



Designation: E 2202 – 02

Standard Practice for Measurement of Equipment-Generated Continuous Noise for Assessment of Health Hazards¹

This standard is issued under the fixed designation E 2202; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This standard defines noise measurement procedures for estimating the risk of hearing loss among users of noise producing equipment. It is applicable to ground vehicles, aircraft, watercraft, and other mobile, transportable, or stationary equipment.

1.2 This standard does not recommend noise exposure limit levels or criteria for any application discussed.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 *ASTM Standards:*

C 634 Terminology Relating to Environmental Acoustics²

2.2 *ANSI Standards*³:

ANSI S 1.1 Acoustical Terminology

ANSI S 1.4 Specification for Sound Level Meters

ANSI S 1.11 Specification for Octave-Band and Fractional-Octave-Band Analog and Digital Filters

ANSI S 1.25 Specification for Personal Noise Dosimeters

ANSI S 1.40 Specification for Acoustical Calibrators

3. Terminology

3.1 Except as noted in **Appendix X1**, the terms and symbols used in this practice are defined in Terminology **C 634**.

3.2 The terms specific to nonmandatory **Appendix X1** are in **X1.2**.

4. Summary of Practice

4.1 For most equipment generating steady noise, the A-weighted and octave band levels are measured at locations

normally occupied by personnel. The hazard contours around the equipment are also determined in terms of A-weighted sound levels in decibels. In some cases, duty cycle testing is used to determine time-weighted average sound levels.

4.2 The operating conditions for specific equipment types are in sections as follows:

4.2.1 Ground vehicles in **8.2** and **9.2**.

4.2.2 Construction and material handling equipment in **9.3**.

4.2.3 Watercraft in **9.4**.

4.2.4 Stationary equipment in **9.5**.

4.2.5 Helicopters in **9.6**.

5. Significance and Use

5.1 This standard defines measurement procedures for estimating the risk of noise-induced hearing loss among users of noise producing equipment. It is applicable to ground vehicles, aircraft, watercraft, and mobile, transportable, and stationary equipment. The primary approach is to separately measure the sound level at operator ear locations for each normal operating condition. These levels can be combined with operational use scenarios and exposure criteria to define noise exposure severity. The data can also be used to define hearing protection requirements or administrative controls to preclude hearing hazard.

5.2 The practice has the following limitations:

5.2.1 The practice uses field portable measurement equipment.

5.2.2 The practice produces data which may be compared with applicable criteria or limits if the limits are in terms of the quantities measured in this standard or which can be calculated from the measured data.

6. Instrumentation

6.1 *Requirements:*

6.1.1 Sound level meters and microphones shall conform to requirements for type 1, as specified by **ANSI S1.4**.

6.1.2 Band filter sets shall meet the requirements for Order 3, Type 3-D, Extended Range, as specified by **ANSI S1.11**.

6.1.3 Acoustic calibrators shall meet **ANSI S1.40**.

6.1.4 Noise dosimeters shall meet **ANSI S1.25**.

6.2 *Calibration:*

¹ This practice is under the jurisdiction of ASTM Committee E33 on Building and Environmental Acoustics and is the direct responsibility of Subcommittee E33.08 on Mechanical and Electrical System Noise.

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² *Annual Book of ASTM Standards*, Vol 04.06

³ Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036.

6.2.1 All noise measurement instrumentation shall have undergone a complete electro-acoustical calibration in accordance with manufacturer's instruction no more than 1 year prior to the noise measurement.

6.2.2 The noise measurement instrumentation, including microphones and filter sets, shall undergo an end to end calibration check with an acoustical calibrator prior to the start of the measurement, and after completion, on the day of the measurement. If the sensitivity after the measurements differs from the sensitivity before the measurement by more than 0.5 dB, the data shall be discarded.

7. Test Environment

7.1 *Test Site*—Equipment shall be tested in its exact operating location if the location is known and such testing is feasible. When this is not possible, the test site shall be a uniform flat paved surface or hemi-anechoic chamber. It shall be free of reflecting surfaces such as buildings, trees, or hillsides within 30 m. A grass surface, free of ice, snow, or vegetation over 15 cm tall may be substituted if the equipment is not normally operated on a paved surface.

