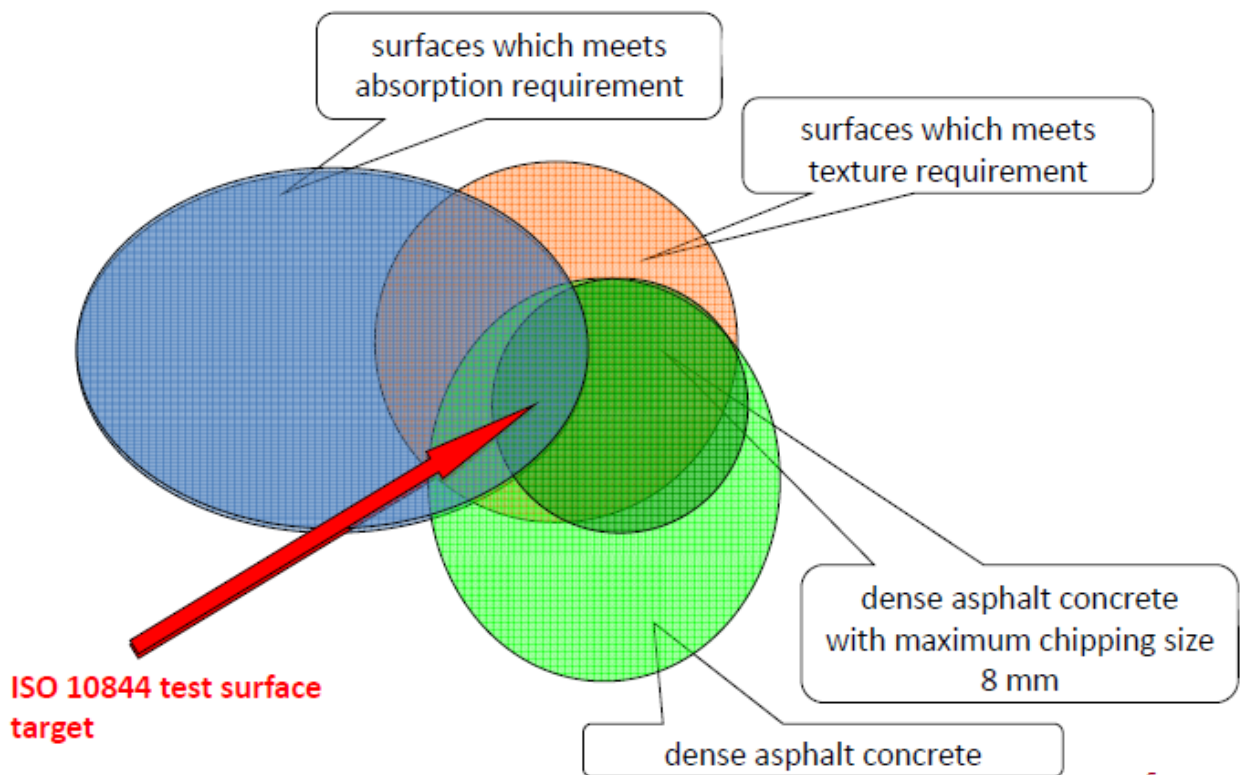


**This informal document refers to the working document
ECE/TRANS/WP.29/GRB/2013/2 and explains why a 03 series of amendment is
not necessary**

The goal of this revision was to improve the confidence in the results obtained when using the ISO 10844 track, with the following technical principles:

1. To maintain the same nominal noise behavior as the current ISO 10844 International Standard when built as intended.
2. To reduce the track to track variation.
The expected reduction in track to track variation is 50% from the existing variation under the ISO 10844:1994 International Standard.

**A visual way to think of requirements for an ISO
10844 test surface**



The new test track (with tighter tolerance) could be certified in many cases according to both ISO standards.

A new series of amendments:

1. Is an additional administrative burden for the Authorities and the industry not only for UN Reg.117 but for some other UN Reg. like Reg.41, 51 and 59.
2. As Reg. 523/2012 refers to R117.02 directly, this European regulation will have to be amended accordingly.
3. As homologations according to R117.02 will remain valid, there will be a need for the GRB/GRRF secretary to update both series in parallel during the next 5 years.
4. Would need to change the marking in the moulds at a certain point of time in case of tyres having been type approved as extension under 02 series.

Changing the reference to the test track from ISO 10844:1994 to ISO 10844:2011 does not change the test method to measure the tyre rolling noise and therefore the 02 series of amendment to UN Reg. 117 can be maintained.
