
**Measurement of noise emitted
by accelerating road vehicles —
Engineering method —**

**Part 3:
Indoor testing M and N categories**

*Mesurage du bruit émis par les véhicules routiers en accélération —
Méthode d'expertise —*

Partie 3: Essais à l'intérieur de catégories M et N



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Contents

	Page
Foreword.....	v
Introduction.....	vi
1 Scope.....	1
2 Normative references.....	1
3 Terms and definitions.....	2
4 Symbols and abbreviated terms.....	2
5 Acceleration for vehicles of categories M1 and M2 having a maximum authorized mass not exceeding 3 500 kg, and of category N1.....	5
5.1 General.....	5
5.1.1 Applicability and conditions.....	5
5.1.2 Calculation of total engine power.....	5
5.1.3 Battery state of charge.....	5
5.2 Calculation of acceleration.....	5
5.2.1 Calculation procedure for vehicles with manual transmission, automatic transmission, adaptive transmission, and continuously variable transmission (CVT) tested with locked gear ratios.....	5
5.2.2 Calculation procedure for vehicles with automatic transmission, adaptive transmission, and CVT tested with non-locked gear ratios.....	5
5.3 Calculation of the target acceleration.....	6
5.4 Calculation of the reference acceleration.....	6
5.5 Partial power factor, k_p	6
6 Instrumentation.....	6
6.1 Instruments for acoustical measurement.....	6
6.1.1 General.....	6
6.1.2 Calibration.....	7
6.2 Conformity with requirements.....	7
6.3 Instrumentation for speed measurement.....	7
6.4 Meteorological instrumentation.....	7
7 Test room requirements.....	7
7.1 General.....	7
7.2 Test room dimensions.....	8
7.3 Acoustical qualification of the room.....	10
7.3.1 General.....	10
7.3.2 Validation of free-field conditions.....	10
7.3.3 Qualification procedure.....	13
7.4 Condition of the floor.....	14
7.5 Cooling, ventilation, air temperature, exhaust gas management.....	14
7.6 Background noise.....	14
8 Dynamometer requirements.....	15
8.1 Type of texture of the rollers.....	15
8.2 Diameter of the rollers.....	15
8.3 Reproducibility of the pass-by dynamics.....	15
8.4 Single-axle or multi-axle operation.....	16
8.5 Noise emission limit under operating conditions produced by the dynamometer rollers.....	16
9 Test procedures.....	16
9.1 General.....	16
9.2 Microphone array — Hardware and software.....	16
9.3 Vehicle fixing system.....	17
9.4 Conditions of the vehicle.....	17
9.4.1 General conditions.....	17
9.4.2 Test mass of the vehicle.....	17

9.4.3	Tyre selection and tyre condition	18
9.5	Operating conditions	19
9.5.1	Vehicles of categories M1, M2 having a maximum authorized mass not exceeding 3 500 kg, and N1	19
9.5.2	Vehicles of categories M2 having a maximum authorized mass exceeding 3 500 kg, M3, N2 and N3	19
9.6	Measurement readings and reported values	20
9.6.1	General	20
9.6.2	Data compilation	21
9.6.3	Vehicles of categories M1 and M2 having a maximum authorized mass not exceeding 3 500 kg, and of category N1	21
9.6.4	Vehicles of categories M2 having a maximum authorized mass exceeding 3 500 kg, M3, N2, and N3	21
9.7	Measurement uncertainty	21
10	Test methods and test report	22
10.1	General	22
10.2	Variant A	22
10.2.1	General	22
10.2.2	Power train noise	22
10.2.3	Tyre/road noise	22
10.2.4	Calculation of the total vehicle noise using variant A	23
10.3	Test report	23
Annex A (normative) Validation of method		24
Annex B (normative) Procedure for measurement, evaluation, and calculation of tyre/road noise when using variant A		28
Annex C (informative) Procedure for measurement, evaluation, and calculation of tyre/road noise when using variant B		41
Annex D (informative) Measurement uncertainty — Framework for analysis according to ISO/IEC Guide 98-3		43
Annex E (informative) Room length deviation from recommendation		49
Bibliography		51

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 on 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 the following URL: www.iso.org/iso/foreword.html.