7.2 *Background Noise*—When practical, background noise, including wind noise, shall be at least 10 dB below that of the equipment noise being measured; however, background noise shall always be at least 10 dB below the criteria. A windscreen shall be used at wind velocities of 10 km/h or more. Measurements shall not be made at wind velocities of 20 km/h or more.

7.3 *Surface and Grade for Vehicle Testing*—Vehicles shall be driven along a dry, smooth, paved, and level road (<1 % grade), free from gravel or other loose material. Vehicles having nonrubber-padded tracks shall be driven on level, compact earth. Measurements shall not be made when the road surface is wet, covered with snow or ice, or during precipitation.

8. Measurement Location and Orientation

8.1 If possible, measure at the probable head position of the occupant of interest with the occupant absent. If an operator must be present to operate the equipment under test, measure the operator position by placing the microphone 15 cm from the more exposed ear. If there is a wall or reflective surface less than 30 cm from that ear, measure midway between the ear and the surface.

8.2 For ground equipment or watercraft, sound measurements shall be made at:

8.2.1 Each operator or crew position.

8.2.2 Representative positions where one or more individuals (for example, passengers) will be located, and

8.2.3 Occasionally occupied positions during typical operation or maintenance of the item or system.

8.3 For aircraft sound measurements shall be made at or near the head positions of all crew stations and at a representative number of passenger stations. Whenever possible, measurements should be made with the crew member or passenger absent. The measurement shall be at the elevation of the center of the head (80 cm above the seat reference point or, if standing, at 160 cm above the floor). If practical during each

measurement, the microphone shall be rotated in a 15 to 30 cm diameter horizontal circle with the microphone sensing element facing up.

8.4 *Noise Contours*—Where the steady-state sound level around stationary equipment is 85 dB(A) or greater, the distances and directions from the noise source at which the sound level equals 85 dB(A) shall be determined. The 85 dB(A) contours shall also be determined for mobile equipment which could, at times, be stationary. The 85 dB(A) contour shall be determined from measurements made around the noise source at angular increments not greater than 45 degrees, and also at the noisiest angle.

NOTE 1—The 85 dB(A) contour is the most commonly used. Certain jurisdictions use other values such as 84 dB(A) or 90 dB(A). For equipment capable of generating very high noise levels additional contours may be specified such as a 103 dB(A) contour within which double hearing protection may be required by certain jurisdictions. For these cases, the appropriate contour level shall be measured.

9. Equipment Configuration and Operating Conditions

9.1 *General*—Systems shall be operated as required to accomplish their intended missions or functions. The operating conditions listed are preferred but other conditions may be added if they are judged to result in more accurate noise exposure estimates.

9.2 *Ground Vehicles:*

9.2.1 *Equipment Openings*—All windows, vents, and access openings shall be in the normal operation position. If it is possible to operate with these in either the open or closed positions, both configurations shall be tested.

9.2.2 *Vehicle Speed and Gear*—The vehicle speed shall be measured by a calibrated speedometer or other velocity measuring device. Measurements shall be made at either 8 or 16 km/h increments up to the maximum vehicle speed. If 16 km/h increments are selected, measurements shall start at 16 km/h rather than 8 km/h.

9.2.3 *Load-Carrying Equipment*—All load-carrying equipment shall be operated at the maximum payload including any towed trailers at maximum payload.

9.2.4 All subsystems and auxiliary equipment normally in use shall be operating. Where heaters and air conditioners may be used at the same time (such as humidity control) both shall be operated. Where both heaters and air conditioners are present, the one producing the higher sound level shall be operated.

9.3 *Construction and Materials-Handling Equipment:*

9.3.1 Duty cycle testing may be used. Define a duty cycle typical of the anticipated use of the equipment. If more than one type of duty cycle is applicable, specify the most frequently used and the noisiest duty cycles.

9.3.2 Duty cycles shall be as short as practical and the noise exposure of sufficient cycles shall be measured for a minimum duration of 1 h at rated capacity.

9.3.3 The equipment shall be operated at a test site typical of the environment in which the equipment is to be used.

9.3.4 Measure the time-averaged A-weighted sound level $L_{avg}(r)$ at the operator ear position where r is the applicable exchange rate (see [Appendix X1](#)).