

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 on Vehicles' Sound (TF-VS)

Draft Report of the 18th Session of the Task Force on Vehicles Sound TF-VS
Wednesday 9th July 2025 from 14:00 to 17:30 (CET)
Thursday 10th July 2025 from 9:00 to 9:30
Hybrid meeting / BREYDEL building, avenue d'Auderghem 45 - Brussels

		Working Documents <small>(*) not available before the meeting</small>
1.	Welcome and opening remarks Mr. Ficheux welcomed the participants to this 18th Session.	
2.	Introduction of participants and organizations Attendees of this 17th session of the TF-VS agreed to share with the group any documents used and/or presented during this Session and also to make them public on the UNECE website.	
3.	Adoption of the agenda Draft agenda was adopted, in its second revision.	TFVS-18-01_Rev02
4.	Adoption of the Report of the 17th session The minutes of the 17 th session were published only a few days before the 18 th session. It was agreed to postpone their adoption to the next TF-VS meeting.	TFVS-17-09(*)
5.	Exchange of information on national and international requirements	
	<p>a. (ICCT) “Considerations for transport policies mitigating the negative impact of vehicle noise” Presenter: Mrs Kaylin Lee / Mr. Yoann Bernard - ICCT</p> <p>The presentation is introduced by a reminder of the impact of noise exposure on health. Besides the effect of average level Leq, the impact of maximum transient events is stressed out.</p> <p>Despite the noticeable reduction of pass-by-noise type approval values, examples of statistical road-side measurements of traffic noise do not show noticeable improvement.</p> <p>In road traffic, transient loud events are attributed to three main contributions:</p> <ul style="list-style-type: none"> • The possibility for motorcycles and sporty gasoline cars to accelerate at high revs, even for cars type approved under R51-03. • The stationary noise, mostly emitted by the exhaust, may reach levels over 110 dB(A) on sporty cars. This exhaust stationary level is reported but is not regulated in Europe. 	TFVS-18-02_Rev01

	<ul style="list-style-type: none"> • Some specific equipment may also emit high noise levels, such as the cooling system of some electric city buses. <p>Solutions are proposed:</p> <ul style="list-style-type: none"> • Setting an absolute “not to exceed” limit to a value to be defined around 85 dB(A). This limit would apply to any driving speed and acceleration. • Setting a limit on Stationary noise. Some examples are given, taken from regulation of several countries in and out of Europe <p>Discussion</p> <ul style="list-style-type: none"> • Max sound level and Type Approval values <ul style="list-style-type: none"> ○ Slide 14 shows levels of some sporty cars that are much higher than the highest type approval value in the Swiss database. Switzerland questioned the use of this database: no vehicle is type-approved beyond the limit. ○ It is reminded that the manufacturing year is not related to the year of the type approval. Some vehicles have been approved under R51-02, without ASEP. ○ The case of a citizen claim, on its own car, is reported. This case never revealed anything illegal on that vehicle. • Stationary noise <ul style="list-style-type: none"> ○ ETRTO questioned a trend to higher reported stationary noise) levels from 2023 (slide 18). → the trend is not clear, as less data is available to assess it. ○ It is reminded that all modes are now tested, and the maximum level is reported. Stationary noise has not been identified as a problem so far. • An absolute “not to exceed” sound level limit? <ul style="list-style-type: none"> ○ This question was raised when discussing R51-02 revision. No consistent value could be determined ○ ASEP, GRBP-68-03 and RD-ASEP put the sound emissions under control, on an extended control range. 	
	<p>b. (Institut für Kraftfahrzeuge - RWTH Aachen University) “Integrating Type Approval into CNOSSOS-EU“ Presenter: Mrs Carolin Schliephake - ika</p> <p>CNOSSOS is the official EU tool to calculate the exposure of populations to sound. The equations of the CNOSSOS model are reminded: source x propagation x weighting. The source model is based on 2007 data and does not reflect the progress made by the fleet on sound emissions. The method proposes to update the source model for tyre and powertrain from Type Approval data. The fleet composition is updated taking into account the type approval date of the vehicles.</p> <p>Discussion</p> <ul style="list-style-type: none"> • Towards an official update of CNOSSOS? <ul style="list-style-type: none"> ○ So far, no plan on EU side. A broader European research project would be necessary prior to an official update. 	<p>TFVS-18-03</p>

