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Committee on the Environment, Public Health and Food Safety

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AMENDMENTS 95 - 143

Draft report

Miroslav Ouzký

(PE487.891v02-00)

Proposal for a Regulation of the European Parliament and of the Council on the sound level of motor vehicles

Proposal for a regulation

(COM(2011)0856 – C7-0487/2011 – 2011/0409(COD))

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United in diversity

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Amendment 95
Françoise Grossetête, Salvatore Tatarella

Proposal for a regulation
Annex I – point 5.2.2. a (new)

Text proposed by the Commission

Amendment

5.2.2.a The limit values set forth in the table in Annex III apply with a reasonable tolerance margin during measurement.

Or. en

Justification

The current provisions in all noise regulations allow a tolerance for production.

Amendment 96
Judith A. Merkies, Nessa Childers, Minodora Cliveta, Toine Manders, Andres Perello Rodriguez

Proposal for a regulation
Annex I Appendix 2 a (new)

Text proposed by the Commission

Amendment

Appendix 2a

Type approval values from vehicle and test data:

1. Elements of capsulation

1.1 Elements of noise encapsulation as defined by the vehicle manufacturer

2. Noise level of moving vehicle:

Test result (Lurban): dB(A)

Test result (Lwot): dB(A)

Test result (Lcruise): dB(A)

kP – factor:

3. Noise level of stationary vehicle:

***Position and orientation of microphone
(according to figure 2 in Appendix 1 of
Annex II)***

Test result for stationary test: dB(A)

Or. en

Justification

Monitoring and reporting of EU type approval certificate.

Amendment 97

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Patrizia Toia, Andres Perello Rodriguez

**Proposal for a regulation
Annex II – point 2.2.**

Text proposed by the Commission

Compliance of the acoustic measurement instrumentation shall be verified by the existence of a valid certificate of compliance. Those certificates shall be deemed to be valid if certification of compliance with the standards was conducted within the previous 12-month period for the sound calibration device ***and within the previous 24 month period for the instrumentation system.*** All compliance testing must be conducted by a laboratory, which is authorized to perform calibrations traceable to the appropriate standards.

Amendment

Compliance of the acoustic measurement instrumentation shall be verified by the existence of a valid certificate of compliance. Those certificates shall be deemed to be valid if certification of compliance with the standards was conducted within the previous 12-month period for the sound calibration device ***and instrumentation system.*** All compliance testing must be conducted by a laboratory, which is authorized to perform calibrations traceable to the appropriate standards.

Or. en

Justification

It is anomalous checks on sound instrumentation systems are only conducted every 2 years whilst those of sound calibration devices occur annually. This anomaly could lead to errors in sound instrumentation systems leading to incorrect measurements being conducted during tests. Device

and instrumentation system calibration should be should be conducted together.

Amendment 98

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Andres Perello Rodriguez

Proposal for a regulation

Annex II – point 3.1. – paragraph 4

Text proposed by the Commission

The meteorological instrumentation should be positioned adjacent to the test area at a height of 1.2 m ± 0.02 m. The measurements shall be made when the ambient air temperature is between +5 °C and +40 °C.

Amendment

The meteorological instrumentation should be positioned adjacent to the test area at a height of 1.2 m ± 0.02 m. The measurements shall be made when the ambient air temperature is between +5 °C and +25 °C.

Or. en

Justification

Vehicles emit less noise at higher ambient meteorological temperatures. The lower range of values will reduce gains by vehicle manufactures artificially lower test results.

Amendment 99

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Andres Perello Rodriguez

Proposal for a regulation

Annex II – point 3.1. – paragraph 7

Text proposed by the Commission

Any noise peak which appears to be unrelated to the characteristics of the general noise level of the vehicle shall be ignored in taking the readings.

Amendment

deleted

Or. en

Justification

All noise peak should be considered in readings.

Amendment 100

Gilles Pargneaux

Proposal for a regulation

Annex II – point 3.1. – paragraph 7

Text proposed by the Commission

Amendment

*Any noise peak which appears to be
unrelated to the characteristics of the
general noise level of the vehicle shall be
ignored in taking the readings.* **deleted**

Or. fr

Justification

All noise peaks should be taken into account when readings are taken.

Amendment 101

**Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Toine Manders,
Marita Ulvskog, Asa Westlund, Andres Perello Rodriguez**

Proposal for a regulation

Annex II – point 3.1. – paragraph 9

Text proposed by the Commission

Amendment

The background noise (including any wind noise) shall be at least **10 dB** below the A-weighted noise pressure level produced by the vehicle under test. ***If the difference between the ambient noise and the measured noise is between 10 and 15 dB(A), the appropriate correction must be subtracted from the readings on the noise-level meter in order to calculate the test results, as in the following table:***

The background noise (including any wind noise) shall be at least **15dB** below the A-weighted noise pressure level produced by the vehicle under test.

^{1/} In conformity with Annex VII to this Regulation.

Or. en

Justification

The amendment is designed to reduce flexibility in the test and reducing gains by manufactures.

Amendment 102

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Toine Manders, Marita Ulvskog, Asa Westlund, Andres Perello Rodriguez

Proposal for a regulation

Annex II – point 3.1. – table

Text proposed by the Commission

<i>Difference between ambient noise and noise to be measured dB(A)</i>	<i>10</i>	<i>11</i>	<i>12</i>	<i>13</i>	<i>14</i>	<i>15</i>
<i>Correction dB(A)</i>	<i>0.5</i>	<i>0.4</i>	<i>0.3</i>	<i>0.2</i>	<i>0.1</i>	<i>0.0</i>

Amendment

deleted

Or. en

Justification

The amendment is designed to reduce flexibility in the test and reducing gains by manufactures.

Amendment 103

Christofer Fjellner

Proposal for a regulation

Annex II – point 3.2.1. – introductory part

Text proposed by the Commission

Amendment

3.2.1. The vehicle tested shall be ***selected in a way so that all vehicles of the same type which are put on the market fulfil the requirements of this Regulation.***

3.2.1. The vehicle tested shall be ***representative of vehicles to be put on the market as specified by the manufacturer.***

Or. en

Justification

The current provisions in all noise regulations allow a tolerance for production.

Amendment 104

Françoise Grossetête

Proposal for a regulation

Annex II – point 3.2.1. a (new)

Text proposed by the Commission

Amendment

3.2.1a. The vehicle tested shall be representative of vehicles to be put on the market, as specified by the manufacturer.

Or. en

Justification

Selection of vehicles for the test shall be done in a way to enable a practicable choice for testing. The proposed text will require manufacturer to select the loudest vehicle within a family for the type test, which is very often for practical reasons not possible. The obligation of the manufacturer to ensure that any vehicle put on the market satisfies the specifications of the Regulation is done in article 5 point 1.

Amendment 105

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Andres Perello Rodriguez

Proposal for a regulation

Annex II – point 3.2.1. – table – row 4 'Vehicle category N₂, N₃ – paragraph 1

Text proposed by the Commission

Extra loading to reach the test mass of the vehicle shall be placed above the driven rear axle(s). The extra loading is limited to 75 per cent of the maximum mass allowed for the rear axle. ***The test mass must be achieved with a tolerance of ± 5 per cent.***

Amendment

Extra loading to reach the test mass of the vehicle shall be placed above the driven rear axle(s). The extra loading is limited to 75 per cent of the maximum mass allowed for the rear axle.

Or. en

Justification

The test mass should not have any tolerance.

Amendment 106

Satu Hassi

Proposal for a regulation

Annex II – point 3.2.2.

Text proposed by the Commission

3.2.2. Tyre rolling sound emissions are laid down in Regulation (EC) No 661/2009 on the general safety of motor vehicles. The tyres to be used for the test shall ***be representative for the vehicle and shall be selected by the vehicle manufacturer*** and recorded in Appendix 3 to Annex I of this Regulation. They shall correspond to one of the tyre sizes designated for the vehicle as original equipment. The tyre is or will be commercially available on the market at the same time as the vehicle. ^{2/} The tyres shall be inflated to the pressure recommended by the vehicle manufacturer for the test mass of the vehicle. The tyres shall have at least legal tread depth.

Amendment

3.2.2. Tyre rolling sound emissions are laid down in Regulation (EC) No 661/2009 on the general safety of motor vehicles. The tyres to be used for the test shall ***represent the tyres with the highest sound emission of that type identified by manufacturers*** and shall be recorded in Appendix 3 to Annex I of this Regulation. They shall correspond to one of the tyre sizes designated for the vehicle as original equipment. The tyre is or will be commercially available on the market at the same time as the vehicle. ^{2/} The tyres shall be inflated to the pressure recommended by the vehicle manufacturer for the test mass of the vehicle. The tyres shall have at least legal tread depth.

Or. en

Amendment 107

Miroslav Ouzký, Salvatore Tatarella, Martin Callanan

Proposal for a regulation

Annex II - point 3.2.2.

Text proposed by the Commission

3.2.2. Tyre rolling sound emissions are laid down in Regulation (EC) No 661/2009 on the general safety of motor vehicles. The tyres to be used for the test shall be representative for the vehicle and shall be selected by the vehicle manufacturer and recorded in Appendix 3 to Annex I of this Regulation. They shall correspond to one of the tyre sizes designated for the vehicle as original equipment. The tyre is or will be commercially available on the market at the same time as the vehicle.^{2/} The tyres shall be inflated to the pressure recommended by the vehicle manufacturer for the test mass of the vehicle. The tyres shall have *at least* legal tread depth.

Amendment

3.2.2. Tyre rolling sound emissions are laid down in Regulation (EC) No 661/2009 on the general safety of motor vehicles. The tyres to be used for the test shall be representative for the vehicle and shall be selected by the vehicle manufacturer and recorded in Appendix 3 to Annex I of this Regulation. They shall correspond to one of the tyre sizes designated for the vehicle as original equipment. The tyre is or will be commercially available on the market at the same time as the vehicle.^{2/} The tyres shall be inflated to the pressure recommended by the vehicle manufacturer for the test mass of the vehicle. The tyres shall have legal tread depth.

Or. en

Amendment 108

Toine Manders

Proposal for a regulation

Annex II – point 3.2.2.

Text proposed by the Commission

3.2.2. Tyre rolling sound emissions are laid down in Regulation (EC) No 661/2009 on the general safety of motor vehicles. The tyres to be used for the test shall be representative for the *vehicle* and shall be selected by the vehicle manufacturer and recorded in Appendix 3 to Annex I of this Regulation. They shall correspond to one of the tyre sizes designated for the vehicle

Amendment

3.2.2. Tyre rolling sound emissions are laid down in Regulation (EC) No 661/2009 on the general safety of motor vehicles. The tyres to be used for the test shall be representative for the *axle* and shall be selected by the vehicle manufacturer and recorded in Appendix 3 to Annex I of this Regulation. They shall correspond to one of the tyre sizes designated for the vehicle

as original equipment. The tyre is or will be commercially available on the market at the same time as the vehicle. The tyres shall be inflated to the pressure recommended by the vehicle manufacturer for the test mass of the vehicle. ***The tyres shall have at least legal tread depth.***

as original equipment. The tyre is or will be commercially available on the market at the same time as the vehicle. The tyres shall be inflated to the pressure recommended by the vehicle manufacturer for the test mass of the vehicle. ***The tyres shall have a tread depth of at least 80 per cent of the full tread depth.***

Or. en

Justification

The aim of the new test method is to simulate real urban traffic. The tread depth of the tyres and the tyre designation should be that typically used in traffic. The UNECE Recommendation is for a minimum tread depth of 80% of the full tread depth. The test should take into account that trucks use different tyre designations on front and rear axles. Furthermore the mandatory monitoring procedure for this new Regulation between 2007 and 2010 was based on tyres representative for the axle.

