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Sixty-fourth session

Geneva, 5-7 September 2016

Report of the Working Party on Noise on its sixty-fourth session

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I. Attendance

1. The Working Party on Noise (GRB) held its sixty-fourth session from 5 to 7 September 2016 in Geneva. The meeting was chaired by Mr. S. Ficheux (France). Experts from the following countries participated in the work following Rule 1(a) of the Rules of Procedure of the World Forum for Harmonization of Vehicle Regulations (WP.29) (TRANS/WP.29/690, Amend. 1 and Amend. 2): Belgium; China; France; Germany; Hungary; India; Italy; Japan; Netherlands; Norway; Poland; Republic of Korea; Russian Federation; Spain; Sweden; Switzerland; Turkey; United Kingdom of Great Britain and Northern Ireland and the United States of America. Experts from the European Commission (EC) participated. Experts from the following non-governmental organizations also participated: European Association of Automotive Suppliers (CLEPA); European Tyre and Rim Technical Organisation (ETRTO); International Council of Academies of Engineering and Technological Sciences, Inc. (CAETS); International Motorcycle Manufacturers Association (IMMA); International Motorcycling Federation (FIM); International Organization for Standardization (ISO); International Organization of Motor Vehicle Manufacturers (OICA) and World Blind Union (WBU).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.29/GRB/2016/3

2. GRB considered and adopted the agenda.

III. Regulation No. 28 (Audible warning devices) (agenda item 2)

Documentation: ECE/TRANS/WP.29/GRB/2016/4, Informal documents GRB-64-01, GRB-64-02, GRB-64-05, GRB-64-06, GRB-64-09, GRB-64-22 and WP.29-168-04

3. The expert from the Russian Federation introduced an updated proposal for amendments to Regulation No. 28 (ECE/TRANS/WP.29/GRB/2016/4, GRB-64-01, GRB-64-09 and GRB-64-22). The proposal received comments from the experts of France, Japan (GRB-64-02), Netherlands, Poland, Switzerland and OICA. GRB adopted the proposal, as amended by Annex II, and requested the secretariat to submit it to the World Forum for Harmonization of Vehicle Regulations (WP.29) and the Administrative Committee (AC.1) for consideration and vote at their March 2017 sessions as a draft Supplement 5 to Regulation No. 28.

4. The expert from Germany presented an analysis of the current diverging requirements and challenges for reversing alarms of M and N categories of vehicles and called for harmonization in this area in the framework of the 1958 Agreement (GRB-64-06). As an example of a possible solution, he mentioned amending Regulation No. 28 with the provisions on reversing alarms (GRB-64-05). The expert from Turkey recalled its alternative proposal, at the March 2016 session of WP.29, to establish a new Regulation on vehicle reversing sound warning devices (WP.29-168-04).

5. GRB was of the view that, before taking a decision on the legal form of reversing alarm requirements, this issue would need to be studied further. The experts from China, France, Germany, Hungary, Republic of Korea, Spain, Turkey and OICA expressed their interest in participating in this work. The Chair invited the expert of Germany to solicit comments from GRB experts with a view to preparing proposals for the next session. The

expert from Japan pointed out the need to cooperate with the Working Party on General Safety Provisions (GRSG) on devices for indirect vision (Regulation No. 46) which could be an alternative to reversing alarms.

IV. Regulation No. 41 (Noise of motorcycles): Development (agenda item 3)

6. No new proposals were presented under this agenda item.

V. Regulation No. 51 (Noise of M and N categories of vehicles) (agenda item 4)

A. Development

Documentation: ECE/TRANS/WP.29/2016/4

7. GRB noted that Supplement 1 to the 03 series of amendments to Regulation No. 51 (ECE/TRANS/WP.29/2016/4) was adopted at the WP.29 and AC.1 sessions in March 2016 and would come into force in October 2016.

