

**ECONOMIC COMMISSION FOR EUROPE**  
INLAND TRANSPORT COMMITTEE  
World Forum for Harmonization of Vehicle Regulations (WP.29)  
Working Party on Noise and Tyres (GRBP)  
Task Force for Quiet Road Transport Vehicles - New TF-QRTV

**Meeting minutes of the 02<sup>nd</sup> session of the  
Task Force – Quiet Road Traffic Vehicles – New TF-QRTV  
Monday 11<sup>th</sup> July, 2022 from 10:00 to 16:00 (CET)**

[hybrid session](#)

**OICA office - 4 rue de Berri - 75008 Paris, and by Teams**

		Working Documents <small>(*) not available before the meeting</small>
1.	<b>Welcome and opening remarks</b> Due to absence of Mr. Ficheux Mr. Volkenborn welcomed the participants to this 2 <sup>nd</sup> session. Mr. Schüttler took over the intermediate chair position for this meeting when he arrived.	
2.	<b>Introduction of participants and organizations</b> Attendees of the 2 <sup>nd</sup> meeting TF-QRTV agreed for sharing with the group: <ul style="list-style-type: none"><li>- Any documents used and or presented during the session</li><li>- Publication on the UNECE website</li><li>- The attendance list as proposed under document TF-QRTV-02-02</li><li>- Attendees in person are highlighted in the attendance list</li></ul>	<a href="#">TF-QRTV-02-03(*)</a>
3.	<b>Adoption of the agenda</b> The drafted agenda has been adopted	<a href="#">TF-QRTV-02-01</a>
4.	<b>Summary of uncertainty work</b> Doug Moore from ISO presented an evaluation of uncertainty for noise measurements done under ISO16254 conditions. Basis of these investigation are practical test and theory on physical relations. Key findings: <ul style="list-style-type: none"><li>- A single microphone is high sensitive to atmospheric and distance related quantities</li><li>- Multipoint receivers reduce or eliminate the atmospheric uncertainty</li><li>- Multipoint receivers reduce but don't eliminate the distance related effects (cancellation)</li><li>- "5 microphone array" has an 50 % improvement compared to a single microphone test procedure</li></ul>	<a href="#">TF-QRTV-02-04</a>

5.	<p><b>2 steps-approach: Priorities &amp; organization</b></p> <p><b>Discussion about mid and short term topics</b></p> <p>The objectives coming from Document TF-QRTV 01-03 Rev.1 have been reviewed and topic “f” “Structure” for component approval and “after market management” has been skipped.</p> <ul style="list-style-type: none"> <li>- “Specifications” Structure is a measure, how to achieve targets, but not target itself.</li> <li>- “After market management” Safety topic, sensitive for OEM knowledge (knowledge about the internal vehicle communication system, e.g. CAN/BUS system, needed. Forecast to the impact from new future systems is not possible. Aftermarket AVAS and R156 (cyber security) seems not to work due to safety aspect and sound manipulation, in addition if consumers wants to have “much more sound” (more annoyance) or less sounds (less safety).</li> </ul> <p>During the first meeting in May 20<sup>th</sup> 2022 has been decided to split the work into topics to be solved in a short and mid term time frame. Principle tasks of the new TF-QRTV (UN-R138-02) regarding the UN Regulation No.138 to be considered: Taken from TF-QRTV01-03 Rev.1</p> <ul style="list-style-type: none"> <li>a. Relationship between different regulations/standards at international levels FMVSS141, R138 , GB/T 37153... <b>mid</b></li> <li>b. Safety effectiveness <b>mid</b> Review studies, if available</li> <li>c. Interaction with other UN Regulations No.51 (Noise Emissions; RD-ASEP), <b>short</b> No.28 (Audible warning device), <b>mid</b> No.[16x] (Reverse Warning Sound), ... <b>mid</b> No. 117 currently not in focus</li> <li>d. Review/clarification of technical specifications</li> <li>i. Review different proposals done at the 74<sup>th</sup> and 75<sup>th</sup> Sessions of GRBP (proposal from France see 2a and Switzerland see 2b) <b>short</b></li> <li>ii. Others <b>mid if needed</b></li> <li>e. Measurement Uncertainties <b>short</b> <ul style="list-style-type: none"> <li>i. Work of ISO</li> <li>ii. Review test procedures</li> </ul> </li> <li>iii. Interchangeability of the various options on test procedures (indoor versus outdoor, ...)</li> <li>iv. Apply principle of IWG MU</li> <li><del>f. Structure of UN Regulation No.138</del></li> <li><del>i. Specifications for component approval (as in UN Regulation No.28) After-market management ((seems to be not necessary)</del></li> <li>g. Stringency of AVAS/Grey zone (outside test criteria) <b>short</b> <ul style="list-style-type: none"> <li>i. Review minimum and maximum sound levels on all driving situations</li> <li>ii. Operation range of AVAS</li> </ul> </li> <li>h. Organisation of the transitional period for international purposes <b>mid</b></li> </ul>	<p><a href="#">GRBP-74-02e</a></p> <p><a href="#">GRBP-74-05e</a></p>
5.	<p><b>Any Other Business</b> No any other business</p>	
6.	<p><b>Next meeting(s)</b> <b>The next meeting will take place in Geneva 2022 September 8<sup>th</sup></b> From 10:00 to 16:00 CEST at CASIC (Geneva) Office (because of bank holiday in CH) Boulevard Helvétique 36 (Rue Petit-Senn 2 Entrée), 1207 Genève</p>	

	Due to limited space in the office the meeting is a hybrid meeting again	
7.	<b>Adjourn</b>	

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All documents of this TF-QRTV are/will be available via the

[New TF-QRTV \(UN-R138-02\) - Transport - Vehicle Regulations - UNECE Wiki](#)