
**Acoustics — Engineering method for
measurement of noise emitted by
accelerating road vehicles —**

**Part 1:
M and N categories**

*Acoustique — Méthode d'ingénierie pour le mesurage du bruit émis
par les véhicules routiers en accélération —*

Partie 1: Catégories M et N

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 43, *Acoustics*, Subcommittee SC 1, *Noise*.

This third edition cancels and replaces the second edition (ISO 362-1:2015), which has been technically revised.

The main changes compared to the previous edition are as follows:

- Clarification on the measurement zone to provide equivalent results between hand held sound level meters and digital data acquisition systems.
 - Clarification of original intent of ISO 362-1 on M1/N1 gear ratio selection to account for practical lessons learned.
 - Clarification and examples of measures used to control vehicle operation so as to provide the specified accelerations of ISO 362-1
 - Addition of and clarification of tolerances, measurement precision, vehicle operation, vehicle physical attributes, and calculation methods where multiple interpretations could be possible.
 - Addition of a representative virtual vehicle for N3.
 - Update to measurement uncertainty.

A list of all parts in the ISO 362 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

An extensive review was conducted of actual in-use vehicle operations, beginning with data from the TUV Automotive study in the early 1990s and continuing with data developed through other committee members from 1996 through 2000. It includes nearly 100 vehicles operated on a variety of urban roads in Europe and Asia. The primary focus of the in-use measurements was to determine how vehicles are driven with a variety of vehicles, driving behaviours, and traffic situations. The in-use behaviour determined from these studies was successfully correlated to urban traffic use in the United States by evaluation of the fuel economy test cycles used by the United States Environmental Protection Agency (USEPA). The resulting test specifications are therefore valid for all global urban use conditions.

The procedure defined here provides a measure of the sound pressure level from vehicles under controlled and repeatable conditions. The definitions have been made according to the requirements of vehicle categories. In cases of vehicles other than very heavy trucks and buses, the working group found that attempts to conduct a partial load test as in actual use resulted in considerable run-to-run variability that significantly interfered with the repeatability and reproducibility of the test cycle. Therefore, two primary operating conditions (i.e. a wide-open-throttle acceleration phase and a constant speed phase) were used to guarantee simplicity. The combination was found to be equivalent to the partial throttle and partial power (engine load) actually used.

As a further consequence of the investigation of the requirements for an efficient test, it was decided to design a test which was independent of vehicle design and therefore safe and adaptable for future technologies, as well as for future traffic conditions. The test guarantees an excitation of all relevant noise sources, and the final test result reflects a combination of these sources as a compromise between normal urban use and “worst case”.

In 2004, the given test for M and N category vehicles was evaluated for technical accuracy and practical considerations by test programmes carried out by the Japan Automobile Standards Internationalization Center (JASIC), the European Automotive Manufacturers Association (ACEA), and the Society of Automotive Engineers, Inc. (SAE) in the United States. Over 180 vehicles were included in these tests. The reports of these test programmes were considered prior to preparation of this document.

This document was developed following demands for a new test procedure considering the following:

- “The test procedure (ISO 362) doesn’t reflect realistic driving conditions” (1996 EU Green Paper);
- “In the case of motor vehicles, other factors are also important such as the dominance of tyre noise above quite low speeds (50 km/h)” (1996 EU Green Paper).
- “A new measurement procedure should require that the major noise sources of a vehicle be measured” (2001 Noise Emission of Road Vehicles – I-INCE).

This document, while maintaining the same technical procedures as the previous edition, has been revised based on practical experience to provide additional clarification where multiple interpretations were possible, to provide additional equivalent test modes for heavy commercial vehicles, and to incorporate provisions for addressing and including in the measurement external sound systems for M1 and N1 category vehicles.

Acoustics — Engineering method for measurement of noise emitted by accelerating road vehicles —

Part 1: M and N categories

1 Scope

This document specifies an engineering method for measuring the noise emitted by road vehicles of categories M and N under typical urban traffic conditions. It excludes vehicles of category L1 and L2, which are covered by ISO 9645, and vehicles of category L3, L4, and L5, which are covered by ISO 362-2.

The specifications are intended to reproduce the level of noise generated by the principal noise sources during normal driving in urban traffic (see [Annex A](#)).

The method is designed to meet the requirements of simplicity as far as they are consistent with reproducibility of results under the operating conditions of the vehicle.

The test method requires an acoustical environment that is obtained only in an extensive open space. Such conditions are usually provided for

- type approval measurements of a vehicle,
- measurements at the manufacturing stage, and
- measurements at official testing stations.

NOTE 1 The results obtained by this method give an objective measure of the noise emitted under the specified conditions of test. It is necessary to consider the fact that the subjective appraisal of the noise annoyance of different classes of motor vehicles is not simply related to the indications of a sound measurement system. As annoyance is strongly related to personal human perception, physiological human conditions, culture, and environmental conditions, there is a large variation and it is, therefore, not useful as a parameter to describe a specific vehicle condition.

NOTE 2 Spot checks of vehicles chosen at random are rarely made in an ideal acoustical environment. If measurements are carried out on the road in an acoustical environment that does not fulfil the requirements stated in this document, the results obtained can deviate appreciably from the results obtained using the specified conditions.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 362-3, *Acoustics – Measurement of noise emitted by accelerating road vehicles – Engineering method, Part 3: Indoor testing M and N categories*

ISO 1176, *Road vehicles — Masses — Vocabulary and codes*

ISO 2416, *Passenger cars — Mass distribution*

ISO 10844, *Acoustics — Specification of test tracks for measuring sound emitted by road vehicles and their tyres*

ISO/IEC Guide 98-3, *Uncertainty of measurement — Part 3: Guide to the expression of uncertainty in measurement (GUM:1995)*

IEC 60942, *Electroacoustics — Sound calibrators*

IEC 61672-1, *Electroacoustics — Sound level meters — Part 1: Specifications*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 1176 and ISO 2416 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

3.1 Vehicle mass

3.1.1

kerb mass

complete shipping mass of a vehicle fitted with all standard equipment necessary for normal operation plus the mass of the following elements for M1, N1, and M2 having a maximum authorized mass not exceeding 3 500 kg:

- lubricants, coolant (if needed), washer fluid;
- fuel (tank filled to at least 90 % of the capacity specified by the manufacturer);
- other equipment if included as basic parts for the vehicle, such as spare wheel(s), wheel chocks, fire extinguisher(s), spare parts, and tool kit

Note 1 to entry: The definition of kerb mass can vary from country to country, but in this part of ISO 362, it refers to the definition contained in ISO 1176.

[SOURCE: ISO 1176:1990, 4.4 and 4.6 — modified.]

3.1.2

maximum authorized mass

kerb mass (3.1.1) plus the maximum allowable payload

3.1.3

unladen vehicle mass

nominal mass of a complete N2, N3, or M2 vehicle having a *maximum authorized mass* (3.1.2) greater than 3 500 kg or an M3 vehicle as determined by the following conditions:

- mass of the vehicle includes the bodywork and all factory-fitted equipment and electrical and auxiliary equipment for normal operation of the vehicle, including liquids, tools, fire extinguisher, standard spare parts, chocks, and spare wheel, if fitted;
- the fuel tank is filled to at least 90 % of rated capacity and the other liquid-containing systems (except those for used water) are filled to 100 % of the capacity specified by the manufacturer

3.1.4

mass of the driver

nominal mass of a driver

3.1.5

mass in running order

nominal mass of a vehicle as determined by the following conditions:

- a) the mass is taken as the sum of the *unladen vehicle mass* (3.1.3) and the driver's mass;
- b) in the case of category M2 and M3 vehicles that include seating positions for additional crewmembers, their mass is incorporated in the same way and equal to that of the driver
- c) mass in running order mathematically rounded, reported, and used for calculations to a precision of 10 kg (xxxx0)

Note 1 to entry: The driver's mass is calculated in accordance with ISO 2416.

3.1.6

maximum axle (group of axles) capacity

permissible mass corresponding to the maximum mass that can be carried by the axle (group of axles) as defined by the vehicle manufacturer, not exceeding the axle manufacturer's specifications

3.1.7

unladen axle load

actual mass carried by the axle (or group of axles) in an unladen condition, either in the front or the rear of the vehicle

Note 1 to entry: The unladen vehicle mass is equal to the sum of the unladen axles (or group of axles) load.

3.1.8

extra loading

mass which is added to the *unladen vehicle mass* (3.1.3)

3.1.9

laden axle load

actual mass carried by the axle (or group of axles) in a laden condition, either in the front or the rear of the vehicle

3.2

power-to-mass ratio index

PMR

dimensionless quantity used for the calculation of acceleration according to the following formula:

$$\text{PMR} = \frac{P_n}{m_{ro}} \cdot 1\,000$$

where

P_n is the numerical value of total engine power, expressed in kilowatts;

m_{ro} is the numerical value of the mass in running order, expressed in kilograms;

3.2.1

total engine power

sum of all power from available propulsion sources

3.3

rated engine speed

S

engine speed at which the combustion engine develops its rated maximum net power as stated by the manufacturer

Note 1 to entry: If the rated maximum net power is reached at several engine speeds, S used in this document is the highest engine speed at which the rated maximum net power is reached.

Note 2 to entry: ISO 80000-3 defines this term as "rated engine rotational frequency". The term "rated engine speed" was retained due to its common understanding by practitioners and its use in government regulations.

3.4 Vehicle categories

3.4.1

category L

motor vehicles with fewer than four wheels

Note 1 to entry: United Nations Economic Commission for Europe (UNECE) document TRANS/WP.29/78/Rev.1/Amend.4 (26 April 2005) extended the L category to four-wheeled vehicles as defined by L6 and L7.

3.4.1.1

category L1 and L2

mopeds

Note 1 to entry: See ISO 9645 for further details.

3.4.1.2

category L3

two-wheeled motor vehicles with an engine cylinder capacity greater than 50 cm³ or maximum speed greater than 50 km/h

3.4.1.3

category L4

three-wheeled motor vehicles with an engine cylinder capacity greater than 50 cm³ or maximum speed greater than 50 km/h, the wheels being attached asymmetrically along the longitudinal vehicle axis

3.4.1.4

category L5

three-wheeled motor vehicles with an engine cylinder capacity greater than 50 cm³ or maximum speed greater than 50 km/h, having a gross vehicle mass rating not exceeding 1 000 kg and wheels attached symmetrically along the longitudinal vehicle axis

3.4.1.5

category L6

four-wheeled vehicles whose unladen mass is not more than 350 kg, not including the mass of the batteries in the case of electric vehicles, whose maximum design speed is not more than 45 km/h and whose engine cylinder capacity does not exceed 50 cm³ for spark (positive) ignition engines, or whose maximum net power output does not exceed 4 kW in the case of other internal combustion engines, or whose maximum continuous rated power does not exceed 4 kW in the case of electric engines

3.4.1.6

category L7

four-wheeled vehicles, other than those classified as *category L6* (3.4.1.5), whose unladen mass is not more than 400 kg or 550 kg for vehicles intended for carrying goods, not including the mass of the batteries in the case of electric vehicles, and whose maximum continuous rated power does not exceed 15 kW

3.4.2

category M

power-driven vehicles having at least four wheels and used for the carriage of passengers

3.4.2.1

category M1

vehicles used for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat

3.4.2.2**category M2**

vehicles used for the carriage of passengers and comprising more than eight seats in addition to the driver's seat and having a maximum mass not exceeding 5 000 kg

Note 1 to entry: In this definition, "maximum mass" is equivalent to "maximum authorized mass" used elsewhere in this document.

3.4.2.3**category M3**

vehicles used for the carriage of passengers and comprising more than eight seats in addition to the driver's seat and having a maximum mass exceeding 5 000 kg

Note 1 to entry: In this definition, "maximum mass" is equivalent to "maximum authorized mass" used elsewhere in this document.

3.4.2.4**incomplete vehicle of category M2 or M3**

incomplete vehicle with just chassis rails or tube assembly, power train, and axles, which is intended to be completed with bodywork, customized to the needs of the transport operator

3.4.3**category N**

power-driven vehicles having at least four wheels and used for the carriage of goods

3.4.3.1**category N1**

vehicles used for the carriage of goods and having a *maximum authorized mass* (3.1.2) not exceeding 3 500 kg

3.4.3.2**category N2**

vehicles used for the carriage of goods and having a *maximum authorized mass* (3.1.2) exceeding 3 500 kg but not exceeding 12 000 kg

3.4.3.3**category N3**

vehicles used for the carriage of goods and having a *maximum authorized mass* (3.1.2) exceeding 12 000 kg

3.5**reference point**

point depending on the design and category of the vehicle

- for category M1 and N1 vehicles and M2 having a maximum authorized mass not exceeding 3 500 kg point on the vehicle as follows:
 - for front-engine vehicles, the front end of the vehicle;
 - for mid-engine vehicles, the centre of the vehicle;
 - for rear-engine vehicles, the rear end of the vehicle

Note 1 to entry: For vehicles having multiple propulsion sources, the reference point is determined by the position of the propulsion source having the highest power. If there are multiple propulsion sources of equivalent power, then the position of the most forward propulsion source shall prevail.

- for category M2 having a maximum authorized mass exceeding 3 500 kg, M3, N2, and N3 vehicles point on the vehicle as follows:
 - for front-engine vehicles, the front end of the vehicle;
 - for all other vehicles, the border of the engine closest to the front of the vehicle

3.6

target acceleration

acceleration at a partial throttle condition in urban traffic, derived from statistical investigations

Note 1 to entry: Refer to [Annex A](#) for more detailed explanations.

3.7

reference acceleration

required acceleration during the acceleration test on the test track

Note 1 to entry: Refer to [Annex A](#) for more detailed explanations.

3.8

gear ratio weighting factor

k

dimensionless quantity used to combine the test results of two gear ratios for the acceleration test and the constant-speed test

3.9

partial power factor

k_p

dimensionless quantity used for the weighted combination of the test results of the acceleration test and the constant-speed test for vehicles of categories M1, N1, and M2 having a *maximum authorized mass* ([3.1.2](#)) not exceeding 3 500 kg

Note 1 to entry: Refer to [Annex A](#) for more detailed explanations.

3.10

pre-acceleration

application of acceleration control device prior to the position AA' for the purpose of achieving stable acceleration between AA' and BB'

Note 1 to entry: See [Figure 1](#) for additional details.

3.11

locked gear ratio

control of transmission such that the transmission gear cannot change during a test

3.12

engine

power source without detachable accessories

Note 1 to entry: power source includes in this context all sources of motive power; for example, electric or hydraulic power sources used alone or in combination with other power sources.

3.13

test track length

l_{10}

length of test track used in the calculation of acceleration from points PP' to BB'

3.14

test track length

l_{20}

length of test track used in the calculation of acceleration from points AA' to BB'

3.15**target engine rotational speed** $n_{\text{target BB'}}$

interval between 70 % and 74 % of the speed S for vehicles of category M2 having a *maximum authorized mass* (3.1.2) exceeding 3 500 kg and N2 and an interval between 85 % and 89 % of the speed S for vehicles of category M3 and N3

3.16**target vehicle speed** $v_{\text{target BB'}}$

vehicle speed of 35 km/h $\pm$ 5 km/h

3.17**kickdown**

driver activated automated gearshift to a test condition outside the target conditions

Note 1 to entry: The target conditions are defined in this document.

3.18**prevention of downshift**

measure by the vehicle manufacturer to ensure that the vehicle is tested within its specific target conditions

3.19**stable acceleration**

acceleration which avoids unsteady accelerations such as lugging, jerking, hesitation, delays, or other similar effects. When acceleration is calculated as part of the measurement, stable acceleration means a consistent acceleration over the complete measurement distance between AA' and BB' plus the vehicle length.

3.20**exterior sound enhancement system**

any system installed on the vehicle for producing sound

Note 1 to entry: Exterior sound enhancement systems may be integrated into other components, such as the exhaust, or may be independent units.

4 Symbols, terms and abbreviated terms

Table 1 lists the symbols, terms, and abbreviated terms used in this document and the subclause where they are used for the first time.

Table 1 — Symbols and abbreviated terms used and corresponding clauses

Symbol	Unit	Subclause	Explanation
AA'	—	3.10	Line perpendicular to vehicle travel which indicates beginning of zone in which to record sound pressure level during test
a_i	m/s ²	A.2.6	Partial throttle acceleration in gear ratio i ; value to be reported and used for calculations to the second decimal place (x,xx)
a_{max}	m/s ²	A.2.2.3	Maximum acceleration during an acceleration phase measured in in-use studies
$a_{\text{max},90}$	m/s ²	A.2.3.1	90 th percentile of maximum acceleration during an acceleration phase measured in in-use studies
a_{acc}	m/s ²	A.2.2.1	In-use acceleration measured in urban traffic for a specific vehicle
$a_{\text{acc},50}$	m/s ²	A.2.8.1	Acceleration at 90 th percentile of noise emission and 50 km/h vehicle velocity for a specific vehicle
$a_{\text{acc},i}$	m/s ²	5.1	Acceleration in gear ratio i ; value to be reported and used for calculations to the second decimal place (x,xx)

Table 1 (continued)

Symbol	Unit	Subclause	Explanation
$a_{acc(i+1)}$	m/s ²	5.1	Acceleration in gear ratio $(i + 1)$; value to be reported and used for calculations to the second decimal place (x,xx)
$a_{acc,test}$	m/s ²	5.1	Acceleration in single gear ratio test cases; value to be reported and used for calculations to the second decimal place (x,xx)
$a_{acc,ref}$	m/s ²	5.4	Reference acceleration for the acceleration test; value to be reported and used for calculations to the second decimal place (x,xx)
a_{urban}	m/s ²	5.3	Target acceleration representing urban traffic acceleration; value to be reported and used for calculations to the second decimal place (x,xx)
BB'	—	3.10	Line perpendicular to vehicle travel which indicates end of zone in which is 10,00 m behind line PP'
CC'	—	8.1	Centre line of vehicle travel through test surface as defined in ISO 10844
$\delta_1 - \delta_7$	dB	B.2	Input quantities to allow for any uncertainty
gear ratio i	—	8.3.1.3.2	Gear ratio which provides an acceleration within the 5 percent tolerance of the reference acceleration $a_{acc,ref}$ or greater than the reference acceleration $a_{acc,ref}$
gear ratio $(i + 1)$	—	8.3.1.3.2	The second of two gear ratios, with an acceleration lower than gear ratio i
gear ratio $i+2$, $i+3$, ...	—	8.3.1.3.2	Gear ratios selectable, if gear ratio i and gear ratio $i + 1$ exceed an acceleration of 2,0 m/s ²
gear x	—	8.3.2.3.2	First of two gear ratios used for testing of M2 having a maximum authorized mass of more than 3 500 kg, M3, N2, and N3 where certain criteria on test conditions are met
gear y	—	8.3.2.3.2	Second of two gear ratios used for testing of M2 having a maximum authorized mass of more than 3 500 kg, M3, N2, and N3 where certain criteria on test conditions are met
j	—	5.2.1	Index for single test run within overall acceleration or constant speed test series i or $(i + 1)$
k_p	—	3.9	Partial power factor; value to be reported and used for calculations to the second decimal place (x,xx)
k	—	3.8	Gear ratio weighting factor; value to be reported and used for calculations to the second decimal place
k_n	—	A.2.8.1	Interpolation factor between gears
l_{ref}	m	5.1	Reference length
l_{veh}	m	5.1	Length of vehicle; value to be reported and used for calculations to a precision of 0,01 m (1 cm)
l_{10}	m	3.13	Length of test section for calculation of acceleration from PP' to BB'
l_{20}	m	3.14	Length of test section for calculation of acceleration from AA' to BB'
$L_{crs,i}$	dB	8.4.3.2	Vehicle sound pressure level at constant speed test for gear i ; value to be reported and used for calculations to the first decimal place (xx,x)
$L_{crs(i+1)}$	dB	8.4.3.2	Vehicle sound pressure level at constant speed test for gear $(i + 1)$; value to be reported and used for calculations to the first decimal place (xx,x)
$L_{crs,rep}$	dB	8.4.3.2	Reported vehicle sound pressure level at constant speed test; value to be reported and used for calculations to the first decimal place (xx,x)
$L_{acc,i}$	dB	8.4.3.2	Vehicle sound pressure level at acceleration test for gear i ; value to be reported and used for calculations to the first decimal place (xx,x)

Table 1 (continued)