B. Additional sound emission provisions

Documentation: Informal documents GRB-64-04, GRB-64-16, GRB-64-23 and Rev.1

8. The expert from France presented the results of a survey on Additional Sound Emission Provisions (ASEP) (GRB-64-16). According the expert, the survey had identified many issues in the application of ASEP of the 03 series of amendments to Regulation No. 51 and the need for further work on this subject. He further reported that this view was also shared by ISO, which proposed to revise the ASEP provisions (GRB-64-04).

9. To progress in this area, GRB decided, subject to WP.29 consent, to establish an Informal Working Group (IWG) on ASEP and adopted its Terms of Reference (ToR) (GRB-64-23 and Rev.1), as reproduced in Annex III to this report. The experts from China, France, Germany, Hungary, Japan, Spain, IMMA, CLEPA and OICA expressed their interest in participating in the activities of IWG ASEP.

VI. Regulation No. 59 (Replacement silencing systems) (agenda item 5)

10. No information was reported under this item.

VII. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles) (agenda item 6)

Documentation: ECE/TRANS/WP.29/GRB/2016/5

11. GRB noted that the expert from EC had transmitted revised proposals for amendments to Regulation No. 92 (ECE/TRANS/WP.29/GRB/2016/5) and agreed to consider them under agenda item 8 in conjunction with proposals for amendments to

Regulations Nos. 9 and 63 (ECE/TRANS/WP.29/GRB/2016/6 and ECE/TRANS/WP.29/GRB/2016/7, respectively).

VIII. Regulation No. 117 (Tyre rolling resistance, rolling noise and wet grip) (agenda item 7)

Documentation: Informal document GRB-62-11-Rev.1 and Add.1

12. The expert from the Netherlands recalled their earlier study on tyre performance (GRB-62-11 and Add.1) and presented the outcome of a new study on this subject. In addition to tyre noise, the new study addressed rolling resistance and wet grip for tyres sold in 2013-2016 in the Netherlands. According to the expert, the results had demonstrated a consistent trend for better performance in all aspects and tyre classes. Therefore, he proposed to tighten the limit values in the 02 series of amendments to Regulation No. 117 (GRB-62-11-Rev.1 and Add.1).

13. The expert from ETRTO made a reservation about the sampling of tyres in the Dutch study and drew the attention of GRB to the fact that the limit values in the 02 series of amendments to Regulation No. 117 had been introduced only in 2012 and that the transitional periods to comply with these limits were still ongoing. The expert from the Russian Federation argued in favour of setting new target values well in advance, in order to give the industry sufficient time to prepare for their introduction. The experts from Germany and OICA recalled the past experience in noise Regulations and pointed out that only tightening the tyre noise limits would not necessarily improve the real situation on the streets. The Chair shared their views and called for a more holistic approach prior to taking a decision.

14. GRB noted that the same proposals had been raised by the Netherlands at the EU level and that internal EU discussions were under way. GRB was of the view that the Working Party on Braking and Running Gear (GRRF), which also deals with Regulation No. 117, should be informed about the Dutch proposals. The expert from the Netherlands expressed his willingness to present the issue to GRRF. Finally, GRB agreed to revert to this subject at one of its future session, based on GRRF and EU deliberations.

IX. Collective amendments (agenda item 8)

Documentation: ECE/TRANS/WP.29/GRB/2016/5,
ECE/TRANS/WP.29/GRB/2016/6,
ECE/TRANS/WP.29/GRB/2016/7, Informal documents GRB-64-11,
GRB-64-13 and GRB-64-18

15. The expert from EC introduced revised proposals for amendments to Regulations Nos. 9, 63 and 92 (ECE/TRANS/WP.29/GRB/2016/6, ECE/TRANS/WP.29/GRB/2016/7, ECE/TRANS/WP.29/GRB/2016/5 and GRB-64-13). GRB adopted these proposals, subject to the following correction of references:

ECE/TRANS/WP.29/GRB/2016/6, Annex 3, paragraph 3.1.2.2.3., last sentence, for 2.8 read 2.10.

