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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Noise****Sixty-fourth session**

Geneva, 5–7 September 2016

Item 11 of the provisional agenda

**Quiet road transport vehicles****Proposal for the 01 series of amendments to the new  
Regulation No. [138]****Submitted by the expert from the International Organization of Motor  
Vehicle Manufacturers\***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to propose the 01 series of amendments to Regulation No. [138] (Quiet road transport vehicles) which was adopted by the World Forum for Harmonization of Vehicle Regulations (WP.29) in March 2016. The modifications to the current text of the Regulation (ECE/TRANS/WP.29/2016/26) are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.16-10158(E)



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## I. Proposal

*Paragraph 1.*, amend to read:

"1. Scope

This Regulation applies to electrified vehicles of categories M and N which can ~~travel~~ **be propelled** in the normal mode, in reverse or at least one forward drive gear, without an internal combustion engine operating<sup>1</sup> in respect to their audibility."

*Paragraph 2.7.*, amend to read:

"2.7. *"Pause function"* means a mechanism **to enable the driver** to halt ~~temporarily~~ the operation of an AVAS, **when such an AVAS is fitted on the vehicle.**"

*Paragraph 6.2.6.*, amend to read:

"6.2.6. Pause function

**Any pause function that can be activated by the driver while the vehicle is operational is prohibited.** ~~The manufacturer may install a function for temporary deactivation of the AVAS. Any other deactivation function, which does not satisfy the specification below, is prohibited.~~

~~6.2.6.1. The function shall be located so that it is operable by the driver in a normal seating position.~~

~~6.2.6.2. In the case when the pause function is activated, the suspension of AVAS has to be clearly indicated to the driver.~~

~~6.2.6.3. The AVAS shall be reactivated when the vehicle is started upon each vehicle turn off.~~

~~6.2.6.4. Owner's manual information~~

~~If a pause function is installed, the manufacturer shall provide the owner with information (e.g. in the owner's manual) on its effect:~~

~~"The pause function of the Acoustic Vehicle Alerting System (AVAS) shall not be used unless for an obvious lack of necessity to emit sound for alert in the surrounding area and that it is certain that there are no pedestrians within the short distance." "~~

*Paragraph 11.*, amend to read:

"11. Transitional provisions

11.1. Until 30 June 2019 ISO 10844:1994 may be applied as an alternative to ISO 10844:2014 to check compliance of the test track as described in Annex 3, paragraph 2.1.2. of this Regulation.

11.2. **As from the official date of entry into force of the 01 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 01 series of amendments.**

11.3. **As from 1 September 2019, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to this Regulation in its original version, first issued after 1 September 2019.**

- 11.4. **Until 1 September [2021], Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2019.**
- 11.5. **As from 1 September [2021], Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.**
- 11.6. **Notwithstanding paragraphs 11.3. to 11.5. above, type approvals granted to the previous series of amendments to the Regulation, which are not affected by the 01 series of amendments, shall remain valid and Contracting Parties applying this Regulation shall accept them.**
- 11.7. **Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the 01 series of amendments are not obliged to accept type approvals which were granted in accordance with this Regulation in its original version and are only obliged to accept type approval granted in accordance with the 01 series of amendments.**
- 11.8. **Contracting Parties applying this Regulation shall not refuse to grant type approvals, or extensions thereof, to this Regulation in its original version."**

## **II. Justification**

### *Paragraph 1. Scope*

1. The actual provisions of Regulation No. [138] require testing under conditions where the electrical motor propels actively the vehicle. The wording "travel" can be misleading, as it could be understood to cover as well travel modes for which this Regulation does not provide any test condition. Consequently, vehicles could fall under the scope of this Regulation, e.g. any vehicle that can do energy recuperation while coasting, which would not produce any valid test result. It seems inappropriate to grant approval according to the provisions of this Regulation for vehicles without any valid test result. The proposed wording restricts the area of application to driving modes that are covered under this Regulation.

### *Paragraph 2.7.*

2. The definition of "Pause function" is enhanced to make clear that only AVAS (in case it is fitted on the vehicle) can be paused, and that the driver cannot interfere with other relevant sound sources contributing to the natural sound of the vehicle.

### *Paragraph 6.2.6.*

3. The proposal reflects the discussion within the Working Party on Noise (GRB) and refers to the proposal of Japan to prohibit any "Pause function". Although OICA does not actively support a general prohibition of these devices, we are of the view that the wording proposed by OICA would better serve the needs.

4. The vehicle operator shall not deactivate AVAS while driving. However, manufacturer should be enabled to activate or deactivate AVAS by regional coding, according to the legal provisions of various markets. Actually, AVAS is mandatory in the European Union. This manufacturer coding is not assessable for the vehicle customer or driver.

5. Furthermore, the manufacturer should be enabled to automatically deactivate AVAS outside the area of application of this Regulation, as specified in paragraph 6.2.

*Paragraph 11.*

4. The transitional provisions were added according to the WP.29 rules for new series of amendments. Paragraph 11.6. was added to keep the validity of existing approvals that also comply with the new series of amendments, as is the case for vehicles that do not have a pause function according to the newly suggested paragraph 6.2.6.

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