

Proposal to replace ECE/TRANS/WP.29/GRBP/2023/16

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/2023/16 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 02 series of amendments to UN Regulation No. 63 are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 10.3., amend to read:

“10.3. Notwithstanding the transitional provisions above, 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 ISO 10844:2014.~~”

Paragraph 10.4., amend to read:

“10.4. 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 ISO 10844:2014.~~”

Paragraph 10., add a new subparagraph 10.8. to read:

“**10.8. From the entry into force of Supplement 6, ISO 10844:2021 shall be accepted for all approvals granted under this Regulation. Until five years from the entry into force of Supplement 6, ISO 10844:2014 shall be accepted for all approvals granted under this Regulation.**”

Annex 3, Paragraph 2.1.1., amend to read:

“2.1.1. Test Site

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

On the test site, free sound field conditions shall be maintained to within ± 1 dB between the sound source placed in the middle of the acceleration section and the microphone. This condition shall be deemed to be met if there are no large sound reflecting objects such as hedges, rocks, bridges or buildings test within 50 m of the centre of the acceleration section.

No obstacle likely to affect the sound field shall be close to the microphone and no one shall come between the microphone and the sound source. The observer taking the measurements shall take up position so as to avoid influencing the metre readings.

The surface of the test track shall conform to ~~ISO 10844:2014~~ **ISO10844:2021.**”

II. Justification

1. This informal document introduces amendments to the 02 series of amendments to UN Regulation No. 63, updating the ISO 10844 test track reference to the latest state-of-the-art.

2. The amendment is based on formal document GRBP/2023/16 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.