ECE/TRANS/WP.29/GRB/2016/7, Annex 3, paragraph 3.1.2.2., for 2.8 read 2.12.

16. GRB requested the secretariat to submit the above proposals to WP.29 and AC.1 for consideration and vote at their March 2017 sessions as a draft Supplement 3 to the 07 series of amendments to Regulation No. 9, a draft Supplement 3 to the 02 series of

amendments to Regulation No. 63 and a draft Supplement 2 to the 01 series of amendments to Regulation No. 92.

17. The expert from EC introduced additional amendments on powered cycles to Regulation No. 63 (GRB-64-11) and, to this end, also proposed to include new subcategories L1-A and L1-B in the Consolidated Resolution on the Construction of Vehicles (R.E.3) (GRB-64-18). The experts from Germany, Japan, Italy, Netherlands and IMMA requested more time to study the proposals and pointed out that R.E.3 would need first to be amended with the new definitions of powered cycles. GRB agreed to come back to this subject at the next session.

X. Exchange of information on national and international requirements on noise levels (agenda item 9)

Documentation: Informal document GRB-64-24

18. The expert from China gave an overview of the national implementation of the 03 series of amendments to Regulation No. 51 and related issues (GRB-64-24).

XI. Influence of road surface on tyre rolling sound emissions (agenda item 10)

19. No new information was presented under this item.

XII. Quiet road transport vehicles (agenda item 11)

Documentation: ECE/TRANS/WP.29/GRB/2016/8,
ECE/TRANS/WP.29/GRB/2016/9, Depository Notification
C.N.125.2016.TREATIES-XI.B.16, Informal documents GRB-64-03, GRB-64-14, GRB-64-19, GRB-64-20 and GRB-64-21

20. GRB noted that the draft Regulation on quiet road transport vehicles (QRTV) (ECE/TRANS/WP.29/2016/26) had been adopted by WP.29 and AC.1 at their March 2016 sessions and would enter into force as Regulation No. 138 in October 2016 (Depository Notification C.N.125.2016.TREATIES-XI.B.16 of 5 April 2016).

21. The expert from EC briefed GRB on how the technical and administrative provisions of Regulation No. 138 on the Acoustic Vehicle Alerting System (AVAS) requirements would be incorporated in Annex VIII to EU Regulation No. 540/2014 (GRB-64-19).

22. The experts from Japan and OICA proposed an editorial change as well as further amendments to Regulation No. 138 to prohibit the pause function for AVAS (ECE/TRANS/WP.29/GRB/2016/8, ECE/TRANS/WP.29/GRB/2016/9 and GRB-64-03). These proposals were supported by the experts of Germany, Italy, Poland, United States of America and WBU. GRB adopted the proposals, as laid down in Annex V, and requested the secretariat to submit them WP.29 and AC.1 for consideration and vote at their March 2017 sessions as a draft Supplement 1 to the original series and a new draft 01 series of amendments to Regulation No. 138.

23. The expert from France, in his capacity of Co-chair of the IWG on a Quiet Road Transport Vehicles (QRTV) Regulation under 1958 Agreement, reported on the status of QRTV-related work (GRB-64-14).

24. The expert from the United States of America, in his capacity of Chair of IWG on QRTV Global Technical Regulation (GTR), informed GRB that the national Rule on AVAS was expected to be published in October or November 2016 and that the AVAS pause switch would be prohibited in the national Rule. He further indicated that IWG on QRTV GTR, which had suspended its activities pending the publication of the United States Rule, would need more time to fulfil its mandated tasks. GRB invited its Chair to request WP.29, at its session in November 2016, to extend the mandate of IWG on QRTV GTR until December 2018.

25. The expert from OICA presented the outcome of their survey of owners (drivers) of a specific electric vehicle model on their experiences with AVAS (GRB-64-20 and GRB-64-21). GRB welcomed the study and called for more AVAS surveys, in particular of vulnerable road users (e.g. cyclists, pedestrians, blind or people with impaired vision).