Amendment 109

Sabine Wils

Proposal for a regulation Annex II – point 3.2.2.

Text proposed by the Commission

3.2.2. Tyre rolling sound emissions are laid down in Regulation (EC) No 661/2009 on the general safety of motor vehicles. The tyres to be used for the test shall ***be representative*** for the vehicle and shall be selected by the vehicle manufacturer and recorded in Appendix 3 to Annex I of this Regulation. They shall correspond to one of the tyre sizes designated for the vehicle as original equipment. The tyre is or will be commercially available on the market at the same time as the vehicle. The tyres shall be inflated to the pressure recommended by the vehicle manufacturer for the test mass of the vehicle. The tyres shall have at least legal tread depth.

Amendment

3.2.2. Tyre rolling sound emissions are laid down in Regulation (EC) No 661/2009 on the general safety of motor vehicles. The tyres to be used for the test shall *represent the tyres with the loudest noise emission of that type identified by manufacturers* for the vehicle and shall be selected by the vehicle manufacturer and recorded in Appendix 3 to Annex I of this Regulation. They shall correspond to one of the tyre sizes designated for the vehicle as original equipment. The tyre is or will be commercially available on the market at the same time as the vehicle. The tyres shall be inflated to the pressure recommended by the vehicle manufacturer

for the test mass of the vehicle. The tyres shall have at least legal tread depth.

Or. en

Justification

According to the principles of *Regulation (EC) No 692/2008*. The amendment is designed to ensure that all vehicles comply with standards and reduces gains of the test by manufacturers.

Amendment 110

Salvatore Tatarella, Miroslav Ouzký, Françoise Grossetête

Proposal for a regulation

Annex II – point 3.2.2. – footnote 2/

Text proposed by the Commission

^{2/} Given that the tyre contribution for overall sound emission is significant, regard must be had for existing regulatory provisions concerning tyre/road sound emissions. Traction tyres, snow tyres and special-use tyres shall be excluded during type-approval- and conformity of production measurements at the request of the manufacturer in accordance with UNECE Regulation No. 117 (*OJ L 231, 29.8.2008, p. 19*).

Amendment

^{2/} Given that the tyre contribution for overall sound emission is significant, regard must be had for existing regulatory provisions concerning tyre/road sound emissions. Traction tyres, snow tyres and special-use tyres shall be excluded during type-approval- and conformity of production measurements at the request of the manufacturer in accordance with UNECE regulation No. 117.

Or. en

Justification

The mention of OJ L 231 29.8.2008 should be deleted as it is an outdated reference.

Amendment 111

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Andres Perello Rodriguez

Proposal for a regulation

Annex II – point – 3.2.4.

Text proposed by the Commission

Amendment

3.2.4. If the vehicle is fitted with more than two-wheel drive ***it shall be tested in the drive which is intended for normal use.***

3.2.4. If the vehicle is fitted with more than two-wheel drive, ***it should be tested with the maximum number of driven wheels.***

Or. en

Justification

Should the car be fitted with more than two-wheel drive, four-wheel drive, it should be tested in four-wheel drive mode.

Amendment 112

Sabine Wils

**Proposal for a regulation
Annex II – point – 3.2.4.**

Text proposed by the Commission

Amendment

3.2.4. If the vehicle is fitted with more than two-wheel drive ***it shall be tested in the drive which is intended for normal use.***

3.2.4. If the vehicle is fitted with more than two-wheel drive, ***it should be tested with the maximum number of driven wheels.***

Or. en

Justification

Should the car be fitted with more than two-wheel drive, four-wheel drive, it should be tested in four-wheel drive mode.

Amendment 113

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Pavel Poc, Andres Perello Rodriguez

**Proposal for a regulation
Annex II – point 3.2.6 a (new)**

Text proposed by the Commission

Amendment

3.2.6a. Testing shall be representative of real world noise emissions, by correcting limit values for trucks by -1 dB(A) to account for ultra-quiet tyres used in the test but never used on the road.

Or. en

Justification

Test should be representative of real-world drive conditions, test results affected by the use of silent tyres should be accounted for.

Amendment 114

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Andres Perello Rodriguez

Proposal for a regulation

Annex II – point 4.1.2.1. – paragraph 1

Text proposed by the Commission

Amendment

The path of the centreline of the vehicle shall follow line CC' as closely as possible throughout the entire test, from the approach to line AA' until the rear of the vehicle passes line BB'. If the vehicle is fitted with more than two-wheel drive, ***test it in the drive selection which is intended for normal road use.***

The path of the centreline of the vehicle shall follow line CC' as closely as possible throughout the entire test, from the approach to line AA' until the rear of the vehicle passes line BB'. If the vehicle is fitted with more than two-wheel drive, ***it should be tested with the maximum number of driven wheels.***

Or. en

Justification

Should the car be fitted with more than two-wheel drive, four-wheel drive, it should be tested in four-wheel drive mode.

Amendment 115

Anja Weisgerber

Proposal for a regulation

Annex II – Number 4.1.2.1.4.1. – paragraph 1 – points a - c

Text proposed by the Commission

- (a) If one specific gear ratio gives an acceleration in a tolerance band of $\pm 5\%$ of the reference acceleration $a_{wot\ ref}$, not exceeding $3,0\ m/s^2$, test with that gear ratio.
- (b) If none of the gear ratios give the required acceleration, then choose a gear ratio i , with an acceleration higher and a gear ratio $i + 1$, with an acceleration lower than the reference acceleration. If the acceleration value in gear ratio i does not exceed $3,0\ m/s^2$, use both gear ratios for the test. The weighting ratio in relation to the reference acceleration $a_{wot\ ref}$ is calculated by: $k = (a_{wot\ ref} - a_{wot\ (i+1)}) / (a_{wot\ (i)} - a_{wot\ (i+1)})$
- (c) if the acceleration value of gear ratio i exceeds $3,0\ m/s^2$, the first gear ratio shall be used that gives an acceleration below $3,0\ m/s^2$ unless gear ratio $i + 1$ provides acceleration less than urban. In this case, two gears, i and $i + 1$ shall be used, including the gear i with acceleration exceeding $3,0\ m/s^2$. The achieved acceleration is then used for the calculation of the part power factor kP instead of $a_{wot\ ref}$.

Amendment

- (a) If one specific gear ratio gives an acceleration in a tolerance band of $\pm 5\%$ of the reference acceleration $a_{wot\ ref}$, not exceeding $2,0\ m/s^2$, test with that gear ratio.
- (b) If none of the gear ratios give the required acceleration, then choose a gear ratio i , with an acceleration higher and a gear ratio $i + 1$, with an acceleration lower than the reference acceleration. If the acceleration value in gear ratio i does not exceed $2,0\ m/s^2$, use both gear ratios for the test. The weighting ratio in relation to the reference acceleration $a_{wot\ ref}$ is calculated by: $k = (a_{wot\ ref} - a_{wot\ (i+1)}) / (a_{wot\ (i)} - a_{wot\ (i+1)})$
- (c) if the acceleration value of gear ratio i exceeds $2,0\ m/s^2$, the first gear ratio shall be used that gives an acceleration below $2,0\ m/s^2$ unless gear ratio $i + 1$ provides acceleration less than urban. In this case, two gears, i and $i + 1$ shall be used, including the gear i with acceleration exceeding $2,0\ m/s^2$. The achieved acceleration is then used for the calculation of the part power factor kP instead of $a_{wot\ ref}$.

Or. de

Justification

In order to simulate real urban traffic, the maximum acceleration should be set at 2.0 m/s².

Amendment 116

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Patrizia Toia, Andres Perello Rodriguez

Proposal for a regulation
Annex II – point 4.1.2.2. – paragraph 1

Text proposed by the Commission

The path of the centreline of the vehicle shall follow line CC' as closely as possible throughout the entire test, from the approach to line AA' until the rear of the vehicle passes line BB'. The test shall be conducted without a trailer or semi-trailer. If a trailer is not readily separable from the towing vehicle, the trailer shall not be taken into consideration when assessing the crossing of line BB'. If the vehicle incorporates equipment such as a concrete mixer, *a compressor, etc*, this equipment shall not be in operation during the test. The test mass of the vehicle shall be according to the table set out in point 3.2.1.

Amendment

The path of the centreline of the vehicle shall follow line CC' as closely as possible throughout the entire test, from the approach to line AA' until the rear of the vehicle passes line BB'. The test shall be conducted without a trailer or semi-trailer. The test shall be conducted without a trailer or semi-trailer. If a trailer is not readily separable from the towing vehicle, the trailer shall not be taken into consideration when assessing the crossing of line BB'. If the vehicle incorporates equipment such as a concrete mixer this equipment shall not be in operation during the test. The test mass of the vehicle shall be according to the table set out in point 3.2.1.

Or. en

Justification

Compressors are used for air brakes and are therefore an intrinsic part of the vehicle. Noise from compressors should not therefore be excluded from noise measurements to ensure these are representative of real-world drive conditions, therefore including compressors.

Amendment 117
Gilles Pargneaux

Proposal for a regulation
Annex III – paragraph 1 – introductory part

Text proposed by the Commission

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Amendment

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits ***and shall not exceed 90 dB(A) under any driving conditions, with a maximum speed of 130***

km/h, in accordance with Annex VIII:

Or. fr

Justification

The regulation should ensure that excessively high noise emissions are ruled out during both hard and gentle acceleration. Relevant provisions should enable the competent authorities to take action that has an immediate impact on traffic.

Amendment 118
Gilles Pargneaux

Proposal for a regulation
Annex III – column 2 – line 6

Text proposed by the Commission

Amendment

no of seats < 9

no of seats ≤ 9 ; $\leq 125kW/tonne$ and
maximum 1900cc

Or. fr

Justification

The new standards proposed by the Commission can be achieved, but only over a longer period. Two extra years will be required before European vehicles emit a noise level similar to that of an electric vehicle.

Amendment 119
Gilles Pargneaux

Proposal for a regulation
Annex III – column 5 – line 6

Text proposed by the Commission

Amendment

68

70

Or. fr

Justification

The new standards proposed by the Commission can be achieved, but only over a longer period. Two extra years will be required before European vehicles emit a noise level similar to that of an electric vehicle.

Amendment 120
Gilles Pargneaux

Proposal for a regulation
Annex III – column 6 – line 6

Text proposed by the Commission

Amendment

69

71

Or. fr

Justification

The new standards proposed by the Commission can be achieved, but only over a longer period. Two extra years will be required before European vehicles emit a noise level similar to that of an electric vehicle.