Symbol	Unit	Subclause	Explanation
$L_{acc(i+1)}$	dB	8.4.3.2	Vehicle sound pressure level at acceleration test for gear $(i + 1)$; value to be reported and used for calculations to the first decimal place (xx,x)
$L_{acc,rep}$	dB	8.4.3.2	Reported vehicle sound pressure level at acceleration; value to be reported and used for calculations to the first decimal place (xx,x)
L_{urban}	dB	8.4.3.2	Reported vehicle sound pressure level representing urban operation; value to be reported mathematically rounded to the nearest integer (xx)
$m_{ac,ra,max}$	kg	8.2.2.1	Maximum rear axle capacity
$m_{ac,ra,max}$ (chosen)	kg	8.2.2.2.4	Technically permissible maximum laden mass allowed for the chosen rear axle (as defined in 8.2.2.2.4)
$m_{chassisM2M3}$	kg	8.2.2.1	Mass of the incomplete vehicle (M2 or M3)
m_d	kg	8.2.2.1	Mass of the driver
$m_{fa,load,laden}$	kg	8.2.2.2.2	Laden front axle load
$m_{fa,load,unladen}$	kg	8.2.2.1	Unladen front axle load
$m_{fa,(vrf),load,unladen}$	kg	8.2.2.2.4	Measured unladen front axle load of the virtual vehicle with more than two axles
$m_{ra,load,laden}$	kg	8.2.2.2.2	Laden rear axle load
$m_{ra,load,unladen}$	kg	8.2.2.1	Unladen rear axle load
m_{ro}	kg	8.2.2.1	Mass in running order
M_t	kg	3.2	Test mass of the vehicle
m_t (2 axles virtual)	kg	8.2.2.2.4	Test mass of a virtual vehicle with two axles (4×2 or 4×4)
m_{target}	kg	8.2.2.1	Target mass of the vehicle
$m_{unladen}$	kg	8.2.2.1	Unladen vehicle mass
$m_{unladen}$ (2 axles virtual)	kg	8.2.2.2.4	Unladen vehicle mass of the virtual vehicle with two axles
m_{xload}	kg	8.2.2.1	Extra loading
m_{xload} (2 axles virtual)	kg	8.2.2.2.4	Extra loading for the virtual vehicle with two axles
$m_{xloadM2M3}$	kg	8.2.2.1	Extra load to be added to the incomplete vehicle (M2 or M3) to reach the mass of the vehicle in running order as chosen by the manufacturer
n	—	8.3.1.3.2	Gear index number (see Note 3)
n	1/min	A.2.4	Engine rotational speed of the vehicle
$n_{pp'}$	1/min	9	Engine rotational speed of the vehicle when the reference point passes PP'; value to be reported and used for calculations to a precision of 10 min ⁻¹ (xxx0)
$n_{BB'}$	1/min	8.3.2.1	Engine rotational speed of the vehicle when the reference point passes BB'; value to be reported and used for calculations to a precision of 10 min ⁻¹ (xxx0)
$n_{BB',i}$, $i=1,2$	1/min	8.3.2.3.3	engine rotational speed when the reference point passes BB' when certain conditions are met
$n_{max'}$	1/min	8.3.1.3.2	Maximum engine rotational speed permitted for M1, N1, and M2 less than 3 500 kg; value to be reported and used for calculations to a precision of 10 min ⁻¹ (xxx0)
$n_{target BB'}$	1/min	8.3.2.2	Target engine rotational speed of the vehicle when the reference point has to pass line BB' (see 5.1 for definition of reference point)

Table 1 (continued)

Symbol	Unit	Subclause	Explanation
$(n/S)_{a\ 90}$	—	A.2.8.1	Dimensionless engine rotational speed ratio at 90 th percentile acceleration
$(n/S)_{L\ 90}$	—	A.2.6	Dimensionless engine rotational speed ratio at 90 th percentile noise emission
$(n/S)_i$	—	A.2.8.1	Dimensionless engine rotational speed ratio at maximum acceleration of i gear
$(n/S)_{(i+1)}$	—	A.2.8.1	Dimensionless engine rotational speed ratio at maximum acceleration of $(i+1)$ gear
PMR	—	3.2	Power-to-mass ratio index to be used for calculations (abbreviation); value to be reported and used for calculations to the first decimal place (xxx,x)
P_n	kW	3.2	Rated total engine power (see ISO 1585 for combustion engines)
PP'	—	3.13	Line perpendicular to vehicle travel that indicates location of microphones
S	1/min	3.3	Rated engine rotational speed in revolutions per minute, synonymous with the engine rotational speed at maximum power
$v_{AA'}$	km/h	5.1	Vehicle velocity when reference point passes line AA' (see 5.1 for definition of reference point); value to be reported and used for calculations to the first decimal place
$v_{BB'}$	km/h	5.1	Vehicle velocity when reference point or reference length passes line BB' (see 5.1 for definition of reference length and see 3.5 for definition of reference point); value to be reported and used for calculations to the first decimal place
$v_{BB'1}$	km/h	8.3.2.3.3	Target vehicle velocity when certain conditions are met
$v_{BB'2}$	km/h	8.3.2.3.3	Target vehicle velocity when certain conditions are met
$v_{PP'}$	km/h	5.1	Vehicle velocity when reference point passes line PP' (see 5.1 for definition of reference point); value to be reported and used for calculations to the first decimal place
$v_{\text{target } BB'}$	km/h	8.3.2.2	Target vehicle velocity when it is necessary that the reference point pass line BB' (see 5.1 for definition of reference point)
v_{test}	km/h	8.3.1.2	Target vehicle test velocity
$v_{a,\text{max } 50}$	km/h	A.2.3.1	50 th percentile vehicle velocity at maximum acceleration during an acceleration phase measured in in-use studies
$v_{a,\text{max } 90}$	km/h	A.2.3.1	90 th percentile vehicle velocity at maximum acceleration during an acceleration phase measured in in-use studies
vrf	—	8.2.2.2.4	Vehicle with more than two axles representing the vehicle family

5 Specification of the acceleration for vehicles of categories M1 and M2 having a maximum authorized mass not exceeding 3 500 kg and of category N1

5.1 General

All accelerations are calculated using different speeds of the vehicle on the test track. The formulae given in [5.2](#) are used for the calculation of $a_{\text{acc},i}$, $a_{\text{acc},(i+1)}$, and $a_{\text{acc},\text{test}}$. The speed either at AA' ($v_{AA'}$) or PP' ($v_{PP'}$) is defined by the vehicle speed when the reference point passes AA' or PP'. The speed at BB' ($v_{BB'}$) is defined when the rear of the vehicle passes BB' or the front of the vehicle passes BB' + 5 m if l_{ref} is chosen as 5 m. The method used for determination of the acceleration shall be indicated in the test report.

Due to the definition of the reference point for the vehicle, the length of the vehicle is considered to be different in [Formulae \(1\)](#) and [\(2\)](#). If the reference point is the front of the vehicle, $l_{\text{ref}} = l_{\text{veh}}$, i.e. the length

of vehicle; if the reference point is the midpoint of the vehicle, $l_{\text{ref}} = 0,5 l_{\text{veh}}$ (i.e. 0,5 times the length of vehicle); if the reference point is the rear of the vehicle, $l_{\text{ref}} = 0$.

At the choice of the vehicle manufacturer, front engine vehicles may use $l_{\text{ref}} = 5$ m, and mid engine vehicles may use $l_{\text{ref}} = 2,5$ m

The dimensions of the test track are used in the calculation of acceleration. These dimensions are defined as follows: $l_{20} = 20$ m, $l_{10} = 10$ m.

Due to the large variety of technologies, it is necessary to consider different modes of calculation. New technologies (such as continuously variable transmission) and older technologies (such as automatic transmission) that have no electronic control require a more specific treatment for a proper determination of the acceleration. The given possibilities for calculation of the acceleration shall cover these requirements.

5.2 Calculation of acceleration

5.2.1 Calculation procedure for vehicles with manual transmission, automatic transmission, adaptive transmission, and continuously variable transmission (CVT) tested with locked gear ratios

The value of $a_{\text{acc,test}}$ used in the determination of gear selection shall be the average of the four $a_{\text{acc,test},j}$ values during each valid measurement run.

Calculate $a_{\text{acc,test},j}$ using [Formula \(1\)](#):

$$a_{\text{acc,test},j} = \frac{(v_{\text{BB}',j} / 3,6)^2 - (v_{\text{AA}',j} / 3,6)^2}{2(l_{20} + l_{\text{ref}})} \quad (1)$$

where

- $a_{\text{acc,test},j}$ is the numerical value of the acceleration, expressed in metres per second squared;
- $v_{\text{BB}',j}, v_{\text{AA}',j}$ are numerical values of the velocity, expressed in kilometres per hour;
- l_{20}, l_{ref} are numerical values of the test track length and reference length, expressed in metres.

Pre-acceleration can be used.

Each $a_{\text{acc,test},j}$ shall be reported to two significant digits after the decimal place (x,xx). Calculation of $a_{\text{acc,test}}$ shall use each $a_{\text{acc,test},j}$ and the final reported $a_{\text{acc,test}}$ shall be reported to two significant digits after the decimal place (x,xx). The final reported $a_{\text{acc,test}}$ shall be used in all subsequent calculations.

5.2.2 Calculation procedure for vehicles with automatic transmission, adaptive transmission, and CVT tested with non-locked gear ratios

The value of $a_{\text{acc,test}}$ used in the determination of gear selection shall be the average of the four $a_{\text{acc,test},j}$ values during each valid measurement run.

If the devices or measures described in [8.3.1.3.3](#) are used to control transmission operation for the purpose of achieving test requirements, calculate $a_{\text{acc,test},j}$ using [Formula \(1\)](#).

Pre-acceleration can be used.

If the devices or measures described in [8.3.1.3.3](#) are not used, calculate $a_{\text{acc,test},j}$ using [Formula \(2\)](#):

$$a_{\text{acc,test},j} = \frac{(v_{\text{BB}',j} / 3,6)^2 - (v_{\text{PP}',j} / 3,6)^2}{2(l_{10} + l_{\text{ref}})} \quad (2)$$

where

- $a_{acc,test,j}$ is the numerical value of the acceleration, expressed in metres per second squared;
- $v_{PP'}, v_{BB'}$ are numerical values of the velocity, expressed in kilometres per hour;
- l_{10}, l_{ref} are numerical values of the test track length and reference length, expressed in metres.

Pre-acceleration shall not be used.

Each $a_{acc,test,j}$ shall be reported to two significant digits after the decimal place (x,xx). Calculation of $a_{acc,test}$ shall use each $a_{acc,test,j}$ and the final reported $a_{acc,test}$ shall be reported to two significant digits after the decimal place (x,xx). The final reported $a_{acc,test}$ shall be used in all subsequent calculations.

NOTE It would be useful for these types of vehicles to record the vehicle speeds at AA', PP', and BB' to provide information for a future revision of this document.

5.3 Calculation of the target acceleration

Calculate a_{urban} using [Formula \(3\)](#):

$$a_{urban} = 0,63 \lg(PMR) - 0,09 \quad (3)$$

where

- a_{urban} is the numerical value of the acceleration, expressed in metres per second squared;
- PMR is the dimensionless value of the power-to-mass index.

The calculated a_{urban} value shall be reported to two significant digits (x,xx) after the decimal place. The reported a_{urban} shall be used in all subsequent calculations.

5.4 Calculation of the reference acceleration

Calculate $a_{acc,ref}$ using [Formula \(4\)](#) and [Formula \(5\)](#):

$$a_{acc,ref} = 1,59 \lg(PMR) - 1,41 \text{ for } 25 < PMR \quad (4)$$

or

$$a_{acc,ref} = a_{urban} = 0,63 \lg(PMR) - 0,09 \text{ for } 25 > PMR \quad (5)$$

where

- $a_{acc,ref}$ is the numerical value of the reference acceleration, expressed in metres per second squared;
- a_{urban} is the numerical value of the acceleration relative to urban traffic, expressed in metres per second squared;
- PMR is the dimensionless value of the power-to-mass index.

The calculated $a_{acc,ref}$ value shall be reported to two significant digits (x,xx) after the decimal place. The reported $a_{acc,ref}$ shall be used in all subsequent calculations.

NOTE Calculations of $a_{acc,ref}$ and a_{urban} for a specific vehicle are based on statistical analyses of in-use vehicle data. As such, this is not strictly a calculation of acceleration based on the independent non-dimensional variable PMR since this is used as a function to identify the appropriate target acceleration.

NOTE Calculations of $a_{\text{acc,ref}}$ and a_{urban} use the logarithm function $\lg(x)$ which is the logarithm to the base 10.

5.5 Partial power factor k_p

Partial power factor k_p is

$$k_p = 1 - (a_{\text{urban}} / a_{\text{acc,test}}) \quad (6)$$

In cases other than a single gear test, $a_{\text{acc,ref}}$ shall be used instead of $a_{\text{acc,test}}$, as defined in 8.4.3.2.

The final reported k_p value shall be mathematically rounded to two significant digits (x.xx) after the decimal place. The final reported k_p shall be used in all subsequent calculations.

6 Instrumentation

6.1 Instruments for acoustical measurement

6.1.1 General

The apparatus used for measuring the sound pressure level shall be a sound level meter or equivalent measurement system meeting the requirements of class 1 instruments (inclusive of the recommended windscreen, if used). These requirements are described in IEC 61672-1.

When no general statement or conclusion can be made about conformance of the sound level meter, the system shall be checked according to IEC 61672-3.

The entire measurement system shall be checked by means of a sound calibrator that fulfils the requirements of class 1 sound calibrators in accordance with IEC 60942.

Measurements shall be carried out using the time weighting "F" of the acoustic measurement instrument and the "A" frequency weighting curve also described in IEC 61672-1. When using a system that includes periodic monitoring of the A-weighted sound pressure level, a reading should be made at a time interval not greater than 30 ms.

The instruments shall be maintained and calibrated in accordance with the instructions of the instrument manufacturer.

NOTE For systems where microphones are connected to data acquisition systems, the microphone and preamp typically have a certificate of calibration, and the data acquisition system typically have a certificate of calibration. It is not necessary to have a certificate of calibration for connecting cables.

6.1.2 Calibration

At the beginning and at the end of every measurement session, the entire acoustic measurement system shall be checked by means of a sound calibrator as described in 6.1.1. Without any further adjustment, the difference between the readings shall be less than or equal to 0,5 dB. If this value is exceeded, the results of the measurements obtained after the previous satisfactory check shall be discarded.

For indoor testing using ISO 362-3, the entire measurement system shall be checked at the beginning and at the end of a series of sessions.

A qualified calibration method (i.e. electrical calibration) is recommended to be provided by the hardware supplier and, in that case, shall be implemented in the measurement software used. Simulation algorithms using sound source localization detection should deactivate that feature for these tests

6.1.3 Conformity with requirements

Conformity of the sound calibrator with the requirements of IEC 60942 shall be verified once a year. Conformity of the instrumentation system with the requirements of IEC 61672-1 shall be verified at least every 2 years. All conformity testing shall be conducted by a laboratory that is authorized to perform calibrations traceable to the appropriate standards.

6.2 Instrumentation for speed measurements

The maximum permissible uncertainties for instruments used for rotational engine speed measurements shall be:

$\pm 2\%$ at the engine speeds required for the measurements being performed.

The road speed measurement device shall be a continuous speed measurement device. Maximum permissible uncertainties shall be:

$\pm 0,5$ km/h

The minimum update rate for the continuous speed device shall be 20 Hz.

6.3 Meteorological instrumentation

The maximum permissible uncertainties for instruments used for meteorological measurements shall be:

- ± 1 °C for a temperature measuring device;
- $\pm 1,0$ m/s for a wind speed measuring device;
- ± 5 hPa for a barometric pressure measuring device;
- $\pm 5\%$ for a relative humidity measuring device.

Monitoring of wind speed is not required for indoor testing.

7 Acoustical environment, meteorological conditions, and background noise

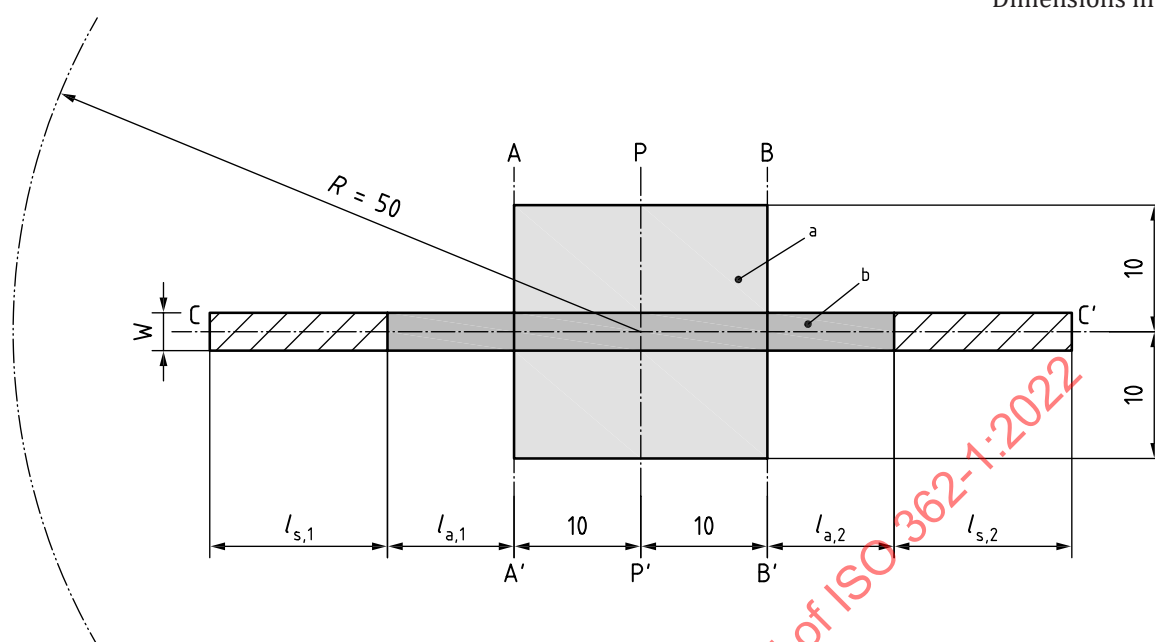
7.1 Test site

The test site shall be substantially level. The test track construction and surface shall meet the requirements of ISO 10844. The test site dimensions reflecting ISO 10844 are shown in [Figure 1](#).

Within a radius of 50 m around the centre of the track, the space shall be free of large reflecting objects such as fences, rocks, bridges, or buildings. The test track and the surface of the site shall be dry and free from absorbing materials such as powdery snow or loose debris.

In the vicinity of the microphone, there shall be no obstacle that can influence the acoustical field and no person shall remain between the microphone and the noise source. The meter observer shall be positioned so as not to influence the meter reading.

Dimensions in metres

**Key**

- $l_{s,1}$ entrance construction run-up section (diagonal hatch area), in metres
 $l_{s,2}$ exit construction run-up section (diagonal hatch area), in metres
 (length of entrance and exit construction run-up sections can differ)
 $l_{a,1}$ entrance drive lane extension beyond propagation area, in metres
 $l_{a,2}$ exit drive lane extension beyond propagation area, in metres
 (length of entrance and exit drive lane extensions can differ)
 w drive lane width, in metres
 AA' entrance to propagation area 10 m before line PP'
 BB' exit from propagation area 10 m after line PP'
 CC'' drive lane centre line (longitudinal axis)
 PP microphone line (transverse axis)
 a Propagation area.
 b Drive lane.

NOTE 1 Buildings outside the 50 m radius can have significant influence if their reflection focuses on the test track.

NOTE 2 Shaded area ("test area") is the minimum area that it is required to be covered with a surface complying with ISO 10844.

Figure 1 — Test site dimensions

For outdoor testing, two lines, AA' and BB', parallel to line PP' and situated respectively 10 m $\pm$ 0,05 m forward and 10 m $\pm$ 0,05 m rearward of line PP' shall be marked out on the test runway.

Measurements in indoor facilities complying with ISO 362-3 may also be used as equivalent to outdoor measurements.

For indoor testing using ISO 362-3, the virtual line AA' indicates the beginning of the test track, PP' indicates the virtual position of the two pass-by microphones, and BB' indicates the end of the test track. The simulated vehicle speed at AA', $v_{AA'}$, or vehicle speed at PP', $v_{PP'}$, is defined by the roller speed when the reference point of the vehicle passes the virtual line AA' or PP', respectively. The simulated vehicle speed at BB', $v_{BB'}$, is defined when the rear of the vehicle passes the virtual line BB'.

7.2 Meteorological conditions

The meteorological instrumentation shall deliver data representative of the test site and shall be positioned adjacent to the test area at a height of $1,20 \text{ m} \pm 0,02 \text{ m}$.

The measurements shall be made when the ambient air temperature is within the range from $5 \text{ }^{\circ}\text{C}$ to $40 \text{ }^{\circ}\text{C}$ and the test surface temperature within the range from $5 \text{ }^{\circ}\text{C}$ to $60 \text{ }^{\circ}\text{C}$.

The tests shall not be carried out if the wind speed, including gusts, at microphone height exceeds 5 m/s during the sound measurement interval.

A value representative of temperature, wind speed and direction (outdoor only), relative humidity, and barometric pressure shall be recorded during the sound measurement interval.

The ambient temperature may of necessity be restricted to a narrower temperature range such that all key vehicle functionalities (e.g. start/stop, hybrid propulsion, battery propulsion, fuel-cell stack operation) are enabled according to manufacturer's specifications.