XIII. Acronyms and abbreviations in Regulations under the responsibility of the Working Party on Noise (GRB) (agenda item 12)

Documentation: Informal documents WP.29-165-16 and GRB-63-09

26. GRB recalled the WP.29 request to introduce, in the medium term, an alternative acronym for 'Replacement Exhaust Silencing System' (RESS) in Regulation No. 92 (WP.29-165-16). GRB noted that this issue was addressed in document ECE/TRANS/WP.29/GRB/2016/5 adopted at this session (see para. 15 above).

XIV. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles (agenda item 13)

Documentation: Informal document GRB-64-18

27. GRB noted that the draft proposal by the expert from the European Commission (GRB-64-18) was addressed under agenda item 8 (para. 17 above).

28. The expert from OICA indicated the need to include new definitions on special vehicles into the Consolidated Resolution on the Construction of Vehicles (R.E.3). He added that OICA would submit proposals to the GRSG session in October 2016.

XV. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it (agenda item 14)

29. GRB was informed that WP.29, at its June 2016 session, had noted no objection to Revision 3 of the 1958 Agreement from the Contracting Parties and that the European Union had offered to formally transmit the revised Agreement (ECE/TRANS/WP.29/2016/2) to the United Nations Office for Legal Affairs (OLA). The secretariat also briefed GRB on the recent activities of the Subgroup on UN Regulation No. 0 on IWVTA and about the development of an electronic database for the exchange of type approval documentation (DETA).

XVI. Highlights of the March and June 2016 sessions of WP.29 (agenda item 15)

Documentation: ECE/TRANS/WP.29/1120, ECE/TRANS/WP.29/1123,
Informal document GRB-64-12

30. The secretariat reported on the highlights of the 168th and 169th sessions of WP.29 (GRB-64-12).

XVII. Exchange of views regarding the future work of GRB (agenda item 16)

Documentation: Informal documents GRB-64-07, GRB-64-08, GRB-64-10,
GRB-64-15 and GRB-64-17

31. The expert from ISO reported on the progress of standard ISO 362-3 on indoor testing of pass-by noise (GRB-64-07). The expert from OICA stressed the importance of including indoor testing as an alternative to type approval tests of Annex 3 to Regulation No. 51, in particular for vehicle manufacturers in countries where the local weather conditions allow the use of outdoor test tracks only for a limited period per year. The expert of Germany pointed out that, at this stage, it would be premature to replace type approval tests with indoor testing. To make progress, GRB invited the experts from ISO and OICA to prepare for the next session an informal document with draft amendment proposals to Regulation No. 51 that would include ISO 362-3.

32. The Chair presented a revised list of possible issues for the future GRB activities compiled at the third informal meeting in July 2016 (GRB-64-08). The expert from Japan proposed modifications to the time limits of some activities listed in this document. The expert from France presented proposals to improve efficiency of road vehicle noise Regulations by tackling such issues as day-to-day and track-to-track dispersion between measurements and different interpretations of the same text (GRB-64-15). The expert from EC proposed to include three additional points related to L-category vehicles (GRB-64-17). The expert from OICA reported on a meeting between ETRTO and OICA which concluded that a harmonized test procedure for tyre and vehicle noise measurements would be beneficial for industry and environment. Finally, GRB invited all experts to submit their comments in writing to the Chair and requested the Chair to update the list accordingly.

XVIII. Other business (agenda item 17)

Documentation: Informal documents WP.29-168-15 and WP.29-169-13

33. GRB was informed that WP.29, at its March and June 2016 sessions, had had a discussion on the performance of automotive systems, in particular the ones relying on software, in conditions other than those tested during the type approval test procedures (WP.29-168-15 and WP.29-169-13). WP.29 had requested its subsidiary Working Parties to give feedback on the issue. GRB invited its experts to provide comments and decided to revert to this matter at the next session.

34. GRB took note that Dr. Ichiro Samamoto (Japan) had changed his position and would no longer attend its sessions. GRB thanked him for his contributions and wished him success in the future.

