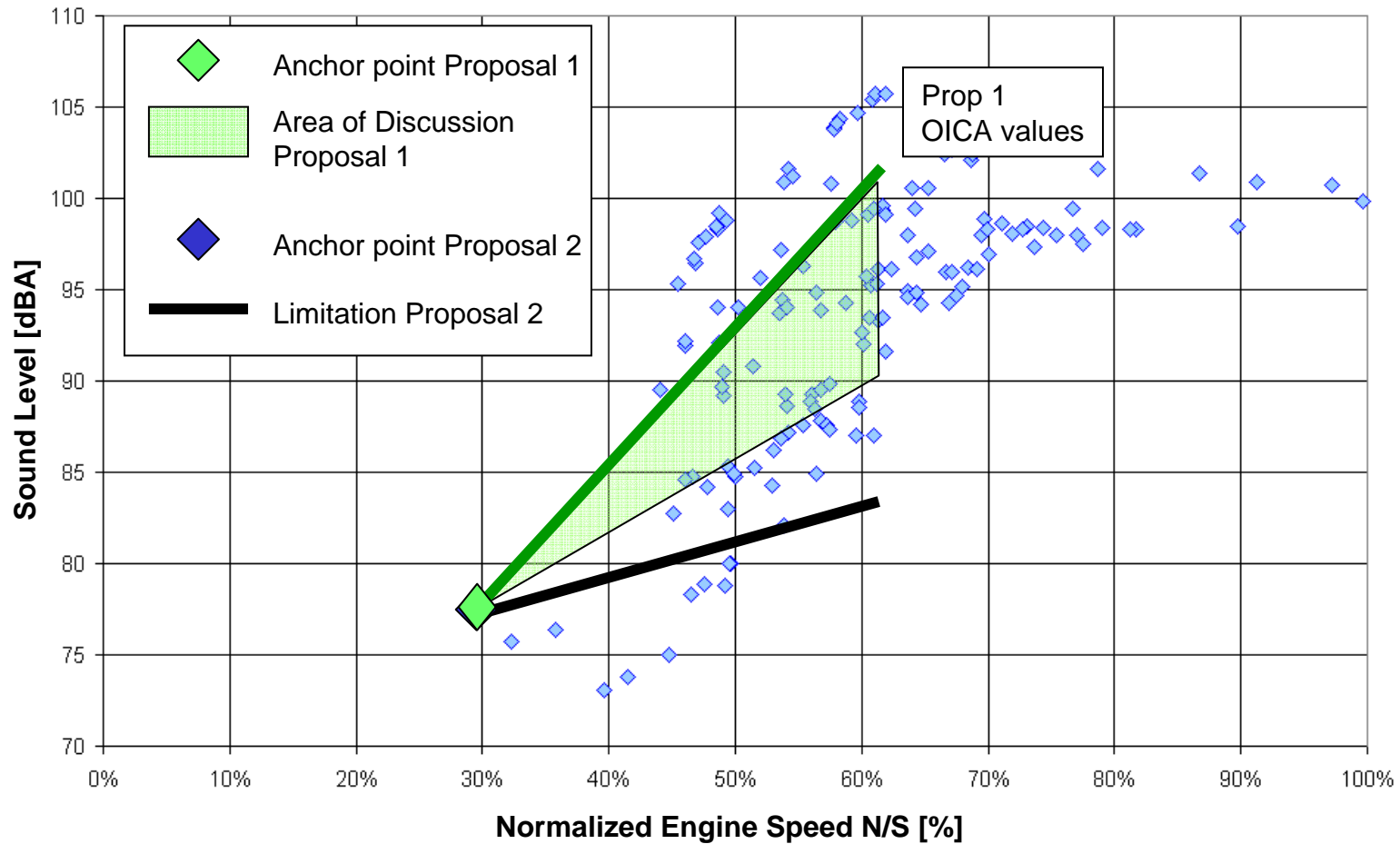


VEHICLES WITH $120 < \text{PMR} < 200$
(Market Share *1%* for EU14 based on Year 2007)



VEHICLES WITH PMR > 200

(Market Share *less than 0.1%* for EU14 based on Year 2007)





CONCLUSIONS

- Vehicle technology show very big variety of sound behaviour.
 - Thus it is very difficult to define an appropriate method.
 - Proposal 1 (as amended by GRB Inf. Grp ASEP in May 2009) is the most accurate description of the any vehicle technology.
 - The elaborated value range for the limitation parameter XYZ covers as well the proposal 2 of the Netherlands.
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- Proposal 1 should be selected.