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World Forum for Harmonization of Vehicle Regulations

Working Party on Noise

Fifty-sixth session

Geneva, 3-5 September 2012

Report of the Working Party on Noise on its fifty-sixth session

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I. Attendance

1. The Working Party on Noise (GRB) held its fifty-sixth session from 3 (afternoon) to 5 (afternoon) September 2012 in Geneva. The meeting was chaired by Mr. Ch. Theis (Germany). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690 and Amend.1): Belgium; Brazil; Czech Republic; China; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Serbia; South Africa; Spain; Sweden; Switzerland; United Kingdom of Great Britain and Northern Ireland. Experts from the European Commission (EC) participated. Experts from the following non-governmental organizations also participated: European Association of Automobile Suppliers (CLEPA); International Motorcycle Manufacturers Association (IMMA); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA). Upon the special invitation of the Chair, experts from the following non-governmental organization participated: European Tyre and Rim Technical Organisation (ETRTO).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRB/2012/4
ECE/TRANS/WP.29/GRB/2012/4/Add.1

2. GRB considered and adopted the agenda ECE/TRANS/WP.29/GRB/2012/4 and its Add.1 including new agenda items 15(a), 15(b), 17 and 18.

III. Regulation No. 41 (Noise of motorcycles) (agenda item 2)

Documentation: ECE/TRANS/WP.29/GRB/2012/5
Informal documents GRB-56-04 and GRB-56-08

3. GRB noted ECE/TRANS/WP.29/GRB/2012/5, tabled by the expert from the Russian Federation, to provide harmonized definitions on vehicle type concerning noise, the terms noise and sound. The expert from IMMA expressed a reservation (GRB-56-08) on the proposal as a whole arguing that the introduction of new definitions would be premature, taking into account the recent publication of Revision 2 of UN Regulation No. 41. GRB agreed to resume consideration on this proposal at its February 2013 session on the basis of further information provided by the expert from the Russian Federation.

4. GRB considered GRB-56-04, introduced by the expert from ISO, updating the text concerning the test site of the UN Regulation with the latest amendment of ISO Standard 5130:2012. The proposal received comments from the expert by Germany who suggested more objective criteria in verifying the level of porosity of the test site. GRB agreed to resume consideration on this subject on the basis of a revised proposal voluntarily prepared by the expert from ISO.

5. The expert from IMMA sought GRB's clarification on paragraph 8.2. on the conformity of production tests, specifically: whether the 1 dBA allowance was applicable to the maximum A-weighted sound pressure level representing urban driving (L_{urban}) and to the sound pressure level in wide open throttle (L_{wot}). GRB agreed that currently paragraph 6.2.3. (specification regarding sound levels) clearly stated that the difference between L_{wot} shall not exceed the limit value for L_{urban} by more than 5 dB and if the +1dB was applied to L_{urban} ,

as given in Annex 6, then this additional +1 dB allowance was automatically also applicable to L_{wot} value.

IV. Regulation No. 51 (Noise of M and N categories of vehicles) (agenda item 3)

A. Development

Documentation: ECE/TRANS/WP.29/GRB/2012/8
ECE/TRANS/WP.29/GRB/2012/16
ECE/TRANS/WP.29/GRB/2012/17
Informal documents GRB-56-03, GRB-56-06, GRB-56-09,
GRB-56-12, GRB-56-16 and GRB-56-22

6. See also, para. 20, concerning the updating of the requirements on the noise test track from ISO 10844:1994 to ISO 10844:2011, GRB agreed to defer discussion on ECE/TRANS/WP.29/GRB/2012/16 and ECE/TRANS/WP.29/GRB/2012/17 to its February 2013 session.

7. The expert from OICA introduced ECE/TRANS/WP.29/GRB/2012/8, consolidating a proposal of 03 series of amendments to UN Regulation No. 51. The proposal received comments from the expert of ETRTO (GRB-56-16) proposing to change the vehicle test conditions of Annex 10 of UN Regulation No. 51. GRB noted that the proposed changes (GRB-56-16) have already been adopted as Supplement 8 to the 02 series of amendments and agreed to amend ECE/TRANS/WP.29/GRB/2012/8 accordingly. Moreover, the expert from the Netherlands introduced GRB-56-12 proposing a new layout for the communication form. GRB agreed to resume consideration at its February 2013 session on ECE/TRANS/WP.29/GRB/2012/8 on the basis of a revised document prepared by the expert from the Netherlands in cooperation with the experts from CLEPA and OICA. GRB recommended experts to provide detailed comments.

