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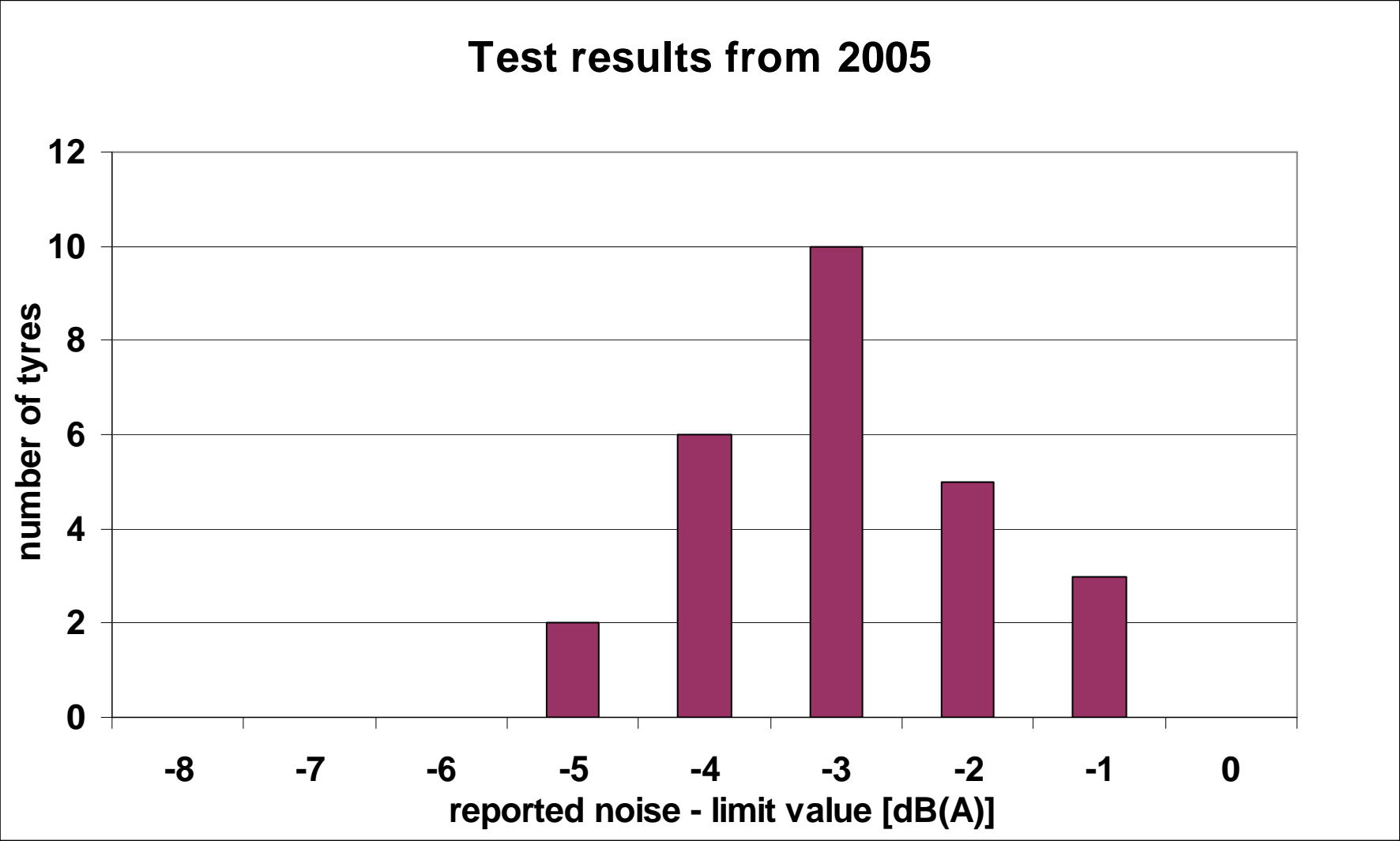
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(47th GRB, 19-21 February 2008  
Agenda item 8.)

