

REGULATION No. 51  
 (Noise of M and N categories of vehicles)

German Position on new limit values for 03 series of amendments to Regulation No. 51

Submitted by the experts from Germany

The table reproduced below describes the outcome of a national German meeting held on 23<sup>rd</sup> to 24<sup>th</sup> of August 2011. The Proposed limit values are based on the TNO assessment study as well as on the ACEA study.

German position on limit values, category and transitional provisions for ECE R51.03, vehicle types					new	
	Stage 1	Stage 2		Stage 3		
	2 years after entry into force of ECE R51.03 Limit [dB(A)]	4 years after stage 1 Limit [dB(A)]	6 years after stage 1 Limit [dB(A)]	4 years after stage 2 Limit [dB(A)]	6 years after stage 2 Limit [dB(A)]	
<b>M1</b>	PMR ≤ 120 kW/t	72	70	-	68	-
	120 < PMR ≤ 160 kW/t	73	-	71	70	-
	PMR > 160 kW/t	75	74	-	73	-
<b>M2</b>	GVW ≤ 2.5 to	72	70	-	69	-
	2.5 to < GVW ≤ 3.5 to	74	72	-	71	-
	GVW > 3.5 to GVW	75	-	73	-	71
<b>M3</b>	P ≤ 180 kW	76	-	74	-	73
	180 < P ≤ 250 kW	78	-	78	-	76
	P > 250 kW	80	-	78	-	76
<b>N1</b>	GVW ≤ 2.5 to	72	70	-	68	-
	2.5 to < GVW ≤ 3.5 to	74	72	-	71	-
<b>N2</b>	P ≤ 150 kW	77	-	75	-	72
	P > 150 kW	78	-	77	-	75
<b>N3</b>	P ≤ 250 kW	81	-	79	-	77
	P > 250 kW	82	-	81	-	79

Off-Road vehicles "G" for all categories +1 dB(A) for stage 1, wading depth 50 cm, hill climbing ability 30% as additional requirement for M1G

Off-Road vehicles "G" for all category N3, M3 +2 dB(A) for stage 2 and later, all other categories +1 dB(A) for stage 2 and later

Transitional period for first registration of new vehicles: 2 years after entry into force of stage 1 and stage 2; 3 years for stage 3

The values to be reported as the final result shall be rounded to the nearest integer and comply to the limit values given in the table above.

JUSTIFICATION:

ECE-R51 should be amended with the implementation of a new test method and additional sound emission provisions (ASEP). The new test method should be introduced with new limit values. An environmental benefit should be reached with a 3 step approach of limit values. Transitional provisions shall reflect the vehicle manufacturers need to product redesign in accordance to usual product cycles.

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