

**Economic and Social Council**Distr.: General
19 November 2012

Original: English

Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Noise****Fifty-seventh session**

Geneva, 5–7 February 2013

Item 3(a) of the provisional agenda

Regulation No. 51 (Noise of M and N categories of vehicles) – Development**Proposal for Supplement 9 to the 02 series of amendments to Regulation No. 51****Submitted by the expert from China¹**

The text reproduced below was prepared by the expert from China to introduce amendments to the test method. The proposal is based on a document without symbol (GRB-56-06) distributed at the fifty-sixth session of the Working Party on Noise (GRB)(ECE/TRANS/WP.29/GRB/54, para. 9). The modification to the existing text of the UN Regulation, are marked in bold for new or strikethrough for deleted characters.

¹ In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, 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

Insert a new paragraph 2.2.7., to read:

"2.2.7. The tyre dimensions"

Paragraph 2.17., amend to read:

"2.17. *"Pre-acceleration"* means application of acceleration control device prior to AA' for the purpose of achieving stable acceleration ~~between AA' and BB'~~ **within the acceleration calculation areas.**"

Annex 3,

Paragraph 3.1.1.5., amend to read:

"3.1.1.5. The maximum sound level expressed in A-weighted decibels (dB(A)) shall be measured as the vehicle is driven ~~between lines AA' and BB'~~ **passing the test track.** Such value shall constitute the result of the measurement. **The reading of test results should be rounded off to the first decimal place.**"

Paragraph 3.1.2.3.2., amend to read:

"3.1.2.3.2.1. Vehicles of categories M₁ and N₁ fitted with a gearbox having four or less forward gears shall be tested in second gear.

Vehicles of categories M₁ and N₁ fitted with a gearbox having more than four forward gears shall be tested successively in second and third gear. The average value of the sound levels recorded for these two conditions shall be calculated.

However, vehicles of category M₁ having more than four forward gears and equipped with an engine developing a maximum power greater than 140 kW (ECE) and a permissible maximum-power/maximum-mass ratio greater than 75 kW (ECE)/t shall be tested only in third gear, provided that the speed at which the rear of the vehicle passes the line BB' in third gear is greater than 61 km/h.

If during the test in second gear, the engine speed exceeds the engine speed "S" at which the engine develops its rated maximum power, the test must be repeated with an approach speed and/or approach engine speed reduced by steps of 5 per cent S, until the engine speed attained no longer exceeds S.

If the engine speed S is still attained with an approach speed corresponding to the idle speed, then the test will be performed only in third gear and the relevant results have to be evaluated."

Paragraph 3.1.2.3.2.2., shall be deleted

Paragraph 3.1.2.3.2.3., renumber as paragraph 3.1.2.3.2.2.

Paragraph 31.3., amend to read:

"3.1.3. Interpretation of results

The measurement ...

To allow for lack of precision in the measuring instrument the figures read from it during measurement shall each be reduced by 1 dB(a).

The final result should be rounded off to the first decimal place."

Annex 9,

Items 8.2.1 .and 8.2.2., amend to read:

"8.2.1.	Engine speed in gear i at:	AA' / PP' ⁻¹ min ⁻¹ (rpm)
		BB' min ⁻¹ (rpm)
		Maximum engine speed during test.....
		min ⁻¹ (rpm)
8.2.2.	Engine speed in gear (i+1) at:	AA' / PP' ⁻¹ min ⁻¹ (rpm)
		BB' min ⁻¹ (rpm)
		Maximum engine speed during test.....
		min ⁻¹ (rpm)"

Annex 10,

Paragraph 1.3., amend to read:

"1.3. Calibration of the entire Acoustic Measurement System for Measurement Session.

.... If this value is exceeded, the results of the measurements obtained after the previous satisfactory check shall be ~~discarded~~ **disregarded."**

Paragraph 3.1.2.1.2.2., amend to read:

"3.1.2.1.2.2. Calculation procedure for vehicles with automatic transmissions, adaptive transmissions and CVT's tested with non-locked gear ratios:

a_{wot test} used in the determination of gear selection shall be the average of the four a_{wot test, i} during each valid measurement run.

If devices or measures ~~described in paragraph 3.1.2.1.4.2.~~ can be used to **lock gear ratios**, calculate a_{wot test} using the equation:

$$a_{wot\ test} = ((v_{BB'} / 3.6)^2 - (v_{AA'} / 3.6)^2) / (2*(20+1))$$

Pre-acceleration may be used.

