# The remaining issue of potential increased noise emission in R51.03 compared to R51.02

Issued by the Netherlands
ASEP meeting May 2009

# Reminder from meeting 13

- Document GRBIG 13.008 (Germany)
  - "The OICA method allows vehicles to become more noisy in the future compared to the current method"

**Overview of allowances**

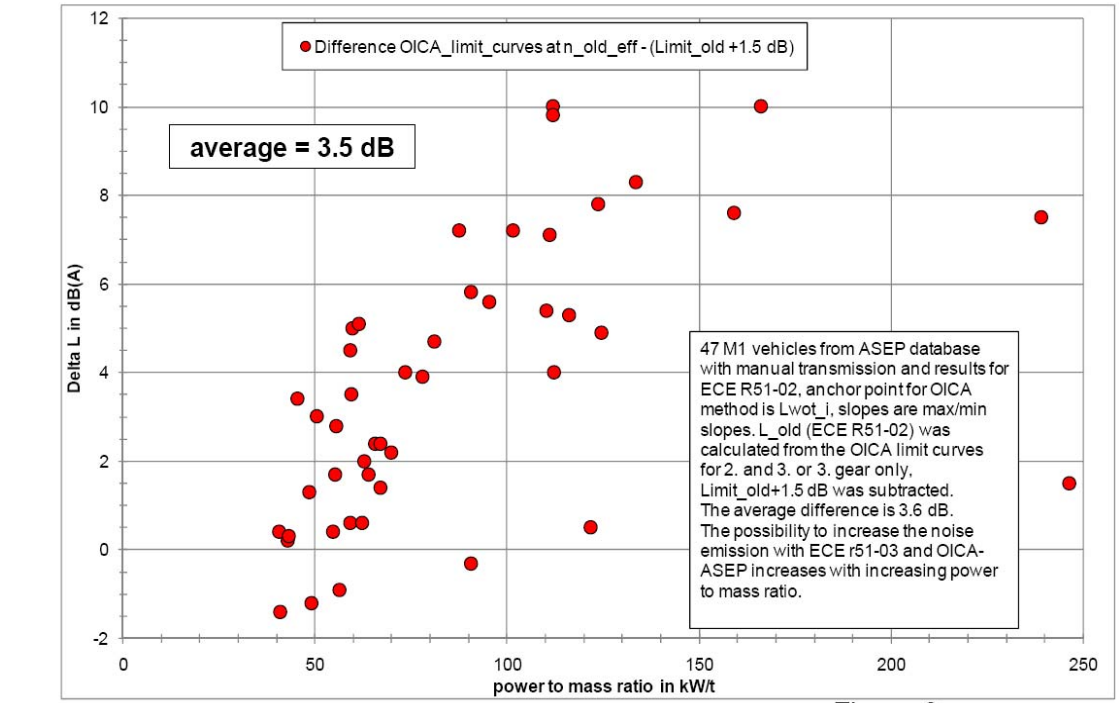



Figure 9

# Reminder from meeting 13

- Document GRBIG 13.008 (Germany)
  - Vehicle 200-14
  - “The sound behavior of vehicle 200-14 is obviously tuned for the current method”
  - “Most likely the tuning measures for vehicle 200-14 can be skipped for the new annex 3 and the OICA ASEP method”

