

# Regulations Governing the Issuance and Replacement of Compliance Certification and Sample Testing for New Vehicle Model Noise Inspections

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Full text of 22 articles jointly revised and announced on Aug. 10, 2009, by Environmental Protection Administration Order Huan-Shu-Kung-Tzu No. 0980064266D and Ministry of Transportation and Communications Order Chiao-Lu-Tzu No. 0980085043; also revised was the Chinese name of the law, which originally read "Regulations Governing the Issuance (Replacement) and Revocation of Compliance Certification and Sample Testing for New Vehicle Model Noise Inspections". Revisions to Articles 2, 3, 9, 11, 14, 15, 17, 18, and Appendices 1, 3, 4 promulgated in Environmental Protection Administration, Executive Yuan Order Huan-Shu-Kong-Tzu No. 1000104098D and Ministry of Transportation and Communications Order Chiao-Lu-Tzu No. 1000011081 on December 31, 2011.

## Article 1

These Regulations are determined pursuant to Article 12, Paragraph 3 of the Noise Control Act (herein referred to as "this Act").

## Article 2

The terms used in these Regulations are defined as follows.

- I. "Motor vehicle" refers to motor vehicles running on roads and not dependent on tracks or a power framework that are driven by an internal combustion engine or electrical motor; types of motor vehicles include the following:
  - A. Gasoline and alternative clean fuel engine vehicles among them (herein referred to as "gasoline vehicles").
  - B. Diesel and alternative clean fuel engine vehicles among them (herein referred to as "diesel vehicles").
  - C. Mechanical bicycles (herein referred to as "motorcycles").
  - D. Vehicles with at least four wheels driven by electric motors (herein referred to as "electric vehicles").
  - E. Vehicles with at least four wheels simultaneously possessing two sources of motive power, such as an internal combustion engine and electric driving motor (herein referred to as "hybrid electric vehicles").
  - F. Vehicles with two or three wheels simultaneously possessing two sources of motive power, such as an internal combustion engine and electric driving motor (herein referred to as "hybrid electric motorcycles").
- II. "Engine family" refers to engine families as defined in the Regulations Governing Issuance, Revocation, and Cancellation of Compliance Certificate for Gasoline and Alternative Clean Fuel Engine Vehicle Emissions Inspection Compliance, Regulations Governing Issuance, Revocation, and Cancellation of Compliance Certificate for Motorcycle Configuration Emissions, and

Regulations Governing Issuance, Revocation, and Cancellation of Compliance Certification for Diesel and Alternative Clean Fuel Engine Vehicle Emissions Inspections.

- III. "Identical vehicle type configuration" means motor vehicles with the same basic engine configuration, transmission system, body shape, and engine installation location.
- IV. "Body manufacturing plant" refers to vehicle body manufacturers that have obtained certification from the industry competent authority.
- V. "Model year": the calendar year in which the motor vehicle manufacturer began mass producing said model.
- VI. "Motor vehicle noise control equipment" refers to equipment and components used to control noise outside of the vehicle and includes exhaust mufflers, sound absorption materials installed within the engine room, insulation board installed around the engine, and other related components.
- VII. "Motor vehicles in foreign use" refers to motor vehicles that have been registered with and licensed by the transportation oversight unit in the exporting country; such motor vehicles must have received a verifying import and excise tax payment (exemption) certificate from customs at the time of import.

### **Article 3**

Motor vehicles must comply with the relevant regulations of motor vehicle noise control standards and these Regulations before the central competent authority may issue a vehicle model noise inspection compliance certification (herein referred to as "compliance certification").

When the vehicle models applying for compliance verification in the foregoing paragraph do not have the same engine family, separate applications for compliance verification must be made; vehicle models having the same engine family shall be distinguished on the basis of vehicle type configuration.

When applying for compliance verification in the foregoing paragraph, if motor vehicles with the same engine family simultaneously comply with relevant exhaust emissions and noise testing regulations, they may jointly apply for exhaust emissions and noise compliance verification; or, when needed by the applicant, separate applications for exhaust emissions or noise compliance verification may be made.

Domestic electric vehicles and imported electric vehicles loaded for shipment after February 1, 2012 shall require compliance verification.