	<ul style="list-style-type: none"> ○ OICA: the RD-ASEP database provides data to statistically assess the evolution of the powertrain and tyre sound models ● ICCT: How to explain that the statistical pass-by level has not decreased in the past years? <ul style="list-style-type: none"> ○ Ika: It is likely that the road surface makes tyre sound dominant. Along the years, the surface may be aging and increases tyre sound, thus masking the progress made on tyre and powertrain sources. 	
	<p>c. (OICA) “Background Information on Working Document GRBP/2025/29”</p> <p>The document was not presented. Its presentation is postponed to IWG-ASEP / Subgroup R51/R138 meeting. It is intended to be submitted by OICA as an Informal Document to GRBP 82.</p>	<p>TFVS-18-04</p>
	<p>d. (ETRTO) “ETRTO comments on the latest outcomes on the LEON-T study”</p> <p>Presenter: M.-P. Reinert – Michelin</p> <p>LEON-T report by JRC on “future new policies on noise emissions” (see TFVS-17-05) suggests a reduction of tyre sound limits by 2dB.</p> <p>ETRTO reacts, as this proposal has already been made by EMISIA (2021). It was argued by ETRTO and ETRMA that such a reduction of sound limits would impact other tyre performances.</p> <p>ETRTO underlines the insufficient correlation level in the data exposed by JRC.</p> <p>Discussion</p> <ul style="list-style-type: none"> ● It is agreed a discussion with JRC is necessary ● OICA suggests having a JRC / ETRTO / OICA discussion in a future TF-VS meeting 	<p>TFVS-18-05</p>
	<p>e. (CH - EMPA) “Comparing Measured Pass-by Levels of Accelerating Battery Electric Cars and Combustion Engine Cars”</p> <p>Presenter: Axel Heusser – EMPA</p> <p>The study aims at comparing the sound emissions of combustion engine (ICE) and electric vehicles (EVs) in similar conditions.</p> <p>Pass-by measurements of pairs of similar class vehicles (ICE vs. EV) exhibit similar levels at constant speed, and 1 to 3dB higher levels for ICE under acceleration.</p> <p>This data is used to identify the parameters of a CNOSSOS-like model, that can be used to calculate the sound emissions for a statistical distribution of speed and acceleration, taken from actual traffic flow measurement.</p> <p>The study concludes that the benefit expected from electrification is limited to high acceleration and speeds below 40 km/h.</p> <p>Discussion</p>	<p>TFVS-18-06</p>

	<ul style="list-style-type: none"> • ICCT: For an exhaustive view, data in deceleration would be necessary as well. Are there many occurrences of accelerations close to or beyond 5 m/s²? <ul style="list-style-type: none"> ○ EMPA: no occurrence at all in the traffic dataset. • GER: were some of the measured EVs equipped with a Sound Enhancement? <ul style="list-style-type: none"> ○ EMPA: the information is not available. But all vehicles were tested under their “default” mode. 	
6.	<p>Guidelines of the task force</p> <ul style="list-style-type: none"> • Discussion on updating the guidelines of the Task Force as approved GRBP-74 in September 2021 • This item was not discussed during the meeting 	GRBP-74-03 Rev.1
7.	<p>Recurrent Topic</p> <ul style="list-style-type: none"> • Future work of the TF-VS to be discussed • This item was not discussed during the meeting 	
8.	<p>GRBP Status report – last version GRBP-81-34 (only for reference)</p>	GRBP-81-34-Rev01
9.	<p>Any Other Business</p> <ul style="list-style-type: none"> • New TF-VS Secretary. <ul style="list-style-type: none"> ○ The Chair announced that the Secretary of TF-VS, Mr. Roberto Barone (OICA - Ferrari) is wishing to leave the Secretariat, as he is called to a new position in his company. ○ Mr. Yannick Denoual (OICA – Renault Group) offered to succeed to Mr. Barone as Secretary to TF-VS. ○ The group warmly thanked Mr. Barone for his action during the past two years and welcomed Mr. Denoual as his successor. 	
10.	<p>Next meeting(s) & provisional agenda</p> <ul style="list-style-type: none"> • TFVS-19 – 20th October 2025 – 13:30 – 17:30 (CET) – Venue to be confirmed – Provisional • TFVS-19 – 9th February 2026 – 13:30 – 17:30 (CET) – Room VI, Palais des Nations, Geneva 	
11.	<p>Adjourn</p>	

All documents of this TF-VS meeting are/will be available via the [UNECE website - Task Force on Sound Limits \(TF-SL\)/Vehicles' Sound \(VS\)](#).