If no devices or measures ~~described in paragraph 3.1.2.1.4.2.~~ **can be used to lock gear ratios are used**, calculate a_{wot test} using the equation:

$$a_{wot_testPP-BB} = ((v_{BB'} / 3.6)^2 - (v_{PP'} / 3.6)^2) / (2*(10+1))$$

~~Pre-acceleration shall not be used.~~

~~The location of depressing the accelerator shall be where the reference point of the vehicle passes line AA'.~~

Pre-acceleration may be used."

Paragraph 3.1.2.2.1.1., amend to read:

"3.1.2.2.1.1. Vehicles with manual transmissions, **automatic transmissions, adaptive transmissions and transmissions with variable gear ratio (CVT's) with locked gear ratios.**

Stable acceleration condition shall be ensured. The gear choice is determined by the target conditions. If the difference in speed exceeds the given tolerance, then two gears should be tested, one above and one below the target speed.

If more than one gear fulfils the target conditions select that gear which is closest to 35 km/h. If no gear fulfils the target condition for v_{test} two gears shall be tested, one above and one below v_{test} . **When the test is performed in the gear with the speed below v_{test} , if the engine speed $n_{BB'}$ still exceed the upper limit of the target engine speed attained with an approach speed corresponding to the idle speed, then the test will be performed only in gear with the speed above v_{test} .** The target engine speed shall be reached in any condition. **When testing in the selected gears, if the engine speed exceeds the rated engine speed (S) during the test, the test data of this gear must be disregarded, then the next higher gear shall be used.**

A stable acceleration condition shall be ensured. If a stable acceleration cannot be ensured in a gear, this gear has to be disregarded."

Paragraph 3.1.2.2.1.2., amend to read:

"3.1.2.2.1.2. Vehicles with automatic transmissions, adaptive transmissions and transmissions with variable gear ratio (CVT's) **with non-locked gear ratios.**

The gear ... a lower acceleration is allowed after the reference point of the vehicle passes line PP'. Two tests must be performed, one with the end speed of $v_{test} = v_{BB'} + 5$ km/h, and one with the end speed of $v_{test} = v_{BB'} - 5$ km/h.

~~The reported noise sound pressure level is the maximum A-weighted sound level expressed in decibels (dB(A)), that result which is related to the test with the highest engine speed obtained during the test from AA' to BB'.~~ "

Paragraph 3.1.3., amend to read:

"3.1.3. Interpretation of results

The maximum A-weighted sound pressure level indicated during each passage of the vehicle ~~between the two lines AA' and BB' during the test~~ shall be noted. If a noise peak obviously out of character with the general sound pressure level is observed, the measurement shall be ~~discarded~~ **disregarded**. At least four measurements for each test condition shall be made on each side of the vehicle and for each gear ratio. Left and right side may be measured simultaneously or sequentially. ...

...

The calculated acceleration $a_{wot\ test}$ shall be noted to the second digit after the

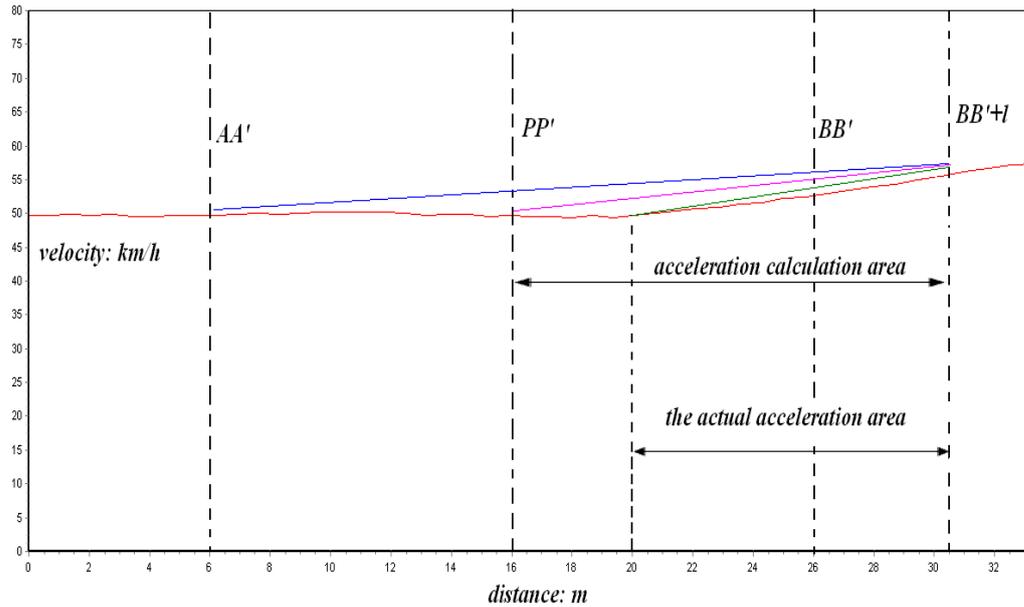
decimal place. The final result should be rounded off to the first decimal place."