### **Article 4**

Those applying for compliance certification shall abide by the following regulations:

- I. For domestically manufactured motor vehicles the manufacturer of the motor vehicle shall submit the application.
- II. Applications for imported motor vehicles shall be submitted by an agent designated by the manufacturer of said motor vehicles or the importers association for said gasoline vehicles, diesel vehicles, and motorocyles.
- III. For diesel vehicles with bodies manufactured domestically:
  - A. The body manufacturing plant association shall submit the application.
  - B. The motor vehicle chassis manufacturing plant, or the designated agent thereof, or the motor vehicle chassis importer association shall submit the application.
  - C. The motor vehicle chassis manufacturer, or the designated agent thereof, or the motor vehicle chassis importer association and the body manufacturer shall jointly submit the application.

IV. For imported motor vehicles procured by government agencies at all levels, such agencies shall directly submit the application or commission the awarded tenderer to submit the application.

V. For motor vehicles individually imported from overseas, the owner shall submit the application.

Applicants who import vehicles of the same model but from different countries shall file separate compliance certification applications by each respective importing country.

#### **Article 5**

Applications for compliance certification shall submit documents as prescribed in Appendix 1 to the central competent authority.

The central competent authority, after having accepted the compliance certification application as set forth in the foregoing paragraph, shall complete the inspection and issuance of the compliance certification within 20 days. If the information in an application does not comply with regulations, said application shall have a limited period in which to make the necessary corrections; the number of days for making corrections shall not be calculated within the review period and the number of days for making corrections may not exceed 30 days.

#### **Article 6**

Noise inspection reports submitted in application for compliance certification pursuant to Appendix 1 shall, according to Article 5, choose a representative vehicle pursuant to Appendix 2 and shall be limited to those analysis and testing organizations designated by the central competent authority.

#### **Article 7**

An applicant who plans to continue manufacturing or importing in the following year a motor vehicle that has already obtained compliance certification shall apply to the central competent authority for continued use of the compliance certification in the following model year.

Applicants may be issued a renewed compliance certification after the following information has been verified and approved for compliance by the central competent authority:

- I. The vehicle model is identical to the previous vehicle model.
- II. The impact of noise from the vehicle model is identical to that of the model from the previous year, or the next vehicle model year has already been issued compliance certification from a European Union member country.

#### **Article 8**

Applicants making partial revisions to vehicle type configuration information and continuing to use the original vehicle type configuration shall apply with central competent authority to make the necessary revisions to the compliance certification.

Applicants may be issued a revised compliance certification after the following information has been reviewed and approved for compliance by the central competent authority:

- I. Comparative data on vehicle type configuration before and after revision;
- II. Proof that the items affected by vehicle noise are the same;
- III. The vehicle model has the same noise features; and

#### **Article 9**

Applicants shall apply for compliance certification extension from the central competent authority prior to adding a new model to the same vehicle type configuration.

Applicants may be issued compliance certification extension after the following information has been reviewed and approved for compliance by the central competent authority:

- I. Information regarding said extended vehicle model;
- II. Proof that the items affected by vehicle noise are the same;
- III. The vehicle model has the same noise features; and
- IV. If, after assessing the information from the first to the foregoing subparagraph, the central competent authority judges that an extended vehicle model may significantly affect noise, the applicant shall submit a testing report from an analysis and testing organization designated by the central competent authority to prove that the noise values of the extended vehicle model do not exceed the tested noise value of a representative vehicle of that vehicle type by 2dB(A).

#### **Article 10**

The noise control equipment, labeling and all relevant items pertaining to noise impact of a mass produced motor vehicle that has obtained compliance certification shall be consistent with the data that were recorded at the time of compliance certification application.

#### **Article 11**

When a mass production motor vehicle has obtained compliance verification, the applicant must, prior to the 20th day of each month, submit statistical analysis information from quality control testing during the previous month to the central competent authority for future reference. If the results of quality control testing of a motor vehicle do not comply with noise control standards, the reason for noncompliance and corrective measures should be explained. When quality control testing reveals that the noise value of a motor vehicle is 3dB(A) greater than that of the representative vehicle for that vehicle type, the central competent authority may designate that model to receive prioritized new vehicle sample testing.