Amendment 121
Gilles Pargneaux

Proposal for a regulation
Annex III – limit values – column 2 – line 7

Text proposed by the Commission

Amendment

no of seats < 9
power to mass ratio > **150 kW/ton**

no of seats \leq **9**;
power to mass ratio > **125 kW/ton and**
minimum 1901 cc

Or. fr

Justification

The new standards proposed by the Commission can be achieved, but only over a longer period. Two extra years will be required before European vehicles emit a noise level similar to that of an electric vehicle.

Proposal for a regulation
Annex III

Text proposed by the Commission

<i>Annex III</i>
<i>Limit values</i>
<i>The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:</i>

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

<i>Vehicle category</i>	<i>Description of vehicle category</i>	<i>Limit values expressed in dB(A)</i> <i>[decibels(A)]</i>					
		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for registration, sale and entry into service of new vehicles</i>	
		<i>Phase 1 valid from</i> <i>[2 years after publication]</i>		<i>Phase 2 valid from</i> <i>[5 years after publication]</i>		<i>Phase 3 valid from</i> <i>[7 years after publication]</i>	
		<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>
<i>M</i>	<i>Vehicles used for the carriage of passengers</i>						
<i>M₁</i>	<i>no of seats ≤ 9</i>	<i>70</i>	<i>71**</i>	<i>68</i>	<i>69**</i>	<i>68</i>	<i>69**</i>
<i>M₁</i>	<i>no of seats ≤ 9;</i> <i>power to mass ratio > 150 kW/ton</i>	<i>71</i>	<i>71</i>	<i>69</i>	<i>69</i>	<i>69</i>	<i>69</i>
<i>M₂</i>	<i>no of seats > 9;</i> <i>mass ≤ 2 tons</i>	<i>72</i>	<i>72</i>	<i>70</i>	<i>70</i>	<i>70</i>	<i>70</i>
<i>M₂</i>	<i>no of seats > 9; 2 tons < mass ≤ 3.5 tons</i>	<i>73</i>	<i>74</i>	<i>71</i>	<i>72</i>	<i>71</i>	<i>72</i>
<i>M₂</i>	<i>no of seats > 9; 3.5 tons < mass ≤ 5 tons;</i> <i>rated engine power</i>	<i>74</i>	<i>75</i>	<i>72</i>	<i>73</i>	<i>72</i>	<i>73</i>

	<i>< 150 kW</i>						
<i>M₂</i>	<i>no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power ≥ 150 kW</i>	<i>76</i>	<i>78</i>	<i>74</i>	<i>76</i>	<i>74</i>	<i>76</i>
<i>M₃</i>	<i>no of seats > 9; mass > 5 tons; rated engine power < 150 kW</i>	<i>75</i>	<i>76</i>	<i>73</i>	<i>74</i>	<i>73</i>	<i>74</i>
<i>M₃</i>	<i>no of seats > 9; mass > 5 tons; rated engine power ≥ 150 kW</i>	<i>77</i>	<i>79</i>	<i>75</i>	<i>77</i>	<i>75</i>	<i>77</i>
<i>N</i>	<i>Vehicles used for the carriage of goods</i>						
<i>N₁</i>	<i>mass ≤ 2 tons</i>	<i>71</i>	<i>71</i>	<i>69</i>	<i>69</i>	<i>69</i>	<i>69</i>
<i>N₁</i>	<i>2 tons < mass ≤ 3.5 tons</i>	<i>72</i>	<i>73</i>	<i>70</i>	<i>71</i>	<i>70</i>	<i>71</i>
<i>N₂</i>	<i>3.5 tons < mass ≤ 12 tons; rated engine power < 75 kW</i>	<i>74</i>	<i>75</i>	<i>72</i>	<i>73</i>	<i>72</i>	<i>73</i>
<i>N₂</i>	<i>3.5 tons < mass ≤ 12 tons; 75 ≤ rated engine power < 150 kW</i>	<i>75</i>	<i>76</i>	<i>73</i>	<i>74</i>	<i>73</i>	<i>74</i>
<i>N₂</i>	<i>3.5 tons < mass ≤ 12 tons; rated engine power ≥ 150 kW</i>	<i>77</i>	<i>79</i>	<i>75</i>	<i>77</i>	<i>75</i>	<i>77</i>
<i>N₃</i>	<i>mass > 12 tons; 75 ≤ rated engine power < 150 kW</i>	<i>77</i>	<i>78</i>	<i>75</i>	<i>76</i>	<i>75</i>	<i>76</i>
<i>N₃</i>	<i>mass > 12 tons; rated engine power ≥ 150 kW</i>	<i>80</i>	<i>82</i>	<i>78</i>	<i>80</i>	<i>78</i>	<i>80</i>

*	Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.
**	For M ₁ vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.

Amendment

<i>Limit values, category and transitional provisions for ECE R51.03, new vehicle types</i>					
	<i>Stage 1</i>	<i>Stage 2</i>		<i>Stage 3</i>	
	<i>2 years after entry into force of ECE R51.03 Limit [dB(A)]</i>	<i>4 years after stage 1 Limit [dB(A)]</i>	<i>6 years after stage 1 Limit [dB(A)]</i>	<i>4 years after stage 2 Limit [dB(A)]</i>	<i>6 years after stage 2 Limit [dB(A)]</i>
<i>M1</i>	<i>PMR ≤ 120 kW/t</i>	72	70	-	68
	<i>120 < PMR ≤ 160 kW/t</i>	73	-	71	-
	<i>PMR > 160 kW/t</i>	75	74	-	73
<i>M2</i>	<i>GVW ≤ 2.5 to</i>	72	70	-	69
	<i>2.5 to < GVW ≤ 3.5 to</i>	74	72	-	71
	<i>GVW > 3.5 to GVW</i>	75	-	73	-
<i>M3</i>	<i>P ≤ 180 kW</i>	76	-	74	73
	<i>180 < P ≤ 250 kW</i>	78	-	78	76
	<i>P > 250 kW</i>	80	-	78	76
<i>N1</i>	<i>GVW ≤ 2.5 to</i>	72	70	-	68
	<i>2.5 to < GVW ≤ 3.5 to</i>	74	72	-	71

	<i>P ≤ 150 kW</i>	77	-	75	-	72
N2	<i>P > 150 kW</i>	78	-	77	-	75
	<i>P ≤ 250 kW</i>	81	-	79	-	77
N3	<i>P > 250 kW</i>	82	-	81	-	79

Off-Road vehicles "G" for all categories +1 dB(A) for stage 1, wading depth 50cm, hill climbing ability 30% as additional requirement for M1G

Off-Road vehicles "G" for all category N3, M3 +2 dB(A) for stage 2 and later, all other categories +1 dB(A) for stage 2 and later

Rounding and measurement uncertainty in accordance to R51.02

Or. en

Justification

Economic Commission for Europe - Regulation R51 (ECE-R51) should be amended with the implementation of a new test method and additional sound emission provisions (ASEP). The new test method should be introduced with new limit values. An environmental benefit should be reached with a 3 step approach of limit values. Transitional provisions shall reflect the vehicle manufacturers need to product redesign in accordance to usual product cycles.

Amendment 123

Britta Reimers

Proposal for a regulation

Annexe III

Text proposed by the Commission

Annex III

Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle category	Description of vehicle category	<i>Limit values expressed in dB(A) [decibels(A)]</i>					
		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for registration, sale and entry into service of new vehicles</i>	
		Phase 1 valid from [2 years after publication]	Phase 2 valid from [5 years after publication]	Phase 3 valid from [7 years after publication]			
		<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>
<i>M</i>	<i>Vehicles used for the carriage of</i>						

	<i>passengers</i>						
M_1	<i>no of seats ≤ 9</i>	70	71* *	68	69* *	68	69**
M_1	<i>no of seats ≤ 9; power to mass ratio > 150 kW/ton</i>	71	71	69	69	69	69
M_2	<i>no of seats > 9; mass ≤ 2 tons</i>	72	72	70	70	70	70
M_2	<i>no of seats > 9; 2 tons $< mass \leq 3.5$ tons</i>	73	74	71	72	71	72
M_2	<i>no of seats > 9; 3.5 tons $< mass \leq 5$ tons; rated engine power < 150 kW</i>	74	75	72	73	72	73
M_2	<i>no of seats > 9; 3.5 tons $< mass \leq 5$ tons; rated engine power ≥ 150 kW</i>	76	78	74	76	74	76
M_3	<i>no of seats > 9; mass > 5 tons; rated engine power < 150 kW</i>	75	76	73	74	73	74
M_3	<i>no of seats > 9; mass > 5 tons; rated engine power ≥ 150 kW</i>	77	79	75	77	75	77
N	<i>Vehicles used for the carriage of goods</i>						
N_1	<i>mass ≤ 2 tons</i>	71	71	69	69	69	69
N_1	<i>2 tons $< mass \leq 3.5$ tons</i>	72	73	70	71	70	71
N_2	<i>3.5 tons $< mass \leq 12$ tons; rated engine power < 75 kW</i>	74	75	72	73	72	73
N_2	<i>3.5 tons $< mass \leq 12$ tons; $75 \leq$ rated engine power < 150 kW</i>	75	76	73	74	73	74
N_2	<i>3.5 tons $< mass \leq 12$ tons; rated engine power ≥ 150 kW</i>	77	79	75	77	75	77
N_3	<i>mass > 12 tons; $75 \leq$ rated engine power < 150 kW</i>	77	78	75	76	75	76
N_3	<i>mass > 12 tons; rated engine power ≥ 150 kW</i>	80	82	78	80	78	80

**Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.*

***For M₁ vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.*

Amendment by Parliament

Annex III
Limit values

The sound level measured in accordance with the provisions of Annex II *and rounded to the nearest integer* shall not exceed the following limits:

Vehicle Category	Description of vehicle category	<i>General limit values 1) for new vehicle types expressed in decibel (A)</i>	
		Phase 1 valid from 2 years after entry into force	Phase 2 valid from 6 years after entry into force *
<i>M1</i>	<i>Power-Mass-Ratio ≤ 120 kW/t</i>	72	70
	<i>120 < Power-Mass-Ratio ≤ 150 kW/t</i>	73	71
	<i>Power-Mass-Ratio > 150 kW/t</i>	75	74
M2	<i>Gross Vehicle Weight ≤ 2.5 to</i>	72	71
	<i>2.5 to < Gross Vehicle Weight ≤ 3.5 to</i>	74	73
N1	<i>Gross Vehicle Weight ≤ 2.5 to; Cap < 660ccm; PMR(GVW)<35 kW/t</i>	74	73
	<i>Gross Vehicle Weight ≤ 2.5 to</i>	72	71
	<i>2.5 to < Gross Vehicle Weight ≤ 3.5 to</i>	74	73
Vehicle Category	Description of vehicle category	General limit values 1) for new vehicle types expressed in decibel(A)	
		Phase 1 valid from 3 years after entry into force	Phase 2 valid from 8 years after entry into force
M2	<i>Gross Vehicle Weight > 3.5 to ; Rated Power ≤ 135 kW</i>	75	74

	<i>Gross Vehicle Weight > 3.5 t ; Rated Power > 135 kW</i>	76	75
M3 ²⁾	<i>Rated Power ≤ 135 kW</i>	76	75
	<i>135 < Rated Power ≤ 250 kW</i>	79	78
M3 ²⁾	<i>Rated Power > 250 kW</i>	80	79
N2	<i>Rated Power ≤ 135 kW</i>	78	76
	<i>Rated Power > 135 kW</i>	79	78
N3	<i>Rated Power ≤ 135 kW</i>	79	78
	<i>135 < Rated Power ≤ 250 kW</i>	81	80
	<i>Rated Power > 250 kW</i>	82	81
<i>* For vehicles of category M1/N1 and M2 < 3.5 t, the transitional period for sale and entry into service of new vehicles is 2 years</i>			
<i>1) The limit values shall be increased by +2dB for a vehicle of class M3 and N3 and +1 dB for any other vehicle, if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.</i>			
<i>2) The limit values shall be increased by +2dB for a vehicle of class M2 or M3, if the vehicle is equipped with a positive ignition engine with a rated engine speed greater than 3.500 rpm</i>			

Or. en

Justification

As the European Regulation on vehicle noise has a direct impact on the worldwide UN-ECE Regulation R51 it is important to consider limit values, vehicles classes and time lines which are compatible to the technologies in all markets that apply and want to apply to Regulation ECE R51. This will avoid a dis-harmonization of the markets and allow manufacturer an easy access to the global market.