NOTE 1 The measurement results are influenced by the temperature. The measurement uncertainty can be reduced by conducting measurements within a temperature range of $15 \text{ }^{\circ}\text{C}$ to $25 \text{ }^{\circ}\text{C}$. For practical reasons to cover the range of testing conditions in various locations, the range of $5 \text{ }^{\circ}\text{C}$ to $40 \text{ }^{\circ}\text{C}$ is specified. Testing at lower temperatures is expected to produce higher measurement results due to the hardening effect of the rubber in the tyres.

NOTE 2 Refer to [Annex B](#) for the effects of temperature and other factors.

7.3 Background noise

Any sound peak that appears unrelated to the characteristics of the general sound level of the vehicle shall be ignored when taking the readings.

The background noise shall be measured for a duration of 10 s immediately before and after a series of vehicle tests. The measurements shall be made with the same microphones and microphone locations used during the test. The maximum A-weighted sound pressure level shall be reported.

The background noise (including any wind noise) shall be at least 10 dB below the A-weighted sound pressure level produced by the vehicle under test. If the difference between the ambient sound pressure level and the measured sound pressure level is between 10 dB and 15 dB , in order to calculate the j th test result, the appropriate correction shall be subtracted from the readings on the sound level meter, as given in [Table 2](#).

For indoor testing, background noise shall take into account noise emissions produced by the dynamometer rollers, ventilation systems, and facility exhaust gas systems.

Table 2 — Correction applied to an individual measured test value

Background sound pressure level difference to measured sound pressure level dB	Correction dB
10	0,5
11	0,4
12	0,3
13	0,2
14	0,1
≥ 15	0,0

8 Test procedures

8.1 Microphone positions

The distance from the microphone positions on the microphone line PP' to the perpendicular reference line CC' (see [Figure 1](#)) on the test track shall be $7,5 \text{ m} \pm 0,05 \text{ m}$.

The microphones shall be located on both sides of the CC' line $1,2 \text{ m} \pm 0,02 \text{ m}$ above the ground level. The reference direction for free-field conditions (see IEC 61672-1) shall be horizontal and directed perpendicularly towards the path of the vehicle line CC'.

8.2 Conditions of the vehicle

8.2.1 General conditions

The vehicle shall be supplied as specified by the vehicle manufacturer.

Before the measurements are started, the vehicle shall be brought to its normal operating conditions.

NOTE Variation can be reduced by maintaining stable vehicle component temperatures, for example, exhaust systems, coolant systems, and lubrication systems.

8.2.2 Test mass of the vehicle

8.2.2.1 General

Measurements shall be made on vehicles at the test mass m_t specified in [Table 3](#).

When testing indoors using ISO 362-3, the test mass, m_t shall be utilized by the control system of the dyno roller. Actual mass of the vehicle has no effect on results and it is permitted to load the vehicle as necessary to prevent slip between the tyres and the dyno rolls. To detect excessive slip, it is recommended to control the ratio of engine rotational speed and vehicle speed between the acceleration phase and the constant-speed status. To avoid slip, it is possible to increase the axle load.

Target mass, m_{target} , is used to denote the mass that N2 and N3 vehicles should be tested at. The actual test mass can be less due to limitations on vehicle and axle loading.

Table 3 — Test mass, m_t

Vehicle category	Vehicle test mass kg
M1	The test mass, m_t , of the vehicle shall be between $0,9m_{ro} \leq m_t \leq 1,2 m_{ro}$
N1 ^{ab}	The test mass, m_t , of the vehicle shall be between $0,9m_{ro} \leq m_t \leq 1,2m_{ro}$
^a N1 category vehicles may be loaded, at the discretion of the vehicle manufacturer, for practical reasons during the test. This practice is acceptable; however, it can lead to a higher level of vehicle noise (typically 1 dB).	
^b If load is added to these vehicles during testing, the added payload shall be noted in the test report.	

Table 3 (continued)

Vehicle category	Vehicle test mass kg
N2, N3	$m_{\text{target}} = 50 \text{ kg/kW} \cdot P_n$. Extra loading, m_{xload}, to reach the target mass, m_{target}, of the vehicle shall be placed above the rear axle(s). If the test mass m_t is equal to the target mass m_{target}, the test mass m_t shall be $0,95m_{\text{target}} \leq m_t \leq 1,05m_{\text{target}}$. The sum of the extra loading and the unladen rear axle load, $m_{\text{ra,load,unladen}}$, is limited to 75 % of the maximum axle capacity, $m_{\text{ac,ra,max}}$, allowed for the rear axle. The target mass shall be achieved with a tolerance of $\pm 5 \%$. If the test mass m_t is lower than the target mass m_{target}, the test mass m_t shall be achieved with a tolerance of $\pm 5 \%$. If the centre of gravity of the extra loading cannot be aligned with the centre of the rear axle, the test mass, m_t, of the vehicle shall not exceed the sum of the front axle in an unladen condition, $m_{\text{fa,load,unladen}}$, and the rear axle load in an unladen condition, $m_{\text{ra,load,unladen}}$, plus the extra loading, m_{xload}, and the mass of the driver m_d. The test mass for vehicles with more than two axles shall be the same as for a two-axle vehicle. If the unladen vehicle mass, m_{unladen}, of a vehicle with more than two axles is greater than the test mass for the two-axle vehicle, then this vehicle shall be tested without extra loading. If the unladen vehicle mass, m_{unladen}, of a vehicle with two axles is greater than the target mass, then this vehicle shall be tested without extra loading.
M2 ($M \leq 3,500 \text{ kg}$)	The test mass, m_t , of the vehicle shall be between $0,9m_{r0} \leq m_t \leq 1,2m_{r0}$.
Complete M2 ($M > 3,500 \text{ kg}$), M3	If the tests are carried out with a complete vehicle having a bodywork, $m_{\text{target}} = 50 \text{ kg/kW} \cdot P_n$ is calculated either in conformity with conditions above (see N2, N3 category) or the test mass m_t of the vehicle shall be $0,9 m_{r0} \leq m_t \leq 1,1 m_{r0}$.
Incomplete M2 ($M > 3,500 \text{ kg}$), M3	If the tests are carried out with an incomplete vehicle not having a bodywork, $m_{\text{target}} = 50 \text{ kg/kW} \cdot P_n$ is calculated either in conformity with conditions above (see N2, N3 category), or the test mass m_t of the vehicle shall be $0,9 m_{r0} \leq m_t \leq 1,1 m_{r0}$. where $m_{r0} = m_{\text{chassisM2M3}} + m_{\text{xloadM2M3}}$
^a N1 category vehicles may be loaded, at the discretion of the vehicle manufacturer, for practical reasons during the test. This practice is acceptable; however, it can lead to a higher level of vehicle noise (typically 1 dB). ^b If load is added to these vehicles during testing, the added payload shall be noted in the test report.	

8.2.2.2 Calculation procedure to determine extra loading of N2 and N3 vehicles only

8.2.2.2.1 Calculation of extra loading

The target mass, m_{target} , for two-axle vehicles of category N2 and N3 is specified in [Table 3](#):

$$m_{\text{target}} = 50 \text{ kg/kW} \cdot P_n \quad (7)$$

To reach the required test mass, m_t , for a vehicle being tested, the unladen vehicle, including the mass of the driver, m_d , shall be loaded with an extra mass, m_{xload} , which shall be placed above the rear axle as given in [Formula \(8\)](#):

$$m_{\text{target}} = m_{\text{unladen}} + m_d + m_{\text{xload}} \quad (8)$$

The vehicle mass of the test vehicle in the unladen condition, m_{unladen} , is calculated by measuring on a scale the unladen front axle load, $m_{\text{fa,load,unladen}}$, and the unladen rear axle load, $m_{\text{ra,load,unladen}}$, as given in [Formula \(9\)](#):

$$m_{\text{unladen}} = m_{\text{fa,load,unladen}} + m_{\text{ra,load,unladen}} \quad (9)$$

By using [Formulae \(8\)](#) and [\(9\)](#), the extra loading, m_{xload} , is calculated as given in [Formulae \(10\)](#) and [\(11\)](#):

$$m_{\text{xload}} = m_{\text{target}} - (m_d + m_{\text{unladen}}) \quad (10)$$

$$m_{xload} = m_{target} - (m_d + m_{fa,load,unladen} + m_{ra,load,unladen}) \quad (11)$$

The sum of the extra loading, m_{xload} , and the unladen rear axle load, $m_{ra,load,unladen}$, is limited to 75 % of the maximum axle capacity for the rear axle, $m_{ac,ra,max}$, as given in [Formula \(12\)](#):

$$0,75 m_{ac,ra,max} \geq m_{xload} + m_{ra,load,unladen} \quad (12)$$

The m_{xload} is limited according to [Formula \(13\)](#):

$$m_{xload} \leq 0,75 m_{ac,ra,max} - m_{ra,load,unladen} \quad (13)$$

If the calculated extra loading, m_{xload} , in [Formula \(11\)](#) fulfils [Formula \(13\)](#), then the extra loading is equal to [Formula \(11\)](#). The test mass, m_t , of the vehicle is as calculated from [Formula \(14\)](#):

$$m_t = m_{xload} + m_d + m_{fa,load,unladen} + m_{ra,load,unladen} \quad (14)$$

In this case, the test mass of the vehicle is equal to the target mass

$$m_t = m_{target} \quad (15)$$

If the calculated extra loading, m_{xload} , in [Formula \(11\)](#) does not fulfil [Formula \(13\)](#), but rather fulfils [Formula \(16\)](#)

$$m_{xload} > 0,75 m_{ac,ra,max} - m_{ra,load,unladen} \quad (16)$$

then, the extra loading, m_{xload} , shall be as given by [Formula \(17\)](#):

$$m_{xload} = 0,75 m_{ac,ra,max} - m_{ra,load,unladen} \quad (17)$$

and the test mass, m_t , of the vehicle shall be as given by [Formula \(18\)](#):

$$m_t = 0,75 m_{ac,ra,max} + m_d + m_{fa,load,unladen} \quad (18)$$

In this case, the test mass of the vehicle is lower than the target mass

$$m_t < m_{target} \quad (19)$$

The test mass, m_t , shall be achieved with a tolerance of ± 5 %.

8.2.2.2.2 Loading considerations if load cannot be aligned with the centre of rear axle

If the centre of gravity of the extra loading, m_{xload} , cannot be aligned with the centre of the rear axle, the test mass of the vehicle, m_t , shall not exceed the sum of the unladen front axle load, $m_{fa,load,unladen}$, and the unladen rear axle load, $m_{ra,load,unladen}$, plus the extra loading, m_{xload} , and the mass of the driver, m_d .

This means that if the actual front and rear axle loads are measured on a scale when the extra loading, m_{xload} , is placed onto the vehicle and it is aligned with the centre of the rear axle, the test mass of the vehicle minus the mass of the driver is as given by [Formula \(20\)](#):

$$m_t - m_d = m_{fa,load,laden} + m_{ra,load,laden} \quad (20)$$

where

$$m_{fa,load,laden} = m_{fa,load,unladen} \quad (21)$$

If the centre of gravity of the extra loading cannot be aligned with the centre of the rear axle, [Formula \(20\)](#) is still fulfilled, but

$$m_{fa,load,laden} > m_{fa,load,unladen} \quad (22)$$

because the extra loading has partly distributed its mass to the front axle. In that case, it is not allowed to add more mass onto the rear axle to compensate for the mass moved to the front axle.

8.2.2.2.3 Test mass for vehicles with more than two axles

If a vehicle with more than two axles is tested, then the test mass of this vehicle shall be the same as the test mass for the two-axle vehicle.

If the unladen vehicle mass of a vehicle with more than two axles is greater than the test mass for the two-axle vehicle, then this vehicle shall be tested without extra loading.

8.2.2.2.4 Calculation of the test mass of a virtual vehicle with two axles

When a vehicle family is not represented by a two-axle vehicle because it is physically not available, the vehicle family can be represented by a vehicle with more than two axles (vrf). In that case the test mass of a virtual two-axle vehicle ($m_{t(2 \text{ axles virtual})}$) can be calculated in the following way:

For the calculation of the unladen vehicle mass of the virtual two-axle vehicle ($m_{unladen(2 \text{ axles virtual})}$), take from the vehicle with more than two axles (vrf) the measured unladen front axle load ($m_{fa(vrf),load,unladen}$) and the measured unladen rear axle load of that driven rear axle ($m_{ra(vrf)load unladen}$) which has the highest unladen load.

If the vehicle (vrf) has more than one front axle, take the one with the highest unladen front axle load.

$$m_{unladen(2 \text{ axles virtual})} = m_{fa(vrf),load,unladen} + m_{ra(vrf)load unladen} \quad (23)$$

$$m_{xload(2 \text{ axles virtual})} = m_{target} - (m_d + m_{unladen(2 \text{ axles virtual})}) \quad (24)$$

Due to the requirement that the sum of the extra loading ($m_{xload(2 \text{ axles virtual})}$) and the unladen rear axle load, $m_{ra(vrf)load unladen}$, is limited to 75 per cent of the technically permissible maximum laden mass allowed for the rear axle, $m_{ac,ra,max(2 \text{ axles virtual})}$, this value, $m_{ac,ra,max(2 \text{ axles virtual})}$, has to be chosen in such a way that it represents the rear axle of the forecasted highest production-volume in the manufacturer's variation with a technically permissible maximum laden mass allowed for the rear axle ($m_{ac,ra,max(chosen)}$) for the vehicle family as declared by the manufacturer.

$$m_{ac,ra,max(4x2 \text{ virtual})} = m_{ac,ra,max(chosen)} \quad (25)$$

$$\text{If } m_{xload(2 \text{ axles virtual})} \leq 0,75 m_{ac,ra,max(chosen)} - m_{ra(vrf)load unladen}$$

then

$$m_{t(2 \text{ axles virtual})} = m_{xload(2 \text{ axles virtual})} + m_d + m_{fa,(vrf),load,unladen} + m_{ra(vrf) load unladen}$$

and

$$m_{t(2 \text{ axles virtual})} = m_{target}$$

If $m_{xload(2 \text{ axles virtual})} > 0,75 m_{ac,ra,max(chosen)} - m_{ra(vrf) load unladen}$

then

$$m_{t(2 \text{ axles virtual})} = 0,75 m_{ac,ra,max(chosen)} + m_d + m_{fa,(vrf),load,unladen}$$

and

$$m_{t(2 \text{ axles virtual})} < m_{target}$$

The test mass of the vehicle with more than two axles is defined as follows:

$$m_{t(vrf)} = m_{t(2 \text{ axles virtual})}$$

and the extra loading is calculated as

$$m_{xload(vrf)} = m_{t(2 \text{ axles virtual})} - m_d - m_{unladen(vrf)}$$

8.2.3 Tyre selection and condition

The tyres shall be appropriate for the vehicle and shall be inflated to the pressure recommended by the tyre manufacturer for the test mass of the vehicle. The tyre inflation pressure shall be recommended by the vehicle manufacturer for M1 and N1.

For certification and related purposes, additional requirements for the tyres, defined by regulation, are necessary. The tyres for such a test shall be selected by the vehicle manufacturer and shall correspond to one of the tyre sizes and types designated for the vehicle by the vehicle manufacturer. The tyre shall be commercially available on the market at the same time as the vehicle. The minimum tread depth shall be at least 80 % of the full tread depth.

NOTE The tread depth and tread pattern as well as the tyre type – normal, traction, winter, special use tires – can have a significant influence on the test result.

When performing indoor testing using ISO 362-3, tyre/road sound is evaluated independently on the test track with the tyres to be used, according to this paragraph. Propulsion sound is independently evaluated on the dynamometer using tyres and other sound control measures to produce tyre/road sound which does not influence the measurement result.

8.2.4 Calculation of total engine power

If two or more sources of propulsive power operate at the conditions of test specified in this part of ISO 362, the total engine power, P_n , shall be the arithmetic sum of parallel propulsive engines on the vehicle. Applicable parallel propulsive engines are those power sources which provide forward motion to the vehicle in combination at the conditions of test specified in this part of ISO 362. Specified power for non-combustion engines shall be the power stated by the manufacturer.

NOTE 1 The intent of this provision is to ensure that vehicles with two or more sources of propulsive power that can operate at the same time in a parallel fashion, i.e. hybrid vehicles, use the sum of available electric and combustion power to determine the vehicle power used for subsequent calculations of the power to mass ratio.

NOTE 2 For certification or other regulation purposes, it can be necessary to require the combustion engine to operate for all testing conditions.

Note 3 Combustion vehicle power can be determined using ISO 1585, Hybrid vehicle power can be determined according to ISO 20762, and UN R85 contains provisions for the determination of power for battery powered vehicles.

8.2.5 Battery state of charge

If so equipped, propulsion batteries shall have a state-of-charge sufficiently high to enable all key functionalities as per the manufacturer's specifications. Propulsion batteries shall be within their component-temperature window to enable all key functionalities. Any other type of rechargeable energy storage system shall be ready to operate during the test.

8.2.6 Additional sound emitting devices

Any sound enhancement system for the purpose of the exterior sound emission shall be operational during testing. These systems are commonly referred as an exterior sound enhancement system.

8.2.7 Vehicle cooling fans or cooling systems

If the vehicle is fitted with fan(s) or cooling systems having an automatic actuating mechanism, this system shall not be interfered with during the measurements.

8.3 Operating conditions

8.3.1 Vehicles of categories M1 and M2 having a maximum authorized mass not exceeding 3 500 kg and category N1

8.3.1.1 General conditions

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' (see [Figure 1](#)). Any trailer that is not readily separable from the towing vehicle shall be ignored when considering the crossing of the line BB'. If the vehicle is fitted with more than two-wheel drive, test it in the drive selection that is intended for normal road use. If the vehicle is fitted with an auxiliary manual transmission or a multi-gear axle, the position used for normal urban driving shall be used. In all cases, the gear ratios for slow movements, parking, or braking, shall be excluded.

8.3.1.2 Test speed

The test speed, v_{test} , shall be $50 \text{ km/h} \pm 1 \text{ km/h}$. The test speed shall be reached when the reference point according to [3.5](#) is at line PP'. If the test speed is modified according to [8.3.1.3.2](#), the modified test speed shall be used for both the acceleration and constant speed test.

8.3.1.3 Gear ratio selection

8.3.1.3.1 General

It is the responsibility of the manufacturer to determine the correct manner of testing to achieve the required accelerations.

The vehicle transmission, gear, or gear ratio shall be chosen to provide acceleration nearest to $a_{\text{acc,ref}}$ according to [8.3.1.3.2](#) and [8.3.1.3.3](#). The vehicle transmission, gear, or gear ratio may be controlled by electronic or mechanical measures as given in [Table 4](#).

[Annex C](#) gives gear selection criteria and test run criteria for categories M1 and M2 having a maximum authorized mass not exceeding 3 500 kg and for category N1, in a flowchart form as an aid to test operation.

NOTE Where multiple modes provide equivalent accelerations, the mode with the highest L_{urban} result is recommended to be used.

NOTE “Mode” in the above note is used in two different contexts. Mode can be the operating modes of a vehicle that are intended to change the driving experience: i.e., tour, base, weather, ice/snow, sport, or track, as examples. Mode is also used in the context of an exhaust system, external sound generation system, or other system, that changes the noise emission of the vehicle.

8.3.1.3.2 Manual transmission, automatic transmissions, adaptive transmissions, or transmissions with continuously variable gear ratios (CVTs) tested with locked gear ratios

The selection of gear ratios for the test depends on the specific acceleration achieved $a_{acc, i}$ under condition according to the specification in 5.2.1 in relation to the reference acceleration, $a_{acc, ref}$ required for the acceleration test according to Formula (4).

The following conditions for the selection of gear ratios are possible.

NOTE 1 The selection of gear ratio is determined by the average of the four $a_{acc, test, j}$ runs.

- a) If one specific gear ratio gives acceleration in a tolerance band of $\pm 5\%$ of the reference acceleration, $a_{acc, ref}$ not exceeding $2,0 \text{ m/s}^2$, test with that gear ratio. This gear is defined as gear ratio i .

NOTE 2 Individual $a_{acc, test, j}$ runs may be in excess of 5% of the reference acceleration.

- b) If none of the gear ratios gives 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 $a_{acc, ref}$. If the acceleration value in gear ratio i does not exceed $2,0 \text{ m/s}^2$, use both gear ratios for the test. The gear ratio weighting factor k in relation to the reference acceleration $a_{acc, ref}$ is calculated by Formula (26):

$$k = \left[a_{acc, ref} - a_{acc(i+1)} \right] / \left[a_{acc, i} - a_{acc(i+1)} \right] \quad (26)$$

The value of k shall be calculated to two significant places after the decimal (x,xx). The final reported k shall be used in all subsequent calculations.