#### **Article 12**

Quality control testing of the foregoing article shall be conducted in accordance with any one of the following regulations:

- I. The quality control plan for those directly executing quality control testing shall comply with the regulations in Appendix 3 and shall be reported to the central competent authority for approval. Random testing ratios shall be as follows:
  - A. For each gasoline and diesel vehicle configuration under 3.5 tons produced or imported, a minimum sample testing ratio of one vehicle in 500 shall be used; once 2,500 vehicles have been reached, at least 5 vehicles shall be tested.
  - B. For each gasoline and diesel vehicle configuration over 3.5 tons produced or imported, a minimum sample testing ratio of one vehicle in 100 shall be used; once 500 vehicles have been reached, at least 1 vehicle shall be tested.
  - C. For each motorcycle configuration produced or imported, a minimum sample testing ratio of one vehicle in 2,000 shall be used; once 10,000 vehicles have been reached, at least 5 vehicles shall be tested.
- II. Commissioned analysis and testing organizations approved by the central competent authority that implement quality control testing shall conduct sample testing according to the following ratios:
  - A. A minimum of one vehicle in 500 for each gasoline and diesel vehicle configuration under 3.5 tons produced or imported;
  - B. A minimum of one vehicle in 50 for each gasoline and diesel vehicle configuration over 3.5

tons produced or imported;

C. A minimum of one vehicle in 1,000 for each motorcycle configuration produced or imported;

### **Article 13**

The central competent authority may conduct sample testing on a new vehicle for a vehicle type configuration that has obtained compliance certification at least once a year.

The determination of the selection process, testing methods, and testing results for new vehicle sample testing of the foregoing paragraph and other matters that require attention shall be conducted in accordance with the regulations in Appendix 4.

### **Article 14**

Applicants not using the model year and vehicle type configuration as the basic unit of their motor vehicle application shall submit the following documentation to the central competent authority when applying for compliance certification:

- I. Original and photocopy of import and commodities tax payment (or exemption) certificate (herein referred to as “tax payment (or exemption) certificate”) by the customs authority for said motor vehicle issued (domestically produced vehicles exempted);
- II. Testing report issued by a central competent authority approved analysis and testing organization on compliance with motor vehicle noise control standards (herein referred to as the “testing report”); and
- III. Factory certification or other documentation approved by the central competent authority.

### **Article 15**

Applicants who import in-use motor vehicles from overseas shall submit the following documents to apply to the central competent authority for compliance certification as individual vehicle:

- I. Original and one photocopy of the import and commodities tax payment (exemption) issued by the custom authority for the said motor vehicle;
- II. Testing report
- III. Factory certification or other documentation approved by the central competent authority.

### **Article 16**

The central competent authority may cancel compliance certification in any one of the following circumstances:

- I. Violation of Article 10;
- II. A determination of non-compliance for new vehicle sample testing pursuant to Article 13; and
- III. The information submitted in a compliance certification application proves to be false.

### **Article 17**

The central competent authority may commission another agency (organization) to implement matters such as compliance verification review, issuance, fee collection, and sample testing of new vehicles.

### **Article 18**

If any of the relevant documents in these regulations are in a foreign language other than English, Chinese translations notarized by an overseas embassy or representative office or domestic notary

public must be attached.

**Article 19**

As for testing reports that have been submitted in accordance with these Regulations, the central competent authority may determine whether the said report meets compliance certification based on relevant records and results obtained during the testing process.

**Article 20**

The applicant shall bear all necessary expenses for testing by analysis and testing laboratories in accordance with these Regulations.

**Article 21**

Noise analysis and testing in accordance with these Regulations shall only be conducted by personnel that have passed training by the central competent authority, or an organization commissioned by the central competent authority, and have obtained a qualification certificate attesting to such training issued by the central competent authority.

**Article 22**

These Regulations shall take effect on the date of promulgation.