Amendment 124
Anja Weisgerber

Proposal for a regulation
Annex III

Text proposed by the Commission

Annex III
Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle category	Description of vehicle category	Limit values expressed in dB(A) [decibels(A)]					
		Limit values for Type-approval of new vehicle types		Limit values for Type-approval of new vehicle types		Limit values for registration, sale and entry into service of new vehicles	
		Phase 1 valid from [2 years after publication]		Phase 2 valid from [5 years after publication]		Phase 3 valid from [7 years after publication]	
		General	Off-road *	General	Off-road *	General	Off-road *
M	Vehicles used for the carriage of passengers						
M ₁	no of seats ≤ 9	70	71**	68	69**	68	69**
M ₁	no of seats ≤ 9; power to mass ratio > 150 kW/ton	71	71	69	69	69	69
M ₂	no of seats > 9; mass ≤ 2 tons	72	72	70	70	70	70
M ₂	no of seats > 9; 2 tons < mass ≤ 3.5 tons	73	74	71	72	71	72
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power < 150 kW	74	75	72	73	72	73
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power ≥ 150 kW	76	78	74	76	74	76
M ₃	no of seats > 9; mass > 5 tons; rated engine power < 150 kW	75	76	73	74	73	74
M ₃	no of seats > 9; mass > 5 tons; rated engine power ≥ 150 kW	77	79	75	77	75	77
N	Vehicles used for the carriage of						

	<i>goods</i>						
N_1	<i>mass</i> \leq 2 tons	71	71	69	69	69	69
N_1	2 tons < <i>mass</i> \leq 3.5 tons	72	73	70	71	70	71
N_2	3.5 tons < <i>mass</i> \leq 12 tons; rated engine power < 75 kW	74	75	72	73	72	73
N_2	3.5 tons < <i>mass</i> \leq 12 tons; 75 \leq rated engine power < 150 kW	75	76	73	74	73	74
N_2	3.5 tons < <i>mass</i> \leq 12 tons; rated engine power \geq 150 kW	77	79	75	77	75	77
N_3	<i>mass</i> > 12 tons; 75 \leq rated engine power < 150 kW	77	78	75	76	75	76
N_3	<i>mass</i> > 12 tons; rated engine power \geq 150 kW	80	82	78	80	78	80

* Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.

** For M_1 vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.

Amendment

Annex III

Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle category	Description of vehicle category	Limit values expressed in dB(A) [decibels(A)]			
		Limit values for Type-approval of new vehicle types****	Limit values for Type-approval of new vehicle types****	Limit values for Type-approval of new vehicle types****	<i>Limit values for Type-approval of new vehicle types*****</i>

		Phase 1 valid from [2 years after publication] *****		Phase 2 valid from [6 years after publication] *****		Phase 3 valid from [10 years after publication]		<i>Phase 4 valid from [14 years after publicatio n] *****</i>
		General	Off- road *	General	Off- road *	General	Off- road *	<i>General ***</i>
	Vehicles used for the carriage of passengers and goods *****							
M_1	no of seats ≤ 9 ; power to mass ratio ≤ 120 kW/ton	72	73 **	71	72**	71	72**	67
M_1	no of seats ≤ 9 ; 120 kW/ton < power to mass ratio ≤ 160 kW/ton	73	74	72	73	71	72	68
M_1	no of seats ≤ 9; power to mass ratio > 160 kW/ton	75	76	74	75	73	74	70
M_2	no of seats > 9; mass $\leq 2,5$ tons; rated engine power < 75kW	71	72	69	70	69	70	68
M_2	no of seats > 9; mass $\leq 2,5$ tons; rated engine power \geq 75 kW	72	73	70	71	70	71	69
M_2	no of seats > 9; 2,5 tons < mass ≤ 3.5 tons	74	75	72	73	71	72	70
M_2	no of seats > 9; mass > 3.5 tons	76	77	73	74	72	73	71
N_1	mass $\leq 2,5$ tons	72	73	71	72	71	72	69
N_1	2,5 tons < mass ≤ 3.5 tons	73	74	73	74	72	73	69
		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for Type-approval of new vehicle</i>		<i>Limit values for Type-</i>

						<i>types*****</i>		<i>approval of new vehicle types*****</i>
		<i>Phase 1 valid from [3 years after publication]</i>		<i>Phase 2 valid from [8 years after publication]</i>		<i>Phase 3 valid from [12 years after publication]</i>		<i>Phase 4 valid from [16 years after publication] *****</i>
		<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>	<i>General ***</i>
<i>M₃</i>	<i>no of seats > 9; mass > 5 tons; rated engine power ≤ 100 kW</i>	<i>74</i>	<i>75</i>	<i>73</i>	<i>74</i>	<i>72</i>	<i>73</i>	<i>71</i>
<i>M₃</i>	<i>no of seats > 9; mass > 5 tons; 100 kW < rated engine power ≤ 180 kW</i>	<i>76</i>	<i>77</i>	<i>74</i>	<i>75</i>	<i>73</i>	<i>74</i>	<i>72</i>
<i>M₃</i>	<i>no of seats > 9; mass > 5 tons; 180 < rated engine power ≤ 250 kW</i>	<i>78</i>	<i>79</i>	<i>78</i>	<i>79</i>	<i>76</i>	<i>77</i>	<i>75</i>
<i>M₃</i>	<i>No of seats > 9; mass > 5 tons; rated engine power > 250 kW</i>	<i>80</i>	<i>81</i>	<i>79</i>	<i>80</i>	<i>78</i>	<i>79</i>	<i>77</i>
<i>N₂</i>	<i>3.5 tons < mass ≤ 12 tons; rated engine power < 75 kW</i>	<i>76</i>	<i>77</i>	<i>75</i>	<i>76</i>	<i>74</i>	<i>75</i>	<i>71</i>
<i>N₂</i>	<i>3.5 tons < mass ≤ 12 tons; 75 ≤ rated engine power < 150 kW</i>	<i>76</i>	<i>77</i>	<i>76</i>	<i>77</i>	<i>73</i>	<i>74</i>	<i>72</i>
<i>N₂</i>	<i>3.5 tons < mass ≤ 12 tons; 150 ≤ rated engine power</i>	<i>78</i>	<i>79</i>	<i>77</i>	<i>78</i>	<i>77</i>	<i>78</i>	<i>74</i>
<i>N₃</i>	<i>mass > 12 tons; rated engine</i>	<i>76</i>	<i>77</i>	<i>75</i>	<i>76</i>	<i>75</i>	<i>76</i>	<i>72</i>

	power < 100 kW							
N ₃	mass > 12 tons; 100 ≤ rated engine power < 150 kW	79	80	78	79	77	78	75
N ₃	mass > 12 tons; 150 ≤ rated engine power < 250 kW	81	82	80	81	79	80	77
N ₃	mass > 12 tons; rated engine power ≥ 250 kW	82	83	81	82	80	81	79

* Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.

** For M₁ vehicles the increased limit values for off-road vehicles are only valid if the authorised mass > 2 tonnes.

*** *For off-road vehicles the general limit values are increased by + 1 dB(A)*

**** *Transitional period for first registration of new vehicles: 2 years after entry into force of the applicable phase*

***** *Transitional period for first registration of new vehicles: 3 years after entry into force of the applicable phase*

***** *The Commission shall carry out a detailed study to validate Phase 4 with respect to the technical feasibility of the noise limits proposed, once Phase 3 is introduced. In case of a positive evaluation, Phase 4 shall be applied four years after publication of the Commission study.*

***** *M1 Special purpose vehicles:*

Wheelchair accessible vehicles (as defined in Paragraph 5.5 of Annex II to Directive 2007/46/EC) and armoured vehicles (as defined in Part A 5.2 Annex II to Directive 2007/46/EC), modification in the exhaust system pipe work is permitted without any further test provided all the original emission control devices including particulate filters (if any) are retained. If a new test is required, an extra 2dB(A) above the applicable limit shall be allowed.

***** *For vehicles produced in small series according to section 1 of Part A of Annex XII to Directive 2007/46/EC the applicable date for phase 1 and phase 2 are delayed by two years.*

Or. en

Justification

In order to increase the health benefits and to enhance legal certainty, long-term noise limit values should be established. The vehicle categories should be updated to the latest technical standards. These adaptations should make it possible to define ambitious noise limit values and to optimize the

overall noise reduction. Further differentiating the vehicle categories enables us to establish more ambitious noise limit values for vehicles with lower engine power and more realistic noise limit values for vehicles with higher engine power. The Regulation should reflect the differences in development and production of passenger cars and heavy duty vehicles. Accordingly, different phases for passenger cars and commercial vehicles shall be established.

Amendment 125

Salvatore Tatarella, Miroslav Ouzký, Thomas Ulmer, Martin Callanan, Françoise Grossetête
Proposal for a regulation

Annex III

Text proposed by the Commission

Annex III

Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle category	Description of vehicle category	Limit values expressed in dB(A) [decibels(A)]					
		Limit values for Type-approval of new vehicle types		Limit values for Type-approval of new vehicle types		Limit values for registration, sale and entry into service of new vehicles	
		Phase 1 valid from [2 years after publication]		Phase 2 valid from [5 years after publication]		Phase 3 valid from [7 years after publication]	
		General	Off-road *	General	Off-road *	General	Off-road *
M	Vehicles used for the carriage of passengers						
M ₁	no of seats ≤ 9	70	71**	68	69**	68	69**
M ₁	no of seats ≤ 9; power to mass ratio > 150 kW/ton	71	71	69	69	69	69
M ₂	no of seats > 9; mass ≤ 2 tons	72	72	70	70	70	70

M ₂	no of seats > 9; 2 tons < mass ≤ 3.5 tons	73	74	71	72	71	72
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power < 150 kW	74	75	72	73	72	73
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power ≥ 150 kW	76	78	74	76	74	76
M ₃	no of seats > 9; mass > 5 tons; rated engine power < 150 kW	75	76	73	74	73	74
M ₃	no of seats > 9; mass > 5 tons; rated engine power ≥ 150 kW	77	79	75	77	75	77
N	Vehicles used for the carriage of goods						
N ₁	mass ≤ 2 tons	71	71	69	69	69	69
N ₁	2 tons < mass ≤ 3.5 tons	72	73	70	71	70	71
N ₂	3.5 tons < mass ≤ 12 tons; rated engine power < 75 kW	74	75	72	73	72	73
N ₂	3.5 tons < mass ≤ 12 tons; 75 ≤ rated engine power < 150 kW	75	76	73	74	73	74
N ₂	3.5 tons < mass ≤ 12 tons; rated engine power ≥ 150 kW	77	79	75	77	75	77
N ₃	mass > 12 tons; 75 ≤ rated engine power < 150 kW	77	78	75	76	75	76
N ₃	mass > 12 tons;	80	82	78	80	78	80

	rated engine power \geq 150 kW						
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* **Increased limit values shall only be valid** if the vehicle complies with the relevant definition for off-road vehicles **set out in point 4 of Section A** of Annex II to EU Directive **2007/46/EC**.