8. GRB considered and adopted GRB-56-03 as reproduced in Annex II to this report, amending the figure for measuring positions of vehicles in motion. The secretariat was requested to submit the proposal to WP.29 and AC.1 for consideration at their March 2013 session as Supplement 9 to the 02 series of amendments to UN Regulation No. 51.

9. Finally GRB considered GRB-56-06, tabled by the expert from China, introducing amendments to the test method. He introduced GRB-56-09 for information, showing the difference among the test methods in UN Regulation No. 51, ISO 362 and the Chinese standard (GB1495-2002) and GRB-56-22 as a justification to the proposed amendments to the test. The expert from OICA suggested that such relevant outcome of research should be brought together with those from other Contracting Parties to the 1958 Agreement (i.e. European Union) to keep UN Regulation No. 51 relevant worldwide. GRB agreed to resume discussion at the February 2013 session on a possible official proposal (based on GRB-56-06) tabled by the expert from China in cooperation with the expert from ISO.

B. New sound limit values

Documentation: ECE/TRANS/WP.29/GRB/2012/7
Informal documents GRB-54-03, GRB-55-01, GRB-56-01,
GRB-56-05, GRB-56-07 and GRB-56-21

10. The EC expert informed GRB on the work progress of the European Union (EU) institutions on the EC proposal on vehicle noise. He added that at this stage no political agreement on new limits had been reached at the EU level.

11. The expert from China introduced GRB-56-07, proposing a different scheme to identify vehicle categories. He also added that his proposal would offer an option to cover needs of a broader range of countries. The experts from Japan and OICA endorsed the Power to Mass Ratio index (PMR) as a tool to link noise emission and vehicle performance. The EC expert recalled that to overcome the different national political priorities/classifications, the discussion should be focused on the mutual recognition principle of the 1958 Agreement, i.e. the vehicle complying with the lowest noise level would be accepted everywhere. He recalled that this would not prevent Contracting Parties from having less stringent requirements in their national law for their internal markets. Finally GRB agreed to resume consideration of GRB-56-07 at its February 2013 session to provide study time for experts.

12. GRB considered GRB-56-01 and GRB-56-05 supplementing ECE/TRANS/WP.29/GRB/2012/7 tabled by the expert from Japan. He explained that the proposal was based on GRB-55-01, including limit values with some modification of the threshold of subcategories, as a basis for a common position with the proposal tabled by the expert from Germany (GRB-54-03). Moreover, he made a presentation (GRB-56-21) concerning rationales for the proposed Stage 3 of limit values. The EC expert stated that the review of vehicle classification should not only consider the proposals tabled by the experts from Germany and Japan, but also the present vehicle classification in UN Regulation No. 51 and in the EC proposal and verify the rationales for the changes proposed by the experts from Germany and Japan.

GRB recalled that the EC proposal was available at:
http://ec.europa.eu/enterprise/sectors/automotive/documents/proposals/index_en.htm#h2-1

13. Upon the suggestion of the Chair, GRB agreed to verify data and provide a basis for analysis for a power reference value of 160 kW in vehicle category M₃ and for the reference value of 140 kW in vehicle category N₂. Finally, GRB agreed to resume consideration on this subject at its February 2013 session on the basis of the above test data, if available, and on those existing provided by the experts from China, Japan and EC.

C. Additional sound emission provisions

Documentation: ECE/TRANS/WP.29/2011/64

14. GRB noted that no new information had been given under this agenda item.

V. Regulation No. 59 (Replacement silencing systems) (agenda item 4)

Documentation: Informal document GRB-56-17

15. The expert from CLEPA introduced GRB-56-17 listing further test results of four vehicles performed by his organization on additional sound emission provisions (ASEP) of replacement silencing systems. GRB noted that as an outcome of the test, two possible alternatives were possible to introduce ASEP provisions into UN Regulation No. 59: (i) the test should be carried out back to back to the original equipment and replacement system (ii) the manufacturer of the replacement system should perform the test with the same acceptance criteria as for the original equipment. GRB, in principle, agreed to follow option (ii) and to resume consideration on this subject at its February 2013 session on the basis of a concrete proposal tabled by the expert from CLEPA.