- c) If the acceleration value of gear ratio i exceeds $2,0 \text{ m/s}^2$, the first gear ratio $(i + 1, i + 2, \dots)$ shall be used that gives an acceleration below $2,0 \text{ m/s}^2$ unless gear ratio $(i + 1, i + 2, \dots)$ provides acceleration less than a_{urban} . The achieved acceleration $a_{acc, test}$ during the test shall be used for the calculation of the partial power factor k_p instead of $a_{acc, ref}$ for tests using one gear.
- d) In the case where gear ratio $(i + 1, i + 2, i + 3, \dots)$ provides acceleration less than a_{urban} , two gears, i and $(i + 1 + n)$, shall be used, including the gear i with acceleration exceeding $2,0 \text{ m/s}^2$. The gear ratio weighting factor k in relation to the reference acceleration $a_{acc, ref}$ is calculated by Formula (27).

$$k = \left[a_{acc, ref} - a_{acc(i+1+n)} \right] / \left[a_{acc, i} - a_{acc(i+1+n)} \right] \quad (27)$$

- e) If maximum engine speed, n_{max} , is exceeded in a gear ratio i before the vehicle passes BB', the next higher gear $i + 1$ shall be used. If the next higher gear $i + 1$ results in an acceleration below a_{urban} , the vehicle test speed, v_{test} , in the gear ratio i shall be reduced by $2,5 \text{ km/h}$ and the gear ratio selection shall proceed as specified by the options given in this paragraph. In no case shall the vehicle test speed be reduced below 40 km/h .

If maximum engine speed, n_{max} , is exceeded in gear ratio i before the vehicle passes BB' and the vehicle test speed is equal to 40 km/h , the higher gear ratio $i + 1$ is allowed even if $a_{acc, test}$ does not exceed a_{urban} . Maximum engine speed, n_{max} , is calculated by Formula (28)

$$n_{max} = 1,56 \cdot PMR^{(-0,227)} \cdot S, \text{ but not more than } 80\% \text{ of } S \quad (28)$$

The vehicle test speed in the higher gear ratio $i + 1$ shall be 50 km/h .

NOTE 3 Gear index n starts counting at zero (0).

- f) If no gear ratio is available with an acceleration below $2,0 \text{ m/s}^2$, the manufacturer shall, if possible, take measures to avoid an acceleration value $a_{\text{acc,test}}$ greater than $2,0 \text{ m/s}^2$.

Table 4 provides examples for recommended measures to control the downshift of gears or to avoid accelerations beyond $2,0 \text{ m/s}^2$. Any measure used shall be documented in the test report. Measures to control the downshift of gears are commonly referred as prevention of downshift.

For calculation of L_{urban} , the sound level measured under partial load shall replace the sound level under full acceleration.

The achieved acceleration under partial load during the test shall be used for the calculation of the part power factor k_p instead of $a_{\text{acc,ref}}$.

Table 4 — Examples for devices and measures to enable a vehicle to be tested to the specified accelerations

No.	Impact	Sub No.	Measure	Additional Requirements
1	Lock of a discrete gear ratio	1 ^a	A discrete gear ratio can be locked by the driver	none
		2	A discrete gear ratio is available onboard, but is not available to the driver. Locking can be activated by the manufacturer with an onboard (hidden) function or with an external device	none
2	Controlled gear shift management: Applicable to transmissions which cannot be locked, or where no locked gear provides a valid test result	1 ^a	Kickdown is deactivated	none
		2	Gear shift change(s) can happen during the test, gear shift is controlled by activation of an internal function or external device	Acceleration ^b shall be between a_{urban} and $a_{\text{acc,ref}}$ not exceeding 2,0 m/s ² .
3	Partial load driving ^d	1	Acceleration is limited by a mechanical device	Acceleration ^b shall be between a_{urban} and $a_{\text{acc,ref}}$ not exceeding 2,0 m/s ² .
		2	External programming for partial load acceleration ^c	
4	Mixed solution (mode): This measure will be a mix of the above solutions combined in a specific mode	1 ^a	Mode is available onboard and can be selected by the driver	none
		2	Mode is available onboard and can only be activated by the manufacturer with a hidden function or an external device	none
		3	Mode is not available onboard, an external software overrides the internal software	Acceleration ^b shall be between a_{urban} and $a_{\text{acc,ref}}$ not exceeding 2,0 m/s ² .
^a Included in this document.				
^b Applicable to vehicles of Category M1, N1, and M2 ≤ 3 500 kg.				
^c Partial load shall be achieved by simulation of the travel restriction of the accelerator.				
^d Applicable to vehicles of Category M1, N1, and M2 ≤ 3 500 kg.				

8.3.1.3.3 Automatic transmission, adaptive transmissions, and transmissions with variable gear ratios tested with non-locked gear ratios

The gear selector position for full automatic operation shall be used.

The acceleration $a_{\text{acc,test}}$ shall be calculated by [Formula \(1\)](#) or [Formula \(2\)](#) as specified in [5.2](#).

The test can then include a gear change to a lower range and a higher acceleration. A gear change to a higher range and a lower acceleration is not allowed.

A gear shifting to a gear ratio that is not used at the specified condition as defined by the manufacturer in urban traffic shall be avoided.

Therefore, it is permitted to establish and use electronic or mechanical devices, including alternative gear selector positions, to prevent:

- Accelerations beyond $2,0 \text{ m/s}^2$;
- Engine speed exceeding n_{max}

If n_{max} is exceeded before the vehicle passes BB', the vehicle test speed, v_{test} , shall be reduced by $2,5 \text{ km/h}$ and the test repeated. In no case shall the vehicle test speed be reduced below 40 km/h .

The user of this document may take measures to avoid an acceleration value $a_{\text{acc,test}}$ greater than $2,0 \text{ m/s}^2$ as defined in [Table 4](#).

The user of this document may take measures to prevent engine speed exceeding n_{max} as defined in [Table 4](#).

Manufacturers may take measures to lock discrete gear ratios by electronic or mechanical measures and follow the gear selection provisions of [8.3.1.3.2](#). If so selected, this shall be stated in the test report.

Electronic or mechanical measures as described in [Table 4](#) are permitted for all vehicle technologies to control vehicle operation to achieve the acceleration and engine speed conditions.

[Table 4](#) provides examples for valid measures to control the downshift of gears, prevent the exceedance of maximum engine speed, or to avoid accelerations beyond $2,0 \text{ m/s}^2$. Any measure used shall be documented in the test report.

The achieved acceleration, $a_{\text{acc,test}}$, is then used for the calculation of the partial power factor k_p (see [3.9](#)) instead of $a_{\text{acc,ref}}$.

8.3.1.3.4 Vehicles with one gear ratio

If the vehicle has a transmission in which there is only one selection for the gear ratio, the acceleration test is carried out in this vehicle gear selection. The achieved acceleration $a_{\text{acc,test}}$ is then used for the calculation of the partial power factor k_p (see [3.9](#)) instead of $a_{\text{acc,ref}}$.

The user of this document may take measures to avoid an acceleration value $a_{\text{acc,test}}$ greater than $2,0 \text{ m/s}^2$ as defined in [Table 4](#).

[Table 4](#) provides examples for valid measures to control the vehicle to achieve target conditions or to avoid accelerations beyond $2,0 \text{ m/s}^2$. Any measure used purposes shall be documented in the test report.

NOTE Examples of vehicles with one gear ratio are some battery electric vehicles (BEV), hybrid electrical vehicles (HEV), and fuel cell vehicles (FCV).

8.3.1.4 Acceleration test

The acceleration test shall be carried out in all gear ratios specified for the vehicle according to [8.3.1.3](#) with the test speed specified in [8.3.1.2](#).

The manufacturer shall define the position of the reference point in front of line AA' of fully depressing the accelerator. The accelerator shall be fully depressed, as rapidly as is practicable, when the reference point of the vehicle reaches the defined point. The accelerator shall be kept in this depressed condition until the rear of the vehicle reaches line BB'. The accelerator shall then be released as rapidly as possible. The measurement reading shall not end before the rear of the vehicle is 20 m behind the BB' line.

Stable acceleration conditions shall be ensured.

The pre-acceleration length may differ per gear. The pre-acceleration length shall be reported per gear.

If the vehicle length was set according to the provisions of 5.1, the accelerator shall be kept in the depressed condition until the reference point reaches a line 5 m beyond BB' for front engine vehicles, and BB' +2,5 m for mid-engine vehicles.

The vehicle speeds measured $v_{AA'}$, $v_{BB'}$, or $v_{PP'}$ shall be reported to the first digit after the decimal place (xx,x). The resulting vehicle speeds shall be used in all subsequent calculations.

The calculated acceleration $a_{acc,test}$ shall be reported as specified in 5.2.1 or 5.2.2, as applicable.

8.3.1.5 Constant-speed test

The constant-speed test is not required for vehicles with a PMR < 25.

For vehicles with transmissions specified in 8.3.1.3.2, the constant-speed test shall be carried out with the same gear(s) specified for the acceleration test and a constant speed of 50 km/h with a tolerance of ± 1 km/h between AA' and BB', or if applicable, at the speed determined for the acceleration test according to 8.3.1.3.2. (e) with a tolerance of ± 1 km/h between AA' and BB'.

For vehicles with transmissions specified in 8.3.1.3.3, the gear selector position for full automatic operation shall be used. If the gear is locked for the acceleration test, the same gear shall be locked for the constant-speed test.

During the constant-speed test, the acceleration control unit shall be positioned to maintain a constant speed between AA' and BB' as specified in 8.3.1.2. The measurement reading shall not end before the rear of the vehicle is beyond the BB' line.

8.3.2 Vehicles of category M2 having a maximum authorized mass exceeding 3 500 kg, and categories M3, N2 and N3

8.3.2.1 General conditions

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' (see Figure 1) or the reference point is 5 m behind line BB', whichever occurs first. The test shall be conducted without a trailer or semi-trailer. If a trailer is not readily separable from the towing vehicle, it shall be ignored when considering 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 including the test payload shall be according to Table 3.

The value of $n_{BB'}$ and $v_{BB'}$ used in the determination of gear and vehicle speed selection shall be the average of the four $n_{BB',j}$ and $v_{BB',j}$ values during each valid measurement run.

The value of $n_{BB'}$ shall be reported to a resolution of 10 1/min. The reported $n_{BB'}$ shall be used in all subsequent calculation.

The value of $v_{BB'}$ shall be reported to the first digit after the decimal (xx,x). The reported $v_{BB'}$ shall be used in all subsequent calculation.

8.3.2.2 Target conditions

8.3.2.2.1 Vehicles of category M2 having a maximum authorized mass exceeding 3 500 kg, and category N2

When the reference point passes BB', the engine rotational speed, $n_{BB'}$, shall fulfil the target engine rotational speed, $n_{target BB'}$. The target engine rotational speed, $n_{target BB'}$, is defined as an interval from 70 % to 74 % of the speed, S .

When the reference point passes BB', the vehicle speed, $v_{BB'}$, shall fulfil the target vehicle speed, $v_{target BB'}$. The target vehicle speed, $v_{target BB'}$, is defined as 35 km/h $\pm$ 5 km/h.

Between line AA' and line BB' a stable acceleration condition according to 3.19 shall be ensured.

8.3.2.2.2 Categories M3 and N3

When the reference point passes BB', the engine rotational speed, $n_{BB'}$, shall fulfil the target engine rotational speed, $n_{\text{target BB'}}$. The target engine rotational speed, $n_{\text{target BB'}}$, is defined as an interval from 85 % to 89 % of the rated speed, S .

When the reference point passes BB', the vehicle speed, $v_{BB'}$, shall fulfil the target vehicle speed, $v_{\text{target BB'}}$. The target vehicle speed, $v_{\text{target BB'}}$, is defined as 35 km/h $\pm$ 5 km/h.

Between line AA' and line BB' a stable acceleration condition according to 3.19 shall be ensured.

8.3.2.3 Gear selection

8.3.2.3.1 General

It is the responsibility of the manufacturer to determine the correct manner of testing to achieve the required conditions.

Stable acceleration conditions shall be ensured.

The vehicle transmission, gear or gear ratio shall be chosen to be able to fulfil the target conditions according to 8.3.2.2. The vehicle transmission, gear, or gear ratio can be controlled by electronic or mechanical measures including exclusion of kickdown function.

Table 4 provides examples for valid measures to control the downshift of gears or to fulfil target conditions. Any measure used by manufacturer for the above-mentioned purposes shall be documented in the test report.

Annex D, Annex E, and Annex F give gear selection criteria and test run criteria for categories M2 having a maximum authorized mass exceeding 3 500 kg and for category N2, M3 and N3, in a flowchart as an aid to test operation.

8.3.2.3.2 Manual transmission, automatic transmissions, adaptive transmissions or transmissions with continuously variable gear ratios (CVTs) tested with locked gear ratios

The gear choice is determined by the target conditions.

Stable acceleration conditions according to 3.19 shall be ensured.

The following conditions for fulfilling the target conditions in 8.3.2.2 are possible.

- If one gear choice fulfils both target conditions for the rotational engine speed $n_{\text{target BB'}}$ and for the vehicle speed $v_{\text{target BB'}}$, test with that gear.
- If more than one gear choice fulfils both target conditions for the rotational engine speed $n_{\text{target BB'}}$ and for the vehicle speed $v_{\text{target BB'}}$, test in gear i that gives velocity $v_{BB' \text{ gear } i}$ closest to 35 km/h.
- If two gear choices fulfil both target conditions for the rotational engine speed $n_{\text{target BB'}}$ and for the vehicle speed $v_{\text{target BB'}}$, and fulfil the following condition:

$$(v_{\text{target BB'}} - v_{BB' \text{ gear } i}) = (v_{BB' \text{ gear } i+1} - v_{\text{target BB'}})$$
 then both gears are taken for further calculation of L_{urban} .
- If one gear choice fulfils the target condition for the rotational engine speed $n_{\text{target BB'}}$ but not the target condition for the vehicle speed $v_{\text{target BB'}}$, use two gears, gear x and gear y . The target conditions for the vehicle speed for these two gears are as follows:

gear x

$$25 \text{ km/h} \leq v_{BB'x} \leq 30 \text{ km/h}$$

and

gear y

$$40 \text{ km/h} \leq v_{BB'y} \leq 45 \text{ km/h}$$

Both gears, gear x and gear y shall fulfil the target rotational engine speed $n_{\text{target BB'}}$.

Both gears shall be used for further calculation of L_{urban} .

If only one of the gears fulfils the target rotational engine speed, $n_{\text{target BB'}}$, test with that gear. This gear shall be used for further calculation of L_{urban} .

- e) If none of the two gears fulfils the target rotational engine speed $n_{\text{target BB'}}$ under condition d) then condition f) shall be chosen.
- f) If no gear choice fulfils the target rotational engine speed choose the gear that fulfils the target vehicle velocity $v_{\text{target BB'}}$ and is closest to the target rotational engine speed $n_{\text{target BB'}}$, but not higher than $n_{\text{target BB'}}$.

$$v_{BB' \text{ gear } i} = v_{\text{target BB'}}$$

$$n_{BB' \text{ gear } i} \leq n_{\text{target BB'}}$$

A stable acceleration condition shall be ensured. If a stable acceleration cannot be ensured in a gear, this gear shall be disregarded. In all conditions, the rated engine speed shall not be exceeded while the reference point of the vehicle is in the measurement zone. If the rated engine speed is exceeded within the measurement zone, this gear shall be disregarded.

8.3.2.3.3 Automatic transmission, adaptive transmissions, and transmissions with variable gear ratio tested with non-locked gear ratios

The gear selector position for full automatic operation shall be used.

The test can then include a gear change to a lower range and a higher acceleration. A gear change to a higher range and a lower acceleration is not allowed. In any case, a gear change to a gear ratio that is typically not used at the specified condition as defined by the manufacturer in urban traffic shall be avoided.

Therefore, it is permitted to establish and use electronic or mechanical devices, including alternative gear selector positions, to prevent a downshift to a gear ratio that is typically not used at the specified test condition as defined by the manufacturer in urban traffic.

[Table 4](#) provides examples for valid measures to control the downshift of gears or to fulfil target conditions. Any measure used by manufacturer for the above-mentioned purposes shall be documented in the test report.

The following conditions for fulfilling the target conditions in [8.3.2.2](#) are possible.

- a) If the choice of the gear selector position fulfils both target conditions for the rotational engine speed $n_{\text{target BB'}}$ and for the vehicle speed $v_{\text{target BB'}}$, test with the gear selector in that position.
- b) If the choice of the gear selector position fulfils the target condition for the rotational engine speed $n_{\text{target BB'}}$ but not the target condition for the vehicle speed $v_{\text{target BB'}}$, change the target condition for the vehicle speed to two vehicle target speeds as follows:

Define $v_{BB'1}$ as

$$25 \text{ km/h} \leq v_{BB'1} \leq 35 \text{ km/h}$$

and

Define $v_{BB'2}$ as

$$35 \text{ km/h} \leq v_{BB'2} \leq 45 \text{ km/h}.$$

Conduct two tests, one with $v_{BB'1}$ and one with $v_{BB'2}$.

Both test conditions are used for further calculation of L_{urban} .

- c) If under condition b) the target rotational engine speed $n_{\text{target BB'}}$ cannot be fulfilled, condition d) shall be chosen.
- d) If the choice of the gear selector position cannot fulfil the target condition for the rotational engine speed $n_{\text{target BB'}}$ but the target condition for the vehicle speed $v_{\text{target BB'}}$, change the target condition for the vehicle speed to two vehicle target speeds as follows:

Define $v_{BB'1}$ as

$$25 \text{ km/h} \leq v_{BB'1} \leq 30 \text{ km/h}$$

and

Define $v_{BB'2}$ as

$$40 \text{ km/h} \leq v_{BB'2} \leq 45 \text{ km/h}.$$

Conduct two tests, one with $v_{BB'1}$ and one with $v_{BB'2}$.

Use the test where $n_{BB'}$ is closest to the target rotational engine speed $n_{\text{target BB'}}$ but not higher than $n_{\text{target BB'}}$.

$$n_{BB' i} \leq n_{\text{target BB'}} \text{ for } i = 1, 2$$

If the vehicle cannot fulfil the condition:

$$n_{BB' i} \leq n_{\text{target BB'}} \text{ for } i = 1, 2$$

condition e) shall be used.

- e) If the choice of the gear selector position cannot fulfil the target conditions for the rotational engine speed $n_{\text{target BB'}}$ and the target condition for the vehicle speed $v_{\text{target BB'}}$, change the target condition for the vehicle speed to the following:

$$v_{BB'} = v_{\text{target BB'}} + 5 \text{ km/h}$$

Conduct the test with that vehicle speed $v_{BB'}$, where $n_{BB'}$ is closest to the target rotational engine speed $n_{\text{target BB'}}$.

A gear change to a higher range and a lower acceleration is allowed after the vehicle passes line PP'.

- f) If the vehicle includes a transmission design that provides only a single gear selection (D) that limits engine speed during the test, the vehicle shall be tested using only the target vehicle speed $v_{\text{target BB'}}$.

8.3.2.3.4 Powertrains with no rotational engine speed available

Vehicles with a powertrain where no rotational engine speed is available shall fulfill only the target condition for the vehicle speed $v_{\text{target BB'}}$.

The following conditions for fulfilling the target condition $v_{\text{target BB'}}$ in 8.3.2.2 are possible.

- a) If no rotational engine speed is available, it is necessary to fulfil only the target vehicle speed $v_{\text{target BB'}}$.

- b) If no rotational engine speed is available and the target vehicle speed $v_{\text{target BB'}}$ cannot be fulfilled, two test conditions shall be conducted as follows:

$v_{\text{BB'1}}$ for the first test condition is defined as

$$25 \text{ km/h} \leq v_{\text{BB'1}} \leq 35 \text{ km/h}$$

and

$v_{\text{BB'2}}$ for the second test condition is defined as

$$35 \text{ km/h} \leq v_{\text{BB'2}} \leq 45 \text{ km/h}$$

Both test conditions are used for further calculation of L_{urban} .

- c) If no rotational engine speed is available and the target vehicle speed $v_{\text{target BB'}}$ and

$v_{\text{BB'1}}$ defined as

$$25 \text{ km/h} \leq v_{\text{BB'1}} \leq 35 \text{ km/h}$$

cannot be fulfilled, it is necessary to conduct, only one test with $v_{\text{BB'2}}$ where

$v_{\text{BB'2}}$ is defined as

$$35 \text{ km/h} \leq v_{\text{BB'2}} \leq 45 \text{ km/h}$$

The test condition for $v_{\text{BB'2}}$ is taken for further calculation of L_{urban} .

NOTE What is the interpretation of broaden the window for the target vehicle velocity? The target vehicle velocity $v_{\text{target BB'}}$ is defined as $v_{\text{target BB'}} = 35 \text{ km/h} \pm 5 \text{ km/h}$ which results in a window for the velocity $v_{\text{BB'}}$, when the reference point passes line BB', from 30 km/h to 40 km/h. If the target vehicle velocity $v_{\text{target BB'}}$ is changed into two target vehicle velocities, a lower and a higher one, the following is meant: The lower target vehicle velocity is defined as the target vehicle velocity $v_{\text{target BB'}}$ reduced by 5 km/h ($v_{\text{target BB'}} - 5 \text{ km/h}$) which results in a window for the velocity $v_{\text{BB'1}}$, when the reference point passes line BB', from 25 km/h to 35 km/h.

$$25 \text{ km/h} \leq v_{\text{BB'1}} \leq 35 \text{ km/h}$$

The higher target vehicle velocity is defined as the target vehicle velocity $v_{\text{target BB'}}$ increased by 5 km/h ($v_{\text{target BB'}} + 5 \text{ km/h}$) which results in a window for the velocity $v_{\text{BB'2}}$, when the reference point passes line BB', from 35 km/h to 45 km/h.

$$35 \text{ km/h} \leq v_{\text{BB'2}} \leq 45 \text{ km/h}$$

8.3.2.4 Acceleration test

When the reference point of the vehicle reaches AA', the acceleration control unit shall be fully engaged and held fully engaged until the reference point reaches BB' + 5 m. The acceleration control unit can then be released on request of the manufacturer.

