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Second edition
2023-02

Acoustics — Measurement of the influence of road surfaces on traffic noise —

Part 1: Statistical pass-by method

*Acoustique — Mesurage de l'influence des revêtements de chaussées
sur le bruit émis par la circulation —*

Partie 1: Méthode statistique au passage



Reference number
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ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
Website: www.iso.org

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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*, in collaboration with ISO Technical Committee TC 227, *Road materials*, in accordance with the agreement on technical cooperation between ISO and CEN (Vienna Agreement).

This second edition cancels and replaces the first edition of ISO 11819-1:1997 and ISO/PAS 11819-4:2013, which have been technically revised.

The main changes are as follows:

- ISO/PAS 11819-4 has now been integrated as [Annex C](#);
- the backing board method makes possible a wider application of the method, where the old version would not meet the acoustical free field conditions;
- changes to nomenclature for vehicle categories in [3.1](#), including the introduction of a 'generic' vehicle category and the introduction of a minimum gross vehicle weight (8 t) for dual-axle heavy vehicles;
- changes to some key symbols and abbreviations in [Clause 4](#);
- using a generic speed exponent for heavy vehicles instead of calculating a speed exponent from each measurement;
- using a correction to 2-axle medium vehicles for correcting them to a level typical of 3-axle heavy vehicles;
- more liberal requirement regarding the number of heavy vehicles to measure;
- an additional microphone position (at the height of 3,0 m) can be used in cases where reflecting objects could influence the results.

The objective of the changes and supplements is to make SPB measurements more practical while maintaining or reducing uncertainties.

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Introduction

The emission of road traffic noise greatly depends on road surface characteristics, notably on texture and porosity; the latter due to the flow resistivity of the air voids. Both these characteristics influence the generation of tyre/road noise and, in addition, the porosity can influence the emission of sound, particularly when the emission takes place close to the surface. Power unit noise, which is usually generated at a greater height above the road surface than tyre/road noise, can also be affected during emission by the porosity characteristics of the road surface. These effects lead to differences in sound levels, associated with a given traffic flow and composition, from different road surfaces of up to 15 dB, which can have a substantial impact on the environmental acoustic quality alongside a road.

It is therefore important to be able to measure this influence by a standardized method and to arrive at a quantitative ranking of road surfaces with respect to traffic noise. This document offers such a method, the objective of which is to satisfy a need expressed by road planners, road administrators, contractors, manufacturers of so-called "low-noise surfaces" and by other parties concerned with the prediction and control of road traffic noise.