# Some recent experiences with Tyre noise measurements

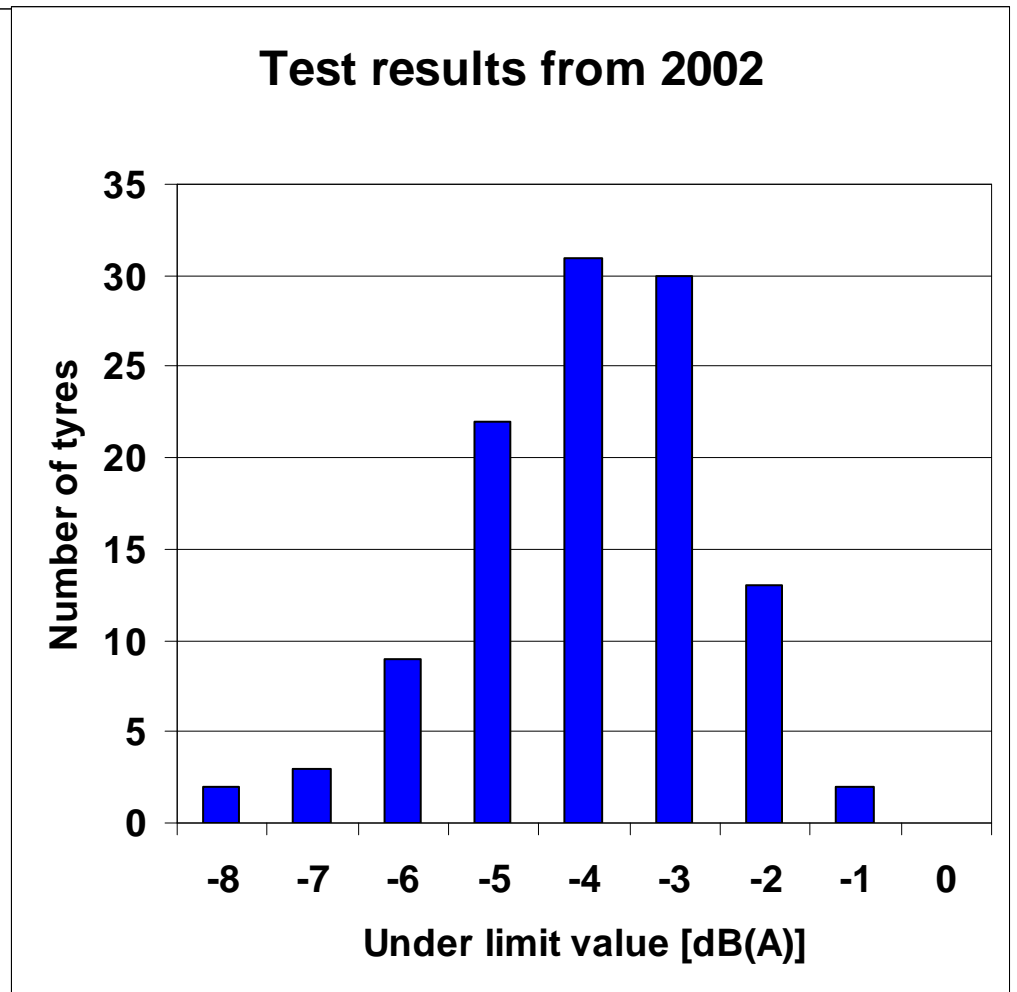
