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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Noise and Tyres****Seventy-second session**

Geneva, 7–9 September 2020

Items 3 of the provisional agenda

UN Regulation No. 51 (Noise of M and N categories of vehicles)**Proposal for revised Terms of Reference of the Informal Working Group on Additional Sound Emission Provisions****Submitted by the Informal Working Group on Additional Sound Emission Provisions***

The text reproduced below was prepared by the experts from the Informal Working Group on Additional Sound Emission Provisions (IWG ASEP) in order to update its Terms of Reference, taking into consideration the already approved IWG ASEP proposals, progress made and the impact of the COVID pandemic. It is based on Annex III of ECE/TRANS/WP.29/GRB/66. The modifications are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

A. Introduction

1. Within the informal group for the future work of GRBP and during the sixty-second, sixty-third and sixty-fourth sessions of GRBP, 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 N₁ and off road vehicles in Annex 7, paragraph 5.3.~~
 - New test methods would be necessary in UN Regulation No. 51 for serial hybrid vehicles that ~~are~~ **were** excluded from ASEP until 30 June 2019.
 - ASEP as part of type approval (not as a manufacturer declaration).
 - ASEP as an important element of a “toolbox” (Annexes 3 and 7, periodic technical inspections, manipulations, after-market silencers, better conditions for road checks, etc.) deemed to tackle elements of real-world sound emissions, to be revised preliminary to future legislative initiatives modifying type approval sound limits.
 - More general technical review in cooperation with ISO (improvement of methods).
 - **The IWG ASEP started in 2016 and cannot finish in 2020 due to Covid-19. Thus, the work of the group is extended to 2021** ~~Proposal to create an IWG for ASEP starting in 2016.~~
2. This proposal establishes the Terms of Reference of a new IWG ASEP (for UN Regulations Nos. 41 and 51 under the 1958 Agreement).
3. The aim of the group is to propose improvements to these Regulations.

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 M₁ and N₁ and L₃ categories.
6. As primary objectives, ~~IWG ASEP shall:~~

In the short term (for the sessions of GRB from September 2018 to September 2019)

Until now, IWG ASEP has done:

- Interpretation of paragraph 6.2.3. in the 03 series of amendments to UN Regulation No. 51,
- **Incorporation of ASEP as Type-approval in the UN Regulation No. 41,**
- **Supplements 3 to 6 to the 03 Series of amendments of the UN Regulation No. 51.**

In the mid and long term

Work is not finished on:

- Data collections for all driving conditions of existing vehicles of categories M₁, N₁ and L₃.
- Correlation of data with existing or new models.
- **Revision and improvement of the** test procedure for automatic transmission in non-locked transmission condition.
- **Proposal of** a test procedure for hybrid vehicles, low PMR vehicles and new technologies of vehicles.

- **Proposal of 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 which delivers a good Real Driving characteristic during measurements.**
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.
 8. IWG ASEP shall report to GRBP.

C. Rules of Procedure

9. IWG ASEP shall be open to all participants of GRBP. However, it is recommended that a maximum of two technical experts per country and organization participate in IWG.
10. **A drafting group for preparing the documents of IWG ASEP is established with a maximum number of 10 participants to enable face-to-face meetings.**
11. **Meetings other than the drafting group's meetings are organized in that way that others ASEP people can participate to the meeting in virtual.**
12. IWG shall be chaired by Germany/China and co-chaired by Japan. OICA shall act as Secretary.
13. The working language shall be English.
14. 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.
15. An agenda and the latest draft document shall be circulated to all members of IWG in advance of all scheduled meetings.
16. All IWG documentation shall be made available on the dedicated UNECE website.

D. Timeline

17. The aim of IWG is to present working documents for consideration at the GRBP sessions and a detailed elaborated work plan and timeline. IWG will present progress reports, including already achieved further results, and comprehensive proposals by:

- **for motorcycles: September 2020, and at the latest by January 2021**
- **for vehicles of categories M₁ and N₁: September 2021**

~~September 2020 and/or, for each category, targeting a timeframe to be preferably concluded or at least sufficiently matured before any legislation initiative to lower sound limit values starts.~~

II. Justification

1. The Terms of Reference of IWG ASEP need to be updated due to the already approved IWG ASEP proposals, progress made and the impact of the COVID pandemic.

2. The items, which were solved by Supplements 3, 4, 5 and 6 to the 03 series of amendments to UN Regulation No. 51, as proposed by IWG ASEP and approved by the World Forum (WP.29), are deleted and/or adjusted to the current status of the IWG work. Since the last revision of these Terms of Reference in September 2018, the approved IWG ASEP proposals for amendments to the 03 series of amendments to UN Regulation No.51 are:

At the 177th session of WP.29 in March 2019

- ECE/TRANS/WP.29/2019/4 and Rev.1 (Supplement 5) based on ECE/TRANS/WP.29/GRB/2018/10 as amended by para. 5 of the report of the sixty-eighth session of GRBP (ECE/TRANS/WP.29/GRB/66), ECE/TRANS/WP.29/GRB/2019/9 and ECE/TRANS/WP.29/GRB/2019/11;
- ECE/TRANS/WP.29/GRB/2019/8 (Corrigendum to Supplement 3);
- ECE/TRANS/WP.29/GRB/2019/9 (Corrigendum to Supplement 4).

At the 180th session of WP.29 in March 2020

- ECE/TRANS/WP.29/2020/4 (Supplement 6) based on Annex II to the report of the seventieth session of GRBP (ECE/TRANS/WP.29/GRBP/68). This Annex was based on ECE/TRANS/WP.29/GRBP/2019/13 and Informal document GRBP-70-26 Rev.1.