VI. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles) (agenda item 5)

16. GRB noted that no new information had been given under this agenda item.

VII. Regulation No. 117 (Tyre rolling noise and wet grip adhesion) (agenda item 6)

Documentation: ECE/TRANS/WP.29/2012/55
ECE/TRANS/WP.29/2012/54
ECE/TRANS/WP.29/GRB/2012/9
ECE/TRANS/WP.29/GRB/2012/10
ECE/TRANS/WP.29/GRB/2012/11
ECE/TRANS/WP.29/GRB/2012/15
ECE/TRANS/WP.29/GRB/2012/18
Informal documents GRB-56-02, GRB-56-15, GRB-56-19 and GRB-56-20

17. Referring to the report of the Working Party on Brakes and Running Gear (GRRF) (see ECE/TRANS/WP.29/GRRF/72, paras. 25 and 32-34), GRB considered ECE/TRANS/WP.29/2012/54 and ECE/TRANS/WP.29/2011/55, proposing to add specific performance requirements for C2 snow tyres and amending the definition of the measuring rim for C1, C2 and C3 tyres. GRB endorsed ECE/TRANS/WP.29/2012/55 without amendment, scheduled to be considered by WP.29 and AC.1 at their November 2012 sessions. Concerning ECE/TRANS/WP.29/2012/54, GRB considered GRB-56-15 tabled by the expert from Germany, proposing to introduce the inscription "M+S" or "M.S" or "M&S" only in combination with the "Alpine" symbol on a mandatory basis, if the tyre be classified as a "snow tyre for use in severe snow conditions". Accordingly, GRB endorsed ECE/TRANS/WP.29/2012/54, as amended by Annex III to this report and agreed to submit it to WP.29 and AC.1, for consideration at their November 2012 sessions as draft Supplement 2 to the 02 series of amendments, subject to a final review by GRRF at its September 2012 session.

18. The expert from ETRTO introduced ECE/TRANS/WP.29/GRB/2012/10 aligning the text of Annex 6 of the UN Regulation to ISO Standard 28580. GRB adopted the proposal not amended and agreed to submit it to WP.29 and AC.1, for consideration at their March 2013 session as draft Supplement 3 to the 02 series of amendments to UN

Regulation No. 117, also subject to a final review by GRRF at its September 2012 session (see ECE/TRANS/WP.29/GRRF/2012/18).

19. The expert from ETRTO proposed to amend the snow test method for C3 tyres (ECE/TRANS/WP.29/GRB/2012/11). However, GRB argued that some of the proposed amendments could conflict with the recommended introduction of blocking differential on driven axle as increasing repeatability in the test. GRB agreed to resume consideration of the proposal at its next session on the basis of an official document submitted to the March 2013 sessions of WP.29 and AC.1, incorporating possible changes (see ECE/TRANS/WP.29/GRRF/2012/19) agreed by GRRF at its September 2012 session.

20. The expert from the Netherlands introduced ECE/TRANS/WP.29/GRB/2012/15 and ECE/TRANS/WP.29/GRB/2012/18 updating the test track provisions to ISO 10844:2011. The expert from ETRTO introduced similar amendments (ECE/TRANS/WP.29/GRB/2012/9) but without transitional provisions. GRB agreed that the introduction of new provisions for the test track should refer to a new series of amendments of the UN Regulation. Following the suggestion of the Chair and Vice-Chair, GRB considered GRB-56-20 (superseding ECE/TRANS/WP.29/GRB/2012/15, ECE/TRANS/WP.29/GRB/2012/18 and ECE/TRANS/WP.29/GRB/2012/9) drafted in accordance with ECE/TRANS/WP.29/1044/Rev.1 "Guidelines on the scope, administrative provisions and alternative requirements in Regulations annexed to the 1958 Agreement". GRB requested the secretariat to distribute GRB-56-20 with an official symbol at its February 2013 session and agreed to refer to it as a basis to continue discussion on this subject.