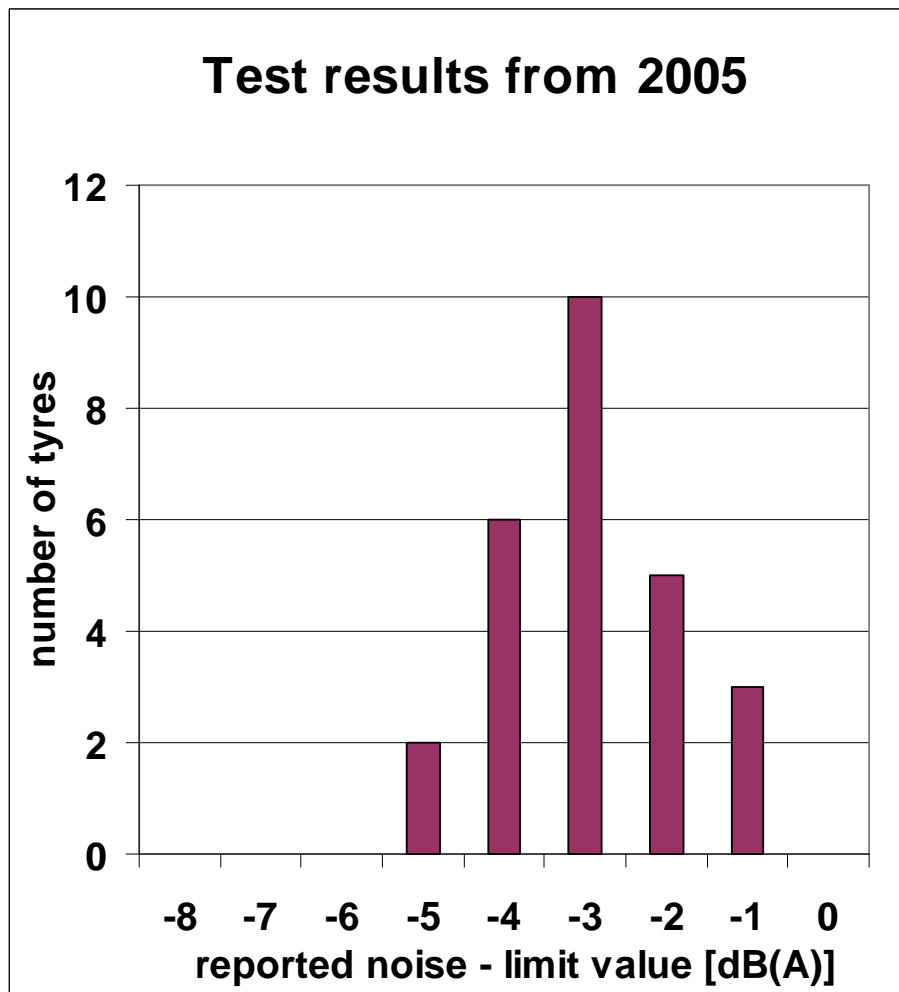
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# Results from a session on 26 C1 tyres

