

- 1.4.1.5. Flag-holders and other devices of the same kind shall be able to tilt under slight pressure.
- 1.4.1.6. In windscreen visors the radius of the extremities and that of the fastenings shall not be less than 2.5 mm.
- 1.4.1.7. Air or rain deflectors at the windows or on the roof shall not exhibit any point or sharp or cutting edge liable to endanger such road-users outside the vehicle as may come into contact with the deflectors.

1.5. Noise emission.

1.5.1. Noise inside vehicles.

1.5.1.1. Scope.

This recommendation sets out provisions concerning the measurement of noise inside motor vehicles of categories M₂, M₃, N₁, N₂ and N₃, as defined in annex 7, to which the driver and/or passengers occupying seats in the cab of the vehicle or in the passenger compartment, are exposed.

1.5.1.2. Methods of measuring the sound level.

The noise produced by the vehicle type shall be measured in accordance with the two methods described in annex 8 for moving vehicles and for stationary vehicles (see paragraph 1.5.2. in this document).

The two values measured shall be recorded in a test report. The test on the vehicle when stationary may usefully be taken as a reference value by technical services wishing to use this method to check vehicles in service.

1.5.2. Control of noise emitted by vehicles in use.

1.5.2.1. To facilitate the prevention of sound pollution by vehicles in use through the introduction of simple checks, the use of the following sound-level measuring methods is recommended:

1.5.2.1.1. For four-wheeled vehicles, the method described in Regulation No. 51, annex 3, paragraph 3.2. (Measurement of noise emitted by stationary vehicles, in proximity to the exhaust);

1.5.2.1.2. For motor cycles, the method described in Regulation No. 41, annex 3, paragraph 3.2. (Measurement of noise emitted by stationary motor cycles, in proximity to the exhaust); and

1.5.2.1.3. For mopeds, the method described in Regulation No. 63, annex 3, paragraph 3.2. (Measurement of noise emitted by stationary mopeds, in proximity to the exhaust).

1.5.2.2. In view of the tolerances of measuring instruments, the disturbances that may occur at the time of measurement and the scatter of measurements for vehicles of the same type, it will

be necessary to allow for a margin of 5 dB(A) in comparison with the corresponding value recorded at the time of the type approval.

1.5.2.3. The last-mentioned value, and also the initial constant running speed of the engine, shall be entered in the registration documents of each new vehicle, or on the manufacturer's plate in the case of vehicles for which registration is not required.

1.5.2.4. Checks on vehicles brought into use prior to the introduction of this method shall be carried out in accordance with the procedures previously in force.

1.5.2.5. A visual inspection of the exhaust system and a check of its marking shall also be carried out where possible.

1.6. Door latches and hinges.

Direction of operation of inside door handles.
Manufacturers should fit their door handles, when they rotate round a horizontal axis, in such a way that:

- (a) the handles move symmetrically to the median longitudinal axis of the vehicle;
- (b) in the closed (as distinct from the locked) position the handle is horizontal or nearly so and is pulled upwards to open the door.

1.7. Anchorage for child restraints.

Detailed requirements contained in annex 10 of this document.

1.8. Compatibility between drawing vehicles and trailers or semitrailers.

Provisions contained in Regulation No. .. 1/.

1.9. Device to indicate a broken coupling.

Drawing vehicles to which a trailer is coupled need not necessarily be equipped with a device for automatic signalling of the breakage of the trailer's coupling.

1.10. Weight and axle load distribution.

1.10.1. Passenger cars.

Provisions contained in Regulation No. .. 2/.

1/ At present, exists only in draft form (TRANS/SC1/WP29/R.12 and Corr.1).

2/ At present exists only in draft form (TRANS/SC1/WP29/R.127).