35. GRB was informed that Mr. Pierre Laurent (CLEPA) would retire and no longer attend its sessions. GRB acknowledged his contributions and wished him a happy retirement.

XIX. Provisional agenda for the sixty-fifth session (agenda item 18)

36. For its sixty-fifth session, scheduled to be held in Geneva from 15 (starting at 2.30 p.m.) to 17 (concluding at 5.30 p.m.) February 2017, GRB noted that the deadline for the submission of official documents to the secretariat would be 18 November 2016, twelve weeks prior to the session. The following provisional agenda was adopted:

1. Adoption of the agenda.
2. Regulation No. 28 (Audible warning devices).
3. Regulation No. 41 (Noise of motorcycles): Development.
4. Regulation No. 51 (Noise of M and N categories of vehicles):
 - (a) Development;
 - (b) Additional sound emission provisions.
5. Regulation No. 63 (Noise emissions of mopeds).
6. Regulation No. 92 (Replacement exhaust silencing systems for motorcycles).
7. Regulation No. 117 (Tyre rolling noise and wet grip adhesion).
8. Regulation No. 138 (Quiet road transport vehicles).
9. Collective amendments.
10. Exchange of information on national and international requirements on noise levels.
11. Influence of road surface on tyre rolling sound emissions.
12. Acronyms and abbreviations in Regulations under the responsibility of GRB.
13. Proposal for amendments to the Consolidated Resolution on the Construction of Vehicles.
14. Development of the International Whole Vehicle Type Approval (IWVTA) system and involvement of the Working Parties (GRs) in it.
15. Highlights of the November 2016 session of WP.29.
16. Exchange of views regarding the future work of GRB.
17. Other business.
18. Provisional agenda for the sixty-sixth session.

XX. Election of officers (agenda item 19)

37. In compliance with Rule 37 of the Rules of Procedure (TRANS/WP.29/690 and ECE/TRANS/WP.29/690/Amend.1), GRB called for the election of officers. The representatives of the Contracting Parties, present and voting, elected unanimously

Mr. Serge Ficheux (France) as Chair and Mr. Andrei Bocharov (Russian Federation) as Vice-Chair for the sessions of GRB scheduled for the year 2017.

Annex I

List of informal documents (GRB-64-...) distributed during the session

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
1	Russian Federation	2	E	Proposal for Supplement 5 to Regulation No. 28	(d)
2	Japan	2	E	Editorial amendments to ECE/TRANS/WP.29/GRB/2016/4	(d)
3	Japan and OICA	11	E	Proposal for Supplement 1 to the 00 series and a proposal for the 01 series of amendments to Regulation No. 138 (Quiet Road Transport Vehicles)	(d)
4	ISO	4 (b)	E	Proposals to clarify the provisions of Regulation No. 51, Revision 3, Annex 7	(b)
5	Germany	2	E	Amendment proposals to Regulation No. 28 on reversing alarm	(c)
6	Germany	2	E	Reversing alarm of M and N vehicles	(c)
7	ISO	16	E	ISO 362-3 Indoor-testing of pass-by noise	(c)
8	Chair	16	E	GRB subjects for the future	(c)
9	Russian Federation	2	E	Illustrations for definitions of audible warning devices and audible warning systems	(d)
10	Japan	16	E	Comments on GRB-64-08	(a)
11	European Commission	8	E	Proposals for amendments to Regulation No. 63	(c)
12	Secretariat	15	E	General information and WP.29 highlights	(a)
13	European Commission	8	E	Amendment proposals for Regulations Nos. 9, 63 and 92	(d)
14	France	11	E	Feedback from GRB members in order to plan a QRTV meeting	(a)
15	France	16	E	Some proposals to improve efficiency of road vehicle noise regulations	(a)
16	France	4 (b)	E	Information on ASEP	(a)
17	European Commission	16	E	Points related to L-category vehicles proposed by the European Commission expert for future work of GRB	(a)
18	European Commission	13	E	Proposal for an amendment to the Consolidated Resolution on the Construction of Vehicles (R.E.3)	(c)
19	European Commission	11	E	EU Regulation on AVAS requirements	(a)
20	OICA	11	E, F	AVAS questionnaire	(a)
21	OICA	11	E	AVAS survey results	(a)

