

Some tentative calculations on  
the potential difference due to  
correction of tyre noise  
contribution in ASEP

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# Calculation method

- Tyre noise conform 2001/43 (80 km/h)
- Tyre noise in Annex 3 @ 54 km/h
- Propulsion noise in 3<sup>rd</sup> gear in Annex 3
- ASEP limit+margin = 74 dB(A)
- Propulsion noise in 2<sup>nd</sup> gear in ASEP (6 dB/1000 rpm)
- Total noise in 2<sup>nd</sup> gear
  - With correction for tyre noise contribution
  - Without correction for tyre noise contribution

# Tyres

current max tyre limit

FEHRL proposal max tyre limit

FEHRL proposal <245 mm

high noise PC tyre

typical PC tyre

low noise PC tyre

# Average effect of separation of tyre noise in Annex 10

	max level max @ 80 incl limit COP		difference
<b>current max tyre limit</b>	76	78,9	<b>4,3</b>
<b>EU proposal max tyre limit</b>	75	76,5	<b>1,9</b>
<b>EU proposal &lt;245 mm</b>	72	73,5	<b>0,9</b>
<b>high noise PC tyre</b>		76	<b>1,7</b>
<b>typical PC tyre</b>		72	<b>0,6</b>
<b>low noise PC tyre</b>		68	<b>0,2</b>

- Conclusion: for typical tyres the effect of separation of tyre noise is < 1 dB(A)