

## Summary of the presentations of the 11. Informal-GRB

Results of comparison measurements													German proposal for Limit values					
													stage 1	stage 2	stage 3			
Ltyp_new in dB(A)													enforcement dates					
													L_0	L_100	x	y	z	
class	no of vehicles in database (EU/J)												no of vehicles	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
M1	1	2	5	24	21	13	2	2					70	66	73	71	70	69
M1s				1	2	1	2	1	1				8	69	74	73	72	71
M1o					2		3	4	1				10	70	74	72	72	71
N1/M2-a			1	1	2	2	2	1					9	68	73	71	70	69
N1/M2-b				2	1	2	3	3	1		1		13	69	76	73	72	71
N1/M2-a-o	no data available																	
N1/M2-b-o	no data available															The German proposal is related to a vehicle classification which is slightly different from the ACEA proposal		
Ltyp_new in dB(A)													French proposal for Limit values					
													L_0	L_100	stage 1	stage 2	stage 3	
class	no of vehicles in database (EU/J/USA)												no of vehicles	dB(A)	dB(A)	enforcement dates		
M1	1	2	5	26	23	19	9	3					88	66	73	x	y	z
M1s				1	2	1	3	1	1				9	69	74	dB(A)	dB(A)	dB(A)
M1o					2		3	5	4	1	1		16	70	76	M1	?	?
N1/M2-a			1	1	2	2	2	1					9	68	73	M1s	?	?
N1/M2-b				2	1	2	3	3	1	2	1		15	69	76	M1o	?	?
N1/M2-a-o	no data available														N1/M2-a	?	?	?
N1/M2-b-o	no data available														N1/M2-b	?	?	?
																The French proposal is related to a vehicle classification which is not so differentiated as the ACEA proposal		
<b>ACEA proposal for vehicle classes:</b>																		
M1	M1 vehicles with power to test mass ratio <= 120 kW/t																	
M1s	M1 vehicles with power to test mass ratio > 120 kW/t																	
M1o	off road as defined in RE.3																	
N1/M2-a	N1 or M2 with GVM <= 2500 kg																	
N1/M2-b	N1 or M2 with 2500 kg < GVM <= 3500 kg																	
N1/M2-a-o	N1 or M2 with GVM <= 2500 kg, off road																	
N1/M2-b-o	N1 or M2 with 2500 kg < GVM <= 3500 kg, off road																	
26.01.05																		

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