



# Economic and Social Council

Distr.: General  
14 December 2021

Original: English

---

## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 186th session

Geneva, 8-11 March 2022

Item 4.6.3 of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRBP

## Proposal for Supplement 5 to the 02 series of amendments to UN Regulation No. 63 (Noise emissions of mopeds)

### Submitted by the Working Party on Noise and Tyres\*

The text reproduced below was adopted by the Working Party on Noise and Tyres (GRBP) at its seventy-fourth session (ECE/TRANS/WP.29/GRBP/72, para. 10). It is based on ECE/TRANS/WP.29/GRBP/2021/24. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2022 sessions.

---

\* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V sect. 20) para 20.76), 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.



*Table of Contents, Annexes*, amend to read:

"5 Test track layout"

*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."

*Insert a new paragraph 10.4. 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."

*Paragraphs 10.4. (former) to 10.6., renumber as 10.5. to 10.7., respectively.*

*Paragraphs 10.7. (former) and 10.8., delete.*

*Annex 3,*

*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  $\pm 1$  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."

*Annex 5,*

*Title*, amend to read:

"Test track layout"

*Footnote 1 to the title*, delete.

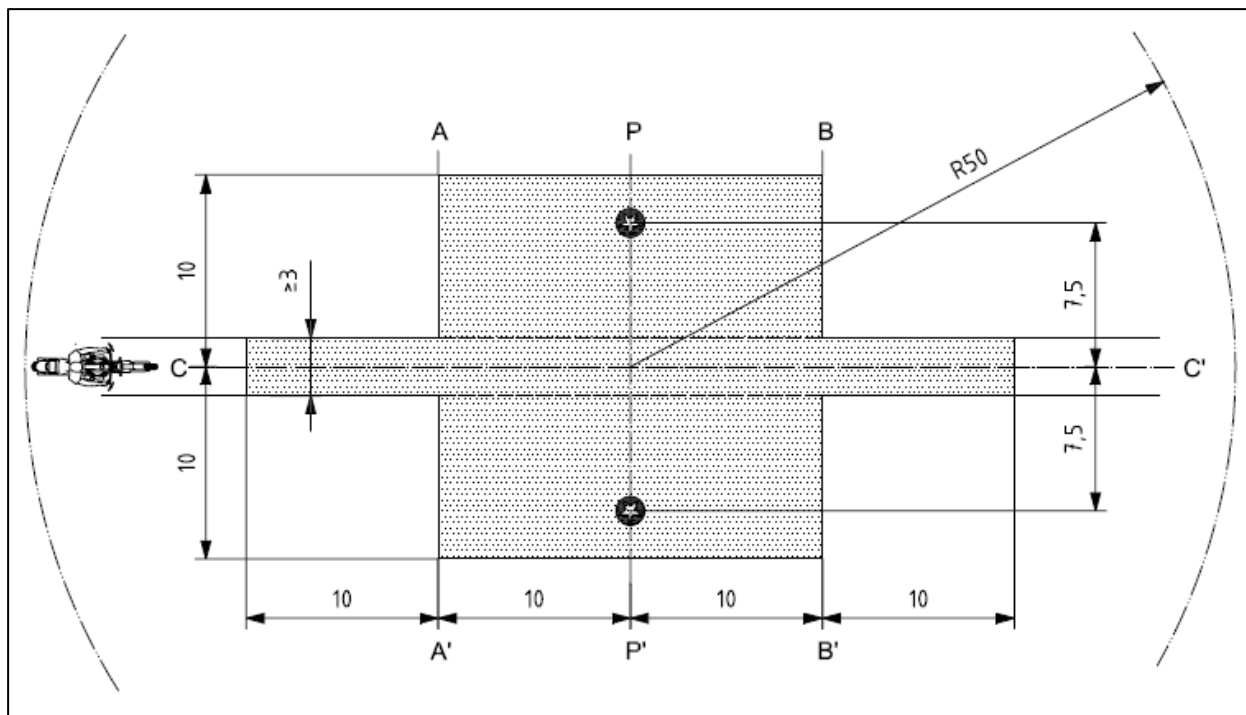
*Footnote 2 to paragraph 1.*, delete.

*Paragraphs 1., 2., and 2.1. to 2.5.*, delete.



*Paragraphs 3., 3.1., 3.2., 3.2.1., 3.2.1.1. to 3.2.1.4., and 3.2.2.*, delete.

Figure 1, amend to read:

"Figure 1  
**Test track layout with dimensions in meters**



Key

	Minimum area covered with test road surface, i.e. test area
	Microphone positions (height 1,2m)

Source: ISO 10844:1994, with modifications."

Figure 2 and Table 1, delete.

Paragraphs 4., 4.1. to 4.3., 5. and 5.1. to 5.3., delete.

Paragraphs 6., 6.1., 6.1.1. to 6.1.6., 6.1.6.1. to 6.1.6.7. and 6.2., delete.