

17 November 2022

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## Agreement

### **Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations\***

(Revision 3, including the amendments which entered into force on 14 September 2017)

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#### **Addendum 8 – UN Regulation No. 9**

#### **Revision 4 - Amendment 2**

Supplement 2 to the 08 series of amendments – Date of entry into force: 8 October 2022

#### **Uniform provisions concerning the approval of category L<sub>2</sub>, L<sub>4</sub> and L<sub>5</sub> vehicles with regard to sound emission**

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2022/3.



**UNITED NATIONS**

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\* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



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

"5 Test track layout"

*Paragraph 11.*, amend to read:

- "11.1. As from the official date of entry into force of the 08 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 08 series of amendments.
- 11.2. As from 1 September 2021, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after that date.
- 11.3. 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 ISO 10844:2014.
- 11.4. 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.
- 11.5. Until 1 September 2024, Contracting Parties applying this Regulation shall accept UN type approvals to the preceding series of amendments, first issued before 1 September 2021.
- 11.6. As from 1 September 2024, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals issued to the preceding series of amendments to this Regulation.
- 11.7. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept UN type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.
- 11.8. Notwithstanding paragraph 11.6., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 08 series of amendments."

*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 tyre 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 fences, 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 ISO10844:2014.

Annex 5,

Title, amend to read:

"Test track layout"

Footnote 1 to the title, delete.

Footnote 2 to paragraph 1., delete.

Footnote 3 to paragraph 2.2., delete.

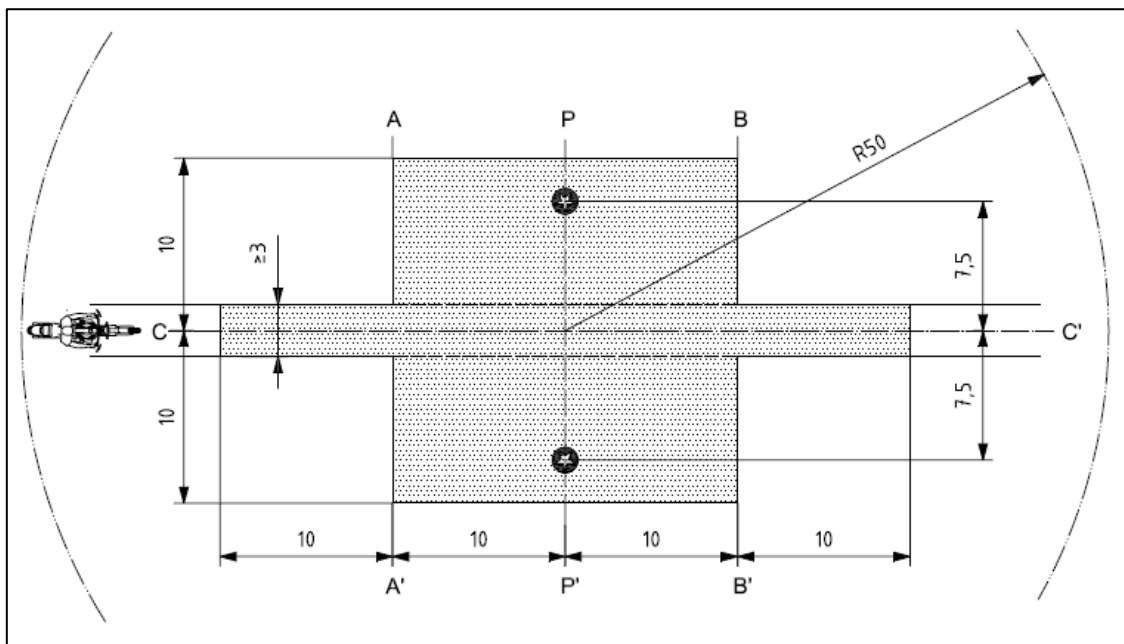
Paragraphs 1., 2., and 2.1. to 2.5., delete.

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.