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

Part 3: Indoor testing M and N categories

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

Partie 3: Essais en intérieur pour les 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 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.

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

This second edition cancels and replaces the first edition (ISO 362-3:2016), which has been technically revised.

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

- Improvement of the wording for a better understanding
- Definition of a data exchange format for the tyre-/road noise coefficients
- Introduction of an energetic model of the tyre torque influence ([Annex C](#))
- Revision of [9.7](#), [Annex B](#) and [Annex E](#).

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

The external sound emission of a vehicle is one out of a multitude of requirements that needs 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 should 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 document 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 document could be transferred to a future minimum noise test procedure.

This document 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.