# Appendix 1

- I. Applications for compliance certification shall include the following documents:
  - A. Motor vehicle specifications list
  - B. Catalog or technical information (on imported vehicles) from the original manufacturer for a representative vehicle of the same model and year.
  - C. Description of vehicle external noise control countermeasures.
  - D. Manual and schematic diagrams for anti-noise technology installed by original manufacturer (for buses and trucks).
  - E. New Representative Vehicle Selection Form for Motor Vehicle Type Configuration
  - F. Vehicle noise testing report for new vehicle model inspection and testing from a central competent authority approved analysis and testing organization.
  - G. Photocopy of proof of taxes paid (or proof of tax exemption) for the inspected and tested vehicle, photocopy of bill of lading or other documents as evidence from the country from which the vehicle has been exported (required only for imported vehicles).
  - H. Photographs:
    1. For sedans, station wagons, minibuses and small trucks (one copy for each): rear-left, front-left, rear-right, front-right, engine bay, hood, driver's cab (including gear shift), chassis, muffler;
    2. For large trucks (one copy for each): rear-left, front-right, rear-right, front-right, driver's cab (including gear shift), rear chassis, front chassis, overview and lateral view of engine bay, hood, and muffler;
    3. For buses (one copy for each): rear-left, front-left, rear-right, front-right, driver's cab (including gear stick), rear chassis, front chassis, inside and four sides of engine bay, hood, muffler; and
    4. for motorcycles (one copy for each): rear, front, right, left, engine bay and muffler.
  - I. Labeling attached to the motor vehicle (shall include testing engine speed and original stationary noise testing values).
  - J. Certification documents provided by the motor vehicle manufacturer: Power of attorney authorizing the domestic designated agent (this letter of attorney shall endow the domestic designated agent with complete power of representation for said motor vehicle manufacturer and who must bear full responsibility as such); compliance certification renewal statement (not required for applicants of new vehicle model compliance certification); statement of engine's speed limitations (to be submitted by the importers association for gasoline and diesel vehicles under 3.5 tons).
  - K. Noise improvements and countermeasures as approved by the central competent authority (to be submitted by those not complying with noise control standards).
  - L. Documents verifying company registration or commercial registration, copy of personal identification document of statutory responsible person of company (required for first time application or change in registration).
  - M. Association registration documentation (for applicants applying through an association for the first time, documents listed in L. are not then required).
  - N. Applicants for motor vehicles that have already been issued compliance certification from European Union countries and that comply with current European Union noise control standards, in addition to the foregoing required information, may submit the following information to the central competent authority when applying for compliance certification and the renewal thereof:
    1. Photocopies of compliance certification documentation issued by the European Union country;
    2. Report on motor vehicle noise testing methods currently in effect in the European Union country; and

3. An affidavit from the motor vehicle manufacturer stating that the imported motor vehicle of said application is identical with the original overseas vehicle model and configuration and that it has identical noise features.
- O. If a designated agent for a motor vehicle manufacturer is applying for compliance certification and the imported vehicle model name on the application is different than the model name under which the overseas certification was granted, the designated agent shall submit the following additional documents to the central competent authority when making said application:
1. Documented letter from the original manufacturer provided by the motor vehicle manufacturer or dealership; and
  2. Relevant explanatory information on the vehicle configuration and external vehicle noise control equipment.
- P. When applying for continued use of model year, revision of model, or extension of a new model, apart from attaching relevant information in accordance with these regulations (if the information is identical with that on the previous application, the applicant can indicate the central competent authority's on-file information), the applicant must fill out an index of items in each revision, dates, and an abstract of the content of each revision.
- II. When providing representative vehicle(s), manufacturers shall submit documents pursuant to Paragraphs I-A, I-G, I-H and the engine speed limits of Paragraph I-J and pursuant to Paragraph I-K to the central competent authority appointed analysis laboratory for checking. After testing has been completed, the analysis and testing organization shall submit said documents along with the testing report to the central competent authority for inspection.
- III. Forms to complete:

## Gasoline vehicle (electric vehicle and hybrid electric vehicle) specifications

Name of factory				Model year				
Manufacturer name				Transmission system	Transmission mode			
Type					Differential	Type		
Type						Gear ratio		
Type					Gear box type			
Dimensions	Overall length				Gear box	First gear		
	Total width					Second gear		
	Total height					Third gear		
	Wheelbase					Fourth gear		
	Wheel distance					Fifth gear		
Weight	Curb weight					Sixth gear		
	Gross weight			Seventh gear				
Number of passengers		Person(s)		Highest speed				
Engine	Type			Fuel system		Fuel feed method		(type)
	Installation location					Fuel		(Octane Value)
	Cylinder capacity		c.c.		Fuel tank capacity volume			
	Cylinder diameter × stroke		mm	Maximum engine power			kW/rpm	
	Cylinder capacity			Maximum engine torque			kg-m/rpm	
	Compression ratio			Air pollution control system	Exhaust system			
	Cooling system				E.E.C.			
	Turbocharger				P.C.V.			
suspension system		Front						
		Rear						
Tire specifications		Front						
		Rear						
Remarks column	<ol style="list-style-type: none"> <li>1. Listed dimensions may have discrepancy of ±2%</li> <li>2. Weight allowance: Type A,B ±50kg; (frame, chassis) type B ±100kg; type C, D ±200 kg.</li> <li>3. The format of this specifications table is for reference only. Manufacturers may make revisions in accordance with actual needs and vehicle characteristics.</li> </ol>							