21. Finally, GRB considered GRB-56-02 tabled by the expert from the Russian Federation aimed at providing detailed elaboration of the concept of tyre deceleration ($d\omega/dt$) in the test technology. The secretariat was requested to distribute it with an official symbol at its February 2013 session, pending the clarification of the reference to the "deceleration calculator" mentioned in the proposal.

VIII. Collective amendments (agenda item 7)

A. Regulation Nos. 41, 51 and 59

22. GRB noted that no new information had been given under this agenda item.

B. Regulation Nos. 9 and 63

Documentation: ECE/TRANS/WP.29/GRB/2012/13
ECE/TRANS/WP.29/GRB/2012/14
Informal documents GRB-56-10 and GRB-56-11

23. The expert from IMMA introduced ECE/TRANS/WP.29/GRB/2012/13 and ECE/TRANS/WP.29/GRB/2012/14 respectively amended by GRB-56-10 and GRB-56-11. He clarified that both proposals were aimed at introducing into UN Regulations Nos. 9 and 63 new requirements for improved noise control of motorcycles and anti-tampering measures, but not yet ASEP provisions. GRB adopted ECE/TRANS/WP.29/GRB/2012/13 and ECE/TRANS/WP.29/GRB/2012/14 as amended by Annex IV to this report. The secretariat was requested to submit them to WP.29 and AC.1 for consideration at their March 2013 sessions: ECE/TRANS/WP.29/GRB/2012/13 as draft 07 series of amendments to UN Regulation No. 9 and

ECE/TRANS/WP.29/GRB/2012/14 as draft 02 series of amendments to UN Regulation No. 63.

IX. Exchange of information on national and international requirements on noise levels (agenda item 8)

Documentation: Informal document GRB-56-18

24. The expert from Japan introduced GRB-56-18 providing an overview of the current framework of vehicle noise regulation in his country. Upon the suggestion of the GRB Chair, it was agreed to continue an exchange of information on the basis of data concerning noise values declared by manufacturers for each different tyre classes.

X. Influence of road surface on tyre rolling sound emissions (agenda item 9)

Documentation: Informal document GRB-56-14

25. The expert from ETRTO gave a presentation (GRB-56-14), on a holistic approach for rolling noise mitigation. For an efficient decrease of rolling noise he underlined the need to take into account road construction. GRB invited the expert from ETRTO to develop studies on this subject and to inform experts at further sessions.

XI. Quiet Road Transport Vehicles (agenda item 10)

Documentation: ECE/TRANS/WP.29/GRB/2012/6
ECE/TRANS/WP.29/2012/60

26. The expert from EC, secretary of the informal working group on Quiet Road Transport Vehicles (QRTV), reported on the outcome of the first meeting of the group held on 18-20 July 2012 in Washington D.C., United States of America (USA). He added that the next meeting of the group was planned for the beginning of December 2012. GRB noted that the publication of the New Proposal of Rule Making (NPRM) to which the development of the UN GTR on QRTV was linked, was not yet publicly available in the United States of America. Finally, the GRB Chair invited all experts to provide comments to the NPRM as soon as it was published.

XII. Definitions and acronyms in Regulations under GRB responsibilities (agenda item 11)

Documentation: Informal document GRB-56-13

27. The expert from OICA introduced GRB-56-13, providing an overview of the current definitions in UN Regulations under the responsibilities of GRB. However, GRB agreed to resume discussion at its February 2013 session on the basis of informal documents listing all acronyms associated to the UN Regulations concerned. Accordingly, GRB agreed to follow the layout of GRSP-51-03, considered during the May 2012 session of the Working Party on Passive Safety (GRSP), designed for this purpose. Finally, it was agreed that the informal documents would list the acronyms of: (i) UN Regulation No. 51 by the expert from OICA, (ii) UN Regulations Nos. 59 and 28 by the expert from CLEPA

and (iii) UN Regulation Nos. 9, 41, 63 and 92 by the expert from IMMA for consideration at the next session of GRB.

XIII. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 12)

Documentation: ECE/TRANS/WP.29/GRB/2012/12

28. The expert from the Russian Federation introduced ECE/TRANS/WP.29/GRB/2012/12 aimed at revising the Consolidated Resolution on the Construction of Vehicles (R.E.3). GRB decided to resume discussion on this subject at its February 2013 session, awaiting revised proposals tabled by the expert from the Russian Federation and reproducing the different subjects proposed by ECE/TRANS/WP.29/GRB/2012/12 (e.g. interior noise level). In the meantime, it was requested that the experts from ISO and OICA provide their comments on ECE/TRANS/WP.29/GRB/2012/12 to the expert from the Russian Federation to finalize the revised proposals.