<i>Symbol</i>	<i>Transmitted by</i>	<i>Agenda item</i>	<i>Language</i>	<i>Title</i>	<i>Follow-up</i>
22	Russian Federation	2	E	A revised proposal for Supplement 5 to Regulation No. 28	(d)
23	Chair	4 (b)	E	Draft Terms of Reference of IWG ASEP	(d)
24	China	9	E	Implementation of the 01 series of amendments to Regulation No. 53 in China	(a)

Notes:

- (a) Consideration completed or superseded.
- (b) Continue consideration at the next session with an official symbol.
- (c) Continue consideration at the next session as an informal document.
- (d) Adopted and to be submitted to WP.29.

Annex II

Adopted amendments to ECE/TRANS/WP.29/GRB/2016/4

Paragraph 1.1.1., amend to read:

"1.1.1. PART I: ~~audible warning devices~~ (AWD) Approval of audible warning devices, audible warning systems, multiple audible warning systems⁴ supplied with direct or alternating current or compressed air, which are intended for fitting to motor vehicles of categories L₃ to ~~L~~₅, M, ~~and~~ N, excluding mopeds (categories L₁ and L₂¹²)." ¹²

Paragraph 2.3., delete "mounted on a common bracket"

Paragraph 2.5.2.2., delete "and T"

Paragraph 2.5.5., amend to read:

"2.5.5. audible warning devices, audible warning systems, multiple audible warning systems supplied directly from an external compressed air source:"

Paragraph 6.3.2., delete "The axis of maximum sensitivity of the microphone shall coincide with the direction of the maximum sound level of the audible warning device, audible warning system, multiple audible warning system."

Paragraph 6.3.7., delete ", T"

Paragraph 6.3.7.1., *point (b)*, delete ", T"

Paragraph 6.3.9., for "6.2.7." read "6.3.7.1."

Paragraph 14.2.2.2., delete ", and T"

Paragraph 14.3.3., *footnote 6*, amend to read: ⁶ See paragraph 6.3.1., footnote 4."

Annex 1A, Addendum to the communication form No. 002439, Extension No.: 00, item 1.1., for "electromagnetic horn" read "electromagnetic with horn"

Annex 1A, Appendix 1, item 1.1., for "electromagnetic horn" read "electromagnetic with horn"

Annex III

Terms of Reference of the Informal Working Group on Annex 7 "Additional Sound Emission Provisions (ASEP)" to the 03 series of amendments to Regulation No. 51

A. Introduction

1. Within the informal group for the future work of GRB and during the sixty-second, sixty-third and sixty-fourth sessions of GRB, several concerns about ASEP were presented:
 - Updating and simplification of the text to improve its clarity in the short term.
 - Missing sound limit values for N_1 and off-road vehicles in Annex 7, paragraph 5.3.
 - New test methods would be necessary in Regulation No. 51 for serial hybrid vehicles that are excluded from ASEP until 30 June 2019.
 - ASEP as part of type approval (not as a manufacturer declaration).
 - More general technical review in cooperation with ISO (improvement of methods).
 - Proposal to create an IWG for ASEP starting in 2016.
2. This proposal establishes the Terms of Reference of a new IWG ASEP (Regulation No. 51 under the 1958 Agreement).
3. The aim of the group is to propose improvements of this Regulation.

B. Objective of Informal Working Group on Additional Sound Emission Provisions

4. The scope and objective are based on Informal document GRB-64-16.
5. The scope shall initially cover M_1 and N_1 categories.
6. As a primary objective, IWG ASEP shall:

In the short term (for the sixty-fifth session of GRB in February 2017)

- continue the work done by ISO to update and simplify the text to improve its clarity;
- propose missing limits, e.g. N_1 from the 02 series of amendments to Regulation No. 51 in reference sound assessment;
- re-structure the text for better understanding.