8.4 Measurement readings and reported values

8.4.1 General

8.4.1.1 Measurement conditions and acceptance

At least four measurements for all test conditions shall be made on each side of the vehicle and for each gear ratio.

The first four j^{th} valid consecutive measurement results for any test condition, within 2,0 dB, allowing for the deletion of non-valid results, shall be used for the calculation of the appropriate intermediate or final result.

8.4.1.2 Vehicles of categories M1 and M2 having a maximum authorized mass not exceeding 3 500 kg, and category N1

The maximum recorded A-weighted sound pressure level shall be noted, to the first significant digit after the decimal place (e.g. xx,x), during each passage of the vehicle according to 8.3.1.4 (see Figure 1). These values shall be used in all subsequent calculations. If a sound peak obviously out of character with the general sound pressure level is observed, that measurement shall be discarded.

For indoor testing using ISO 362-3, pass-by sound is simulated by measurement of power train sound on the dynamometer and energetical addition of the tyre/road sound (measured separately on an outdoor test track) according to ISO 362-3.

8.4.1.3 Vehicles of category M2 having a maximum authorized mass exceeding 3 500 kg and categories M3, N2, and N3

The maximum recorded A-weighted sound pressure level shall be noted, to the first significant digit after the decimal place (e.g. xx,x), during each passage of the reference point of the vehicle between AA' and BB' + 5 m (see Figure 1). These values shall be used in all subsequent calculations. If a sound peak obviously out of character with the general sound pressure level is observed, that measurement shall be discarded.

For indoor testing using ISO 362-3, pass-by sound is simulated by measurement of power train sound on the dynamometer and energetical addition of the tyre/road sound (measured separately on an outdoor test track) according to ISO 362-3.

8.4.2 Data compilation

For a given test condition, the results of each side of the vehicle shall be arithmetically averaged for all test runs separately for the left and right side. The intermediate result for each side shall be the arithmetic average mathematically rounded to the first decimal place.

All further calculations to derive L_{urban} shall be done separately for the left and right vehicle side. The final value to be reported as the test result shall be the higher value of the two sides. The final result shall be reported mathematically rounded to the nearest integer.

NOTE 1 Calculations are carried out independently on the left and right side of the vehicle to provide data consistent with vehicle noise emission behaviour.

NOTE 2 Reporting results with one integer do not imply that the measurement is accurate to this precision. See 8.5 for full treatment.

8.4.3 Vehicles of categories M1 and M2 having a maximum authorized mass not exceeding 3 500 kg and category N1

8.4.3.1 Acceleration

The acceleration for further use is the average acceleration of the four runs, as given by Formula (29):

$$a_{\text{acc,test}} = (1/4) \times [a_{\text{acc,test}(1)} + a_{\text{acc,test}(2)} + a_{\text{acc,test}(3)} + a_{\text{acc,test}(4)}] \quad (29)$$

where the numbers in round brackets symbolize the test runs j .

8.4.3.2 Reported value and final results

Calculate the reported value $L_{\text{acc,rep}}$ for the acceleration test using [Formula \(30\)](#):

$$L_{\text{acc,rep}} = L_{\text{acc}(i+1)} + k \left[L_{\text{acc},i} - L_{\text{acc}(i+1)} \right] \quad (30)$$

where k is the gear ratio weighting factor.

Calculate the reported value $L_{\text{crs,rep}}$ for the constant speed test using [Formula \(31\)](#)

$$L_{\text{crs,rep}} = L_{\text{crs}(i+1)} + k \left[L_{\text{crs},i} - L_{\text{crs}(i+1)} \right] \quad (31)$$

In the case of a single gear ratio test, the reported values are directly derived from the test result itself.

The formulae used to determine the partial power factor, k_p , are as follows:

- a) In cases other than a single gear test, k_p is calculated by [Formula \(32\)](#):

$$k_p = 1 - (a_{\text{urban}} / a_{\text{acc,ref}}) \quad (32)$$

- b) If only one gear is specified for the test, k_p is given by [Formula \(33\)](#):

$$k_p = 1 - (a_{\text{urban}} / a_{\text{acc,test}}) \quad (33)$$

- c) In cases where $a_{\text{acc,test}}$ is less than a_{urban}

$$k_p = 0 \quad (34)$$

The final result is calculated by combining [Formula \(25\)](#) for $L_{\text{acc,rep}}$ and [Formula \(26\)](#) for $L_{\text{crs,rep}}$ as given by [Formula \(32\)](#):

$$L_{\text{urban}} = L_{\text{acc,rep}} - k_p (L_{\text{acc,rep}} - L_{\text{crs,rep}}) \quad (35)$$

The final result, L_{urban} , is mathematically rounded to the nearest integer. This value is reported as the final result.

8.4.4 Vehicles of category M2 having a maximum authorized mass exceeding 3 500 kg and categories M3, N2, and N3

When the result of one test condition is used, the final result, L_{urban} , is the maximum value as specified in [8.4.2](#).

When the result of two test conditions are used, the arithmetic mean of the two averages for each side of these two conditions shall be calculated. The final result, L_{urban} , is the maximum value of the two calculated averages.

The final result, L_{urban} , is mathematically rounded to the nearest integer. This value is reported as the final result.

8.5 Measurement uncertainty

The measurement procedure described in [8.4](#) is affected by several parameters (e.g. ISO 10844 surface texture variation, environmental conditions, measurement system uncertainty, etc.) that lead to variation in the resulting level observed for the same subject. The source and nature of these perturbations are not completely known and sometimes affect the result in a non-predictable way. The uncertainty of results obtained from measurements according to this document can be evaluated by the procedure given in ISO/IEC Guide 98-3 or by interlaboratory comparisons in accordance with

ISO 5725 (all parts). Since extensive inter- and intra-laboratory data were not available, the procedure given in ISO/IEC Guide 98-3 was followed to estimate the uncertainty associated with this part of ISO 362. The uncertainties given below are based on existing statistical data, analysis of tolerances stated in this part of ISO 362, and engineering judgement. The uncertainties determined are grouped as follows:

- a) variations expected for L_{urban} within the same test laboratory and slight variations in ambient conditions found within consecutive run test series (run-to-run). Changes in climatic conditions and in background noise levels are negligible;
- b) variations expected for L_{urban} within the same test laboratory but with variation in ambient conditions and equipment properties that can normally be expected during the year (day-to-day);
- c) variations for L_{urban} between test laboratories where, apart from ambient conditions, equipment, staff, and road surface conditions are also different (site-to-site).
- d) vehicle-to-vehicle variation: uncertainty for L_{urban} due to production variances of noise relevant components and different equipment.

NOTE 1 Part d) factors include but are not exclusive to: Tyres, battery state of charge, engine power output variation, part manufacturing tolerances, or variations in the vehicle mass

If reported, the expanded uncertainty together with the corresponding coverage factor for the stated coverage probability of 95 % as defined in ISO/IEC Guide 98-3 shall be given. Information on the determination of the expanded uncertainty is given in [Annex B](#).

NOTE 2 [Annex B](#) gives a framework for analysis in accordance with ISO/IEC Guide 98-3, which can be used to conduct future research on measurement uncertainty for this document.

These data are given in [Table 5](#) for two different vehicle categories. The variability is given for a coverage probability of 95 %. The data from a, b, and c express the variability of results for a certain measurement object and do not cover product variation.

The total variation comprises uncertainty sources from a), b), c) and d). The estimate for total variation is provided for reference only. Variation between different units of a production process is not within the scope of this standard.

Table 5 — Variability of measurement results for a coverage probability of 95 %

Vehicle category	Run-to-run dB	Day-to-day dB	Site-to-site dB	Product variation at different sites
M1, M2 having a maximum authorized mass not exceeding 3 500 kg and N1	1,1	2,1	3,3	3,5
M2 having a maximum authorized mass exceeding 3 500 kg and N2, M3, N3	0,5	1,1	1,5	2,0

The data for site-to-site variability can be used in test reports to state the expanded measurement uncertainty for a coverage probability of 95 %.

9 Test report

The test report shall include the following information:

- a) a reference to this document, i.e. ISO 362-1:2022;
- b) the details of the test site, site orientation, and weather conditions including wind speed and air temperature, wind direction, barometric pressure and humidity;
- c) the type of measuring equipment, including the windscreen;

- d) the maximum A-weighted sound pressure level typical of the background noise;
- e) the identification of the vehicle, its engine, its transmission system, including available transmission ratios, size and type of tyres, tyre pressure, tyre production type, power, test mass, power-to-mass ratio, vehicle length, and location of the reference point;
- f) the transmission gears or gear ratios used during the test;
- g) the location of the beginning of the acceleration;
- h) the vehicle speed ($v_{PP'}$, $v_{BB'}$) and engine rotational speed ($n_{BB'}$, $n_{PP'}$) at PP' and at the end of the acceleration;
- i) the method used for calculation of the acceleration;
- j) the auxiliary equipment of the vehicle, where appropriate, and its operating conditions;
- k) all valid A-weighted sound pressure level values measured for each test, listed according to the side of the vehicle and the direction of the vehicle movement on the test site.
- l) any methods or devices per [Table 4](#).
- m) mode, if applicable, of vehicle operation.

Annex A (informative)

Technical background for development of vehicle noise test procedure based on in-use operation in urban conditions

A.1 General

[Annex A](#) is retained to provide background information on the development of ISO 362-1 in the time from 1998 until the publication of the first edition in 2007. This information will provide future users of the standard information on the methods and assumptions used by the developers of the first edition to inform developers of future editions. As such the terms relating to the time, such as “present”, should be understood in the context of the publication of the first edition of this standard.

A.1.1 Explanation of technical background

This annex gives general technical background relating to the urban noise situation and the approach chosen to measure the noise contribution of a single vehicle in the overall urban noise situation. This annex is intended to provide information to evaluate the concepts used to guide the development of the procedures defined in this document. In support of the goal of providing background information, this annex uses examples drawn from the actual in-use studies but does not present the full in-use databases.

As vehicle noise emission is subject to regulation, an exterior noise measurement procedure for vehicles is used to evaluate the noise emission of the measured vehicle in typical urban traffic. The test procedures defined in this document provide a measure of the noise emission of different vehicles in typical urban use. The noise emission so measured assumes a road surface with similar characteristics as defined in ISO 10844. ISO 10844 is representative of well-constructed and maintained asphalt road surfaces with small aggregate sizes. Reference [6] has shown the ISO 10844 surface to fall within the range of actual road surfaces in both the United States and Europe. Road surfaces that are specifically designed to be “silent” provided lower noise emission than the ISO 10844 surface. As a result, the procedures described in this document represent a measure of the vehicle noise emission that is controllable by the vehicle manufacturer. Other contributors to the traffic noise situation are outside the control of vehicle manufacturers. These items include road surfaces, traffic regulations, aftermarket part control, in-use noise emission monitoring, and effective enforcement mechanisms. [Annex A](#) in prior versions of ISO 362-1 provided the technical background on the development of ISO 362-1. Users of this document are directed to earlier versions of ISO 362-1 if technical background information from the time period of 1997 – 2007 is required.

A.1.2 Why a new procedure is necessary

The present procedure which supports regulation in all global markets is specified in ISO 362:1998. The measurement is performed on a specified test surface (see ISO 10844). The vehicle drives with wide-open-throttle, in second and/or third gear. The entry speed 10 m prior to the microphone position is 50 km/h. The resulting sound pressure level is the result of the single gear test for 2nd or 3rd gear only and the average of the measured sound pressure levels for the 2nd and 3rd gear test. With the support of this procedure, the regulated limit has been strongly reduced in most countries (from 82 dB to 74 dB in 20 years by ECE). However, the noise reduction observed in front of buildings measured in the same traffic conditions and during the same period has been weak.

A significant reason is the poor simulation of typical urban vehicle noise performed by the procedure (wide-open throttle, second and third gear). Many current regulatory implementations of ISO 362:1998 further impact the poor correlation between real traffic and the reported regulatory results by allowing

the use of minimum tread depth tyres. A further reason for the poor simulation of typical urban vehicle noise is the technical development of vehicle engine technology and transmission technology that causes some of the original technical assumptions behind ISO 362:1998 to no longer be valid.

The result of these conditions is that ISO 362:1998, as implemented in regulations, measures vehicle noise in a condition dominated by powertrain noise. Since this condition is only rarely observed in urban traffic and tyre/road noise has been deliberately suppressed, the reported regulated levels do not provide a good measure of typical vehicle noise in urban traffic. Therefore, a new procedure that enables improved measurement of the actual level of noise due to vehicle emission in urban traffic and accounts for the technical developments in vehicle propulsion and transmission technology is a positive development for both directing government policy actions and for indicating to vehicle manufacturers an improved metric for optimizing the reduction of vehicle noise emission.

A.1.3 The contribution of an individual vehicle to overall traffic noise

Reference [9] showed that noise is an important concern for people living in large cities. The noise they endure is due to different sources: neighbours, city noises (street sweepers, sirens, etc.), aircraft, railways, and road traffic. The noise of these different sources can be subject to regulations with the goal of controlling the maximum noise in front of buildings.

The noise in front of buildings due to road traffic noise depends on different factors:

- a) the way cities are built (primarily the distance between living houses and roads);
- b) the actual traffic on the roads (number of vehicles);
- c) the road surface as a contributing factor to tyre/road noise;
- d) the sound path (noise transmission) control between the source and receiver (noise barriers, sound insulation, etc.);
- e) the behaviour of drivers, which depends on
 - speed limits (traffic laws),
 - traffic density,
 - road arrangement (traffic lights, corners, etc.),
 - driving purpose (commuting, pleasure, commercial, etc.),
 - enforcement of traffic laws, and
 - the way the vehicle behaves as an acoustical source under these conditions.

A vehicle noise measurement procedure intended to describe the actual behaviour should take the actual driving conditions into account. Because there are many different driving conditions, the choice of a “representative” driving condition is difficult.

A.1.4 Information from previous traffic noise studies

Actual driving conditions do not all have the same influence on road traffic noise. As an example, some conditions occur on country roads, where nobody is annoyed by the noise.

Under what conditions is road traffic noise the most disturbing for dwellers?

A response to this question has been given by a study^[10] (see [Table A.1](#)).

Table A.1 — Where are dwellers disturbed by vehicle traffic noise emission?

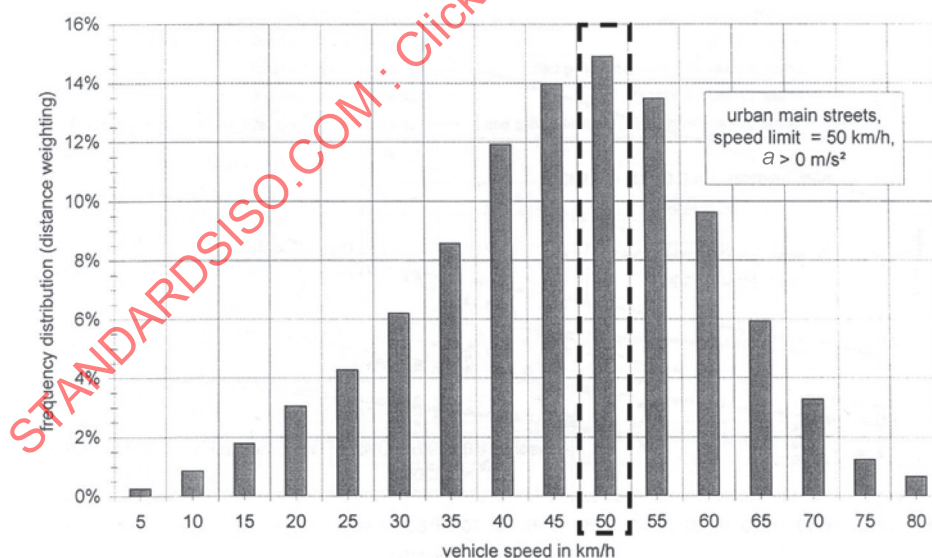
		Annoyed	Road	Annoyed	Road
Street-type	V_{allowed}	People	Length	People	Length
	in km/h		in m	in %	in %
Motorway	80 – 120	1 145	11 250	2,0	6,9
Residential streets	30	13 501	27 060	23,1	16,6
Main streets	50	42 704	109 233	73,0	67,1
Main streets	60	583	2 130	1,0	1,3
Arterials	70	139	3 390	0,2	2,1
Arterials	80	407	4 500	0,7	2,8
Arterials	100	21	5 300	0,0	3,3
Total number of inhabitants	220 000	58 500	162 863	100 %	100 %
	100 %	26,6 %			
Percentage of various road categories in terms of network length and noise-affected residents in a medium-sized city (FIGE study from Dec. 98)					
+3 % of all people feel annoyed from noise emission during high acceleration.					

NOTE [Table A.1](#) and all other figures in this Annex are directly copied from the literature; therefore, the notations of quantities and units do not always follow the use in this document.

Inquiries among dwellers along various streets show that noise disturbance happens mainly

- along urban main streets, and
- during vehicle acceleration transients.

The mean traffic speed is 50 km/h on these main streets (for the roads on which maximum allowed speed is 50 km/h) as shown in [Figure A.1](#) based on research from Reference [9].

**Figure A.1 — Measured vehicle speed in urban traffic and on the main roads**

Based on these statistics, it was decided to perform the test at 50 km/h, in conditions representing the noisiest realistic case on main streets.

A.2 Concepts used in developing the new procedure for categories M1 and M2 having a maximum authorized mass not exceeding 3 500 kg and category N1

A.2.1 General

The first and main task of developing the new procedure was to describe the driving behaviour in urban traffic. Once this task was achieved, a new procedure was defined, which is a compromise between requirements.

- Measure the 90th percentile noise emission in typical urban driving (representative and reproducible).
- The test shall specify performance requirements only (no design-specific requirements).
- The test shall be applicable to all types of vehicles (technology neutral).
- The test shall be easy to run, consistent with the above requirements (practical).

A.2.2 Technical concepts for in-use vehicle measurement of urban driving behaviour

A.2.2.1 General

A.2.2.1.1 The vehicle noise depends mainly on three vehicle parameters:

- vehicle speed;
- vehicle acceleration (engine load);
- engine rotational speed (for internal combustion engines only).

A.2.2.1.2 Tyre/road noise is incorporated by its dependence on vehicle speed and vehicle acceleration. Two of the three parameters, vehicle speed and vehicle acceleration, describes driving behaviour. The vehicle parameters depend on the driver's commands (input), but also on the vehicle performance and the traffic environment.

The third condition, engine rotational speed, is an additional parameter which is managed by the driver, or the transmission computer in the case of automatic transmissions, in order to achieve vehicle acceleration and vehicle speed. Thus, it is necessary that the urban traffic study identifies the independent parameters of

- vehicle speed, and
- vehicle acceleration.

A.2.2.1.3 In order to obtain this information, a study of the actual urban driving has been performed, including the following:

- a) recording of vehicles in urban traffic;
- b) extraction of acceleration phases;
- c) identification of the highest acceleration (noisiest condition) as a function of vehicle speed;
- d) identification of the highest acceleration (noisiest condition) at 50 km/h;
- e) identification of the corresponding engine rotational speed;
- f) for all vehicles, the urban behaviour is assumed to depend mainly on the vehicle performances, which can be described by the power-to-mass ratio (PMR). A regression analysis is, thus, performed

between the PMR and the highest urban acceleration, and the corresponding engine rotational speed is recorded.

For manual transmission cars, the engine rotational speed is used by the driver to keep an “acceleration reserve”, i.e. a ratio between achieved and possible accelerations. Because the engine rotational speed is a “technological” or “design” parameter, it was decided to replace it by the acceleration ability, i.e. wide-open-throttle acceleration in urban driving conditions, a_{wot} . This way of describing the driver behaviour is, thus, applicable to very different kinds of engines (gasoline, diesel, wankel, hybrid, etc.).

An additional sample of vehicles was studied, and the correlation between a_{wot} and the PMR has been found. Since this information is required only to describe the way the driver manages the available power, it is necessary only for manual transmission cars. For automatic transmission vehicles, this parameter is controlled by the automatism.

The test procedure is then defined so as to reproduce the noisiest realistic urban driving conditions:

- 50 km/h;
- urban acceleration;
- for manual transmission cars: engine rotational speed conditions enabling a_{wot} .

Automatic transmission vehicles are covered as a subset of manual transmission vehicles. In actual in-use behaviour, automatic transmissions provide noise emissions equal to or lower than manual transmission vehicles.