XIV. Environmentally friendly vehicles (agenda item 13)

29. The Chair informed GRB that the next Environmental Friendly Vehicle conference (EFV) would be held in Baltimore, USA, from 10 to 12 September 2012. GRB would be updated on the outcome accordingly, in February 2013.

XV. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it (agenda item 14)

Documentation: Informal document WP.29-156-21-Rev.1

30. GRB considered document WP.29-156-21-Rev.1 and nominated the delegation of the European Commission to ensure the task of Ambassador for GRB on IWVTA activities of WP.29.

XVI. Other business (agenda item 15)

A. Intelligent Transport Systems

Documentation: Informal document WP.29-157-06

31. Referring to the request of WP.29 agreed at its June 2012 session (see ECE/TRANS/WP.29/1097, para. 14), GRB considered a proposal (WP.29-157-06) on design/control principles of Advanced Driver Assistance Systems to harmonize minimum guidelines tabled by the informal working group on Intelligent Transport Systems (ITS) and adopted it without comments.

B. Templates for documents to be submitted to the Working Parties (GRs) and to the World Forum for Harmonization of Vehicle Regulations

Documentation: Informal document WP.29-157-07-Rev.1

32. GRB noted the request of WP.29 at its June 2012 session (see ECE/TRANS/WP.29/1097 para. 12) to its representatives and experts to use the template contained in WP.29-157-07-Rev.1 when preparing official documents for the World Forum and its subsidiary bodies.

XVII. Election of officers (agenda item 16)

33. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 and Amend.1), GRB elected its officer on Tuesday afternoon. Mr. S. Ficheux (France) was unanimously elected Chair of GRB for the sessions scheduled in 2013.

XVIII. Tributes (agenda item 17)

34. Learning that Mr. C. Theis would no longer participate in future sessions of GRB, the group acknowledged his valuable contribution to the work of GRB and wished him all the best in his future activities.

XIX. Provisional agenda for the fifty-seventh session (agenda item 18)

35. For its fifty-seventh session, scheduled to be held in Geneva from 5 (starting at 2.30 p.m.) to 7 (concluding at 5.30 p.m.) February 2013, GRB noted that the deadline for submission of official documents to the secretariat was 9 November 2012, twelve weeks prior to the session. Moreover, the following provisional agenda was adopted:

1. Adoption of the agenda.
2. Regulation No. 41 (Noise of motorcycles): Development.
3. Regulation No. 51 (Noise of M and N categories of vehicles):
 - (a) Development;
 - (b) New limit values;
 - (c) Additional sound emission provisions.
4. Regulation No. 59 (Replacement silencing systems).
5. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles).
6. Regulation No. 117 (Tyre rolling noise and wet grip adhesion).
7. Collective amendments:
 - (a) Regulation Nos. 41, 51 and 59;
 - (b) Regulation Nos. 9 and 63.
8. Exchange of information on national and international requirements on noise levels.

9. Influence of road surface on tyre rolling sound emissions.
10. Quiet Road Transport Vehicles.
11. Definitions and acronyms in Regulations under GRB responsibilities.
12. Proposal for amendments to Consolidated Resolution on the Construction of Vehicles.
13. Environmentally Friendly Vehicles.
14. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it
15. Other business.
16. Provisional agenda for the fifty-eighth session

