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World Forum for Harmonization of Vehicle Regulations**Working Party on Noise****Fifty-second session**

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Item 3(a) of the provisional agenda

Regulation No. 51**(Noise of M and N categories of vehicles)****Proposal for draft amendments to Regulation No. 51****Submitted by the expert from the International Organization for Standardization***

The text reproduced below was prepared by the expert from International Organization for Standardization (ISO) upon the request of the Working Party on Noise (GRB) during its forty-ninth session (see ECE/TRANS/WP.29/GRB/47, paras. 5 and 6) and as further discussed during the fiftieth and fifty-first sessions of GRB. Modifications to the current provisions of the Regulation are marked in bold characters for new or as strikethrough for deleted text.

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 6.2.1.1., amend to read:

“6.2.1.1. The noise made by the vehicle type submitted for approval shall be measured by the two methods described in Annex 3 to this Regulation for the vehicle in motion and for the vehicle when stationary 3; in the case of a vehicle ~~powered by an electric motor~~ **where an internal combustion engine does not operate when the vehicle is stationary**, the emitted noise shall only be measured in motion.

Vehicles having a maximum permissible mass exceeding 2,800 kg must be subjected to an additional measurement of the compressed air noise with the vehicle stationary in accordance with the specifications of Annex 6, if corresponding brake equipment is part of the vehicle.”

II. Justification

1. The purpose of stationary noise testing is to provide a reference value for road authorities or police. Vehicles in which an internal combustion engine does not operate during stationary conditions, or operates in a manner that is unpredictable, do not provide the necessary certainty of results to be used for road enforcement. Such vehicles will include, but not be limited to: fuel cell vehicles, vehicles equipped with stop-start systems, hybrid vehicles, plug-in vehicles, and electric vehicles.

2. The change to the main body text clarifies the vehicles subject to stationary testing, thus no change is necessary to the annex specifying the stationary test procedure.
