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World Forum for Harmonization of Vehicle Regulations

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Item 4.9.10 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRBP

Proposal for Supplement 6 to the 02 series of amendments to UN Regulation No. 63 (Noise emissions of mopeds)

Submitted by the Working Party on Noise and Tyres*

The text reproduced below was adopted by the Working Party on Noise and Tyres (GRBP) at its seventy-ninth session (ECE/TRANS/WP.29/GRBP/77, para. 10). It is based on ECE/TRANS/WP.29/GRBP/2023/16 as amended by informal document GRBP-79-17. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their June 2024 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Paragraph 10.3., amend to read:

“10.3. Notwithstanding the transitional provisions above, Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.”

Paragraph 10.4., amend to read:

“10.4. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.”

Add a new paragraph 10.8. to read:

“10.8. From the entry into force of Supplement 6, ISO 10844:2021 shall be accepted for all approvals granted under this Regulation. Until five years from the entry into force of Supplement 6, ISO 10844:2014 shall be accepted for all approvals granted under this Regulation.”

Annex 3, paragraph 2.1.1., amend to read:

“2.1.1. Test Site

The test site shall consist of a central acceleration track surrounded by a substantially level area. The test track shall be level; the track surface shall be dry and so designed that rolling sound remains low.

On the test site, free sound field conditions shall be maintained to within ± 1 dB between the sound source placed in the middle of the acceleration section and the microphone. This condition shall be deemed to be met if there are no large sound reflecting objects such as hedges, rocks, bridges or buildings test within 50 m of the centre of the acceleration section.

No obstacle likely to affect the sound field shall be close to the microphone and no one shall come between the microphone and the sound source. The observer taking the measurements shall take up position so as to avoid influencing the metre readings.

The surface of the test track shall conform to ISO10844:2021.”
