

## **Proposal for Amendment 2 to the Consolidated Resolution on the Construction of Vehicles**

The text reproduced below was prepared by the expert from the Russian Federation for updating the UN Consolidated Resolution on the Construction of Vehicles (UN R.E.3) (document ECE/TRANS/WP.29/78/Rev.2). This text is extracted from the document ECE/TRANS/WP.29/GRB/2012/12 following the decision of the 56<sup>th</sup> GRB session (ECE/TRANS/WP.29/GRB/54, para. 28).

The proposal concerns recommended permissible levels of vehicle internal noise. The modifications to the current text of the UN R.E.3. are shown in bold characters for new or strikethrough for deleted characters.

### **I. Proposal**

*Paragraph 8.8.1.1.*, amend to read:

"8.8.1.1. This ... exposed.

**This recommendation does not apply to motor vehicles, construction of the roof and/or glazing, which do not provide a complete isolation of the cab (passenger compartments) from the ambience."**

Insert a new paragraph 8.8.1.3., to read:

**"8.8.1.3. Recommendations for permissible sound level inside motor vehicles**

<i>Motor vehicle</i>	<i>Permissible levels of noise, dB (A) <sup>7</sup></i>
<b><i>Motor vehicles for transportation of passengers</i></b>	
<b>Categories M<sub>2</sub> and M<sub>3</sub></b>	
<b>(a) at the driver's seat</b>	<b>78</b>
<b>(b) in the passenger compartment of class B, II and III buses</b>	<b>80</b>
<b>(c) in the passenger compartment of class A and I buses</b>	<b>82</b>
<b>Categories M<sub>2</sub> and M<sub>3</sub> with the engine located in front of adjacent to the driver's seat, including special purpose buses manufactured on the chassis of trucks</b>	<b>80</b>
<b><i>Motor vehicles for transportation of goods</i></b>	
<b>Category N<sub>1</sub> with a laden mass up to 2000 kg</b>	<b>80</b>
<b>Category N<sub>1</sub> with a laden mass from 2000 kg up to 3500 kg</b>	<b>82</b>
<b>Categories N<sub>2</sub> and N<sub>3</sub></b>	<b>82</b>
<b>Categories N<sub>2</sub> and N<sub>3</sub> (trucks with a sleeping berth)</b>	<b>80</b>
<b>Semitrailers for transportation of passengers</b>	<b>80</b>
<b><i>Trolley-buses</i></b>	
<b>(a) at the driver's seat</b>	<b>78</b>
<b>(b) in the passenger compartment</b>	<b>82</b>
<b>Vehicles with the pneumatic braking system, when the compressed air is discharged from the pneumatic valves after the actuation of brakes</b>	<b>70</b>

<sup>7</sup> Note: The permissible noise levels for all-wheel drive motor vehicles of categories M<sub>2</sub>G, M<sub>3</sub>G, N<sub>1</sub>G, N<sub>2</sub>G, and N<sub>3</sub>G may be exceeded by not more than 1 dB (A). “

## II. Justification

*Paragraphs 8.8.1. and 8.8.1.3.:* These paragraphs recommend limit values on vehicle internal noise. These data will be useful in a technological level assessment of internal noise taking into account the technique specified in paragraph 8.38. Limit values are set for both the driver working space and for the passenger compartment. The proposed values are based on the statistics of a considerable number of measurements from the Russian Federation at the time of vehicle homologation within the framework of the national vehicle certification system. Several editorial corrections are also introduced.