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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 178th session

Geneva, 25-28 June 2019

Item 4.9.2 of the provisional agenda

#### 1958 Agreement:

**Consideration of draft amendments to  
existing UN Regulations submitted by GRB**

## **Proposal for a corrigendum to Supplement 4 to the 03 series of amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles)**

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

The text reproduced below was adopted by the Working Party on Noise (GRB) at its sixty-ninth session (ECE/TRANS/WP.29/GRB/67, para. 7). It is based on based on ECE/TRANS/WP.29/GRB/2019/8 and ECE/TRANS/WP.29/GRB/2019/9. 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 June 2019 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3.1), 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.

## Corrigendum to Supplement 4 to the 03 series of amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles)

*Annex 3,*

*Paragraph 3.1.2.1., last indent,* replace "3.1.2.1.4.1.(e) of Annex 3" with "3.1.2.1.4.1.(d) of Annex 3".

*Paragraph 3.1.2.1.4.2.,* amend to read:

"3.1.2.1.4.2. Vehicles with automatic transmission, adaptive transmissions and CVTs tested with non-locked gear ratios:

The gear selector position for full automatic operation shall be used.

The acceleration value  $a_{wot\ test}$  shall be calculated as defined in paragraph 3.1.2.1.2.2.

The test may then include a gear change to a lower range and a higher acceleration. A gear change to a higher range and a lower acceleration is not allowed. A gear shifting to a gear ratio which is not used in urban traffic shall be avoided.

Therefore, it is permitted to establish and use electronic or mechanical devices, including alternate gear selector positions, to prevent a downshift to a gear ratio which is typically not used for the specified test condition in urban traffic.

The achieved acceleration  $a_{wot\ test}$  shall be greater than or equal to  $a_{urban}$ .

If possible, the manufacturer shall take measures to avoid an acceleration value  $a_{wot\ test}$  greater than 2.0 m/s<sup>2</sup>.

Table 1 in Appendix to Annex 3 provides examples for valid measures to control the downshift of gears or to avoid accelerations beyond 2.0 m/s<sup>2</sup>. Any measure used by manufacturer for the above-mentioned purposes shall be documented in the test report.

The achieved acceleration  $a_{wot\ test}$  is then used for the calculation of the partial power factor  $k_p$  (see paragraph 3.1.2.1.3.) instead  $a_{wot\ ref}$ ."

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