II. Justification

Explanations for draft amendments to UN Regulation No. 51

Figure 1

The influence of acceleration delay

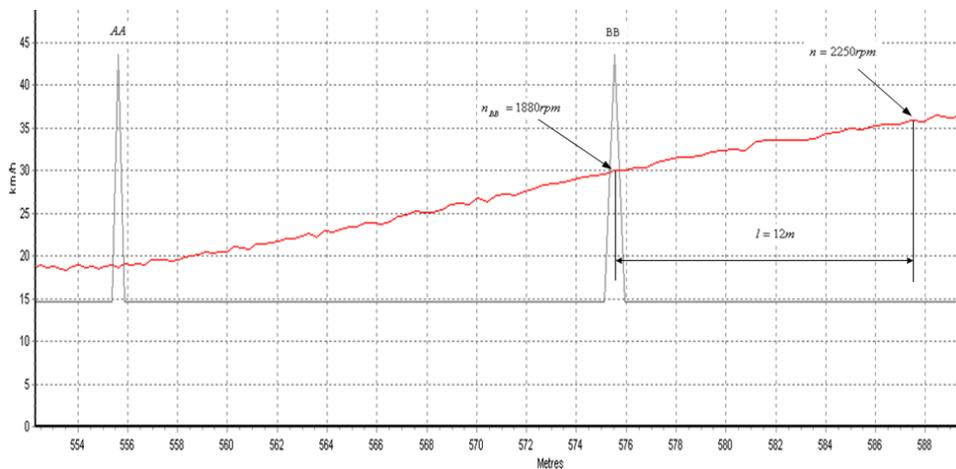


1. Conclusion: If the pre-acceleration is not used, vehicles with non-locked gear transmissions cannot test their real acceleration, when the acceleration time delay is longer than 0.7 seconds. Accordingly, pre-acceleration of 4 metres is needed to ensure that a real acceleration can be reached. Moreover, the test accelerations $a_{\text{wot test}} = a_{\text{wot ref}}$ is related to the $k_P = 1 - (a_{\text{urban}} / a_{\text{wot ref}})$ weighting factor, and will influence the final result. Therefore, the expert from China is of the opinion that is relevant to obtain an exact and equitable acceleration when the test for automatic transmission vehicles is performed.

Table 1
The importance of round off to the first decimal place of reading and final result

Limit value 74dB(A)	Test result 1	Test result 2
	73.5	74.9
Final result	74	74
Determination	Some test engineers will think the test result is too close to the limit values and repetition of tests would be needed.	Some engineers will think the final result after rounding can satisfy the requirement of UN Regulation No. 51 so this kind of vehicles would pass the compliance testing.

Figure 2
Situation of exceed S and the deceleration delay of commercial vehicles



- (a) Some vehicles, particularly those equipped with front engines, even the nBB' can fulfil the target condition. However, when the rear of the vehicle passes the BB line the engine speed could exceed the rated engine speed (S), so that a test report containing only the nBB' and nAA' is insufficient.
- (b) The condition of engine speed exceeds S in not a recommended working condition by manufacturers. Accordingly, such working condition should not be covered by the test procedure.
- (c) There is always a deceleration delay when the acceleration pedal is released, so that the maximum engine speed does not correspond at the moment when is released the acceleration pedal.

Table 2
The information of tested vehicle

<i>Vehicle category</i>	<i>N3</i>	<i>Engine arrangement</i>	<i>Front arrangement</i>
Transmission type	manual	Length of vehicle (m)	12
Pn and S (kW/rpm)		228 / 2200	
Target engine speed (rpm)		1870-1958	

Figure 3
Flow chart for deciding the test gears