** **For M_1 vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.**

Amendment

Annex III

Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle Category	Description of vehicle category	Limit values expressed in dB(A) [decibels (A)]					
		Limit values for Type-approval of new vehicles types		Limit values for Type-approval of new vehicle types		Limit values for registration, sale and entry into service of new vehicles	
		Phase 1 valid from (1 year after publication)		Phase 2 valid from (6 years after publication)		Phase 3 valid from (8 years after publication)	
		<i>General</i>	<i>Off-road</i>	<i>General</i>	<i>Off-road</i>	<i>General</i>	<i>Off-road</i>
M	Vehicles used for the carriage of passengers						
M1	no of seats ≤ 9 ; $\leq 125 \text{ kW/ton}$	72	74***	70	73***	70	73***
M1	no of seats ≤ 9 ; $125 \text{ kW/ton} <$ power to mass ratio \leq 150kW/ton	73	75***	71	74***	71	74***
M1	no of seats ≤ 9; power to mass ratio $>$ 150kW/ton	75		74		74	

M1	<i>no of seats ≤ 4 including driver; Power to mass ratio > 200kW/ton; R point of the driver seat < 450 mm from ground</i>	77	/	76	/	76	/
M2	no of seats > 9; mass ≤ 2.5 tons	72	72	70	70	70	70
M2	no of seats > 9; 2.5 tons < mass ≤ 3,5 tons	74	75	72	73	72	73
M2	no of seats > 9; 3,5 tons < mass ≤ 5 tons; rated engine power < 150kW	76	77	75	76	75	76
M2	no of seats > 9; 3,5 tons < mass ≤ 5 tons; rated engine power ≥ 150kW	77	78	76	77	76	77
M3	no of seats > 9; mass > 5 tons; rated engine power ≤ 180kW	76	77	75	76	75	76
M3	no of seats > 9; mass > 5 tons; 180 kW < rated engine power ≤ 250kW	79	80	78	79	78	79
M3	<i>no of seats > 9; mass > 5 tons; rated engine power > 250kW</i>	80	81	79	80	79	80
N	Vehicles used for the carriage of goods						
N1	mass ≤ 2.5 tons	72	74	70	72	70	72
N1	2.5 tons < mass ≤ 3,5 tons	74	75	72	73	72	73
N2	3,5 tons < mass ≤ 12 tons; rated engine power < 150kW	77	78	76	77	76	77
N2	3,5 tons < mass ≤ 12 tons; rated engine power ≥ 150kW	78	79	77	78	77	78
N3	mass > 12 tons; rated engine power ≤ 180kW	79	80	78	79	78	79
N3	mass > 12 tons; 180 < rated engine power ≤ 250kW	81	82	80	81	80	81

N3	<i>mass > 12 tons; rated engine power >250 kW</i>	82	83	81	82	81	82
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*** *For M1 vehicles if the vehicle complies with the relevant definition for off-road vehicles according to article A.4 of Annex II of EU Directive 2006/46/EC and in addition have a wading depth exceeding 500 mm and a hill climbing capability of 35°.*

Remark *Limits for N3 only if "Normal Tyres" are allowed to be used for the test*

Or. en

Justification

The Commission's categorisation is mainly based on 70/157/EEC from 1970. It does not take into account the evolution of the vehicle market in the last decades and is not applicable for the future. A new better categorisation must take into account customer demands for an increased diversification of products. The lead time proposed by the Commission is too short and will lead to a premature termination of many vehicle types in production. For stage 1 the vehicle manufacturers will have to modify 23-89% of their fleet and for stage 2 between 75-100% of their remaining products. This will cause unpredictable losses. The amendment proposes a first step affecting already about 10-30% of the vehicle fleet, followed by a second step affecting another 20-40% depending on the proposed subcategories. This is technically feasible and affordable.

The limit values proposed for cars are based on the test requirements of 2 m/s², the same as during the monitoring period. The Commission in its proposal has changed this test condition to 3 m/s². The Parliament is encouraged to return to the original test condition. If this is not the case the limits in the table above shall be increased by +1 dB(A).

The limit values propose for heavy commercial vehicles are set to 82 dB(A), 81 dB(A) and 80 dB(A) in stage 1, effecting already 17-28% of all vehicles, based on the ACEA study with 159 analysed data files, corrected to the use of normal tyres. The lower limit values proposed by the Commission are based on the Venoliva study, where only 100 data files were analysed even if it was known that the manufacturers sent at least 159 data files. Already in 2010 ACEA aposed to this. The final Venoliva study from 2011 stated that 179 data files have been in the data base but again only 100 data files were used for the analysis.

Amendment 126
Holger Krahmer

Proposal for a regulation
Annex III

Text proposed by the Commission

Annex III
Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle category	Description of vehicle category	Limit values expressed in dB(A)					
		Limit values for Type-approval of new vehicle types		Limit values for Type-approval of new vehicle types		Limit values for registration, sale and entry into service of new vehicles	
		Phase 1 valid from [2 years after publication]		Phase 2 valid from [5 years after publication]		Phase 3 valid from [7 years after publication]	
		General	Off-road *	General	Off-road *	General	Off-road *
<i>M</i>	Vehicles used for the carriage of passengers						
<i>M₁</i>	no of seats < 9	70	71**	68	69**	68	69**
<i>M₁</i>	no of seats < 9; power to mass ratio > 150 kW/ton	71	71	69	69	69	69
<i>M₂</i>	no of seats > 9; mass < 2 tons	72	72	70	70	70	70
<i>M₂</i>	no of seats > 9; 2 tons < mass < 3.5 tons	73	74	71	72	71	72
<i>M₂</i>	no of seats > 9; tons < mass < 5 tons; rated engine power < 150 kW	74	75	72	73	72	73
<i>M₂</i>	no of seats > 9; tons < mass < 5 tons; rated engine power > 150 kW	76	78	74	76	74	76
<i>M₃</i>	no of seats > 9; mass > 5 tons; rated engine power < 150 kW	75	76	73	74	73	74
<i>M₃</i>	no of seats > 9; mass > 5 tons; rated engine power > 150 kW	77	79	75	77	75	77
<i>N</i>	Vehicles used for the carriage of goods						
<i>N₁</i>	mass < 2 tons	71	71	69	69	69	69
<i>N₁</i>	2 tons < mass < 3.5 tons	72	73	70	71	70	71
<i>N₂</i>	tons < mass < 12 tons; rated engine power < 75 kW	74	75	72	73	72	73

N ₂	tons < mass < 12 tons; 75 < rated engine power < 150 kW	75	76	73	74	73	74
N ₂	tons < mass < 12 tons; rated engine power > 150 kW	77	79	75	77	75	77
N ₃	mass > 12 tons; 75 < rated engine power < 150 kW	77	78	75	76	75	76
N ₃	mass > 12 tons; rated engine power > 150 kW	80	82	78	80	78	80

* *Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.*

** *For M1 vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.*

Amendment

Annex III **Limit values**

The sound level measured in accordance with the provisions of Annex II *and rounded up to the next whole number* shall not exceed the following limits:

<i>Vehicle category</i>	<i>Description of vehicle category</i>	<i>General limit values 1) for new vehicle types, expressed in decibels (A)</i>		
		<i>Phase 1 valid from 2 years after publication</i>	<i>Phase 2 valid from 6 years after publication</i>	<i>Phase 3*** valid from 10 years after publication</i>
M₁ 2)	<i>power to mass ratio > 120 kW/ton</i>	71	70	68
	<i>120 < PMR ≤ 150 kW/t</i>	72	71	69
	<i>PMR > 150 kW/t</i>	74	73	72
M₂	<i>maximum permissible laden weight ≤ 2,5 t; rated engine power ≤ 75 kW/t</i>	71	70	69
	<i>maximum permissible laden weight ≤ 2,5 t; rated engine power ≤ 75 kW/t</i>	72	71	70
	<i>2,5 t < maximum permissible laden weight ≤ 3,5 t;</i>	74	73	71
N₁	<i>maximum permissible laden weight ≤ 2,5 t;</i>	72	71	69
	<i>2,5 t < maximum permissible laden weight ≤ 3,5 t;</i>	74	73	70

	<i>General limit values 1) for new vehicle types, expressed in decibels (A)</i>
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<i>Vehicle category</i>	<i>Description of vehicle category</i>	<i>Phase 1 valid from 3 years after entry into force</i>	<i>Phase 2 valid from 8 years after entry into force</i>	<i>Phase 3*** valid from 12 years after entry into force**</i>
<i>M₂</i>	<i>maximum permissible laden weight > 3,5 t; Rated engine power ≤ 150 kW</i>	<i>76</i>	<i>74</i>	<i>72</i>
	<i>maximum permissible laden weight > 3,5 t; Rated engine power > 150 kW</i>	<i>77</i>	<i>75</i>	<i>73</i>
<i>M₃</i>	<i>Rated engine power ≤ 100 kW</i>	<i>74</i>	<i>73</i>	<i>71</i>
	<i>100 < Rated engine power ≤ 150 kW</i>	<i>76</i>	<i>75</i>	<i>73</i>
	<i>150 < Rated engine power ≤ 250 kW</i>	<i>79</i>	<i>78</i>	<i>76</i>
	<i>Rated engine power > 250 kW</i>	<i>80</i>	<i>79</i>	<i>78</i>
<i>N₂</i>	<i>Rated engine power ≤ 75 kW</i>	<i>76</i>	<i>75</i>	<i>73</i>
	<i>75 < Rated engine power ≤ 150 kW</i>	<i>77</i>	<i>76</i>	<i>74</i>
	<i>Rated engine power > 150 kW</i>	<i>78</i>	<i>77</i>	<i>75</i>
<i>N₃</i>	<i>Rated engine power ≤ 100 kW</i>	<i>76</i>	<i>75</i>	<i>73</i>
	<i>100 < Rated engine power ≤ 150 kW</i>	<i>79</i>	<i>78</i>	<i>76</i>
	<i>150 < Rated engine power ≤ 250 kW</i>	<i>81</i>	<i>80</i>	<i>78</i>
	<i>Rated engine power > 250 kW</i>	<i>82</i>	<i>81</i>	<i>80</i>
<i>*</i>	<i>For vehicles in categories M1/N1 and M2 < 3.5 t the transitional period for purchase and entry into service of new vehicles shall be two years.</i>			
<i>**</i>	<i>For all vehicles the transitional period for purchase and entry into service of new vehicles shall be three years.</i>			
<i>***</i>	<i>Immediately after the previous phase, the Commission shall conduct a study in order to assess the feasibility of this phase. If the assessment is positive, this phase</i>			

	<i>shall apply for a period of four years from the publication of the relevant study.</i>
<i>1)</i>	<i>The limit values shall be increased by +2dB for vehicles in categories M3 and N3 and by +1 dB for all other vehicles if the vehicle meets the relevant definition for off-road vehicles pursuant to Annex II, Section A, Number 4, of Directive 2007/46/EC.</i>
<i>2)</i>	<i>The limit values shall be increased by +1dB for vehicles in category M1 if the vehicles are equipped with tyres from categories C1D or C1E in accordance with the definition in Annex II, Section A, of Regulation (EC) No 661/2009.</i>

Or. de

Justification

In order to strike a balance between the industry's need to retain its development cycles and legal security, and in order to achieve the requisite degree of health protection, the phases have been adjusted. Phase 3 in particular sets ambitious objectives. In addition, the vehicle categories have been brought into line with the latest technological standards. A more detailed breakdown of the vehicle categories makes it possible to set more realistic noise limit values. The periods are compatible with typical production cycles and are different for light and heavy commercial vehicles.