**Results for vehicle 200-14 (pmr = 166)**

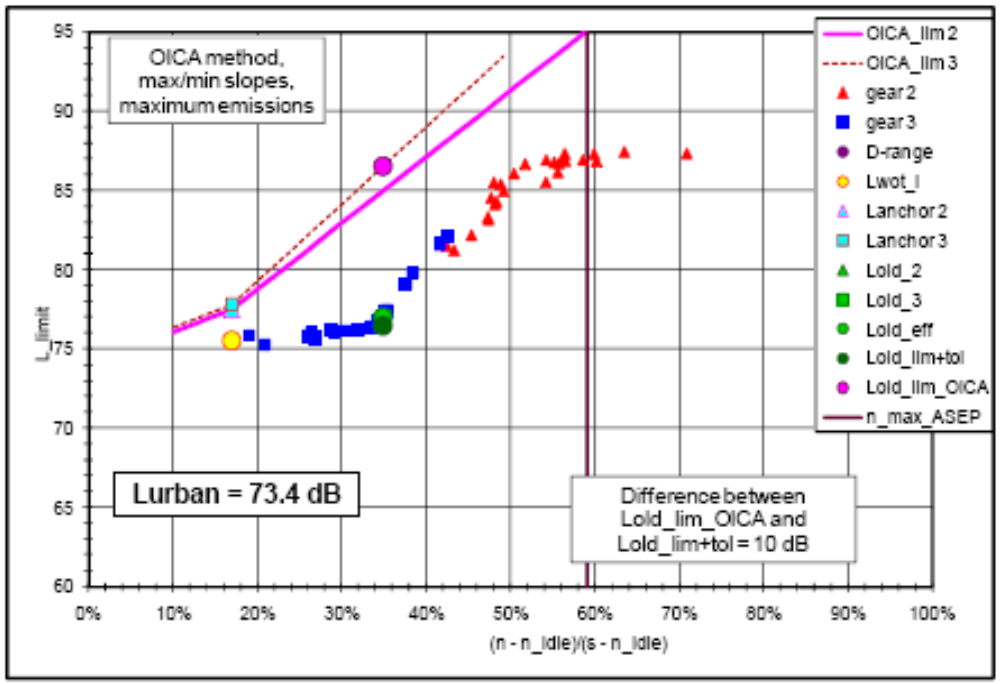
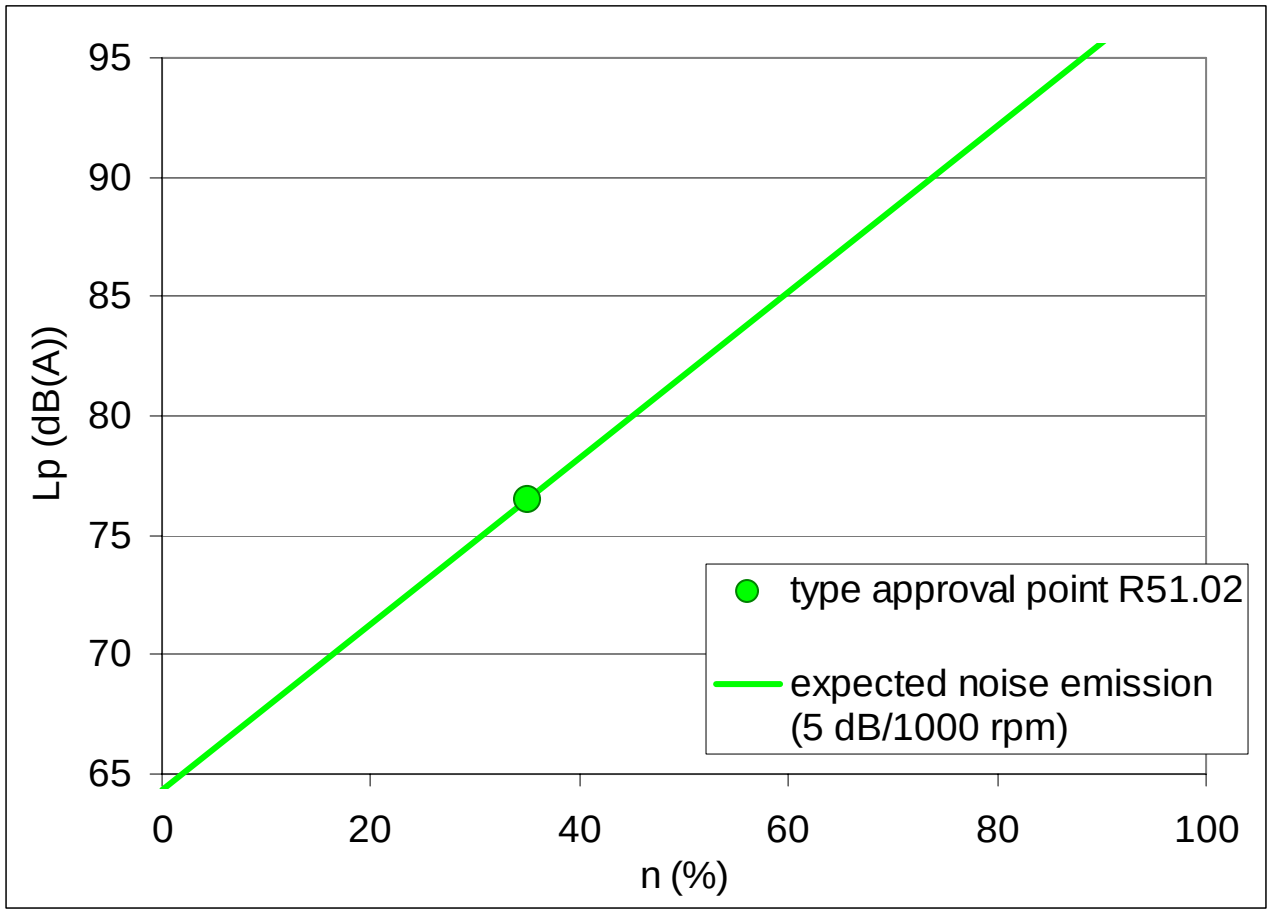