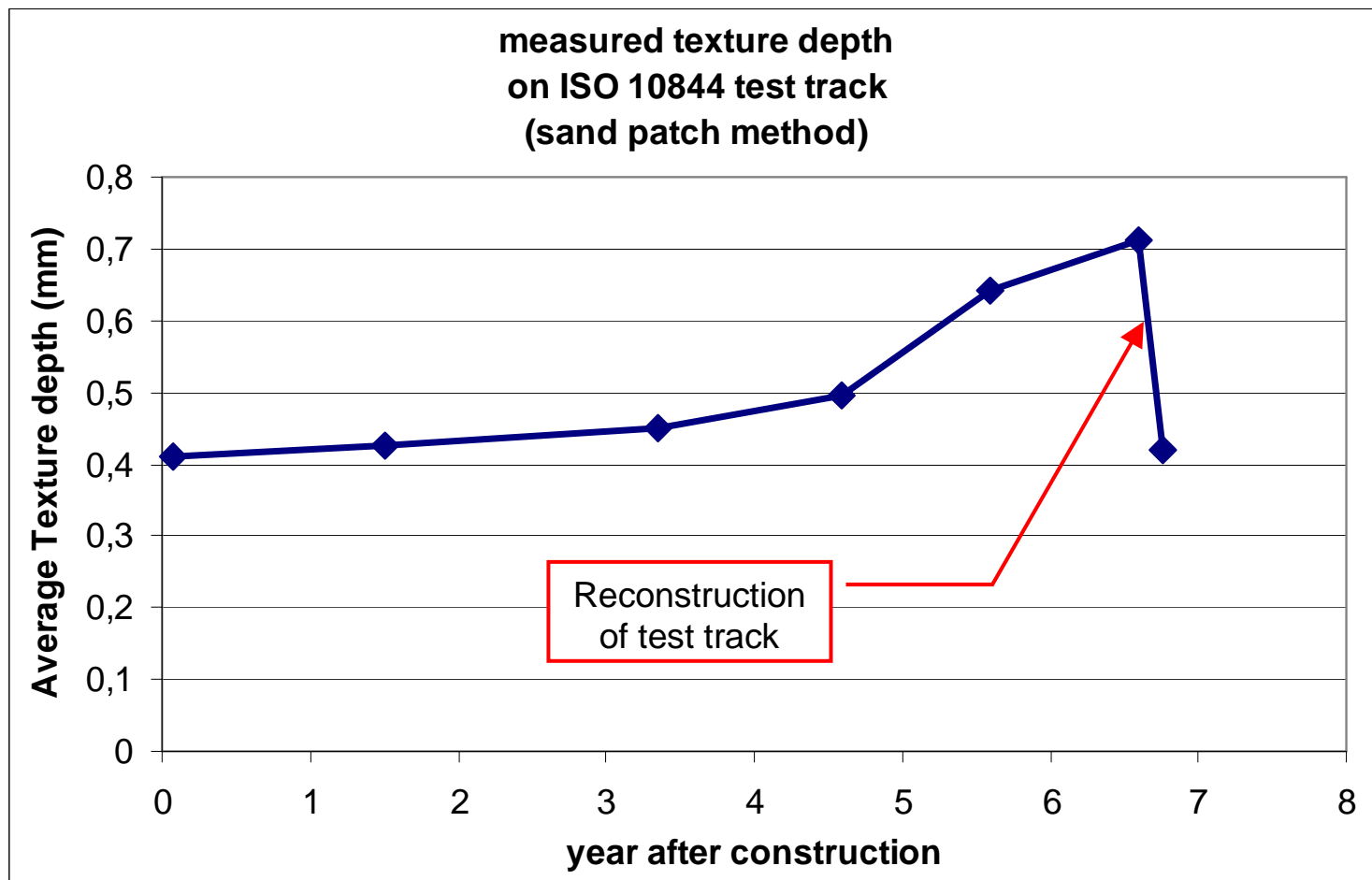


# Results 2005 relatively high compared to earlier results

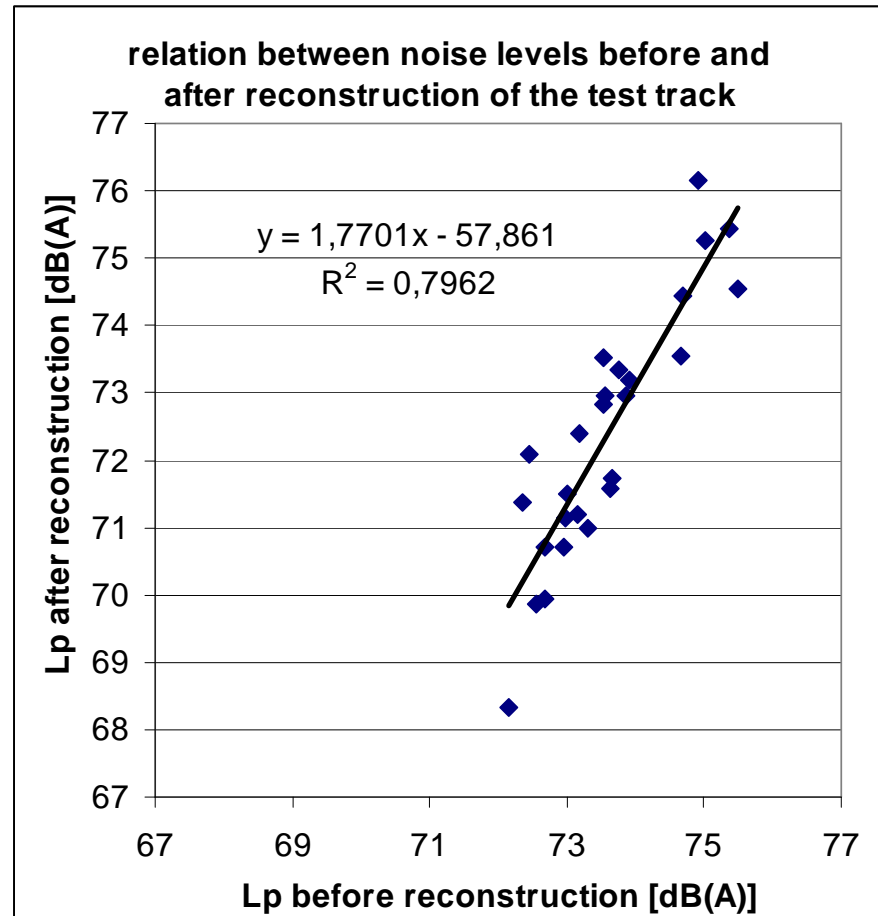
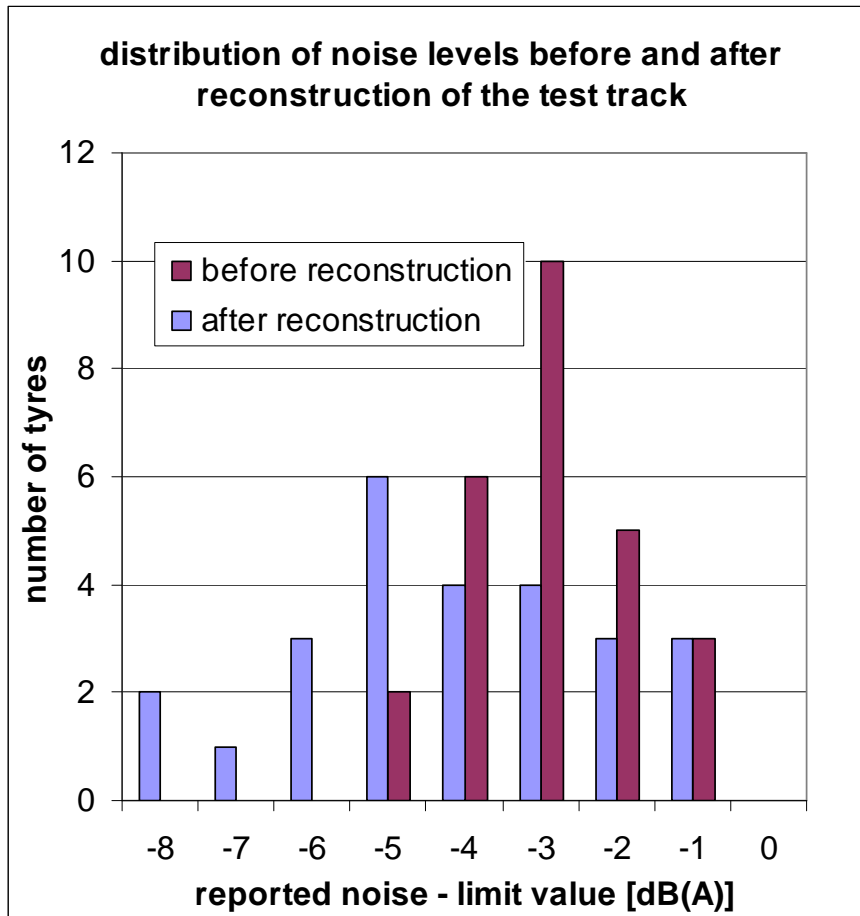


# Change of ISO test track over time

- ISO 10844 requires texture > 0,4 mm
- Should be checked every year
- No requirement on maximum allowable texture



# Effect of reconstruction of test track on the noise of these 26 C1 tyres



Up to 4 dB(A) reduction due to reconstruction of ISO test track

# Discussion and conclusion

- Tyre noise levels depend very much on the actual status of the ISO test track
- Currently ISO 10844 has no upper boundary on texture nor on a maximum (acoustical) lifetime
- Due to wear of the test track the texture may increase significantly
- This may result in a spread in noise levels up to 4 dB(A) depending on the tyre and track
- Tighter requirements on ISO 10844 are necessary; including an upper boundary on texture. An ISO committee has nearly finished an update including such requirements.
- The future specification of ISO 10844 has significant effect on future noise levels (and thus on the possible limits)