## Motorcycle (hybrid electric motorcycle) specifications

<b>Manufacturer name</b>				<b>Model year</b>			
<b>Type</b>				<b>Transmission</b>	<b>First deceleration fittings</b>		
<b>Sales name</b>					<b>Two-time deceleration fittings</b>		
<b>Dimensions</b>	<b>Overall length</b>				<b>Gearbox</b>		
	<b>Total width</b>	mm			<b>Gear ratio</b>	<b>First gear</b>	
	<b>Total height</b>	mm				<b>Second gear</b>	
	<b>Wheelbase</b>	mm				<b>Third gear</b>	
<b>Weight</b>	<b>Curb weight</b>	kg				<b>Fourth gear</b>	
	<b>Number of passengers or load</b>	person(s) (kg)				<b>Fifth gear</b>	
	<b>Gross weight</b>	kg				<b>Sixth gear</b>	
<b>Engine</b>	<b>Type</b>				<b>Suspension system</b>	<b>Front</b>	
	<b>Fuel used</b>					<b>Rear</b>	
	<b>Number of cycles (stroke) and cooling method</b>				<b>Tire</b>	<b>Front</b>	
	<b>cylinder</b>	<b>internal diameter</b>	mm			<b>Rear</b>	
		<b>distance</b>	mm			<b>Exhaust emission density</b>	<b>Pollutants matter</b>
	<b>Number of cylinders and permutations</b>				<b>Carbon Monoxide</b>		
	<b>Cylinder capacity</b>		c.c.		<b>hydrocarbon</b>		
	<b>Compression ratio</b>				<b>Exhaust outlet location and direction</b>		
	<b>Maximum engine power</b>		kW/rpm		<b>Highest speed</b>		
	<b>Maximum engine torque</b>		kg-m/rpm		<b>Fuel feed method</b>		
	<b>Installation position and mode</b>				<b>Fuel tank capacity volume</b>		
	<b>Starting method</b>						
<b>Remarks column</b>	1. Listed dimensions may have discrepancy of $\pm 2\%$ 2. Weight allowance: $\pm 10\text{kg}$ . 3. The format of this specifications table is for reference only. Manufacturers may make revisions in accordance with actual needs and vehicle characteristics.						

## Diesel Vehicle (hybrid electric vehicle) specifications

Name of factory		Model year		
Manufacturer name		Transmission system	drive mode	
			Number of axles	
Vehicle model		Differential	Front axle— <input type="checkbox"/> single <input type="checkbox"/> double Rear axle(s)— <input type="checkbox"/> single <input type="checkbox"/> double	
			Type	
Name of vehicle		Afterburning box	Gear ratio	
			Type	
Dimensions		Gear box	Gear ratio	
			Type	
Full length	mm		Number of gears	
	Total width	mm		
	Total height	mm		
	Wheelbase	mm		
Wheel distance	Front tires	mm		
	Rear tires	mm		
Weight	Curb weight	kg		
	Gross weight	kg		
	Main body gross weight	kg		
Engine	Engine type			
	Installation location			
	Cylinder capacity	c.c.		
	Cylinder diameter × stroke	mm		
	Number of cylinders			
	Compression ratio			
	Cooling mode			
	Turbocharger	<input type="checkbox"/> Substances <input type="checkbox"/> None		
	Fuel system	Fuel feed method	Maximum engine power	
		Fuel	Maximum engine torque	
Fuel tank capacity volume		Highest speed		
Tires	Front tires			
	Rear tires			
Remarks column	1. Listed dimensions may have discrepancy of ±2% 2. Weight allowance: Type A,B ±50kg; (frame, chassis) type B ±100kg; type C, D ±200 kg. 3. The format of this specifications table is for reference only. Manufacturers may make revisions in accordance with actual needs and vehicle characteristics.			