Figure 4

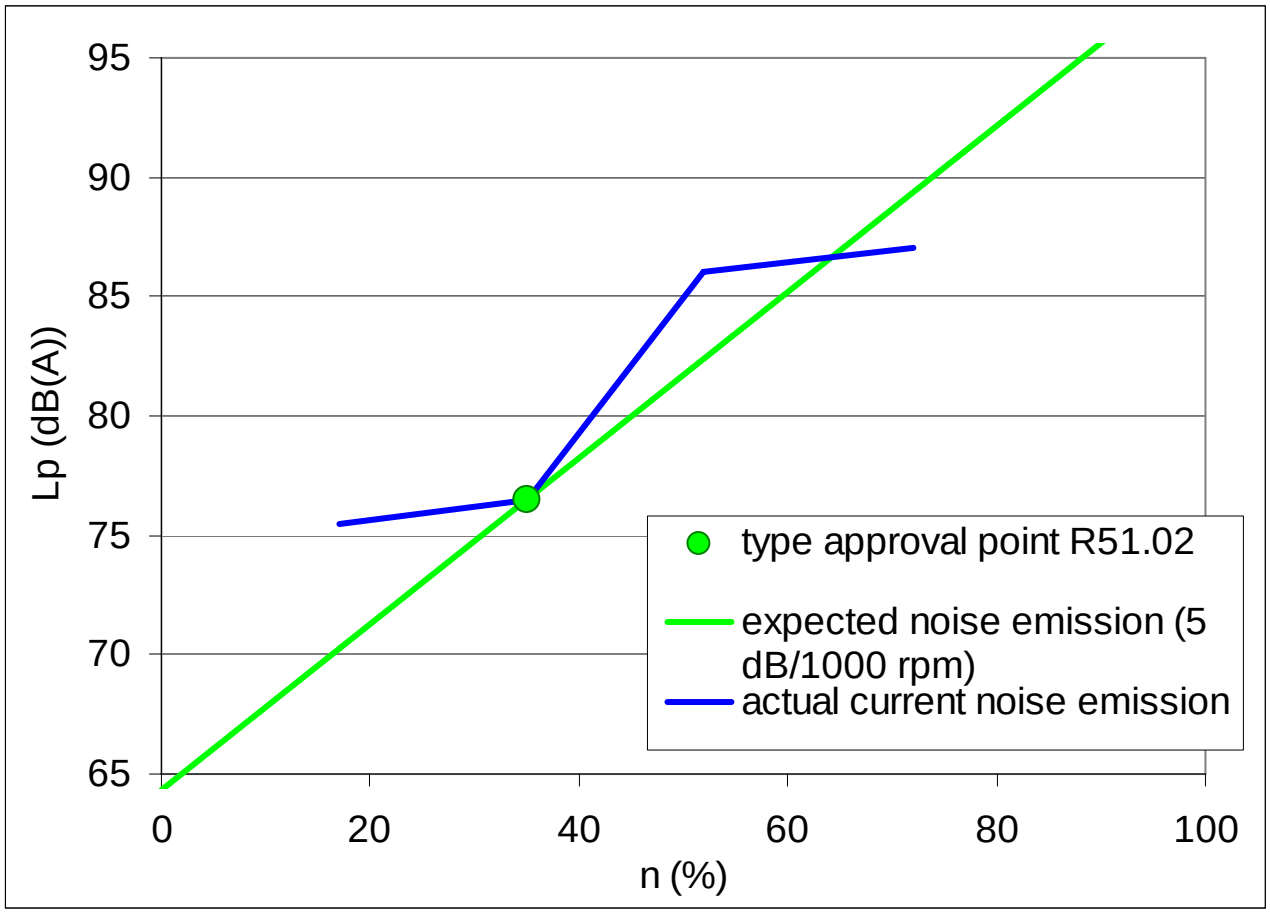
# Explanation of figure for those who did not attend meeting 13

