Comments on ECE/TRANS/WP.29/GRB/2017/5

France

ASEP-05-05

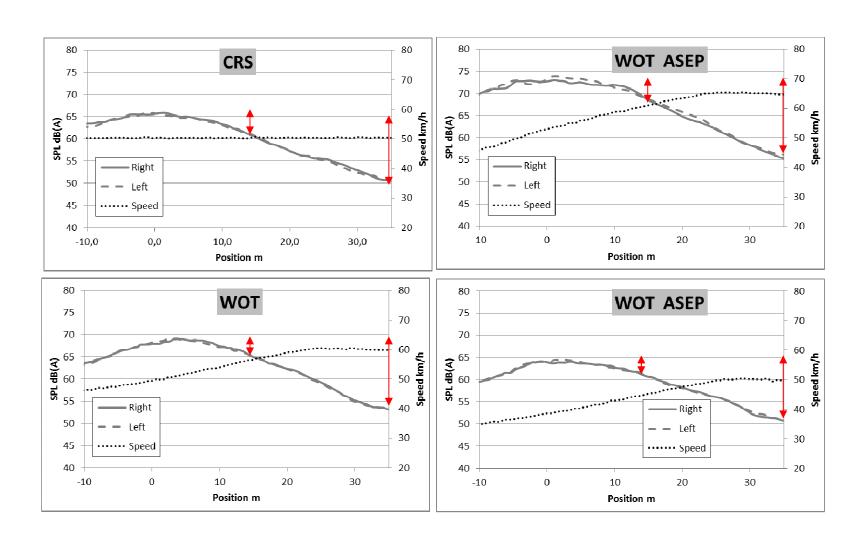
ECE/TRANS/WP.29/GRB/2017/5 concerns

- 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

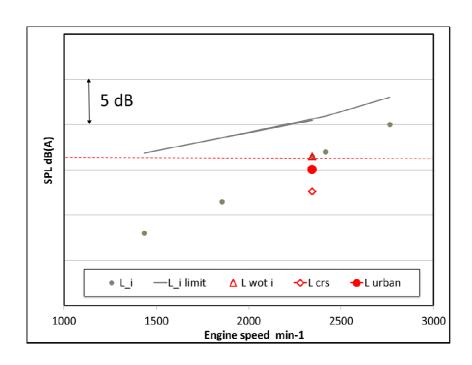
The expert from Italy expressed concerns about the suggested extension of the sound pressure level measurement to line BB' plus 20 m, with the aim to properly assess the possible "backfire". According to him, this modification would be a new requirement which should be introduced by means of a new series of amendments with transitional provisions, rather than supplement, as proposed 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 BB' and BB'+20 m. Probably limited by background noise.
- From 5 to 10 dB reduction Lmax and Level at BB'.

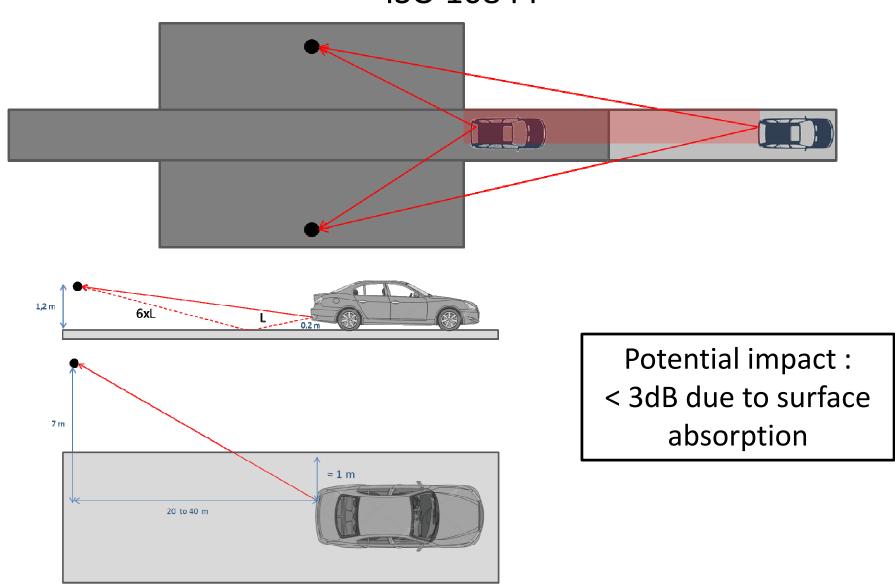


Non compliant « backfire » level : From 1 to 15 dB above current level of non backfire vehicle + ASEP limits

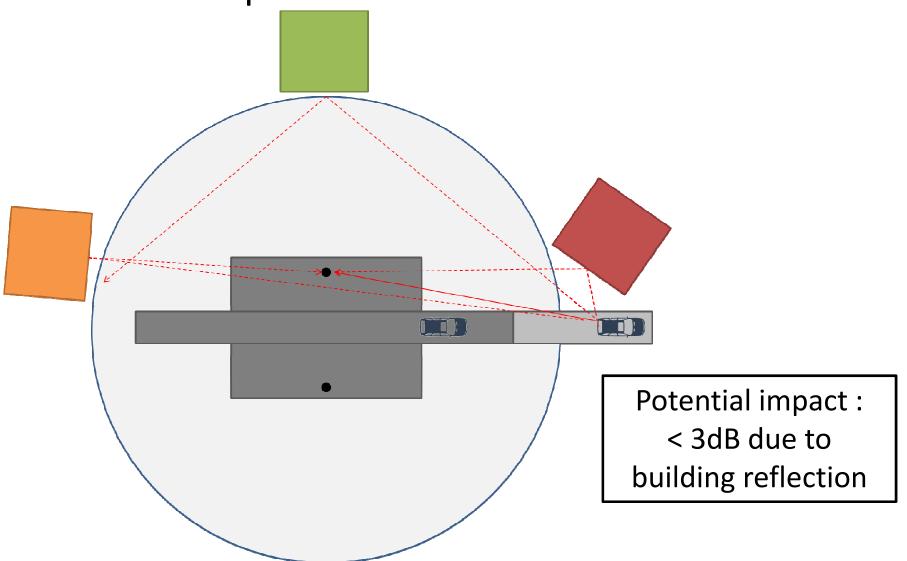
« Backfire » assessment Software

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

« Backfire » assessment ISO 10844



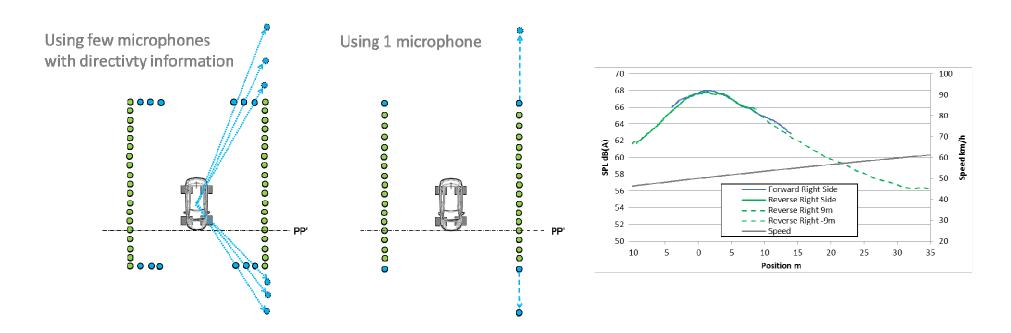
« Backfire » assessment Impact on obstacle's reflection



« Backfire » assessment Indoor

No room with more than 35 m are available

→ 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)