The committee responsible for this document is ISO/TC 43, *Acoustics*, Subcommittee SC 1, *Noise*.

ISO 362 consists of the following parts, under the general title *Measurement of noise emitted by accelerating road vehicles — Engineering method*:

- Part 1: *M and N categories*
- Part 2: *L category*
- Part 3: *Indoor testing M and N categories*

Introduction

The external sound emission of a vehicle is one out of a multitude of requirements that need to be considered by manufacturers during design and development of vehicles. For health and environmental protection reasons, the sound emission should be reduced under all relevant driving conditions. However, there is a growing awareness that vehicles must not be too quiet either to ensure that they are still acoustically perceivable by pedestrians and don't endanger them as they might be missed.

To meet all these demands, an efficient test site is needed that can be operated the whole year round independent of weather conditions or other outside factors. In many countries, the meteorological conditions are so adverse that outdoor testing on a classical proving ground is only possible in a very limited timeframe. While this was acceptable in the past, the increasing workload in the future will make it nearly impossible to do the complete development of a vehicle on a single test track at one particular place. However, performing sound emission tests on various test tracks highly increases the uncertainty and multiplies the workload for a manufacturer.

This part of ISO 362 gives specifications for an indoor noise test bench and a test procedure that delivers precise results for indoor testing, comparable to a certified type approval test track. The results are intended to be within the run-to-run variation of the actual valid exterior noise test described in ISO 362-1, which is the test standard used for type approval of vehicles.

An indoor test bench requires tight specifications for the equipment and set up, such as the acoustical treatment, the microphone arrays, the roller bench, the adjustment for the dynamic behaviour of the vehicle on the roller test bench, the preconditioning of the vehicle, as well as the thermal conditions for testing. Special treatment needs to ensure that all rolling sound components of the tire are comparable to the rolling sound on a road surface as specified in ISO 10844 and as applied in type approvals.

It is conceivable that in the future, certain sound emissions of vehicles (like e.g. minimum sound emission of electric vehicles) can be verified on an indoor test bench, as the natural background noise might prohibit testing on a classical outdoor test track. The specifications set forth in this part of ISO 362 could be transferred to a future minimum noise test procedure.

This part of ISO 362 provides all necessary specifications and procedures to ensure comparability between today's common and well accepted testing on outdoor test tracks with future indoor facilities. It incorporates all relevant International Standards for equipment, measurement uncertainty, and test procedures.

Measurement of noise emitted by accelerating road vehicles — Engineering method —

Part 3: Indoor testing M and N categories

1 Scope

This part of ISO 362 specifies an engineering method for measuring the noise emitted by road vehicles of categories M and N by using a semi anechoic chamber.

The specifications are intended to achieve an acoustical correlation between testing the exterior noise of road vehicles in a semi anechoic chamber and outdoor testing as described in ISO 362-1.

This part of ISO 362 provides all necessary specifications and procedures for indoor testing to obtain results which are comparable to typical run-to-run variations of measurements in today's type approval tests.

This part of ISO 362 provides a method designed to meet the requirements of simplicity as far as they are consistent with the reproducibility of results under the operating conditions of the vehicle.

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 measuring system. As annoyance is strongly related to personal human perception, physiological human conditions, culture, and environmental conditions, there is a large variation and annoyance is therefore not useful as a parameter to describe a specific vehicle condition.

NOTE 2 If measurements are carried out in rooms which do not fulfill the requirements stated in this part of ISO 362, the results obtained can deviate from the results using the specified conditions.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 362-1:2015, *Measurement of noise emitted by accelerating road vehicles — Engineering method — Part 1: M and N categories*

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

ISO 2416, *Passenger cars — Mass distribution*

ISO 3745, *Acoustics — Determination of sound power levels and sound energy levels of noise sources using sound pressure — Precision methods for anechoic rooms and hemi-anechoic rooms*

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

ISO 26101, *Acoustics — Test methods for the qualification of free-field environments*

IEC 60942, *Electroacoustics — Sound calibrators*

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