- Type approval value is exactly on the current limit (75 + allowance)



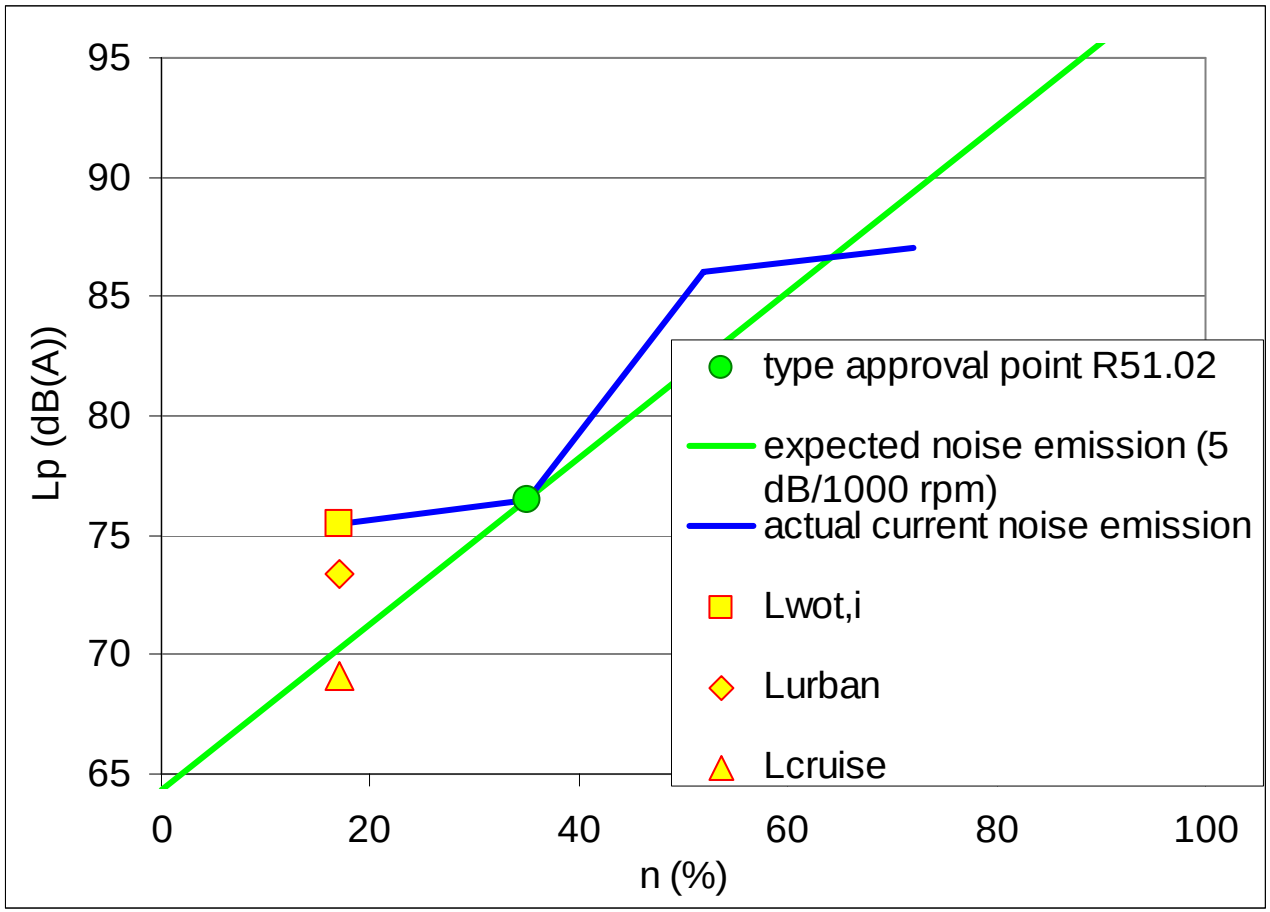
# Explanation of figure for those who did not attend meeting 13