A.2.2.2 Recording vehicle behaviour

In order to collect data about real urban use, 61 vehicles were driven in cities and their behaviour was recorded. This list includes European and Japanese vehicles of all types (M1, N1, N2, and one N3 up to 19 tons). The power ranged from 40 kW to 440 kW, whereas the power-to-mass ratio ranged from 12,7 to 380. The ratio between manual transmissions (52 manual transmission) and automatics (9 including 2 CVT) approximately represents the European market.

The vehicles were driven in eight different cities in Europe and Japan. The route selected to record the driving parameters (see [Figure A.2](#)) is representative of the different types of roadway, having different speed limits. The distance travelled on each type of roadway is proportional to the product of the roadway length and the traffic, which guarantees the same probability of occurrence as for a non-moving observer beside the road. During the recording, the driver was required to maintain normal driving behaviour in the traffic. Recording time was about 2 h of driving.

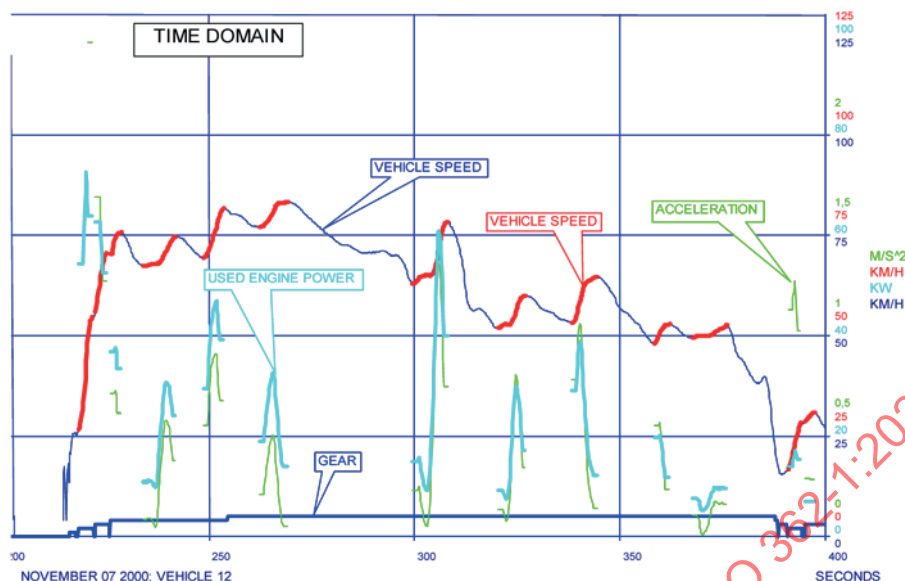


Figure A.2 — Time history of driving parameters

A.2.2.3 Identification of time events

First, the acceleration during driving was determined from the driving studies. To provide a figure for evaluation, the average value of the acceleration over a 2 s moving period was calculated. The maximum value for each 2 s acceleration phase was extracted (maximum acceleration $a_{\max}$), together with the vehicle speed at which it occurred ($v_{a,\max}$). This was carried out according to the method shown in Figure A.3.

VEHICLE OPERATION URBAN DRIVING CONDITIONS TIME HISTORY

(1 vehicle - 1 gear - 1 acceleration phase)

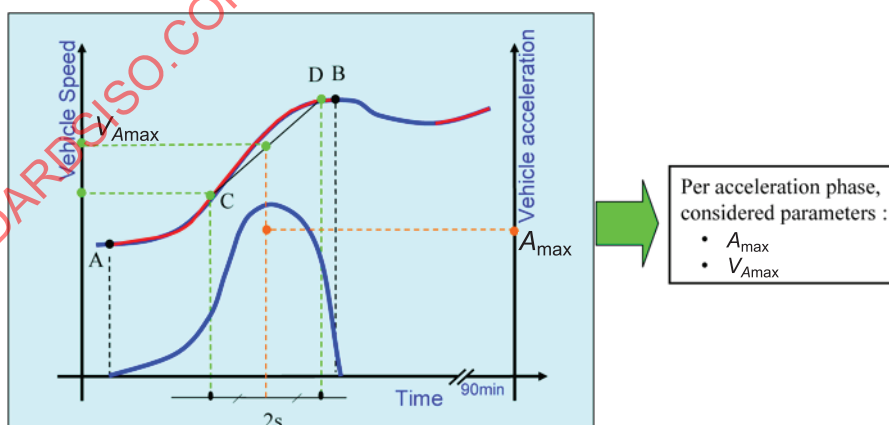


Figure A.3 — Maximum acceleration definition

Each acceleration peak $a_{\max}$ was stored together with the speed $v_{a,\max}$ and the gear ratio as a single event.

A.2.3 Statistical analysis of in-use data

A.2.3.1 One-dimensional analysis for a single vehicle

The maximum acceleration $a_{\max}$ and the vehicle speed $v_{a,\max}$ at which this maximum acceleration occurs, as shown in Figure A.3, are represented as a histogram and as a cumulative probability function for each gear. See Figure A.4 for peak acceleration and Figure A.5 for vehicle speed.

For each gear ratio and for all roads, the 90th percentile of peak acceleration $a_{\max 90}$ at the most probable speed (50th percentile) $v_{a,\max 50}$ and the 90th percentile of peak acceleration $a_{\max 90}$ at the maximum speed (90th percentile) $v_{a,\max 90}$ are considered.

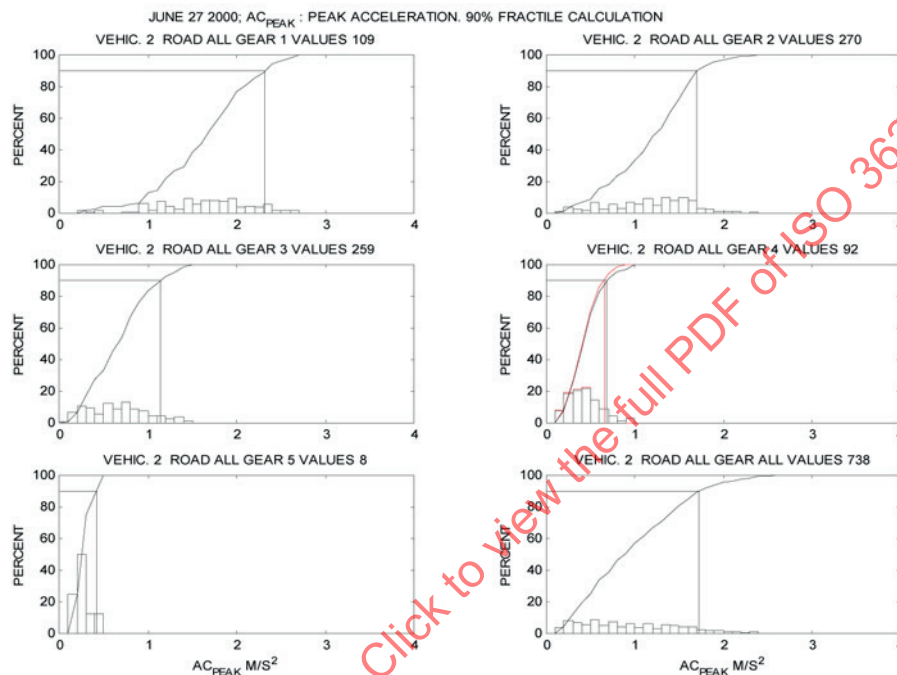


Figure A.4 — Histograms and cumulative probability functions of maximum acceleration

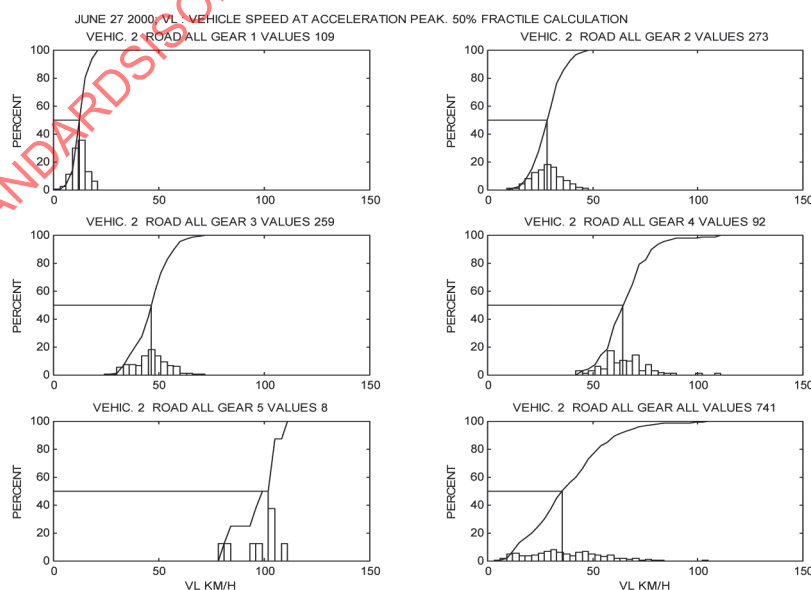


Figure A.5 — Histograms and cumulative probability functions of vehicle speed at maximum acceleration $v_{a,\max}$

This analysis, as shown above for one vehicle, has been done for each vehicle in the test.

A.2.3.2 Two-dimensional analysis

The results have also been combined in a two-dimensional diagram showing the density of probability of the individual events $a_{\max}$ and $v_{a,\max}$ (see Figure A.6). This figure shows the probability density for each gear ratio and for all gear ratios together.

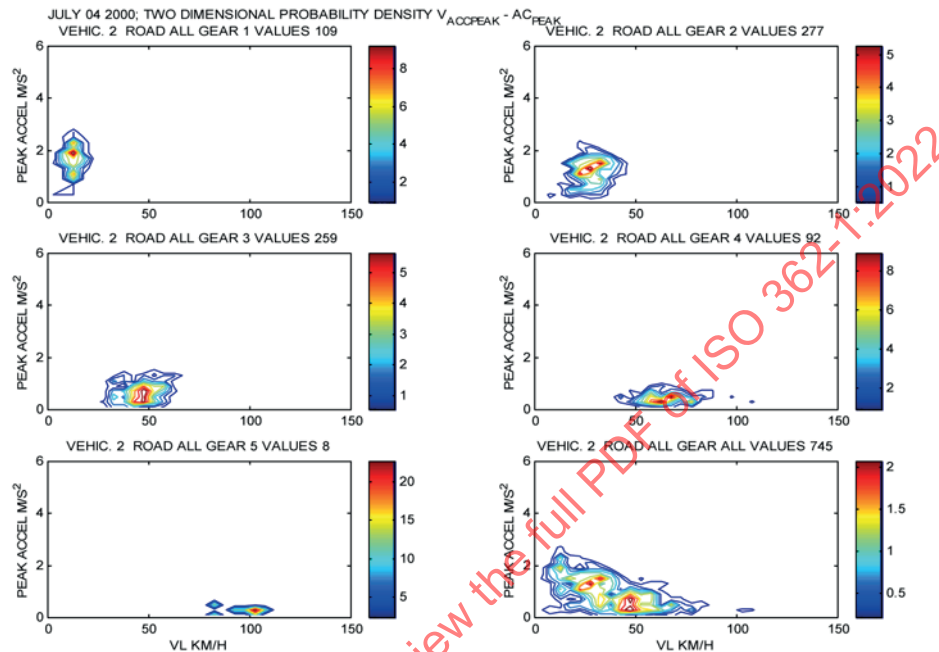


Figure A.6 — Two-dimensional probability density ($a_{\max}$, $v_{a,\max}$) for each gear for vehicle number 2

Looking at this diagram, one can see the maximum value of the acceleration for each gear ratio. The last graph of all the gears and all the values shows that the maximum acceleration depends on the vehicle speed, with acceleration decreasing with increasing vehicle speed.

It is possible to place in the last graph the points [$a_{\max 90}$, $v_{a,\max 50}$] corresponding to each gear ratio using values from Figures A.4 and A.5. This has been done in Figure A.7, which includes a schematic representation of Figure A.6. The points [$a_{\max 90}$, $v_{a,\max 90}$] are also drawn for each gear ratio.

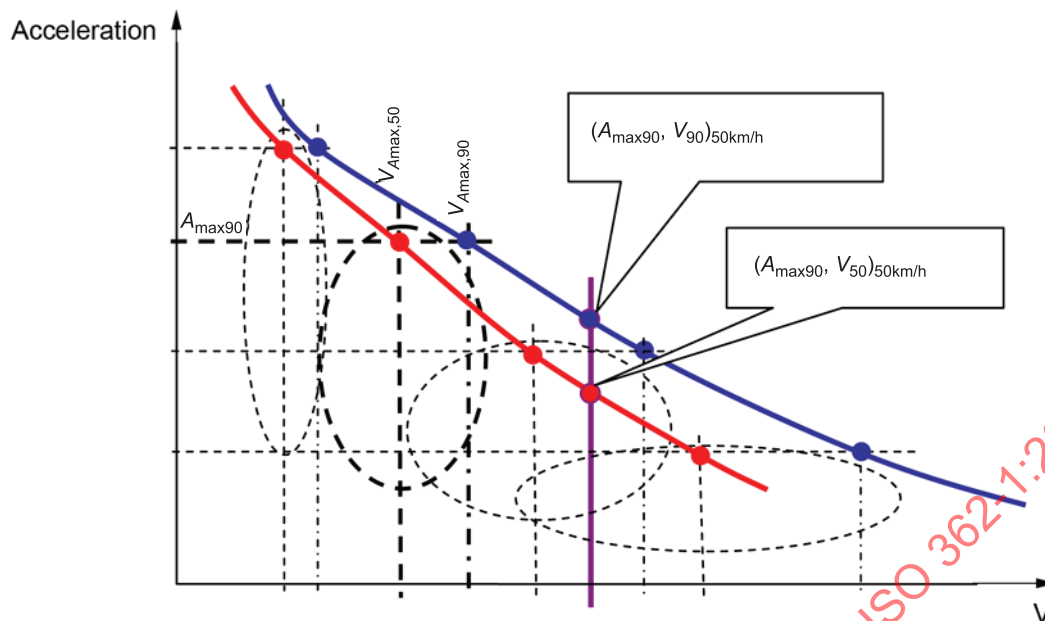


Figure A.7 — Interpolation at 50 km/h

The curve passing through the points $[a_{\max 90}, v_{a,\max 50}]$ corresponding to each gear ratio gives an estimate of the typical in-use limit of vehicle acceleration as a function of vehicle speed. But this lower curve is still below the maximum value observed for the acceleration in traffic. To estimate an acceleration curve representing a maximum, one can also consider the curve passing through the points $[a_{\max 90}, v_{a,\max 90}]$. This curve is entirely above the maximum acceleration. Thus, the limit value is somewhere between the two curves.

Interpolating the two curves at 50 km/h enables one to estimate the 90th percentile of the acceleration for the 50th percentile of the velocity at 50 km/h, and the 90th percentile of the acceleration for the 90th percentile of the velocity at 50 km/h. The limit value of the acceleration at 50 km/h is somewhere between these two points.

A.2.4 Maximum acceleration and engine speed at 50 km/h

For each gear ratio, the vehicle speed corresponds to an engine rotational speed n . To be independent of rated engine rotational speed S , all engine speeds are expressed as a ratio between engine rotational speed and rated engine rotational speed, called n/S . Performing the same interpolation, one can obtain n/S at 50 km/h.

The way this interpolation is performed is described in [Figure A.8](#), where

- accelerations come from [Figure A.4](#),
- speeds come from [Figure A.5](#) (50th percentile or 90th percentile), and
- engine rotational speeds are derived using gear ratios.

[Figure A.8](#) uses the same scales as [Figure A.7](#), vehicle speed and acceleration on the right scale, and adds engine rotational speed on the left scale.

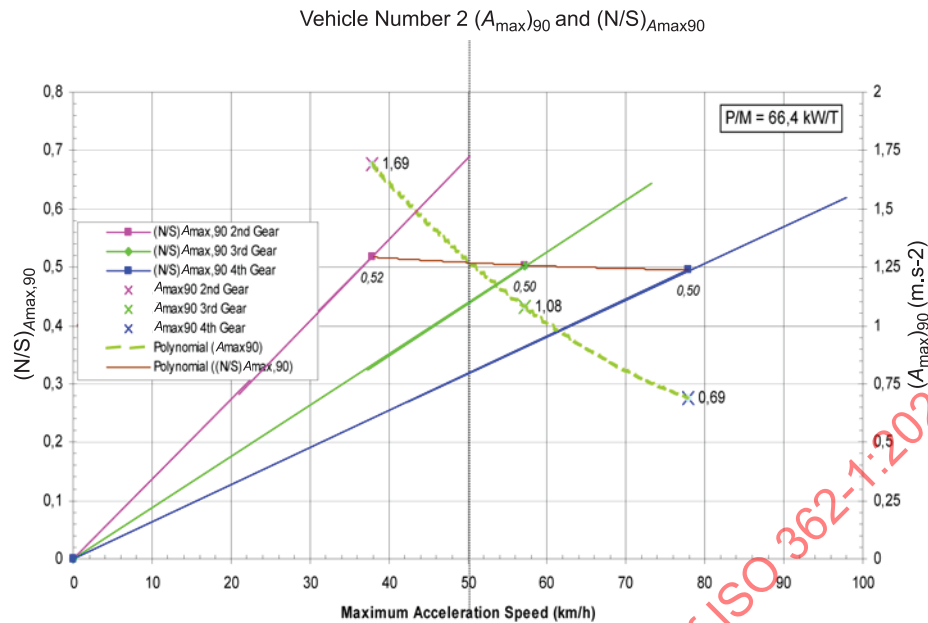


Figure A.8 — Interpolation ($a_{\max 90} = f(v, n/S(a_{\max}))$) between gears, for vehicle number 2

At this stage, it is not yet known how to describe precisely the noisiest behaviour in urban traffic.

A.2.5 Acceleration as a function of engine speed

Looking at the detailed results in [Figure A.8](#), it can be seen that the engine speed is generally independent of the gear ratio at $a_{\max 90}$. Of course, the vehicle speeds are different for each gear at the $a_{\max 90}$ condition. This observation leads to the idea that it is possible to “merge” the results of all gear ratios in order to get an “average behaviour” at 50 km/h. This is carried out as follows:

- Peak accelerations are “compressed” using the ratio $(a_{\max 90, 50 \text{ km/h}})/(a_{\max 90, v_{a, \max}})$, one ratio for each gear;
- Engine speeds are calculated using $v_{a, \max}$ and the corresponding gear ratio.

This interpolation gives the acceleration that would have occurred at the same engine speed if the vehicle speed had been 50 km/h. This leads to the two-dimensional diagram of [Figure A.9](#). The noisiest behaviour in urban traffic can be found from this diagram.

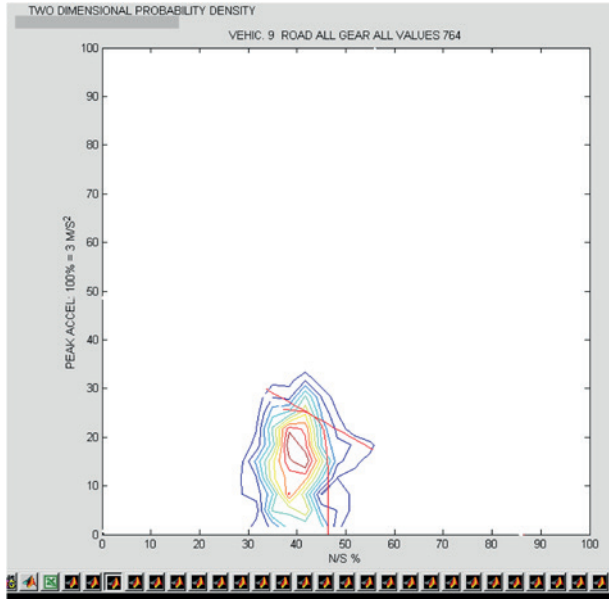


Figure A.9 — Bi-dimensional density of probability $a = f(n/S)$ at 50 km/h

A.2.6 Noise behaviour on a test track

In order to study the partial load vehicle noise, it is necessary to make the assumption that the noise behaves in a linear way, at least as a function of the engine load and engine speed. Under this assumption, the noise is interpolated between a wide-open-throttle sound pressure level and a constant-speed sound pressure level.

Since only the acceleration is known, the acceleration ability (wide-open-throttle acceleration) of each vehicle is required. This value is measured on a test track at different speeds and with all gear ratios. The results are presented in Figure A.10.

The acceleration is evaluated during a stabilized acceleration starting before the measurement point. Different starting speeds lead to different vehicle speeds at the measurement point, which allows drawing a curve of the acceleration at the measurement point as a function of the speed at the measurement point.

From these curves, the 50 km/h value is extracted and is used to calculate the partial load factor defined by the quotient $a_i/a_{acc,i}$.

