

Transmitted by the expert from OICA

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**OICA position on Vehicle Classification, Limits and Dates in UNECE  
Regulation No. 51.03  
(Noise of M and N categories of vehicles)**

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA), in order to present its position on Vehicle Classification, Limits and Dates in UNECE Regulation No. 51.03 (draft consolidated version presented in GRB/2012/8).

**I. Proposal**

See next page

**A. Position on M1, N1, M2 ≤ 3.5 t**

Veh. Cat.	Vehicles Subcategory	Phase 1	Phase 2
		For new vehicle types: 2 years after EiF	For new vehicle types: 6 years after EiF
		Limit [dB(A)]	Limit [dB(A)]
M1	PMR <sub>≤</sub> 120 kW/t	72	70
	PMR 120 kW/t - 150kW/t	73	71
	PMR>150 kW/t	75	74
	PMR>200 kW/t, No. of seats ≤ 4, R-point height < 500 mm	77	75
	GVW > 2,5 t, No of seats > 5	74	73
M2	GVW ≤ 2.5 t	72	71
	GVW 2.5 t.-3.5 t	74	73
N1	GVW ≤ 2,5 t	72	71
	GVW > 2,5 t	74	73
	Engine Capacity < 660 cm <sup>3</sup> , PMR(GVW) < 35	74	72

**Additional Specifications**

The final sound level reported in Annex 3 shall be mathematically rounded to the nearest integer value.

Limit values provided by OICA require change to  $2\text{m/s}^2$  acceleration. In case of non-acceptance of the change to  $2\text{m/s}^2$  the limit values shall be increased by +1 dB(A).

For vehicles of category M1/N1 and  $M2 < 3.5$  t, the transitional period for sale and entry into service of new vehicles is two years after entry into force of phase 2 for new types. Extensions for approval for existing types shall be possible up to the before mentioned deadline.

For vehicles of category M1, N1 and  $M2 < 3.5$  t which fulfill their particular requirements for Off-Road according paragraph 2.8 of the Consolidated Resolution R.E.3 the limit values are increased by +1 dB(A)

For special purpose vehicles according to paragraph 2.5 of the Consolidated Resolution R.E. 3 , the applicable limit values are increased by +3 dB(A).

For a vehicle of category M1 and  $N1 < 2.5$  t to the limit values shall be increased by +1dB if the vehicle is equipped with tyres of class C1D, C1E or C2 according to the definition set out in UN-ECE R117.

A third phase can be considered after a study taking place after the entry into force of phase 2. A minimum introduction period shall be of 5 years after phase 2.

**B. Position on Heavy Commercial Vehicles M2 > 3.5 t, M3, N2, N3**

Veh. Cat.	Vehicles Subcategory	Phase 1	Phase 2
		For new vehicle types: 2 years after EiF	For new vehicle types: 8 years after EiF
		Limit [dB(A)]	Limit [dB(A)]
M2	GVW>3.5t; P <sub>≤</sub> 135 kW	76	75
	GVW>3.5t; P>135 kW	77	76
M3	P <sub>≤</sub> 135 kW	76	75
	P 135 kW ... 250 kW	79	78
	P>250 kW	80	79
N2	P <sub>≤</sub> 135 kW	77	76
	P > 135 kW	78	77
N3	P<135 kW	79	78
	P 135 kW - 250 kW	81	80
	P>250 kW	82	81

**Additional Specifications**

The final sound level measured reported in Annex 3 shall be mathematically rounded to the nearest integer value.

For vehicles of category M2, N2 equipped with an engine having a positive ignition the limit values are increased by +1 dB(A) and for vehicles of category M3, N3 equipped with an engine having a positive ignition the limit values are increased by +2 dB(A).

The test condition in 3.1.2.2.2 of Annex 3 shall be revised in a way to stop the acceleration when the reference point of the vehicle is 5 m behind the line BB'

For vehicles of category M2 and N2 fulfilling their particular requirements for Off-Road according paragraph 2.8 of the Consolidated Resolution R.E.3, the limit values are increased by +1 dB(A).

For vehicles of category M3 and N3 fulfilling their particular requirements for Off-Road according paragraph 2.8 of the Consolidated Resolution R.E.3, the limit values are increased by +2 dB(A)

For vehicles of category M2 > 3.5 t, M3, N2 and N3, the transitional period for sale and entry into service of new vehicles is three years after entry into force of phase 2 for new types. Extensions for approval for existing types shall be possible up to the before mentioned deadline.

For special purpose vehicles according to paragraph 2.5 of the Consolidated Resolution R.E. 3 , the applicable limit values are increased by +3 dB(A).

A third phase can be considered after a study taking place after the entry into force of phase 2. A minimum introduction period shall be of 7 years after phase 2.

## **II. Justification**

This document presents the OICA position on Vehicle Classification, Limits and Dates in UNECE Regulation No. 51.03 (draft consolidated version presented in GRB/2012/8).