- The actual noise emission exceeds what was expected out of the type approval, due to non linear behavior (tuning measures)



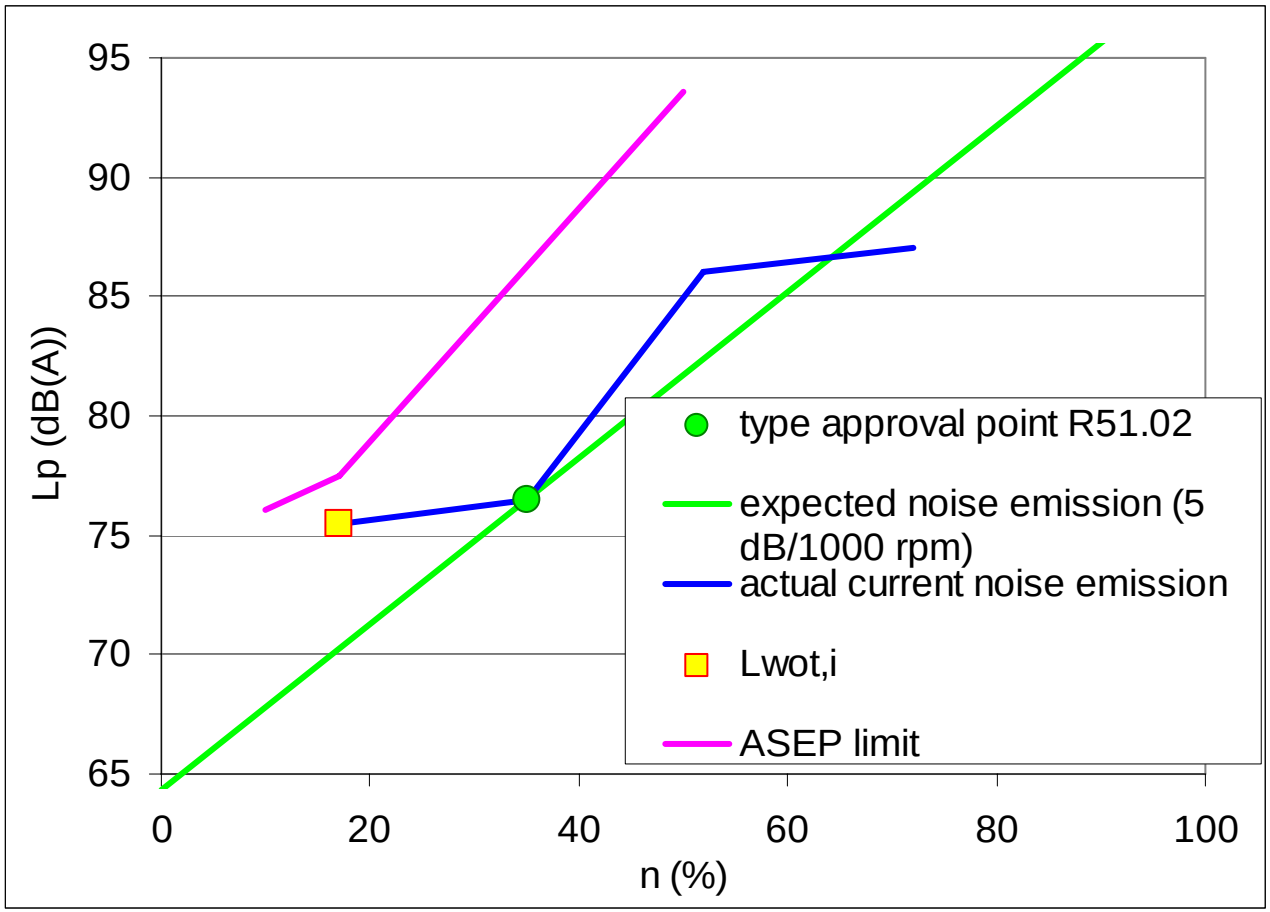
# Explanation of figure for those who did not attend meeting 13

