

Proposal to replace ECE/TRANS/WP.29/GRBP/2023/14

The text reproduced below was prepared by the experts from France, the International Organization of Standardization (ISO), and the International Motorcycle Manufacturers Association (IMMA) with the aim to use the state-of-the-art test track from the latest standard ISO 10844:2021. The amendment is based on formal document GRBP/2023/14 and informal document GRBP-78-19 which were presented at the seventy-eighth session of Working Party on Noise and Tyres (GRBP). The proposal follows the same approach as GRBP/2022/13 which was adopted as Supplement 8 for UN Regulation No. 51 at the seventy-sixth session of Working Party on Noise and Tyres (GRBP). The modifications to the current text of the 04 series of amendments to UN Regulation No. 41 are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 12.3., amend to read:

“12.3. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation. ~~However, the specification of the test track may conform to ISO10844:2014.~~”

Paragraph 12.4., amend to read:

“12.4. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation ~~However, the specification of the test track may conform to ISO10844:2014.~~”

Paragraph 12., add a new subparagraph 12.11. to read:

“**12.11. From the entry into force of Supplement 11, ISO 10844:2021 shall be accepted for all approvals granted under this Regulation. Until five years from the entry into force of Supplement 11, ISO 10844:2014 shall be accepted for all approvals granted under this Regulation.**”

Annex 3, paragraph 1.2.1., amend to read:

“1.2.1. Test Site

The test site shall consist of a central acceleration section surrounded by a substantially level test area. The acceleration section shall be level; its surface shall be dry and so designed that rolling noise remains low.

On the test site the variations in the free sound field between the sound source at the centre of the acceleration section and the microphone shall be maintained to within 1 dB(A). This condition will be deemed to be met if there are no large objects which reflect sound, such as fences, rocks, bridges or buildings, within 50 m of the centre of the acceleration section. The road surface covering of the test site shall conform to ~~ISO10844:2014~~ **ISO10844:2021**.

The microphone shall not be obstructed in any way which could affect the sound field, and no person may stand between the microphone and the sound source. The observer carrying out the measurements shall take up position so as not to affect the readings of the measuring instrument.”

Annex 6, footnote a., amend to read:

“a For motorcycles tested in second gear only in Annex 3, the limit value is increased by 1 dB(A) until the date in paragraph ~~12.7~~ **12.8**. Data for affected vehicles shall be studied, and discussions shall be made in case of further extension. “

Annex 7, paragraph 2.6., amend to read:

“2.6. ASEP limits¹

...

From the date in paragraph ~~12.7.~~ **12.8.**, maximum noise level shall not exceed:

...”

II. Justification

1. This informal document introduces amendments to the 04 series of amendments to UN Regulation No.41, updating the ISO 10844 test track reference to the latest state-of-the-art.
2. The amendment is based on formal document GRBP/2023/14 and informal document GRBP-78-19 presented respectively by the experts of IMMA and the experts from France, at the seventy-seventh session of Working Party on Noise and Tyres. The proposal follows the same approach as GRBP/2022/13 which was adopted as Supplement 8 for UN Regulation No. 51 at the seventy-sixth session of Working Party on Noise and Tyres.
3. This proposal takes the opportunity to introduce an additional correction: Supplement 9 to the 04 series of amendments to UN Regulation No. 41 introduced a new paragraph 12.4, with the need to renumber (former) paragraphs 12.4. to 12.9. (ECE/TRANS/WP.29/2021/4). Due to this renumbering, the reference to paragraph 12.7. in Annex 6, footnote a, and in Annex 7, paragraph 2.6. is no longer correct and should be replaced by a reference to paragraph 12.8.
