

Proposal to replace ECE/TRANS/WP.29/GRBP/2023/15

The text reproduced below was prepared by the experts from France, the International Organization of Standardization (ISO), and the International Motorcycle Manufacturers Association (IMMA) with the aim to use the state-of-the-art test track from the latest standard ISO 10844:2021. The amendment is based on formal document GRBP/2023/15 and informal document GRBP-78-19 which were presented at the seventy-eighth session of Working Party on Noise and Tyres (GRBP). The proposal follows the same approach as GRBP/2022/13 which was adopted as Supplement 8 for UN Regulation No. 51 at the seventy-sixth session of Working Party on Noise and Tyres (GRBP). The modifications to the current text of the 05 series of amendments to UN Regulation No. 41 are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 12.7., amend to read:

“12.7. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation. ~~However, the road surface covering of the test site may conform to ISO10844:2014 when granting type approval according to the 03 series of amendments to this Regulation or extensions thereof.~~”

Paragraph 12.8., amend to read:

“12.8. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation. ~~However, the road surface covering of the test site may conform to ISO10844:2014 when granting type approval according to the 03 series of amendments to this Regulation or extensions thereof.~~”

Paragraph 12, add a new subparagraph 12.9. to read:

“12.9. **From the entry into force of Supplement 3, ISO 10844:2021 shall be accepted for all approvals granted under this Regulation. Until five years from the entry into force of Supplement 3, ISO 10844:2014 shall be accepted for all approvals granted under this Regulation.**”

Annex 3, paragraph 1.2.1., amend to read:

“1.2.1. Test Site

The test site shall consist of a central acceleration section surrounded by a substantially level test area. The acceleration section shall be level; its surface shall be dry and so designed that rolling noise remains low.

On the test site the variations in the free sound field between the sound source at the centre of the acceleration section and the microphone shall be maintained to within 1 dB(A). This condition will be deemed to be met if there are no large objects which reflect sound, such as fences, rocks, bridges or buildings, within 50 m of the centre of the acceleration section. The road surface covering of the test site shall conform to ~~ISO10844:2014~~ **ISO10844:2021**.

The microphone shall not be obstructed in any way which could affect the sound field, and no person may stand between the microphone and the sound source. The observer carrying out the measurements shall take up position so as not to affect the readings of the measuring instrument.”

Annex 6, footnote a, delete:

~~“a ——— For motor cycles tested in second gear only in Annex 3, the limit value is increased by 1 dB(A) until the date in paragraph 12.7. Data for affected vehicles shall be studied, and discussions shall be made in case of further extension.”~~

II. Justification

1. This informal document introduces amendments to the 05 series of amendments to UN Regulation No.41, updating the ISO 10844 test track reference to the latest state-of-the-art.
 2. The amendment is based on formal document GRBP/2023/15 and informal document GRBP-78-19 presented respectively by the experts of IMMA and the experts from France, at the seventy-seventh session of Working Party on Noise and Tyres. The proposal follows the same approach as GRBP/2022/13 which was adopted as Supplement 8 for UN Regulation No. 51 at the seventy-sixth session of Working Party on Noise and Tyres.
 3. This proposal takes the opportunity to introduce additional corrections as specified below.
 4. With the introduction of the 05 series of amendments the transitional provisions were re-written and footnote a of Annex 6 became obsolete and is therefore proposed to be removed.
 5. The transitional provisions of the 05 series of amendments contained references to the 03 series of amendments which is not suitable. The purpose of this reference was to allow the use of the old Annex 4 test track surface, which is no longer relevant and is therefore proposed to be removed.
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