# Full name of company

## Description of vehicle exterior noise control countermeasures

**Name of model:**

Exterior noise control countermeasures				
Position	Fittings (product name)	Materials	Thickness	Remarks
(1)				
(2)				
(3)				
(4)				
(5)				
Diagram				

**Explanation:**

1. Please provide explanations of noise control structures and their relative locations on the actual model for which a compliance verification application has been made, along with exhaust pipe location diagram or photo.
2. The materials, thicknesses, and dimensions of parts comprising noise control countermeasures must be provided, and original manufacturer location drawing numbers, part numbers, model numbers, or other means of identification must be provided by mufflers.
3. In the case of noise control countermeasures connected with the body construction of trucks, large

buses, and special vehicles, schematic diagrams or photographs may be used to display and explain the materials, thicknesses, and sizes of parts.

# Noise Representative Vehicle of Motor Vehicle Type Configuration

Vehicle type configuration code:		Engine type:		Model year:		
Applicant:		Name of manufacturer:				
Brand Name:		Manufacturing territory:		Import territory:		
<b>Vehicle type including vehicle model name</b>						
<b>1</b>	<b>1</b>	<b>Maximum engine horsepower (kW)</b>				
	<b>2</b>	<b>Inspected vehicle weight (kg)</b>				
	<b>3</b>	<b>★Tested overall gear reduction ratio</b>				
	<b>4</b>	<b>Cooling fan drive method</b>				
	<b>5</b>	<b>Number of tires (not including spare tire)</b>				
	<b>6</b>	<b>Tire width</b>				
	<b>7</b>	<b>Number of exhaust pipe outlets</b>				
	<b>8</b>	<b>Air intake type</b>				
<b>2</b>	<b>Name of selected representative vehicle</b>		Vehicle serial number:		Engine number:	
	<b>Acceleration noise</b>	<b>Entrance gear position</b>				
		<b>Entrance Speed (km/hr)</b>				
		<b>Selection conditions</b>				
	<b>Stall noise</b>	<b>Tested engine speed setting (rpm)</b>				
<b>Selection conditions</b>						
<p>Note: ★ Not required for automatic transmission vehicles; calculated on the basis of gear ratio of the gear with maximum acceleration noise value in the case of manual transmission vehicles.</p>						



Approval certificate number/ engine family	Vehicle type configuration code	Vehicles	Month											
			1	2	3	4	5	6	7	8	9	10	11	12
		volume												

Agent:

# (                      ) Limited Company                      Month

## Motor Vehicle Noise Control Testing Statistical Results Chart

Date filled out:                      Year                      Month                      Day                      Noise unit:                      dB(A)

Approval certificate number/ engine family	Vehicle type configuration code	Date of test	Name of motor vehicle model	Engine number	Stationary test value	Acceleration test value	Decision

Agent:

# Appendix 2

Guidelines for Basic Engine Type, Transmission System, Body Shape, and Engine Installation Location pertaining to same vehicle configurations and representative vehicle selection are as follows:

- I. “Basic Engine Type” means a motor vehicle engine with the same fuel type, combustion cycle, fuel control system, cylinder capacity volume, number of cylinders, cylinder configuration, cooling method, number of valves, valve configuration and control systems, difference in maximum horsepower not exceeding 20% and produced by the same manufacturer that can be considered the same basic engine type.
- II. “Transmission System” means gear shift mechanical type (manual, automatic or continuously variable transmission) and drive mode (gasoline and diesel vehicles rear-wheel drive, front wheel drive, four-wheel drive, or all-time four-wheel drive; for motorcycles such as chain drive, transmission shaft and belt drive).
- III. “Body Shape” means the exterior shape of the motor vehicle. For gasoline and diesel vehicles such as sedan type and convertible type sedans, station wagon type, wing type, bonnet type, cab over type et cetera; for motorcycles it indicates scooters and motorcycles, etc.
- IV. “Engine Installation Location” means the different engine installation locations that are categorized as front, middle and rear engine mounting positions.
- V. Principles for Selection:

<b>Ranking of selection</b>	<b>Selection item</b>	<b>Factors for selection</b>
<b>1</b>	Maximum engine horsepower	Higher ratio
<b>2</b>	Inspected vehicle weight	Lighter weight
<b>3</b>	Tested gear for deceleration speed ratio	Higher ratio
<b>4</b>	Cooling fan drive method	Direct drive
<b>5</b>	Number of tires (not including spare tire)	Greater number of outlets
<b>6</b>	Tire width	Wider tire
<b>7</b>	Number of exhaust pipe outlets	Greater number of outlets
<b>8</b>	Air intake method	Turbo