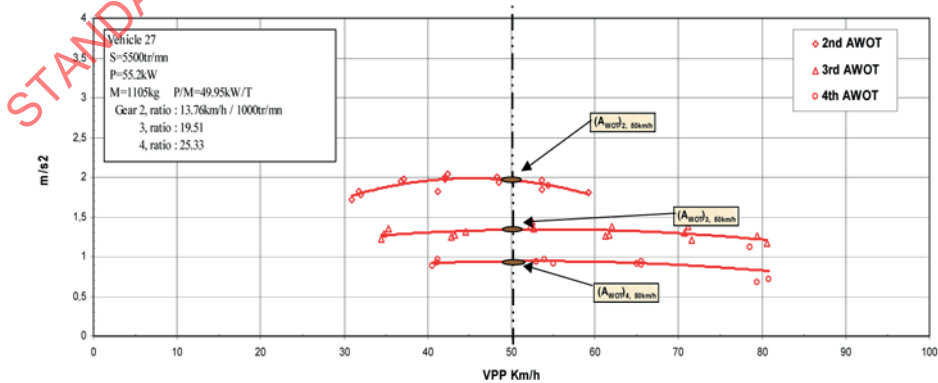


Figure A.10 — Wide-open-throttle vehicle acceleration $(a_{acc}) = f(v)$

The level of noise is also measured on an ISO 10844 test track. The measurement is presented as a function of the vehicle speed in front of the microphone, of the gear, and of the engine load by using constant speed and wide-open-throttle. A typical result is presented in [Figure A.11](#).

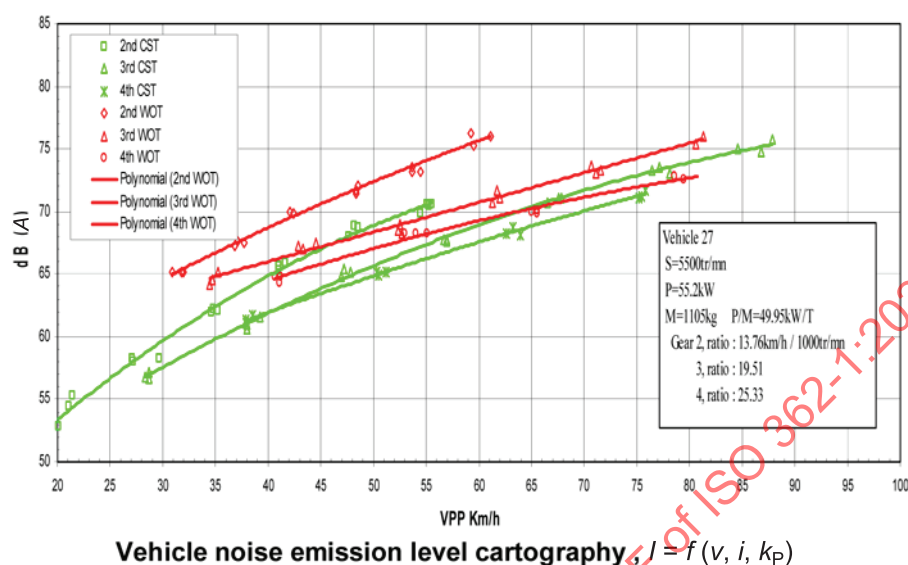


Figure A.11 — Vehicle noise emission levels as a function of gear, throttle, and vehicle speed

From the graph of [Figure A.11](#), vehicle accelerations and the level of noise at 50 km/h are determined in each gear. This information can be used to find the iso-noise curve, using a bi-linear interpolation between the full-load and constant-speed measurements as shown in [Figure A.12](#). This iso-noise curve can be approximated by a straight line, defined by the slope at the intersection between the wide-open-throttle test sound pressure level and the cruise-test sound pressure level.

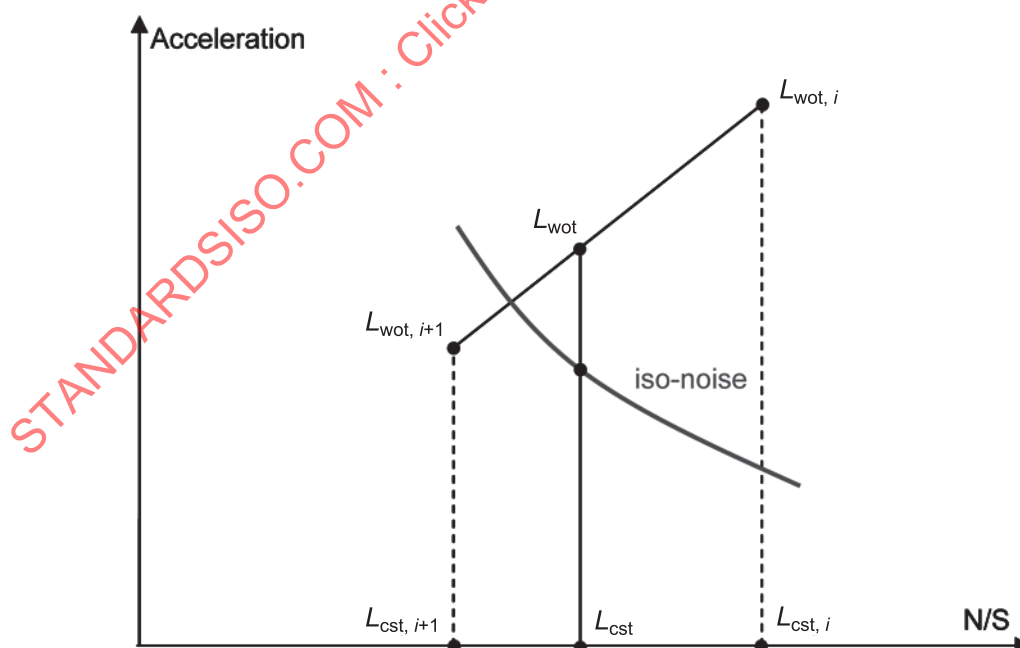


Figure A.12 — Constant-noise curve

This straight line is placed in [Figure A.9](#) and moved parallel until 90 % of the acceleration events are below the line as shown in [Figure A.13](#). All driving events below this line are less noisy and this position of the line defines the 90th percentile of the level of noise. The intersection of the tangent to

the constant-noise line with 90th percentile acceleration gives the engine speed at the 90th percentile of noise emission.

NOTE Iso-noise as used in [Figure A.12](#) is equivalent to “constant noise”.

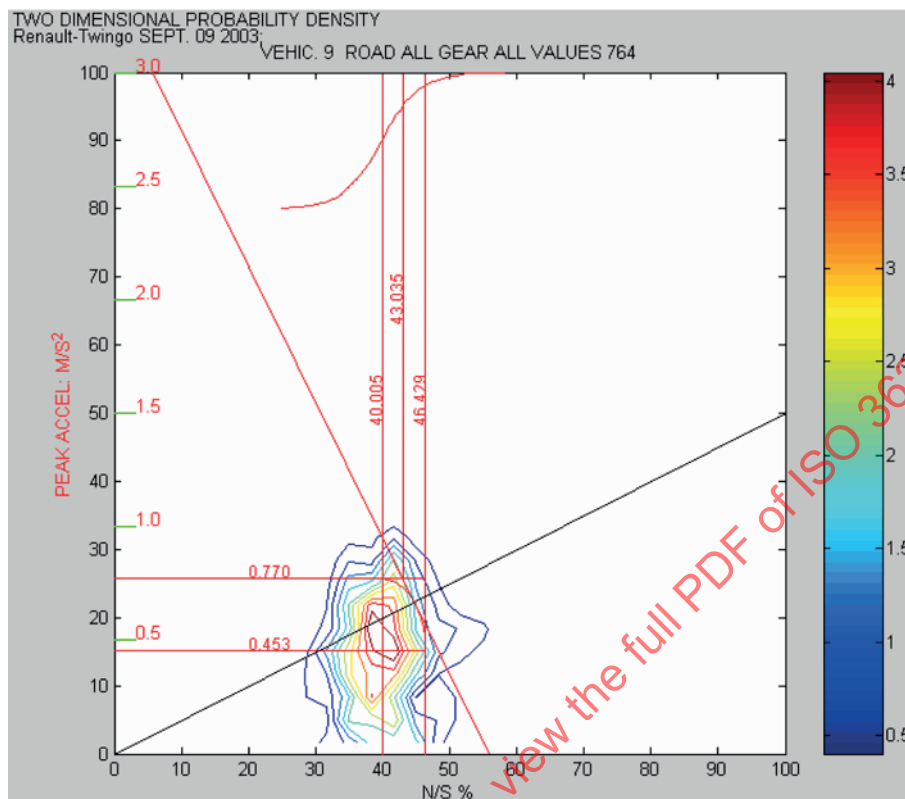


Figure A.13 — Definition of $(n/S)_{L90,a90}$ at 50 km/h

The point n/S at the 90th percentile of noise and 90th percentile of acceleration gives the “noisiest” case under the “highest” acceleration and was retained as the noisiest realistic urban case. This calculation was performed on each vehicle tested to develop a database of vehicle performance during urban driving.

A.2.7 Average behaviour during urban driving

Results from 52 vehicles with manual gearbox were analysed according to the above described procedure. The nine additional vehicles with automatic gearbox were analysed separately. For these vehicles, the 90th percentile peak acceleration at 50 km/h and the corresponding engine rotational speed n/S have been correlated to the power-to-mass ratio (PMR). A logarithmic regression has been performed for $12 < (\text{PMR}) < 400$ and is shown in [Figures A.14](#) and [A.15](#).

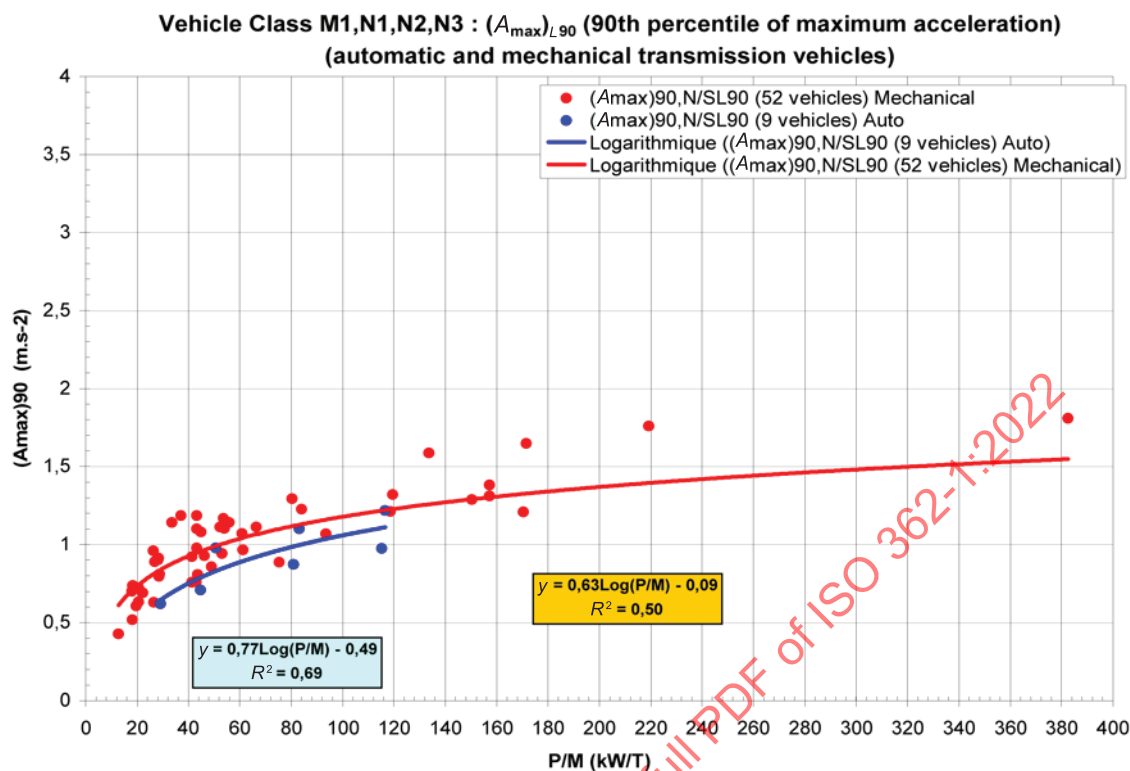


Figure A.14 — Regression curve $a_{\text{urban}} = f(I_{\text{PMR}})$ for 52 vehicles

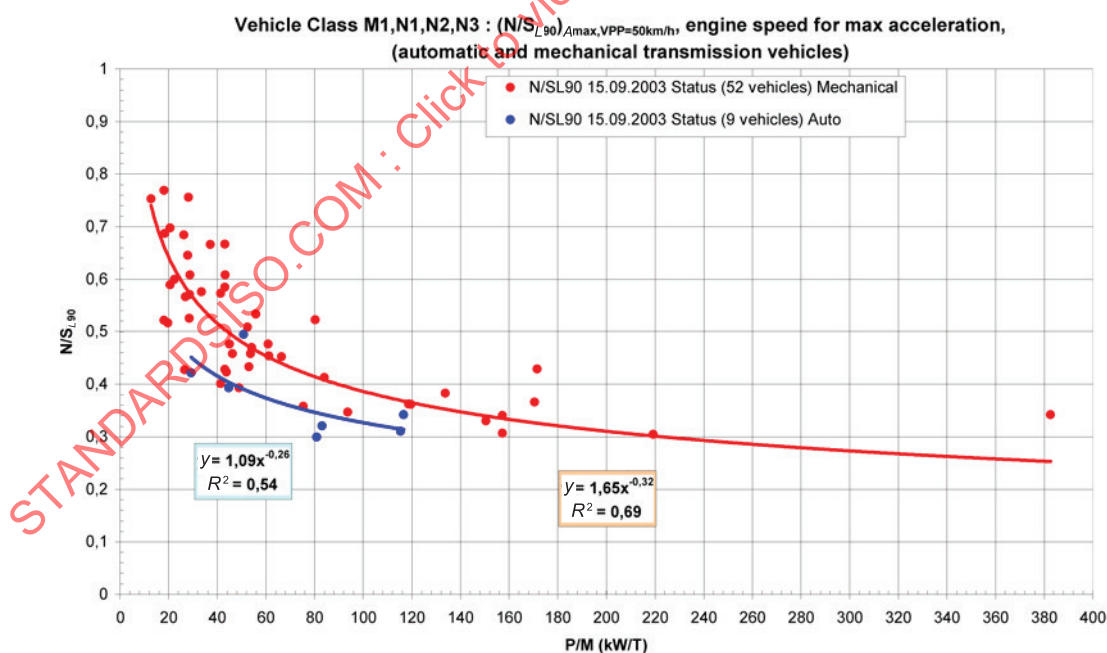


Figure A.15 — Engine speed at maximum acceleration and 50 km/h — Regression curve (n/S) at 90th percentile sound pressure level, 90th percentile acceleration level, and 50 km/h) as a function of the power-to-mass ratio (PMR) for 52 vehicles

Examining these figures, it can be concluded that

- the urban traffic behaviour described by peak acceleration and engine rotational speed is well correlated with the power-to-mass ratio (PMR),

- the peak acceleration in urban traffic increases with the PMR, and
- the engine rotational speed at which this peak acceleration takes place decreases with the PMR and it is weakly dependent on the vehicle speed (for $30 \text{ km/h} < v < 60 \text{ km/h}$).

These conclusions are consistent with intuitive expectations of vehicle behaviour in real traffic. A driver uses the acceleration capability of the vehicle to maintain position in the traffic flow. The percentage of the vehicle's acceleration capability used is higher for lower power-to-mass ratio vehicles and lower for higher power-to-mass ratio vehicles. The corollary result is that lower power vehicles use higher engine rotational speeds, and higher power vehicles use lower engine rotational speeds. The results for automatic transmission vehicles show that urban acceleration and engine rotational speeds are less. These vehicles have not been included in the statistical curves as the manual transmission results define the worst case (highest) sound pressure levels.

A.2.8 Wide-open-throttle acceleration

A.2.8.1 Individual vehicle analysis

For manual transmission vehicles, the engine speed is not known. It depends on the gear ratio, which is selected by the driver. A typical driver tries to keep an acceleration reserve which depends on the available power (PMR) of the car. The acceleration capability under typical urban driving conditions shall be determined.

On a test track complying with ISO 10844, measurements were performed with wide-open throttle and on a distance of (20 m + vehicle length) for each gear i .

The values $a_{\text{wot } i}$ as a function of vehicle velocity were recorded and are shown in [Figure A.10](#).

From these curves, the 50 km/h value was obtained.

The interpolation factor, k_n , between gears i and $(i+1)$ was then calculated, using the statistical value of $(n/S)_{a90}$ as given by [Formula \(A.1\)](#):

$$k_n = \frac{(n/S)_{a90} - (n/S)_{(i+1)}}{(n/S)_i - (n/S)_{(i+1)}} \quad (\text{A.1})$$

Finally, the wide-open-throttle acceleration at 50 km/h with the corresponding non-dimensional engine rotational speed at the 90th percentile of noise was calculated by [Formula \(A.2\)](#):

$$a_{\text{wot } 50} = a_{\text{wot } (i+1)} + k_n [(a_{\text{wot } i} - a_{\text{wot } (i+1)})] \quad (\text{A.2})$$

as shown in [Figure A.16](#).

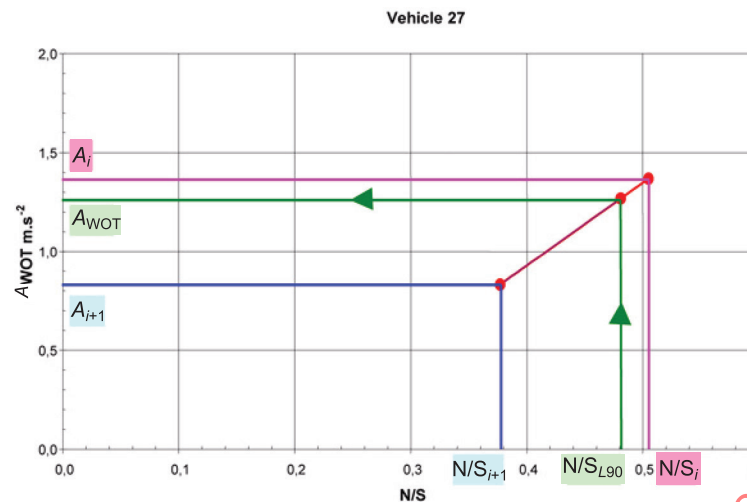
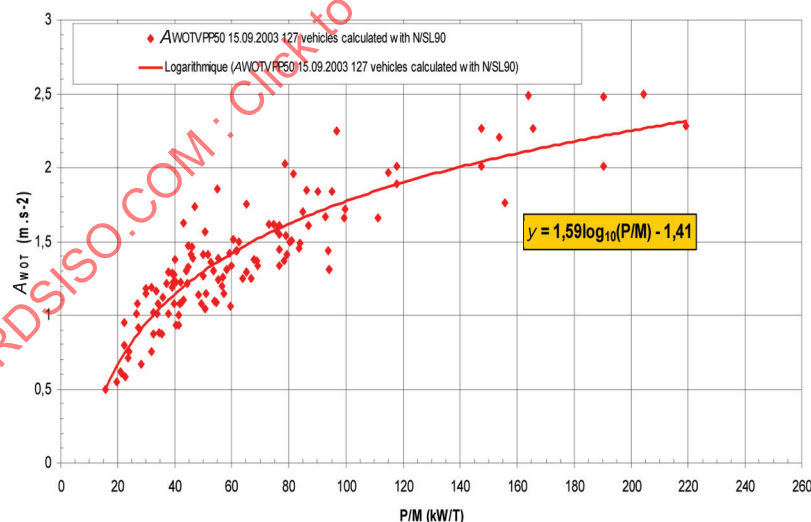


Figure A.16 — Determination of wide-open-throttle acceleration $a_{wot\ 50}$

A.2.8.2 Statistical analysis of wide-open-throttle acceleration

The measurements were performed for 127 vehicles. These were different from the vehicles used for the initial in-use driving behaviour studies. The logarithmic regression through the individual vehicle $a_{wot\ 50}$ points as a function of the power-to-mass ratio gives $a_{wot,ref}$ and is represented in Figure A.17 for $20 < PMR < 220$.

Vehicle class M1,N1,N2,N3: Wide open throttle acceleration $A_{wot,VPP=50\text{ km/h}}$ calculated using noise test track data (mechanical transmission)



Wide open throttle acceleration ($V = 50\text{ km/h}$)
Regression curve $A_{wot} = f(P/M)$ (127 vehicles)

Figure A.17 — Regression curve of $a_{wot,ref}$ as a function of the power-to-mass ratio (for 127 vehicles)

The wide-open-throttle acceleration, $a_{wot,ref}$ at the same peak acceleration engine rotational speed, $(n/S)_{L90}$, which was measured in urban traffic, increases with the power-to-mass ratio. Also, the wide-open-throttle acceleration, $a_{wot,ref}$ at the same engine rotational speed as the urban traffic peak acceleration $(n/S)_{L90}$ is almost always greater than the urban traffic peak acceleration, i.e. $a_{wot,ref} > a_{max\ 90}$.