Amendment 127

Sabine Wils

Proposal for a regulation Annex III

Text proposed by the Commission

Annex III Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle category	Description of vehicle category	Limit values expressed in dB(A) [decibels(A)]		
		Limit values for Type-approval of new vehicle types	Limit values for Type-approval of new vehicle types	Limit values for registration, sale and entry into service of new vehicles

		Phase 1 valid from [2 years after publication]		Phase 2 valid from [5 years after publication]		Phase 3 valid from [7 years after publication]	
		General	<i>Off- road</i> *	General	<i>Off- road</i> *	General	<i>Off- road</i> *
M	Vehicles used for the carriage of passengers						
M ₁	no of seats ≤ 9	70	71**	68	69**	68	69**
M ₁	no of seats ≤ 9; power to mass ratio > 150 kW/ton	71	71	69	69	69	69
M ₂	no of seats > 9; mass ≤ 2 tons	72	72	70	70	70	70
M ₂	no of seats > 9; 2 tons < mass ≤ 3.5 tons	73	74	71	72	71	72
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; <i>rated engine power < 150 kW</i>	74	75	72	73	72	73
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power ≥ 150 kW	76	78	74	76	74	76
M ₃	no of seats > 9; mass > 5 tons; rated engine power < 150 kW	75	76	73	74	73	74
M ₃	no of seats > 9; mass > 5 tons; rated engine power ≥ 150 kW	77	79	75	77	75	77
N	Vehicles used for the carriage of goods						
N ₁	mass ≤ 2 tons	71	71	69	69	69	69
N ₁	2 tons < mass ≤ 3.5 tons	72	73	70	71	70	71
N ₂	3.5 tons < mass ≤ 12 tons;	74	75	72	73	72	73

	rated engine power < 75 kW						
N ₂	3.5 tons < mass ≤ 12 tons; 75 ≤ rated engine power < 150 kW	75	76	73	74	73	74
N ₂	3.5 tons < mass ≤ 12 tons; <u>rated engine power ≥ 150 kW</u>	77	79	75	77	75	77
N ₃	mass > 12 tons; 75 ≤ rated engine power < 150 kW	77	78	75	76	75	76
N ₃	mass > 12 tons; rated engine power ≥ 150 kW	80	82	78	80	78	80

*	Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.
**	For M ₁ vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.

Amendment by Parliament

Annex III
Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle category	Description of vehicle category	Limit values expressed in dB(A) [decibels(A)]				
		Limit values for Type-approval of new vehicle types	Limit values for Type-approval of new vehicle types	Limit values for registration, sale and entry into service of new vehicles	Limit values for Type-approval of new vehicle types	Limit values for registration, sale and entry into service of new vehicles

		Phase 1 valid from [1 years after publication]	Phase 2 valid from [2 years after publication]	Phase 3 valid from [4 years after publication]	Phase 4 valid from [6 years after publication]	Phase 5 valid from [8 years after publication]
		General	General	General	General	General
M	Vehicles used for the carriage of passengers					
M _{1**}	no of seats ≤ 9 <i>power to mass ratio ≤ 150 kW/ton</i>	70	68	68	66	66
M _{1**}	no of seats ≤ 9 power to mass ratio > 150 kW/ton	71	69	69	67	67
M ₂	no of seats > 9 maximum mass $\leq 2,5$ tons	72	70	70	68	68
M ₂	no of seats > 9 2.5 tons $<$ maximum mass $\leq 3,5$ tons	73	71	71	69	69
M ₂	no of seats > 9 3.5 tons $<$ maximum mass ≤ 5 tons	74	72	72	70	70
M ₃	no of seats > 9 maximum mass > 5 tons rated engine power ≤ 250 kW	75	73	73	71	71
M ₃	no of seats > 9 maximum	77	75	75	73	73

	mass > 5 tons rated engine power > 250 kW					
N	Vehicles used for the carriage of goods					
N ₁ **	maximum mass ≤ 2.5 tons	71	69	69	67	67
N ₁ **	2.5 tons < maximum mass ≤ 3.5 tons	72	70	70	68	68
N ₂	3.5 tons < maximum mass ≤ 12 tons rated engine power ≤ 150 kW	75	73	73	71	71
N ₂	3.5 tons < mass ≤ 12 tons rated engine power > 150 kW	77	75	75	73	73
N ₃	maximum mass > 12 tons rated engine power ≤ 250 kW	76	74	74	72	72
N ₃ ***	maximum mass > 12 tons rated engine power > 250 kW	78	76	76	74	74

* Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.

** For M₁ and N₁ vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.

*** **All limit values for N3 vehicles have been lowered by 1dB (A) to take account of**

the change of instructions for the tyres in the test method B

For off-road vehicles all limit values are 1dB (A) lower

Or. en

**Amendment 128
Toine Manders, Satu Hassi**

**Proposal for a regulation
Annex III**

Text proposed by the Commission

Annex III

Vehicle category	Description of vehicle category	Limit values expressed in dB(A) [decibels(A)]					
		Limit values for Type-approval of new vehicle types		Limit values for Type-approval of new vehicle types		<i>Limit values for registration, sale and entry into service of new vehicles</i>	
		Phase 1 valid from [2 years after publication]		Phase 2 valid from [5 years after publication]		<i>Phase 3 valid from [7 years after publication]</i>	
		<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>
M	Vehicles used for the carriage of passengers						
M ₁	no of seats ≤ 9	70	71**	68	69**	68	69**
M ₁	no of seats ≤ 9; power to mass ratio > 150 kW/ton	71	71	69	69	69	69
M ₂	no of seats > 9; mass ≤ 2 tons	72	72	70	70	70	70
M ₂	no of seats > 9; 2 tons < mass ≤ 3.5 tons	73	74	71	72	71	72
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5	74	75	72	73	72	73

	tons; rated engine power < 150 kW						
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons ; rated engine power ≥ 150 kW	76	78	74	76	74	76
M ₃	no of seats > 9; mass > 5 tons; rated engine power < 150 kW	75	76	73	74	73	74
M ₃	no of seats > 9; mass > 5 tons; rated engine power ≥ 150 kW	77	79	75	77	75	77
N	Vehicles used for the carriage of goods						
N ₁	mass ≤ 2 tons	71	71	69	69	69	69
N ₁	2 tons < mass ≤ 3.5 tons	72	73	70	71	70	71
N ₂	3.5 tons < mass ≤ 12 tons; rated engine power < 75 kW	74	75	72	73	72	73
N ₂	3.5 tons < mass ≤ 12 tons; 75 ≤ rated engine power < 150 kW	75	76	73	74	73	74
N ₂	3.5 tons < mass ≤ 12 tons; rated engine power ≥ 150 kW	77	79	75	77	75	77
N ₃	mass > 12 tons; 75 ≤ rated engine power < 150 kW	77	78	75	76	75	76
N ₃	mass > 12 tons; rated engine power ≥ 150 kW	80	82	78	80	78	80
*	Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.						
**	For M₁ vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.						

Amendments by Parliament

Vehicle category	Description of vehicle category	Limit values expressed in dB(A) [decibels(A)]	
		Limit values for Type-approval of new vehicle types	Limit values for Type-approval of new vehicle types
		Phase 1 valid from [2 years after publication]	Phase 2 valid from [5 years after publication]
M	Vehicles used for the carriage of passengers		
M ₁	no of seats ≤ 9	68	67
M ₁	no of seats ≤ 9; power to mass ratio > 150 kW/ton	71	69
M ₂	no of seats > 9; mass ≤ 3.5 tons	73	71
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power < 150 kW	74	72
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power ≥ 150 kW	76	74
M ₃	no of seats > 9; mass > 5 tons; rated engine power < 150 kW	75	73
M ₃	no of seats > 9; mass > 5 tons;	77	75

	rated engine power ≥ 150 kW		
N	Vehicles used for the carriage of goods		
N ₁	mass $\leq 2,5$ tons	68	67
N ₁	2,5 tons < mass ≤ 3.5 tons	70	68
N ₂	3.5 tons < mass ≤ 12 tons; rated engine power < 150 kW	75	73
N ₂	3.5 tons < mass ≤ 12 tons; rated engine power ≥ 150 kW	77	75
N ₃	mass > 12 tons; rated engine power < 150 kW	77	75
N ₃	mass > 12 tons; rated engine power ≥ 150 kW	79	77
*	<i>For all vehicles the limit values shall be increased by 1 dB(A) if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.</i>		
**	<i>For all vehicle categories the transitional period for sale and entry into service of new vehicles is 2 years.</i>		

Or. en

Justification

Noise is a severe damage of health. Studies show that source abatement is cost efficient and silent vehicles on silent tyres are most cost effective. This approach is also based on the “polluter pays principle” which is fair and balanced. This proposal is ambitious to limit noise damage, but also realistic to enable the industry to adapt. As obliged by the Safety Regulation (2009/661) more silent tyres are demanded, also for new vehicles. This means new vehicles will be more silent, also in the approval test. Low noise technology for cars is already in the market. 63% of the cars fulfil the first phase of the Commission proposal. With the tyre noise demands coming into force by November

2012, this will even be more: 95%. This means that the first Commission phase is already dealt with and can be skipped. The Commission second phase is adequate and even a third step is feasible. Already more than 20% of the vehicles is substantial more silent than the second requirement of the Commission. Cars which fulfil the new second step are already on the market now. So the technology is available. For trucks, limit values have to be corrected for a change in the measurement method. In Geneva, the method has been changed (silent tyres allowed instead of noisy traction tyres). Trucks also will become more silent in type approval measurements. The first step is fulfilled.

Noisy traction tyres have been replaced by more silent steering tyres, giving a 1 a 2 dB lower measured result. This is confirmed by the limit proposal from Japan in UNECE/GRB (ECE-TRANS-WP29-GRB-55-inf01e and inf10e). The feasibility of the final step of 77 dB(A) from the Japanese proposal is confirmed by a recent study, where the encapsulation technology of 1990 was combined with the silent engines of 2012, giving a noise emission of 77 dB(A).