# Appendix 3

- I. The quality control plan shall include:
  - A. Category of quality control plan;
  - B. New vehicle sample testing method adopted by tester;
  - C. Sample testing ratio;
  - D. Testing methods;
  - E. Testing apparatus (must meet requirements of Chinese National Standards);
  - F. Location map of testing site;
  - G. Testing procedure;
  - H. Retained records of testing results;
    - I. Motorized Vehicle Noise Control Plan Test Results Analysis Graph (See Attached Table).
  - J. Amendment procedures; and
  - K. Assigned quality control enforcement staff (must be dedicated personnel who has been trained and approved by the central competent authority to carry out noise testing).
- II. When necessary, the central competent authority may conduct an audit of quality control plan implementation by testing motor vehicles that have not yet left the manufacturing plant but have already obtained compliance certification to verify the accuracy of testing.
- III. Those that have yet to receive certification pursuant to the original noise quality control plan effectively implementing noise control measures shall comply with the test ratios of Article 12, Paragraph 2, Item 2 of these Regulations, and send their vehicle to an analysis and testing organization approved by the central competent authority to implement noise quality control testing.

**Attached Table: Test Results Analysis Graph of Motorized Vehicle Noise Control Plan**

Name of company:

Month of report:

Month

Approval certificate number/ engine family:

Test type	Spreadsheet of test values	Number of vehicles tested												
		1	2	3	4	5	6	7	8	9	10	11	12	
Stationary noise	+2													
	+1													
	0													
	-1													
	-2													
Acceleration noise	+2													
	+1													
	0													
	-1													
	-2													
Vehicle model configuration code:						Average testing value:								
examination value: (Stationary)						dB(A) (accelerating)			dB(A) Standard differences:					
Note:														

# Appendix 4

- I. The central competent authority shall conduct sample testing on motor vehicles that have already attained compliance certification. Motor vehicles shall be tested as to check whether or not they comply with motor vehicle noise control standards and related regulations pursuant to this law based on tests of mass produced motor vehicles.
- II. When giving notification of new vehicle sample testing, all matters pertaining to new vehicle sample testing times, sample testing and analysis methods shall be explained in detail by the central competent authority. Applicants who attain the compliance certification (herein referred to as “applicants”), shall immediately comply with all matters pertaining to new vehicle sample testing after receiving notification from the central competent authority.
- III. Selection of motor vehicle for sample testing:
  - A. Sample testing motor vehicle models and configurations shall be designated by the central competent authority. Motor vehicles selected for sample testing shall be selected from samples of motor vehicle types; these samples shall represent motor vehicles on the market or already sold.
  - B. Designated mass produced motor vehicles shall be provided by the applicants for the central competent authority to choose.
  - C. Sampling locations of motor vehicle:
    1. Motor vehicle holding area for applicants who have completed the test.
    2. Motor vehicle holding areas for applicants at designated dealers, importers or distributors.
    3. Republic of China customs authority warehouse.
    4. Random sampling of bus chassis manufacturers and importers shall take place each month pursuant to engine numbers or vehicle body numbers reported in sales and manufacturing information. A vehicle body shall be included in sample testing once it has been manufactured.
  - D. When applicants fail to provide the central competent authority with new vehicle models and configurations pursuant to designated quantity during sample testing, the central competent authority may await the applicant to prepare newly manufactured or imported vehicles of identical vehicle models. Sample testing may then be conducted.
  - E. The applicant may not make any changes whatsoever, including quality control and assembling processes, after location and motor vehicle(s) have been chosen for sample testing by the central competent authority. This is to ensure sample testing is pursuant to motor vehicles manufactured from standard motor vehicle manufacturing processes and to avoid influencing the outcome of the motor vehicle sample testing noise results.
  - F. Sample testing quantity: the sample testing quantity determined by the central competent authority may be pursuant to sample testing ratios, vehicle model noise testing values, and quality control analysis decisions.
    1. For identical models of gasoline and diesel vehicles under 3.5 tons: sample testing shall be conducted on 10 vehicles when annual sales volume exceeds 10,000 vehicles; when under 10,000 vehicles, sample testing shall be conducted on 1 from every 1000 vehicles. When this figure fails to reach 1000 vehicles, sample testing shall be conducted on 1 vehicle.
    2. For identical models of gasoline and diesel vehicles over 3.5 tons: sample testing shall be conducted on 1 vehicle when annual sales volume exceeds 200 vehicles; when this figure fails to reach 200 vehicles, sample testing shall be conducted on 1 vehicle.
    3. For motorcycles of identical model: when annual sales volume exceeds 50,000 vehicles, sample testing shall be conducted on 10 vehicles; when this figure is between 10,000 and 50,000 vehicles, sample testing shall be conducted on 5 vehicles; when less than 10,000 vehicles, sample testing shall be conducted on 1 vehicle for increments of 2000 vehicles; when this figure fails to reach 2000 vehicles, sample testing shall be conducted on 1 vehicle.
  - G. If the central competent authority's audit assessment finds that a test record is nonconforming or