- The Annex 3 test is a one gear test due to the 2 $m/s^2$ limit
- The Annex 3 result $L_{urban}$ meets the foreseen limit value of 73



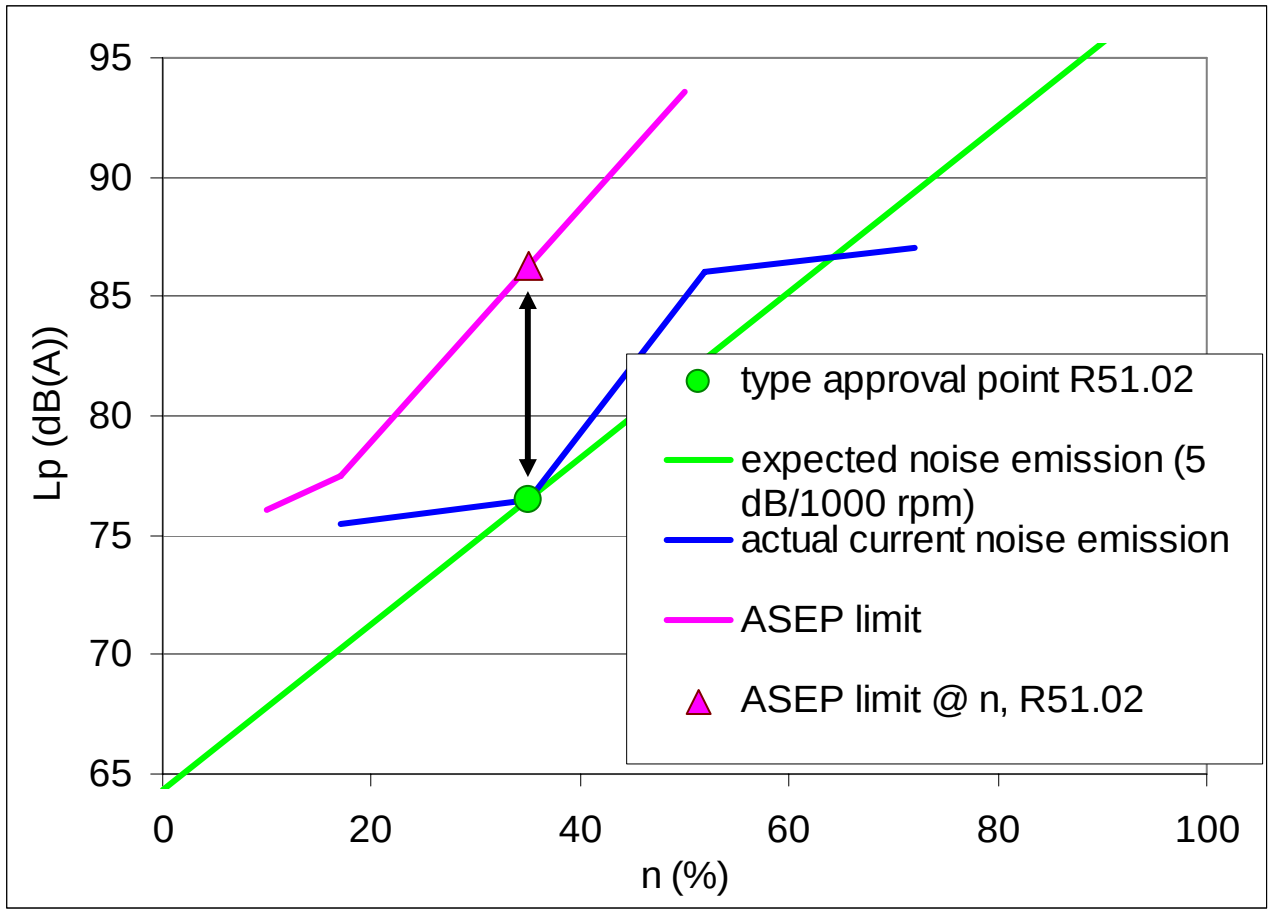
# Explanation of figure for those who did not attend meeting 13