The limit values of M1, N1 and N3 vehicles have been lowered compared to the Commission's proposal. With regard to M1 and N1 vehicles, because more silent tyres will become available as from 1 November 2012 due to EC directive 2009/661. For N3, vehicles because the measurement method has been changed, giving lower test results (noisy traction tyres have been replaced by more silent steering tyres).

The vehicles categories, the off road allowance and the transitional provisions have been rationalized and simplified.

In order to ensure the appropriate balance between the need to maintain industrial development cycles and legal certainty and to achieve the necessary public health benefits, four phases have been established. Phases 3 and 4 in particular set ambitious targets. The vehicle categories have also been updated to the latest technical standards. The further differentiation of these vehicle categories enables more realistic noise limit values. The time periods are compatible to typical production cycles and are different for light duty and heavy duty vehicles.

Amendment 129

Judith A. Merkies, Nessa Childers, Minodora Cliveta

Proposal for a regulation

Annex III

Text proposed by the Commission

Annex III

Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle	Description of vehicle	Limit values
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category	category	expressed in dB(A) [decibels(A)]					
		Limit values for Type-approval of new vehicle types		Limit values for Type-approval of new vehicle types		Limit values for registration, sale and entry into service of new vehicles	
		Phase 1 valid from [2 years after publication]		Phase 2 valid from [5 years after publication]		Phase 3 valid from [7 years after publication]	
		General	Off-road *	General	Off-road *	General	Off-road *
M	Vehicles used for the carriage of passengers						
M ₁	no of seats ≤ 9	70	71**	68	69**	68	69**
M ₁	no of seats ≤ 9; power to mass ratio > 150 kW/ton	71	71	69	69	69	69
M ₂	no of seats > 9; mass ≤ 2 tons	72	72	70	70	70	70
M ₂	no of seats > 9; 2 tons < mass ≤ 3.5 tons	73	74	71	72	71	72
M ₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power < 150 kW	74	75	72	73	72	73
M₂	no of seats > 9; 3.5 tons < mass ≤ 5 tons; rated engine power ≥ 150 kW	76	78	74	76	74	76

M ₃	no of seats > 9; mass > 5 tons; rated engine power < 150 kW	75	76	73	74	73	74
M ₃	no of seats > 9; mass > 5 tons; rated engine power ≥ 150 kW	77	79	75	77	75	77
N	Vehicles used for the carriage of goods						
N ₁	mass ≤ 2 tons	71	71	69	69	69	69
N ₁	2 tons < mass ≤ 3.5 tons	72	73	70	71	70	71
N ₂	3.5 tons < mass ≤ 12 tons; rated engine power < 75 kW	74	75	72	73	72	73
N ₂	3.5 tons < mass ≤ 12 tons; 75 ≤ rated engine power < 150 kW	75	76	73	74	73	74
N ₂	3.5 tons < mass ≤ 12 tons; rated engine power ≥ 150 kW	77	79	75	77	75	77
N ₃	mass > 12 tons; 75 ≤ rated engine power	77	78	75	76	75	76

	< 150 kW						
N ₃	mass > 12 tons; rated engine power ≥ 150 kW	80	82	78	80	78	80

* Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.

** For M₁ vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.

Amendments by Parliament

Annex III

Limit values

The sound level measured in accordance with the provisions of Annex II shall not exceed the following limits:

Vehicle category	Description of vehicle category	Limit values expressed in dB(A) [decibels(A)]									
		Limit values for Type-approval of new vehicle types		Limit values for Type-approval of new vehicle types		Limit values for registration, sale and entry into service of new vehicles		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for registration, sale and entry into service of new vehicles</i>	
		Phase 1 valid from [1 years after publication]		Phase 2 valid from [3 years after publication]		Phase 3 valid from [5 years after publication]		<i>Phase 4 valid from [8 years after publication]</i>		<i>Phase 5 valid from [10 years after publication]</i>	
		General	Off-road *	General	Off-road *	General	Off-road *	<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>
M	Vehicles used for the carriage of passengers										
M ₁	no of seats ≤ 9 <i>power to mass ratio ≤ 150 kW/ton</i>	70	71**	68	69**	68	69**	66	67	66	67

M ₁	no of seats \leq 9 power to mass ratio > 150 kW/ton	71	71**	69	69**	69	69**	67	67**	67	67**
M ₂	no of seats > 9 <i>maximum</i> mass \leq 2,5 tons	72	72	70	71	70	71	68	69	68	69
M ₂	no of seats > 9 2.5 tons < <i>maximum</i> mass \leq 3,5 tons	73	74	71	72	71	72	69	70	69	70
M ₂	no of seats > 9 3.5 tons < maximum mass \leq 5 tons	74	75	72	73	72	73	70	71	70	71
M ₃	no of seats > 9 <i>maximum</i> mass > 5 tons rated engine power \leq 250 kW	75	76	73	74	73	74	71	72	71	72
M ₃	no of seats > 9 <i>maximum</i> mass > 5 tons rated engine power > 250 kW	77	79	75	77	75	77	73	75	73	75

<i>Vehicle category</i>	<i>Description of vehicle category</i>	<i>Limit values expressed in dB(A) [decibels(A)]</i>									
		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for registration, sale and entry into service of new vehicles</i>		<i>Limit values for Type-approval of new vehicle types</i>		<i>Limit values for registration, sale and entry into service of new vehicles</i>	
		<i>Phase 1 valid from [1 years after publication]</i>		<i>Phase 2 valid from [3 years after publication]</i>		<i>Phase 3 valid from [5 years after publication]</i>		<i>Phase 4 valid from [8 years after publication]</i>		<i>Phase 5 valid from [10 years after publication]</i>	
		<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>	<i>General</i>	<i>Off-road *</i>
N	Vehicles used for the carriage of goods										
N ₁	<i>maximum</i> mass ≤ 2.5 tons	71	72**	69	70**	69	70**	67	68**	67	68**
N ₁	2.5 tons < <i>maximum</i> mass ≤ 3.5 tons	72	73**	70	71**	70	71**	68	69**	68	69**
N ₂	3.5 tons < <i>maximum</i> mass ≤ 12 tons rated engine power ≤ 150 kW	75	76	73	74	73	74	71	72	71	72
N ₂	3.5 tons < mass ≤ 12 tons	77	79	75	77	75	77	73	75	73	75

	rated engine power > 150 kW										
N ₃	<i>maximum</i> mass > 12 tons rated engine power ≤ 250 kW	77	78	75	76	75	76	73	74	73	74
N ₃ ***	<i>maximum</i> mass > 12 tons rated engine power > 250 kW	79	81	77	79	77	79	75	77	75	77

* Increased limit values shall only be valid if the vehicle complies with the relevant definition for off-road vehicles set out in point 4 of Section A of Annex II to EU Directive 2007/46/EC.

** For M₁ and N₁ vehicles the increased limit values for off-road vehicles are only valid if the maximum authorised mass > 2 tonnes.

*** *All limit values for N3 vehicles have been lowered by 1dB (A) to take account of the change of instructions for the tyres in the test method B*

Or. en

Amendment 130
Karl-Heinz Florenz

Proposal for a regulation
Annex III, remark below table (new)

Text proposed by the Commission

Amendment

And shall not exceed 90 dB(A) in any driving conditions, below a maximum speed of 130 km/h, in accordance with Annex VIII.

Or. de

Justification

The aim of the regulation is to ensure that extreme vehicle noise emissions are ruled out.

Amendment 131

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Kathleen van Brempt, Andres Perello Rodriguez

Proposal for a regulation
Annex III – point 1 – below table (new)

Text proposed by the Commission

Amendment

And shall not exceed 90 dB(A) in any driving conditions, below a maximum speed of 130 km/h, in accordance with Annex VIII.

Or. en

Justification

It is appropriate that the Regulation ensures extreme noise emissions under wide open or partial throttle conditions are precluded. Provisions should allow for straightforward enforcement in traffic by relevant authorities.

Amendment 132

Sabine Wils

Proposal for a regulation Annex III – point 1 – below table (new)

Text proposed by the Commission

Amendment

And shall not exceed 87 dB(A) in any driving conditions, below a maximum speed of 130 km/h, in accordance with Annex VIII.

Or. en

Justification

It is appropriate that the Regulation ensures extreme noise emissions under wide open or partial throttle conditions are precluded. Provisions should allow for straightforward enforcement in traffic by relevant authorities.

Amendment 133 Françoise Grossetête

Proposal for a regulation Annex VII – point 3.2.2. – paragraph 2 – introductory part –

Text proposed by the Commission

In addition to the requirements set out under points 1 to 3.2.2, the following requirements ***shall be fulfilled***:

Amendment

In addition to the requirements set out under points 1 to 3.2.1.4, the following recommendations ***are given, to be taken as requirements for newly-built test tracks***:

Or. en

Justification

The Commission proposal provides a change in the specification for the construction of the test site. What is up to now a recommendation would become mandatory. With that change, any test track currently used in Europe would be subject for re-certifications as if newly built.

Amendment 134

Salvatore Tatarella, Miroslav Ouzký

Proposal for a regulation

Annex VII – point 3.2.2 – paragraph 2 – introductory part

Text proposed by the Commission

In addition to the requirements set out under points 1 to 3.2.2, the following **requirements shall be fulfilled**:

Amendment

In addition to the requirements set out under points 1 to 3.2.1.4, the following **recommendations are given**:

Or. en

Justification

The Commission proposal provides a change in the specification for the construction of the test site. What is up to now a recommendation for road builders to have a guideline how to make a test track, will become mandatory. This change was done without technical consultation and there is no explanation provided by the Commission about the background for that change. With that change, actually any test track that is used in Europe will be subject for re-certifications as if newly built. Nobody knows the impact of the change of the specifications and could force re-building of many test tracks. As already told there is a new ISO Standard available, which is assumed to substitute the actual test track definitions within a couple of year, it is recommended to stay with the actual specifications.

Amendment 135

Salvatore Tatarella, Miroslav Ouzký

Proposal for a regulation

Annex VII – point 3.2.2 – paragraph 2 – introductory part

Text proposed by the Commission

In addition to the requirements set out under points 1 to 3.2.2, the following requirements shall be fulfilled:

Amendment

In addition to the requirements set out under points 1 to 3.2.2, the following requirements **of ISO 10844:2011** shall be fulfilled **or a reference should be made to ISO 10844:1994 for a transitional period of 5 years**:

Or. en

Justification

This requirement should be consistent with both Paragraph 1 of Annex VII of this Regulation and the work done by UNECE. The requirements set in this Paragraph from point (a) to (g) are taken from the ISO standard 10844:2011. However, this standard is not yet included in any UNECE Regulation. It is therefore necessary to also make reference to the previous version of the ISO standard 10844:1994 for a transitional period of five years to both allow the UNECE to change its own regulations and for the testing facilities to introduce the changes demanded by the 2011 version of this standard.

Amendment 136

Salvatore Tatarella, Miroslav Ouzký

Proposal for a regulation

Annex VII – point 2 – footnote 1

Text proposed by the Commission

1/ISO10844:1994.