In the mid and long-term

- review and improve test procedure for automatic transmission in non-locked transmission condition;
 - propose a test procedure for hybrid vehicles and new technologies of vehicles;
 - propose a simplified test procedure and/or alternative test (such as in-door testing) to save time and to enable direct application of ASEP during type approval.
7. In addition, IWG ASEP might also propose a general principle for revision of ASEP regarding:

- Consideration of scope and target to elaborate on sound behaviours that are subject to criticism;
 - Improve the effectiveness of the method regarding off-cycle tests, etc.;
 - Field of application;
 - Control range (method to be more representative for urban driving behaviour);
 - Consider harmonization with ASEP in Regulation No. 41, if possible.
8. IWG ASEP shall report to GRB.

C. Rules of Procedure

9. IWG ASEP shall be open to all participants of GRB. However, it is recommended that a maximum of two technical experts per country and organization participate in IWG.
10. IWG shall be chaired by France/China and co-chaired by Japan. OICA shall act as Secretary.
11. The working language shall be English.
12. All documents and/or proposals shall be submitted to the Secretary of IWG in a suitable electronic format at least one week before a scheduled meeting.
13. An agenda and the latest draft document shall be circulated to all members of IWG in advance of all scheduled meetings.
14. All IWG documentation shall be made available on the dedicated UNECE website.

D. Timeline

15. The aim of IWG is to present a working document for consideration at the sixty-fifth session of GRB in February 2017 with clarification on ASEP and a detailed elaborated work plan and timeline. IWG will present a progress report, including already achieved further results, by September 2018 and a comprehensive proposal by September 2019.
16. The first IWG meeting is planned to be held on 7 and 8 November 2016 in China.
17. The second IWG meeting is planned to be held on 13 and 14 February 2017 before the sixty-fifth session of GRB.

Annex IV

Adopted amendments to Regulation No. 138 (Quiet road transport vehicles)

A. Proposal for Supplement 1 to the 00 series of amendments

Paragraph 1., amend to read:

"1. Scope

This Regulation applies to electrified vehicles of categories M and N which can ~~travel~~ **be propelled** in the normal mode, in reverse or at least one forward drive gear, without an internal combustion engine operating¹ in respect to their audibility."

B. Proposal for the 01 series of amendments

Paragraph 1., amend to read:

"1. Scope

This Regulation applies to electrified vehicles of categories M and N which can ~~travel~~ **be propelled** in the normal mode, in reverse or at least one forward drive gear, without an internal combustion engine operating¹ in respect to their audibility."

Paragraph 2.7., amend to read:

"2.7. *"Pause function"* means a mechanism **to enable the driver** to halt ~~temporarily~~ the operation of an AVAS."

Paragraph 6.2.6., amend to read:

"6.2.6. Pause function

Any pause function as defined in paragraph 2.7. shall be prohibited. The manufacturer may install a function for temporary deactivation of the AVAS. Any other deactivation function, which does not satisfy the specification below, is prohibited.

~~6.2.6.1. The function shall be located so that it is operable by the driver in a normal seating position.~~

~~6.2.6.2. In the case when the pause function is activated, the suspension of AVAS has to be clearly indicated to the driver.~~

~~6.2.6.3. The AVAS shall be reactivated when the vehicle is started upon each vehicle turn off.~~

~~6.2.6.4. Owner's manual information~~

~~If a pause function is installed, the manufacturer shall provide the owner with information (e.g. in the owner's manual) on its effect:~~

~~"The pause function of the Acoustic Vehicle Alerting System (AVAS) shall not be used unless for an obvious lack of necessity to emit sound for alert in~~

the surrounding area and that it is certain that there are no pedestrians within the short distance." "

Paragraph 11., amend to read:

