

Second edition
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Acoustics — Measurement of interior vehicle noise

Acoustique — Mesurage du bruit intérieur des véhicules



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Contents

	Page
Foreword	v
Introduction	vi
1 Scope	1
2 Normative references	1
3 Terms and definitions	2
4 Tables of symbols and abbreviated terms	4
5 Test equipment	6
5.1 Instrumentation for acoustic measurement.....	6
5.1.1 General.....	6
5.1.2 Calibration.....	6
5.1.3 Conformity with requirements.....	6
5.2 Instrumentation for vehicle speed and rotational engine speed measurements.....	7
5.2.1 Vehicle speed.....	7
5.2.2 Rotational engine speed (if applicable).....	7
5.3 Meteorological instrumentation.....	7
5.3.1 General.....	7
6 Test facility	7
6.1 Outdoor test site.....	7
6.1.1 Test track surface properties.....	8
6.2 Meteorological conditions.....	8
6.2.1 General.....	8
6.2.2 Air temperature.....	8
6.2.3 Wind.....	8
6.2.4 Humidity.....	8
6.3 Background noise.....	8
7 Vehicle conditions	9
7.1 General.....	9
7.2 Battery state of charge.....	9
7.2.1 Active sound systems.....	9
7.3 Multi-mode operation.....	9
7.4 Tyre conditions.....	9
7.5 Loading of the vehicle.....	10
7.6 Openings, windows and auxiliaries.....	11
7.7 Seat adjustment.....	11
7.8 Squeak and Rattle (test equipment).....	11
8 Test procedure	11
8.1 Microphone positions.....	11
8.1.1 General.....	11
8.1.2 Single microphone.....	12
8.1.3 Related to seats.....	12
8.1.4 Related to standing locations.....	13
8.1.5 Related to sleeping-berths.....	13
8.2 Test cycles.....	13
8.3 Vehicle operating conditions.....	13
8.3.1 General.....	13
8.3.2 Acceleration and deceleration tests.....	13
8.3.3 Steady speed test.....	15
8.3.4 Standstill condition.....	16
8.4 Measurement readings and data processing.....	16
8.4.1 General.....	16
8.4.2 Measurement readings for measurements in motion.....	17

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8.4.3	Measurement readings and data processing for the standstill condition	17
8.5	Cycle related calculations	17
8.5.1	Cycle specific representative sound pressure levels.....	17
8.5.2	Cycle combines representative sound pressure levels.....	18
8.5.3	Exposure normalization.....	19
8.6	Final result.....	20
8.7	Test report.....	20
9	Measurement uncertainty	21
Annex A	(normative) Specification on test track properties and performances	22
Annex B	(informative)	24
Annex C	(informative) Considerations on the precision of this standard	26
Bibliography	32

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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 document 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).

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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 second edition cancels and replaces the first edition (ISO 5128:1980), which has been technically revised.

The main changes are as follows:

- new technology neutral test method;
- updated test equipment;
- updated facility descriptions;
- new evaluation principle (instead L_{\max} to $L_{A,eq}$)

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

This measurement procedure for interior vehicle noise as presented by this document has been completely revised to better match the application needs.

The interior noise of modern vehicles has such improved, that hearing damages even under high engine speeds and loads are unlikely. Assessments on the application of the document reveal a changed focus on protection of drivers and passenger in a direction of long-term exposure in a sense of working place protection.

In most countries provisions exist, which regulate the noise burden on workers on a basis of a noise exposure over a period of 8 hours per day, a full working week over a work life of 35 years. In addition, aspects of driver distraction and fatigue have become a stronger emphasis. In order to match this application, it is no longer given to determine the maximum sound level from a set of measurements, as was provided by the previous release.

The target of this edition is to determine a time average interior sound level, which is representative for the typical driving and use of a vehicle. Therefore, in-use driving statistics were reviewed and new in-use driving data generated by the group members. A strong focus was put on the WLTP, WHVC and VECTO statistics [\[1\]](#)[\[2\]](#)[\[3\]](#) which so far provides the biggest source of statistical information.

However, it should be kept in mind that the sound inside a vehicle is strongly influenced by external factors. These factors are different for various vehicle categories. During normal driving for passenger cars at low engine speeds and loads, the sound inside the cabin comes mainly from tyre rolling sound transferred via structure- and air paths. The excitation of the tyre is dependent on the structure of the surface and the characteristics of the tyre, such as the hardness of the rubber and the tyre dimension. This standard cannot cover all eventual excitation models for smooth and rough roads or soft and hard tyres. For reproducibility a road texture has been chosen, which is commonly used in test centre.

For heavy commercial vehicles with large cabin, wind noise can become very dominant at speeds beyond 60 km/h. The wind direction, especially as lateral wind, can be very changeable.

The driving cycles differ strongly with regard to vehicle categories, the used speeds and accelerations dependent on the area, where the vehicles are used. The document provides individual cycles for urban, suburban, rural and motorway conditions, all four applicable to light duty vehicles and three of them for heavy duty vehicles. In urban and suburban areas, the interior sound of a vehicle is a mixture of powertrain and tyre rolling sound components. For rural and motorway conditions the influence of powertrain is reduced but wind noise provides a stronger contribution, especially for large trucks and buses.

The combination of the cycles is very much dependent on the typical use of a vehicle. A large variation may exist for the same product. This document focuses on a typical use for vehicle categories, but it has to be kept in mind, that a substantially different use, may lead to other results. A standardized data processing for a given vehicle category will allow benchmarking of products. The availability of the individual cycle results enables as well an estimation of the interior sound for other conditions of use.

Another important factor is the total driving time within the concept of a working day. While it appears obvious that long haulage trucks are driven many hours per day, a delivery service in a town will have a mix between driving and loading/unloading work. Where test results of this document are used with regard to occupational noise exposure standards, it is essential to consider the time contribution according to the typical use of a vehicle. Again, a large variability should be kept in mind. The test results of this document allow as well the calculation for conditions, other than selected by this document.

All definitions in this document are based on design neutral parameters – as far as practically possible – to enable an application for all kind of vehicle technologies, inclusive of hybrid vehicles and pure electric vehicles.

The test procedures and calculation schemes are engineering methods and compromise between precision, repeatability, feasibility and simplicity.