Amendment

1/For the first five years after the entry into force of this Regulation, manufacturers may either use test tracks certified according to ISO 10844:1994 or ISO 10844:2011. After that date manufacturers shall use test tracks complying with ISO 10844:2011 only.

Or. en

Justification

ISO10844:1994 has been updated in March 2011 into the new ISO standard ISO10844:2011. However the new text has not yet been introduced in all UNECE regulations regarding vehicle and tyre testing facilities. For this reason, it is important to have a transition period between the two standards to give the opportunity to manufacturers to rebuild any track where needed and for UNECE to introduce the reference to the new standard in its own regulations.

Amendment 137

Judith A. Merkies, Nessa Childers, Minodora Cliveta, Andres Perello Rodriguez

Proposal for a regulation

Annex VII – point 4.3.

Text proposed by the Commission

Amendment

4.3. For the purpose of this standard, texture depth measurements shall be made on at least 10 positions evenly spaced along the wheel tracks of the test strip and the average value taken to compare with the specified minimum texture depth. See **ISO 10844:1994** for the description of the procedure.

4.3. For the purpose of this standard, texture depth measurements shall be made on at least 10 positions evenly spaced along the wheel tracks of the test strip and the average value taken to compare with the specified minimum texture depth. See **ISO10844:2011** for the description of the procedure.

Or. en

Justification

Regulation should be in line with the current ISO standards.

Amendment 138

Salvatore Tatarella, Miroslav Ouzký, Martin Callanan

Proposal for a regulation

Annex VIII – point 2.3. – line 4 'Vehicle acceleration'

Text proposed by the Commission

Amendment

Vehicle acceleration a_{wot} ASEP: $a_{wot} \leq 5,0$ m/s²

Vehicle acceleration a_{wot} ASEP: $a_{wot} \leq 4,0$ m/s²

Or. en

Justification

The acceleration rate required in the ASEP test as set out in the Commission proposal is unrepresentative of urban driving conditions. Also, the test becomes increasingly complex and difficult to repeat consistently at higher accelerations. The data set used for the ASEP does not derive from Method B data. In fact, method B and ASEP are not related therefore change to Method B does not need to be replicated in the ASEP test. Furthermore, a full impact assessment has not been carried out to account for the change from 4.0 to 5.0 m/s².

Amendment 139

Salvatore Tatarella, Miroslav Ouzký, Martin Callanan

Proposal for a regulation

Annex VIII – paragraph 2.4. –paragraph 3 (new)

Text proposed by the Commission

Amendment

In order for the ASEP test to be representative and repeatable (to the Type Approval Authority), the vehicles shall be tested using production gearbox calibration.

Or. en

Justification

Using the production gearbox calibration is necessary for the following reasons: As the gearbox has to be operated outside its 'normal' parameters, a calibration is required to 'hold' selected gears during the ASEP test; With regard to the above, a special calibration is not available for production cars. Conformity of Production is therefore not achievable; Non Linear acceleration: holding a high numeric gear and applying full power from low RPM (Revolution per Minute) can cause the engine RPM to 'flair'. Flaring is caused by the torque converter slipping at low engine RPM.

Amendment 140

Karl-Heinz Florenz

Proposal for a regulation

Annex VIII – point 4 – paragraph 3

Text proposed by the Commission

Amendment

If the measured noise level at a point exceeds the limit, two additional measurements at the same point shall be carried out to verify the measurement uncertainty. The vehicle is still in compliance with ASEP, if the average of the three valid measurements at this specific point fulfils the specification.

If the measured noise level at a point exceeds the limit, two additional measurements at the same point shall be carried out to verify the measurement uncertainty. The vehicle is still in compliance with ASEP, if the average of the three valid measurements at this specific point fulfils the specification. ***The noise level may not exceed 90 dB(A) in***

any driving situation.

Or. de

Justification

The regulation should ensure that extreme noise emissions from motor vehicles are ruled out.

Amendment 141

Holger Krahrmer

Proposal for a regulation

Annex IX

Text proposed by the Commission

<i>Annex IX</i>
Measures ensuring the audibility of hybrid and electric vehicles
<i>This Annex addresses Acoustic Vehicle Alerting System (AVAS) for hybrid electric and pure electric road transport vehicles (HEV and EV).</i>

<i>A</i>	<i>Acoustic Vehicle Alerting System</i>
<i>1.</i>	<i>Definition</i>
	<i>Acoustic Vehicle Alerting System (AVAS) is a sound generating device designed to inform pedestrians and vulnerable road users.</i>
<i>2.</i>	<i>System performance</i>
	<i>If AVAS is installed on a vehicle, it shall fulfil the requirements referred to below.</i>
<i>3.</i>	<i>Operation conditions</i>
<i>(a)</i>	<i>Sound generation method</i>
	<i>The AVAS shall automatically generate a sound in the minimum range of vehicle speed from start up to approximately 20 km/h and during reversing if applicable for that vehicle category. Where the vehicle is equipped with an internal combustion engine that is in operation within the vehicle speed range defined above, the AVAS may not need to generate a sound.</i> <i>For vehicles having a reversing sound warning device, it is not necessary for the AVAS to generate a sound during backup.</i>

(b)	Pause switch
	<p><i>The AVAS may have a switch to stop its operation temporarily ("pause switch"). If a pause switch is introduced, however, the vehicle should also be equipped with a device for indicating the pause state of the vehicle-approach informing device to the driver in the driver's seat.</i></p> <p><i>The AVAS should remain capable of re-operating after stopped by a pause switch.</i></p> <p><i>If fitted in the vehicle, a pause switch should be located in such a position that the driver will find and manipulate it with ease.</i></p>
(c)	Attenuation
	<i>The AVAS sound level may be attenuated during periods of vehicle operation.</i>
4.	Sound type and volume
(a)	<p><i>The sound to be generated by the AVAS should be a continuous sound that provides information to the pedestrians and vulnerable road users of a vehicle in operation.</i></p> <p><i>However, the following and similar types of sounds are not acceptable:</i></p> <ul style="list-style-type: none"> <i>(i) Siren, horn, chime, bell and emergency vehicle sounds</i> <i>(ii) Alarm sounds e.g. fire, theft, smoke alarms</i> <i>(iii) Intermittent sound</i> <p><i>The following and similar types of sounds should be avoided:</i></p> <ul style="list-style-type: none"> <i>(iv) Melodious sounds, animal and insect sounds</i> <i>(v) Sounds that confuse the identification of a vehicle and/or its operation (e.g. acceleration, deceleration etc.)</i>
(b)	<i>The sound to be generated by the AVAS should be easily indicative of vehicle behaviour, for example, through the automatic variation of sound level or characteristics in synchronization with vehicle speed.</i>
(c)	<p><i>The sound level to be generated by the AVAS should not exceed the approximate sound level of a similar vehicle of the same category equipped with an internal combustion engine and operating under the same conditions.</i></p> <p><i>Environmental consideration:</i></p> <p><i>The development of the AVAS shall give consideration to the overall community noise impact.</i></p>

Amendment

deleted

Or. de

Justification

Where minimum requirements are concerned, impact assessments must be carried out and further findings obtained before rules can be adopted. Compliance with those rules must then be

mandatory, not voluntary. What is more, they relate to transport safety and are out of place in environmental legislation.

Amendment 142
Karl-Heinz Florenz

Proposal for a regulation
Annex IX – point 4

<i>Text proposed by the Commission</i>	
<u>Annex IX</u>	
4.	Sound type and volume
(a)	<p>The sound to be generated by the AVAS should be a continuous sound that provides information to the pedestrians and vulnerable road users of a vehicle in operation. However, the following and similar types of sounds are not acceptable:</p> <ul style="list-style-type: none"> (i) Siren, horn, chime, bell and emergency vehicle sounds (ii) Alarm sounds e.g. fire, theft, smoke alarms (iii) Intermittent sound <p>The following and similar types of sounds should be avoided:</p> <ul style="list-style-type: none"> (iv) Melodious sounds, animal and insect sounds (v) Sounds that confuse the identification of a vehicle and/or its operation (e.g. acceleration, deceleration etc.)
(b)	The sound to be generated by the AVAS should be easily indicative of vehicle behaviour, for example, through the automatic variation of sound level or characteristics in synchronization with vehicle speed.
(c)	<p>The sound level to be generated by the AVAS should not exceed the approximate sound level of a similar vehicle of the same category equipped with an internal combustion engine and operating under the same conditions.</p> <p>Environmental consideration: The development of the AVAS shall give consideration to the overall community noise impact.</p>

Amendment

<u>Annex IX</u>	
4.	Sound type and volume
(a)	<p>The sound to be generated by the AVAS should be a continuous sound that provides information to the pedestrians and vulnerable road users of a vehicle in operation. However, the following and similar types of sounds are not acceptable:</p> <ul style="list-style-type: none">(i) Siren, horn, chime, bell and emergency vehicle sounds(ii) Alarm sounds e.g. fire, theft, smoke alarms(iii) Intermittent sound <p>The following and similar types of sounds should be avoided:</p> <ul style="list-style-type: none">(iv) Melodious sounds, animal and insect sounds(v) Sounds that confuse the identification of a vehicle and/or its operation (e.g. acceleration, deceleration etc.)
(b)	<p>The sound to be generated by the AVAS must be easily indicative of vehicle behaviour and direction of travel, for example, through the automatic variation of sound level or characteristics in synchronization with vehicle speed.</p>
(c)	<p>The sound level to be generated by the AVAS may not exceed the approximate sound level of a similar vehicle of the same category equipped with an internal combustion engine and operating under the same conditions.</p> <p>Environmental consideration: The development of the AVAS shall give consideration to the overall community noise impact.</p>

Or. de

Amendment 143

Salvatore Tatarella, Miroslav Ouzký, Françoise Grossetête

Proposal for a regulation

Annex X – point 5.2.1.1.

Text proposed by the Commission

5.2.1.1 The noise test of the silencing system and the replacement silencing system has to be executed with the **same** "normal" tyres as defined in paragraph 2.8. of UNECE Regulation No 117 (***OJ L231, 29.8.2008 p. 19***). The tests are not allowed to be done with "special use" tyres or

Amendment

5.2.1.1 The noise test of the silencing system and the replacement silencing system has to be executed with the "normal" tyres as defined in paragraph 2.8 UNECE Regulation No. 117. The tests are not allowed to be done with **"traction tyres"**, "special use" tyres or "snow" tyres

"snow" tyres as defined in paragraphs 2.9. and 2.10. of UNECE Regulation No 117. ***Such tyres could increase the noise level of the vehicle or would have a masking effect on the noise reduction performance comparison. The tyres may be of used condition but shall satisfy legal requirements for in-traffic use.***

as defined in paragraphs 2.10, 2.11 and 2.12 of UNECE Regulation No 117.

Or. en

Justification

As for Annex II - paragraph 3 - point 3.2.2 of this regulation, the reference to the outdated version of UNECE 117 should be deleted. Furthermore, traction tyres should be added to this second paragraph to make it consistent with footnote 2 in Annex II - paragraph 3 - point 3.2.2 of this regulation. The paragraph numbers containing the definitions of traction tyres, special use tyres and snow tyres in UNECE Regulation No 117 should be updated accordingly.