Annexes

Annex I

List of informal documents (GRB-56-...) distributed during the session

<i>Symbol Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1 Japan	3(b)	E	Japanese Position on new limit values for 03 series of amendments to UN Regulation No. 51	(c)
2 Russian Federation	6	E	Proposal for Supplement 3 to the 02 series of amendments to UN Regulation No. 117 (Tyre rolling noise, wet grip adhesion and rolling resistance)	(b)
3 ISO	3(a)	E	Proposal for Supplement 8 to the 02 series of amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles)	(d)
4 ISO	2	E	Proposal for Supplement 1 to the 04 series of the UN Regulation No.41 (Noise emissions of motorcycles)	(a)
5 Japan	3(b)	E	Japanese proposal of limit values to UN Regulation No. 51 (Noise of M and N categories of vehicles)	(a)
6 China	3(b)	E	Proposal for amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles)	(b)
7 China	3(c)	E	Proposal of new sound limit values to the draft 03 series of amendments to UN Regulation No. 51	(c)
8 IMMA	2	E	Draft IMMA position regarding ECE/TRANS/WP.29/GRB/2012/5: Proposal for Supplement 1 to the 04 series of the UN Regulation No.41 (Noise emissions of motorcycles)	(a)
9 China	3(b)	E	Concerns of the expert from China regarding Engine speed in the new test method for all vehicles of UN Regulation No. 51	(a)

<i>Symbol Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
10 IMMA	7(b)	E	Proposal for amendments to ECE/TRANS/WP.29/GRB/2012/13 (UN Regulation No. 9 (Uniform provisions concerning the approval of category L2, L4 and L5 vehicles with regard to noise))	(d)
11 IMMA	7(b)	E	Proposal for amendments to ECE/TRANS/WP.29/GRB/2012/14 (Proposal for amendments to UN Regulation No. 63 (Uniform provisions concerning the approval of two-wheeled mopeds with regard to noise))	(d)
12 The Netherlands	3(a)	E	Proposal for further amendments to the proposal for the 03 series of amendments to UN Regulation No. 51 (Noise of M and N categories of vehicles) as consolidated in document GRB/2012/08	(a)
13 OICA	11	E	Overview of the definitions of the noise related UNECE Regulations	(a)
14 ETRTO	9	E	Holistic approach for rolling noise mitigation	(a)
15 Germany	6	E	German position on proposals for amendments to UN Regulation No. 117 with regard to snow tyres	(a)
16 ETRTO	3(b)	E	Comments from the expert of ETRTO to ECE/TRANS/WP.29/GRB/2012/8 from OICA	(c)
17 CLEPA	4	E	ASEP proposal submitted by the expert from CLEPA	(a)
18 Japan	8	E	Current Framework of Vehicle Noise Regulation in Japan	(a)
19 GRB	6	E	Proposal for Supplement 2 to the 02 series of amendments to UN Regulation No. 117 (Tyres - Rolling resistance, rolling noise and wet grip) - Proposal of amendments of GRB to ECE/TRANS/WP.29/2012/54	(d)
20 GRB	6	E	Proposal for 03 series of amendments to UN Regulation No. 117 – Proposal	(b)

<i>Symbol Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow- up</i>	
			based on ECE/TRANS/WP.29/GRB/2012/15 and ECE/TRANS/WP.29/GRB/2012/18		
21	Japan	3(b)	E	Rationales of the proposal from Japan for Stage 3 of new limit values to UN Regulation No. 51	(a)
22	China	3(b)	E	Summary of the opinions of the expert from China for the noise test method of UN Regulation No. 51	(a)

Notes:

- (a) Consideration completed or superseded
- (b) Continue consideration at the next session with an official symbol
- (c) Continue consideration at the next session as informal document
- (d) Adopted and to be submitted to WP.29

Annex II

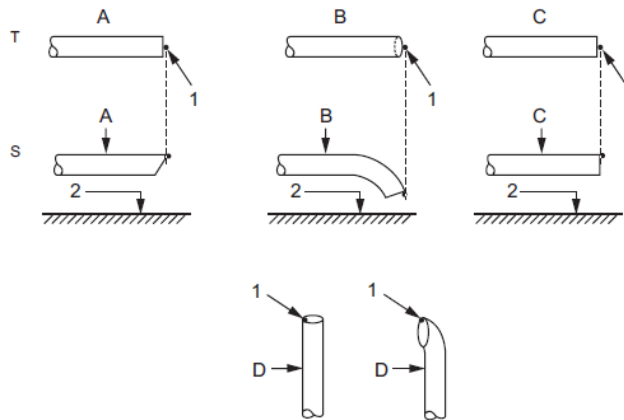
Draft amendments to Regulation No. 51

Adopted text based on GRB-56-03 (see para. 8 of this report)

Annex 3, Appendix, Figure 2, amend to read:

"Figure 2

Reference point



Key

T top view
S side view

1 reference point
2 road surface

A mitered pipe
B bent down pipe
C straight pipe
D vertical pipe

"

Annex III

Draft amendments to Regulation No. 117

Amendments adopted to ECE/TRANS/WP.29/2012/54 (see para. 17 of this report)

...

