# Comments on ECE/TRANS/WP.29/GRB/2017/5 <br> France 

## ASEP-05-05

## ECE/TRANS/WP.29/GRB/2017/5 concerns

- For some case, anchor point in i+1 (to avoid strong variation of vehicle noise in gear i).
- Extend SPL measurement to line BB' + 20m to avoid "backfire"


## « Backfire » assessment

The expert from Italy expressed concerns about the suggested extension of the sound pressure level measurement to line BB' plus 20 m , with the aim to properly assess the possible "backfire". According to him, this modification would be a new requirement which should be introduced by means of a new series of amendments with transitional provisions, rather than by a supplement, as proposed in ECE/TRANS/WP.29/GRB/2017/6. He also pointed out that the above modification would need to be accompanied with a similar change in the relevant ISO standard.

## « Backfire » assessment



## « Backfire » assessment

- From 5 to 10 dB reduction between $\mathrm{BB}^{\prime}$ and $\mathrm{BB}^{\prime}+20$ m . Probably limited by background noise.
- From 5 to 10 dB reduction Lmax and Level at BB'.


Non compliant « backfire » level :
From 1 to 15 dB above current level of non backfire vehicle + ASEP limits

## « Backfire » assessment Software

- No problem with usual sound level meter
- Should be possible for digital analyzer
- Accuracy required for pedal released position


## « Backfire » assessment ISO 10844



Potential impact :
< 3dB due to surface absorption

## « Backfire » assessment Impact on obstacle's reflection



## « Backfire » assessment Indoor

No room with more than 35 m are available
$\rightarrow$ Backfire testing shall evaluated by extrapolation of the passby using representative(s) microphone(s)


## Transitional provisions

Options for amendment :

- New series (with transitional provision)
- Supplement with transitional provision
- Supplement without transitional provision

If transition provision needed, which prescription shall be concerned :

- Backfire (SPL from AA to BB+20m)
- Anchor point (L wot i+1 instead of L wot i)