- "11. Transitional provisions
- 11.1. Until 30 June 2019 ISO 10844:1994 may be applied as an alternative to ISO 10844:2014 to check compliance of the test track as described in Annex 3, paragraph 2.1.2. of this Regulation.
- 11.2. **As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments.**
- 11.3. **As from 1 September 2019, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to this Regulation in its original version, first issued after 1 September 2019.**
- 11.4. **Until 1 September 2021, Contracting Parties applying this Regulation shall accept type approvals to this Regulation in its original version, first issued before 1 September 2019.**
- 11.5. **As from 1 September 2021, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to this Regulation in its original version.**
- 11.6. **Notwithstanding paragraphs 11.3. to 11.5. above, type approvals granted to this Regulation in its original version, which are not affected by the 01 series of amendments, shall remain valid and Contracting Parties applying this Regulation shall accept them.**
- 11.7. **Notwithstanding the transitional provisions above, Contracting Parties whose application of this Regulation comes into force after the date of entry into force of the 01 series of amendments are not obliged to accept type approvals which were granted in accordance with this Regulation in its original version and are only obliged to accept type approval granted in accordance with the 01 series of amendments.**
- 11.8. **Contracting Parties applying this Regulation shall not refuse to grant type approvals, or extensions thereof, under this Regulation in its original version."**

Annex 1,

Addendum to the communication form No...., Technical Information, paragraph 1.2., amend to read:

- "1.2. Description of AVAS (if applicable):
- ~~1.2.1. Pause switch (yes/no)~~
- ~~1.2.2.1.2.1.~~ Sound at Stationary (yes/no)
- ~~1.2.3.1.2.2.~~ No. of driver selectable sounds (1/2/3/...)"

Annex V

GRB informal groups

<i>Informal group</i>	<i>Chair(s) and Co-chair(s)</i>	<i>Secretary</i>	<i>Expiry date of the mandate</i>
Quiet road transport vehicles (QRTV) for GTR	Mr. Ezana Wondimneh (USA) Tel: +1 202 366 21 17 E-mail: Ezana.wondimneh@dot.gov Mr. Ichiro Sakamoto (Japan) Tel:+81 422 41 66 18 Fax:+81 422 76 86 04 E-mail: i-saka@ntsel.go.jp	Mr. Andreas Vosinis (Directorate General Growth, European Commission) Tel:+ 32 2 2992116 E-mail: andreas.vosinis@ec.europa.eu	December 2016
QRTV Regulation under 1958 Agreement	Mr. Bernd Schüttler (Germany) Tel: +49 228 99300 4372 Fax: +49 228 99300807 4372 E-mail: bernd.schuettler@bmvi.bund.de Mr. Louis-Ferdinand Pardo (France) Tel: +33 1 69 80 17 66 Fax: +33 1 69 80 17 09 E-mail: louis-ferdinand.pardo@utaceram.com Mr. Ichiro Sakamoto (Japan) Tel:+81 422 41 66 18 Fax:+81 422 76 86 04 E-mail: i-saka@ntsel.go.jp	Mr. Hanns-Peter Bietenbeck (OICA) Tel: +49 221 903 24 09 Fax: +49 221 903 25 46 E-mail: hbietenb@ford.com	September 2017
Additional sound emission provisions (ASEP) ¹	Mr. Louis-Ferdinand Pardo (France) Tel: +33 1 69 80 17 66 Fax: +33 1 69 80 17 09 E-mail: louis-ferdinand.pardo@utaceram.com Mr. Dongming Xie (China) Phone: +86 22 843 79284 Fax: +86 22 84379259 E-mail: xiedongming@catarc.ac.cn Mr. Kazuhiro Okamoto (Japan) Phone: +81 422 41 3227 Fax: +81 422 41 3232 E-mail: k-okamot@shinsa.ntsel.go.jp	Mrs. Françoise Silvani (OICA) Tel: +33 1 76 85 05 92 Fax: +33 1 76 86 92 89 E-mail: francoise.silvani@renault.com	September 2019 ¹

¹ Subject to WP.29 approval