may show a detrimental effect on quality consistency, the central competent authority may strengthen random testing of new vehicles. Relevant assessment factors shall include:

1. Some specifications at the time of representative vehicle certification application are not those initially specified by the original manufacturer.
2. If a vehicle's acceleration performance at the time of new vehicle certification acceleration noise testing is significantly lower than the average for the same grade of vehicle, a decision concerning whether confirmation is necessary should be made on technical grounds.
3. Inappropriate private adjustment of vehicles that have already been subjected to random testing
4. A representative vehicle obtained a nonconforming result during certification testing but obtained conforming results after improvement.
5. A vehicle type cannot achieve the QC test quantity, or a model that has achieved the QC test quantity, but for which testing has not been performed after a reminder.
6. A model applying for new model certification that has an European Union approval certificate, but has no record of testing in Taiwan.
7. Vehicles of that type and year were imported from the country of manufacture in only small quantities, in which case the random testing schedule must be specially coordinated.
8. Other factors considered by the central competent authority to necessitate confirmation.

#### IV. Designated date, location and methods

Applicants shall prepare the designated vehicle within 4 weeks and deliver it to the approved analysis and testing organization after the said vehicle(s) has been chosen for sample testing. The time shall be designated by the central competent authority, and the test will be implemented pursuant to regulations. Applicants bear full responsibility for testing fees and transportation costs.

#### V. Motor vehicle testing preparations

- A. Without examination and approval from the central competent authority, motor vehicles for sample testing shall not be adjusted, maintained or tested by the applicant.
- B. Applicants shall fully prepare special equipment and facilities required for testing. Claims of inability to provide said equipment may not be used as a reason for invalidating the test.
- C. Applicants with any objections with regard to sample testing of a motor vehicle or are unable to undergo testing due to an accident shall provide an explanation to the central competent authority before the test. The central competent authority may authorize adjustments and repairs to the motor vehicle which is to be tested in order to ensure reasonable testing conditions. When a motor vehicle taken for sample testing is deemed by the central competent authority to be an inappropriate representative, the central competent authority may revoke the credentials of the said vehicle from the sample quantity and choose another vehicle for replacement. The number of replacements is determined by the central competent authority.

#### VI. Determining and handling of testing results

- A. All decisions pertaining to vehicles that have undergone sample testing are determined pursuant to motor vehicle noise control standards.
- B. When a vehicle fails to comply with standards during preliminary tests, the applicant, within two weeks of receiving notification from the central competent authority, may submit a letter to the central competent authority to request re-testing or to accept the results showing that the new vehicle selected for random testing has failed to comply with standards. When the applicant fails to submit a letter or submits an incomplete reply, the central competent authority may determine that the new vehicle selected for random testing has failed to comply with standards.
  1. Applicants for re-testing may decide upon the sampling quantity to be provided, which may not be less than double the number of vehicles that failed the said preliminary tests.
  2. Motor vehicles selected, prepared, and adjusted for re-testing must be identical to those of the preliminary tests. Information on improvements and countermeasures towards noise control shall be provided when delivering the motor vehicle for testing, in order to allow for verification by an approved analysis and testing organization.

3. The test value of motor vehicles undergoing re-testing will be added to the preliminary test values; the average shall then be calculated. A motor vehicle model is determined to have failed to comply with standards if the said average value exceeds motor vehicle noise control standard values or if at least one motor vehicle undergoing re-testing exceeds motor noise control standard values.
4. Applicants shall provide explanations regarding reasons and improvements made to any section of the motor vehicle that was deemed substandard even if the vehicle has been determined as compliant. Test reports for improvements made to each vehicle shall be sent to the central competent authority after they comply with vehicle noise control standards.