Paragraph 2.11., amend to read:

"2.11. ~~"Snow tyre" means a tyre whose tread pattern, tread compound or structure is primarily designed to achieve in snow conditions a performance better than that of a normal tyre with regard to its ability to initiate or maintain vehicle motion."~~

...

Paragraph 4.2.6., **shall be deleted**

Insert a new paragraph 4.2.6., to read:

"**4.2.6.** The "Alpine" symbol ("3-peak-mountain with snowflake" conforming to the symbol described in Annex 7 Appendix 1) **shall** be added if the snow tyre is classified as "snow tyre for use in severe snow conditions"."

...

Annex 7, Appendix 1, amend to read:

"Minimum 15 mm base and 15 mm height, ~~placed adjacent to the M+S inscription.~~"

...

Annex IV

Draft amendments to Regulation Nos. 9 and 63

Amendments adopted to ECE/TRANS/WP.29/GRB/2012/13 (see para. 23 of this report)

...

Insert new paragraphs 11.1. to 11.6., to read:

- "11.1 As from the official date of entry into force of the 07 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 07 series of amendments.
- 11.2 As from 24 months after the date of entry into force of the 07 series of amendments, Contracting Parties applying this Regulation shall grant type approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 07 series of amendments.
- 11.3 Contracting Parties applying this Regulation shall not refuse to grant extensions of type approvals for existing types which have been granted according to the preceding series of amendments to this Regulation.
- 11.4 Until 24 months after the date of entry into force of the 07 series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type-approved to the preceding series of amendments to this Regulation.
- 11.5 As from 24 months after the date of entry into force of the 07 series of amendments to this Regulation, Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a vehicle type approved to the preceding series of amendments to this Regulation.
- 11.6 Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation/ are only obliged to accept type approval granted in accordance with the 07 series amendments."

Paragraphs 11.1. to 11.7.(former), shall be deleted

...

Amendments adopted to ECE/TRANS/WP.29/GRB/2012/14 (see para. 23 of this report)

...

Insert new paragraphs 10.1. to 10.6., to read:

- "10.1** As from the official date of entry into force of the 02 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 02 series of amendments.
- 10.2** As from 24 months after the date of entry into force of the 02 series of amendments, Contracting Parties applying this Regulation shall grant type approvals only if the vehicle type to be approved meets the requirements of this Regulation as amended by the 02 series of amendments.
- 10.3** Contracting Parties applying this Regulation shall not refuse to grant extensions of type approvals for existing types which have been granted according to the preceding series of amendments to this Regulation.
- 10.4** Until 24 months after the date of entry into force of the 02 series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type-approved to the preceding series of amendments to this Regulation.
- 10.5** As from 24 months after the date of entry into force of the 02 series of amendments to this Regulation, Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a vehicle type approved to the preceding series of amendments to this Regulation.
- 10.6** Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation/ are only obliged to accept type approval granted in accordance with the 02 series of amendments."

Paragraphs 10.1. to 10.7. (former), shall be deleted

...

Annex V

GRB informal groups

Informal group	Chair(s)	Secretary
Quiet road transport vehicles (QRTV)	Mr. Ezana Wondimneh (USA) Tel: +1 202 366 21 17 E-mail: Ezana.wondimneh@dot.gov	Mr. H.P. Bietenbeck (OICA) Tel.: +49 221 90 32 409 Fax : +49 221 90 32 546 E-mail: hbietenb@ford.com
Environmentally Friendly Vehicles (EFV)	Mr. A. Sharma (India) (Chair) Tel: +91 11 23063733 Fax: +91 11 23061785 E-mail: ambujsharma@nic.in Mr. S. Marathe (India) (Co-chair) Tel: +91 20 30231100 Fax: +91 20 25434190 E-mail: smmarathe@araiindia.com	Mr. V. Gulati (India) Tel: +91 11 23062714 Fax: +91 11 203062714 E-mail: vikramgulati11@rediffmail.com