- The foreseen ASEP limit exceeds significantly the noise emission which is expected on the base of R51.02



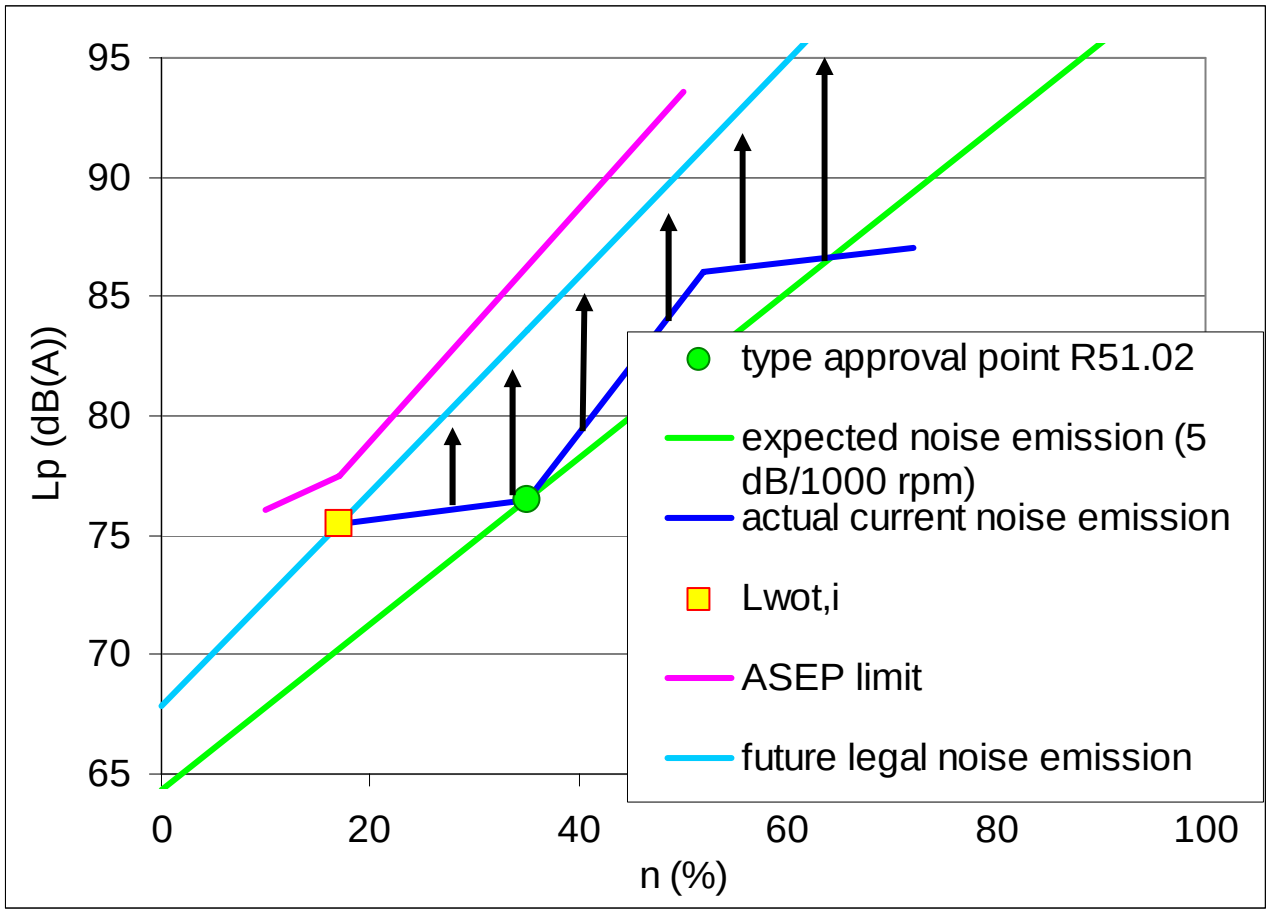
# Explanation of figure for those who did not attend meeting 13

- Under operating conditions of R51.02, the ASEP limit will be 10 dB(A) higher compared to R51.02



# Explanation of figure for those who did not attend meeting 13

- It is feared that the current sound design measures will disappear in future and that the noise emission will increase over the entire range



# Question to the group:
# How to solve the potential increase?