A.2.9 Partial power factor, k_p

A parameter $(1 - k_p)$ is defined as the ratio of the vehicle urban traffic peak acceleration $a_{\max 90}$ to the vehicle wide-open-throttle acceleration $a_{\text{wot,ref}}$ at the same engine rotational speed $(n/S)_{L90}$, as given by [Formula \(A.3\)](#) and at the same vehicle speed, as given by [Formula \(A.4\)](#) for a vehicle velocity of 50 km/h:

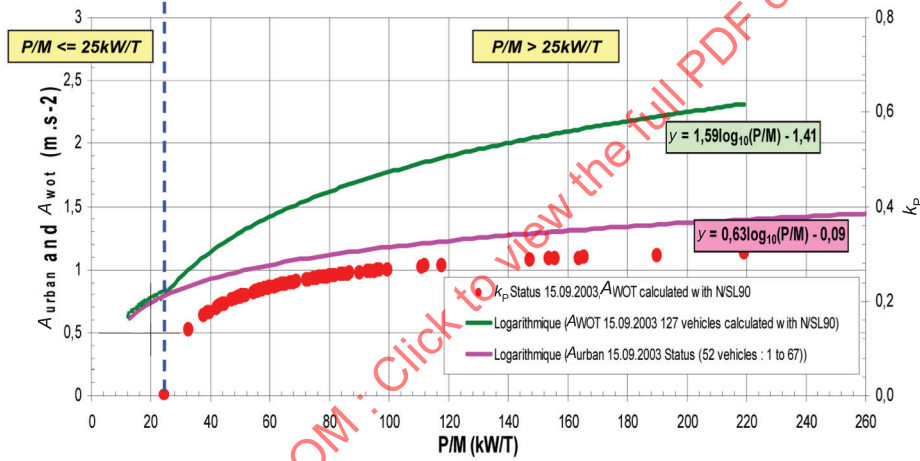
$$1 - k_p = \frac{a_{\max 90}}{a_{\text{wot,ref}}} \text{ for vehicle velocities at } (n/S)_{L90} \quad (\text{A.3})$$

If vehicle velocities are 50 km/h

$$1 - k_p = \frac{a_{\max 90}}{a_{\text{wot,ref}}} \quad (\text{A.4})$$

with $a_{\max 90}$ measured at 50 km/h and a_{wot} measured at 50 km/h and a non-dimensional engine speed equal to 90th percentile noise emission. With this definition, $(1 - k_p)$ can be interpreted as the acceleration reserve that the driver maintains above the maximum acceleration used in urban traffic.

Vehicle class M1,N1,N2,N3: k_p torque factor calculated with A_{urban} and A_{wot} (mechanical transmission)



Wide open throttle acceleration, A_{wot}
Maximum acceleration un urban driving conditions A_{urban}
Load factor $k_p = 1 - (A_{\text{urban}}/A_{\text{wot}})$ ($k_p = 0$ if wide open throttle)

Figure A.18 — k_p factor

A.2.10 New method for measuring 90th percentile level of noise

The analysis of vehicle in-use driving behaviour and vehicle noise emission behaviour leads to the following procedure to measure a condition representing the noisiest realistic urban traffic condition using the following parameters:

- vehicle speed of 50 km/h;
- vehicle at peak acceleration, $a_{\text{wot,ref}}$;
- partially open throttle (partial power factor).

This measurement is implemented as follows:

- The measurement is performed on the same test track complying with ISO 10844;
- For all measurements, the vehicle speed is measured in front of the microphones at PP';

- The vehicle acceleration is the average acceleration value between AA' and BB' according to [Formula \(A.5\)](#):

$$a_{\text{wot,test},j} = \left[(v_{\text{BB}'} / 3,6)^2 - (v_{\text{AA}'} / 3,6)^2 \right] / 2(l_{20} + l_{\text{ref}}) \quad (\text{A.5})$$

where

- $a_{\text{wot,test},j}$ is the numerical value of the acceleration, expressed in metres per second squared;
- $v_{\text{BB}'}, v_{\text{AA}'}$ are the numerical values of the velocity, expressed in kilometres per hour;
- l_{20}, l_{ref} are the numerical values of the length, expressed in metres.

A.2.11 Vehicle noise emission for partial throttle

The vehicle noise emission L_{urban} for partial power is simulated by the combination of the following two test results using the hypothesis that for one vehicle speed and one engine rotational speed, the vehicle sound pressure level is proportional to the engine torque:

- the wide-open-throttle test in which the vehicle acceleration reaches the $a_{\text{wot,ref}}$ acceleration and emits the measured level of noise $L_{\text{wot,rep}}$;
- the constant-speed test (50 km/h) with the vehicle emitting the measured level of noise $L_{\text{crs,rep}}$.

The final result is given by the weighted average of these two results as given by [Formula \(A.6\)](#):

$$L_{\text{urban}} = L_{\text{wot,rep}} - k_p (L_{\text{wot,rep}} - L_{\text{crs,rep}}) \quad (\text{A.6})$$

A.2.12 Choice of the i and $(i + 1)$ gears

The wide-open-throttle acceleration $a_{\text{wot,ref}}$ is simulated by the combination of the $a_{\text{wot},i}$ and $a_{\text{wot},(i+1)}$ accelerations corresponding to the two i and $(i + 1)$ gears for the conditions given in [Formulae \(A.7\)](#) and [\(A.8\)](#):

$$a_{\text{wot},(i+1)} < a_{\text{wot,ref}} < a_{\text{wot},i} \quad (\text{A.7})$$

and

$$k = \left[a_{\text{wot,ref}} - a_{\text{wot},(i+1)} \right] / \left[a_{\text{wot},i} - a_{\text{wot},(i+1)} \right] \quad (\text{A.8})$$

where k is defined as the interpolation factor between the i and $(i + 1)$ gears.

A.2.13 Wide-open-throttle noise and constant-speed noise

The wide-open-throttle level of noise $L_{\text{wot,rep}}$ or constant-speed level of noise $L_{\text{crs,rep}}$ of a vehicle is a combination of the measured level of noise for the i and $(i + 1)$ gears at wide-open throttle and at constant speed, using the hypothesis that noise is proportional to engine speed if vehicle speed and engine load are constant as given by [Formula \(A.9\)](#) and [\(A.10\)](#).

$$L_{\text{wot,rep}} = L_{\text{wot},(i+1)} + k \left[L_{\text{wot},i} - L_{\text{wot},(i+1)} \right] \quad (\text{A.9})$$

$$L_{\text{crs,rep}} = L_{\text{crs},(i+1)} + k \left[L_{\text{crs},i} - L_{\text{crs},(i+1)} \right] \quad (\text{A.10})$$

The sound pressure level L_{urban} (which is obtained as a combination of the wide-open-throttle and constant-speed level of noise for two different gears) is the vehicle urban traffic level of noise during the 90th percentile acceleration phase at 50 km/h. As such, L_{urban} represents the 90th percentile of noise

emission during typical urban conditions. [Figure A.19](#) summarizes the procedure for cars and light vans.

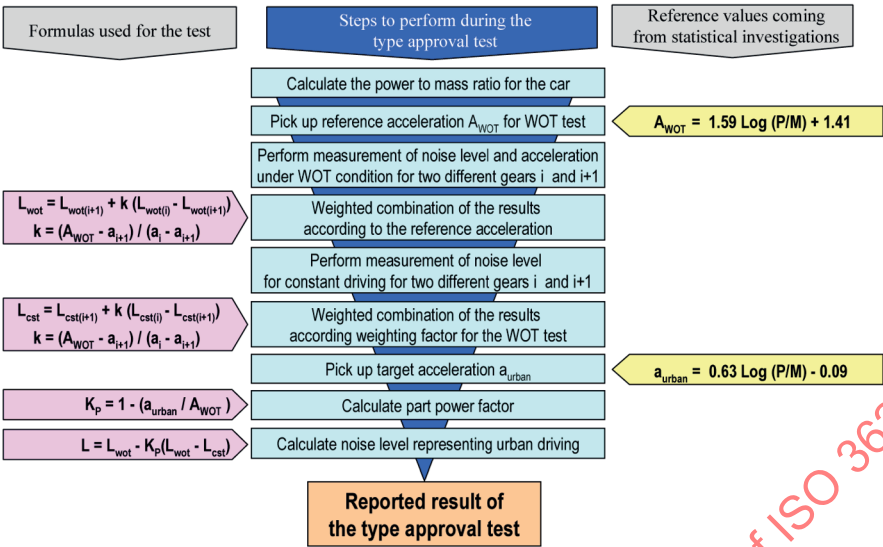


Figure A.19 — Pass-by noise measurement procedure

NOTE This is only a conceptual flow diagram. Refer to the actual procedure for specific requirements.

A.2.14 Period exceeding the measured level of noise

During urban driving, what is the time percentage during which the vehicle level of noise exceeds the one which is measured according to the suggested procedure? [Figure A.20](#) describes a vehicle noise map, measured for all throttle conditions, all gear ratios, and all vehicle speeds.

JUNE 23 2 000, VEHICLE SPEED AND VEHICLE NOISE TWO DIMENSIONAL PROBABILITY DENSITY VEHIC. 23 ROAD ALL GEAR ALL VALUES 294

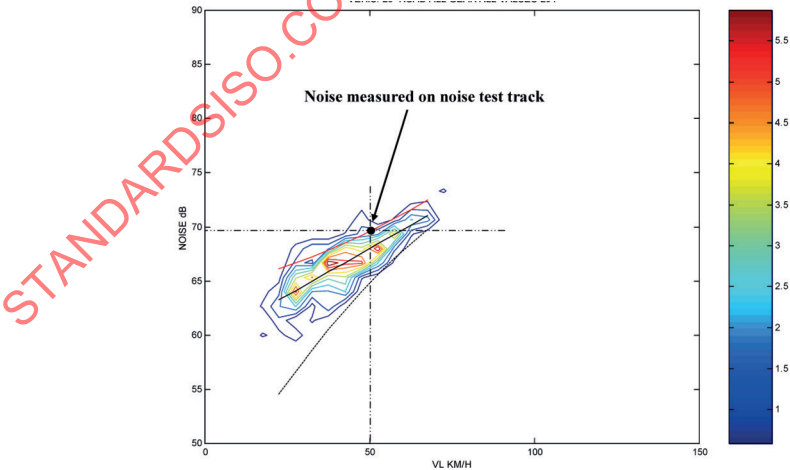


Figure A.20 — Maximum level of noise emitted by vehicle in urban driving conditions at the maximum acceleration — Density of probability along the trip

Knowing that the noise emission is a function of the partial power, gear ratio, and vehicle velocity, it is possible to compute an instantaneous urban traffic noise emission for a vehicle. The required

information is vehicle speed, the gear ratio, and the vehicle acceleration during driving time. This results in noise emission as a function of time.

The maximum level of noise of the acceleration phases is statistically analysed. [Figure A.20](#) is the two-dimensional probability density diagram of the maximum level of noise of a vehicle at the speed at which maximum noise takes place. As an example, this vehicle's measured sound pressure level is 70 dB according to this procedure.

It can be seen that on an urban route, the maximum noise emission for the acceleration phase does not exceed the on-track-edge-measured level of noise according to the procedure defined in this part of ISO 362, except for a small percent (2 % in the given example) of acceleration phases under 50 km/h and for vehicle speeds greater than 50 km/h.

A.2.15 Summary of procedure for categories M1 and M2 having maximum authorized mass not exceeding 3 500 kg, and category N1

The procedure defined in this part of ISO 362, outlined in [Figure A.19](#), enables one to measure a vehicle's urban traffic sound pressure level during the driving phase causing most disturbance, i.e. acceleration phases at 50 km/h. The measured sound pressure level corresponds to the 90th percentile of the maximum noise emitted during the acceleration phases in urban traffic. The method provides excitation of all significant vehicle noise sources to provide the 90th percentile estimate of a vehicle's noise emission in an urban environment. This noise estimate should provide good correlation to actual vehicle noise emissions in the environment when the road surface is in good condition and approximates the noise characteristics specified in ISO 10844. Road surfaces of this type are presently in use, with road surfaces specifically designed to be "low noise", having lower noise emission levels than the ISO 10844 surface for typical M1 and N1 vehicles.

This method takes into account real driving behaviour, which depends on the acceleration potential and on the power-to-mass ratio of a vehicle. The method is based on the performance criteria of acceleration and is independent of the vehicle technology, transmission type, number of transmission gears, and the type of engine. These performance criteria make this method applicable to current and future vehicles, including adaptive automatic transmissions, hybrid vehicles

Annex B (informative)

Measurement uncertainty — Framework for analysis according to ISO/IEC Guide 98-3

B.1 General

The measurement procedure is affected by several factors causing disturbance that lead to variation in the resulting level observed for the same subject. The source and nature of these perturbations are not completely known and sometimes affect the end result in a non-predictable way. The accepted format for expression of uncertainties generally associated with methods of measurement is that given in ISO/IEC Guide 98-3. This format incorporates an uncertainty budget, in which all the various sources of uncertainty are identified and quantified and from which the combined standard uncertainty can be obtained. Uncertainties are due to the following factors:

- variations in measurement devices, such as sound level meters, calibrators, and speed-measuring devices;
- variations in local environmental conditions that affect sound propagation at the time of measurement of L_{urban} ;
- variations in vehicle speed and in vehicle position during the pass-by run;
- variations in local environmental conditions that affect the characteristics of the source;
- effect of environmental conditions (air pressure, air density, humidity, air temperature) that influence the mechanical characteristics of the source, mainly engine performance;
- effect of environmental conditions that influence the sound production of the propulsion system (air pressure, air density, humidity, air temperature) and the roiling noise (tyre and road surface temperature, humid surfaces);
- test site properties (test surface texture and absorption, surface gradient).

The uncertainty determined according to [8.5](#) represents the uncertainty associated with this document. It does not cover the uncertainty associated with the variation in the production processes of the manufacturer. The variations in the urban sound pressure level of identical units of a production process are outside the scope of this document.

The uncertainty effects can be grouped in the three areas composed of the following sources (see [8.5](#)):

- a) uncertainty due to changes in vehicle operation within consecutive runs, small changes in weather conditions, small changes in background noise levels, and measurement system uncertainty; these are referred to as run-to-run variations;
- b) uncertainty due to changes in weather conditions throughout the year, changing properties of a test surface over time, changes in measurement system performance over longer periods, and changes in the vehicle operation; these are referred to as day-to-day variations;
- c) uncertainty due to different test site locations, measurement systems, road surface characteristics, and vehicle operation; these are referred to as site-to-site variations.
- d) vehicle-to-vehicle variation: uncertainty due to production variances of noise relevant components and different equipment e.g. tyres as well as variations in the vehicle mass.

The site-to-site variation comprises uncertainty sources from a), b), and c). The day-to-day variation comprises uncertainty sources from a) and b).

The total variation comprises uncertainty sources from a), b), c) and d). The estimate for total variation is provided for reference only. Variation between different units of a production process is not within the scope of this standard.

B.2 Expression for the calculation of sound pressure levels of vehicles in urban operation

The general expression for the calculation of the urban-operation sound pressure level, L_{urban} , is given by [Formula \(B.1\)](#):

$$L_{\text{urban}} = L_{\text{acc,rep}} - k_p (L_{\text{acc,rep}} - L_{\text{crs,rep}}) + \delta_1 + \delta_2 + \delta_3 + \delta_4 + \delta_5 + \delta_6 + \delta_7 \quad (\text{B.1})$$

where

- $L_{\text{acc,rep}}$ is the A-weighted sound pressure level from acceleration tests;
- $L_{\text{crs,rep}}$ is the A-weighted sound pressure level from cruise tests, if applicable;
- k_p is the partial power factor, if applicable;
- δ_1 is an input quantity to allow for any uncertainty in the measurement system;
- δ_2 is an input quantity to allow for any uncertainty in the environmental conditions that affect sound propagation from the source at the time of measurement;
- δ_3 is an input quantity to allow for any uncertainty in the vehicle speed and position;
- δ_4 is an input quantity to allow for any uncertainty in the local environmental conditions that affect characteristics of the source;
- δ_5 is an input quantity to allow for any uncertainty in the effect of environmental conditions on the mechanical characteristics of the power unit;
- δ_6 is an input quantity to allow for any uncertainty in the effect of environmental conditions on the sound production of the propulsion system and the tyre/road noise;
- δ_7 is an input quantity to allow for any uncertainty in the effect of test site properties, primarily related to road surface characteristics.

NOTE 1 The inputs included in [Formula \(B.1\)](#) to allow for errors are those considered applicable according to the state of knowledge at the time when this document was being prepared, but further research could reveal that there are others.

NOTE 2 For vehicles of category N2, N3, and M2 with authorized mass exceeding 3 500 kg and category M3, k_p is always zero.

NOTE 3 The estimated values of the delta functions can be principally positive or negative although they are considered to be zero for the given measurement (see [Table B.1](#)). Their uncertainties are not additive for the purpose of determining a measurement result.

All variations, mentioned in [Annex D](#), affect the measurement results L_{crs} and L_{acc} , so that the maximum deviation of a quantity i $\Delta L_{\text{urban, max, } i}$ regard to the final result L_{urban} can be expressed by:

$$\Delta L_{\text{urban, max dev, } i} = \Delta L_{\text{acc, max dev, } i} - k_p \cdot (\Delta L_{\text{acc, max dev, } i} - \Delta L_{\text{crs, max dev, } i}) \quad (\text{B.2})$$

where

$\Delta L_{\text{acc, max dev}, i}$ is the maximum deviation of the quantity i of the sound pressure level from acceleration tests;

$\Delta L_{\text{crs, max dev}, i}$ is the maximum deviation of the quantity i of the sound pressure level from cruise tests, if applicable;

k_p is the partial power factor, if applicable;

B.2.1 Uncertainty determination by the principle of peak-to-peak estimation (three sigma rule)

One simple possibility to set up an uncertainty budget is to determine the single uncertainties (standard deviations) of the relevant quantities by using the principle of the “three sigma rule of thumb”. This principle describes a way to calculate the standard deviation based on a peak-to-peak value estimation (maximum deviation) of a quantity. Provided the values of the quantity are normal distributed, it is assumed that all values within a range of three standard deviations (99,7 %). The standard deviation (single sided value) of a quantity i is calculated as follows:

$$u_{L_{\text{urban}, i}} = \frac{\Delta L_{\text{urban, max dev}, i}}{2 \cdot 3} \quad (\text{B.3})$$

where

$\Delta L_{\text{urban, max dev}, i}$ is the estimated maximum deviation (peak-to-peak) of the sound pressure level under urban conditions for the quantity i ;

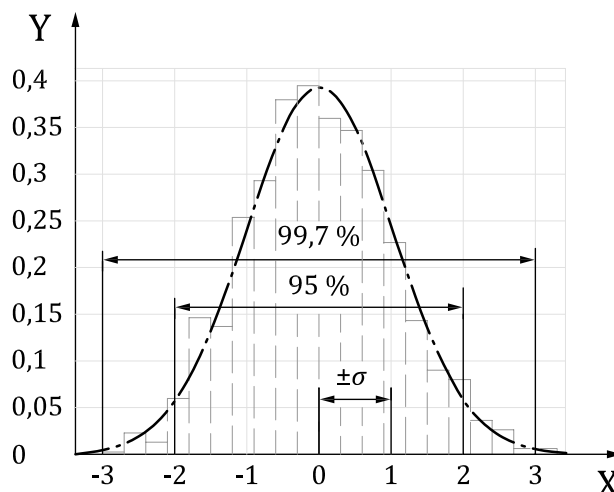
$u_{L_{\text{urban}, i}}$ is the standard deviation of the sound pressure level under urban conditions for the quantity i ;

2 single side factor

3 factor for the confidence interval of 99,7 % (three sigma level)

NOTE 2 In practice the peak-to-peak estimation is based on measurement results or engineering experience. In case of doubt that all values have been determined it is recommended to set the confidence interval to two sigma (95 %). In that case the factor for the confidence interval is 2 instead of 3.

Figure B.1 shows an example for a normal distributed quantity and the relation between standard and maximum deviation

**Key**

X	data
Y	density
— —	measurement data
- . -	normal distribution

Figure B.1 — Example for a normal distributed quantity with peak to peak estimation for 95 % (factor 2) and 99,7 % (factor 3)

The principle of the peak-to-peak estimation is also applicable for relevant quantities with other symmetric probability distributions. The calculation of these uncertainties shall follow the descriptions in ISO/IEC Guide 98-3:2008, Clause 4. In addition to the normal distribution the most common is the rectangular distribution. The standard deviation is calculated as follows:

$$u_{L_{urban}, i} = \frac{\Delta L_{urban, \max dev, i}}{2 \cdot \sqrt{3}} \quad (B.4)$$

where

$\Delta L_{urban \max dev, i}$ is the estimated maximum (peak-to-peak) deviation of the sound pressure level under urban conditions for the quantity i ;

$u_{L_{urban}, i}$ is the standard deviation of the sound pressure level under urban conditions for the quantity i ;

2 single side factor;

$\sqrt{3}$ factor for the determination of the standard deviation of a rectangular distribution

Figure B.2 shows an example for a rectangular distributed quantity and the relation between standard and maximum deviation