SLOVENSKI STANDARD
oSIST prEN 1793-6:2010

01-september-2010

Protihrupne ovire za cestni promet - Preskusna metoda za ugotavljanje akustičnih lastnosti - 6. del: Bistvene lastnosti - Terenske vrednosti izolirnosti pred zvokom v zraku

Road traffic noise reducing devices - Test method for determining the acoustic performance - Part 6: Intrinsic characteristics - In situ values of airborne sound insulation under direct sound field conditions

Lärmschutzeinrichtungen an Straßen - Prüfverfahren zur Bestimmung der akustischen Eigenschaften - Teil 6: Produktspezifische Merkmale - In-situ der Luftschalldämmung

Dispositifs de réduction du bruit du trafic routier - Méthode d'essai pour la détermination de la performance acoustique - Partie 6: Caractéristiques intrinsèques - Valeurs in situ d'isolation aux bruits aériens dans des conditions de champ acoustique direct

Ta slovenski standard je istoveten z: **prEN 1793-6**

ICS:

17.140.30	Emisija hrupa transportnih sredstev	Noise emitted by means of transport
93.080.30	Cestna oprema in pomožne naprave	Road equipment and installations

oSIST prEN 1793-6:2010 **en,fr,de**

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

DRAFT
prEN 1793-6

June 2010

ICS 17.140.30; 93.080.30

English Version

Road traffic noise reducing devices - Test method for determining the acoustic performance - Part 6: Intrinsic characteristics - In situ values of airborne sound insulation under direct sound field conditions

Dispositifs de réduction du bruit du trafic routier - Méthode d'essai pour la détermination de la performance acoustique - Partie 6: Caractéristiques intrinsèques - Valeurs in situ d'isolation aux bruits aériens dans des conditions de champ acoustique direct

Lärmschutzeinrichtungen an Straßen - Prüfverfahren zur Bestimmung der akustischen Eigenschaften - Teil 6: Produktspezifische Merkmale in situ der Luftschalldämmung

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 226.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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Ref. No. prEN 1793-6:2010: E

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Foreword

This document (prEN 1793-6:2010) has been prepared by Technical Committee CEN/TC 226 “Road equipment”, the secretariat of which is held by AFNOR.

This document is currently submitted to the CEN Enquiry.

It should be read in conjunction with:

prEN 1793-1 Rev, *Road traffic noise reducing devices - Test method for determining the acoustic performance – Part 1: Intrinsic characteristics of sound absorption under diffuse sound field conditions*

prEN 1793-2 Rev, *Road traffic noise reducing devices - Test method for determining the acoustic performance – Part 2: Intrinsic characteristics of airborne sound insulation under diffuse sound field conditions*

EN 1793-3:1998, *Road traffic noise reducing devices - Test method for determining the acoustic performance – Part 3: Normalized traffic noise spectrum*

CEN/TS 1793-4, *Road traffic noise reducing devices - Test method for determining the acoustic performance – Part 4: Intrinsic characteristics – In situ values of sound diffraction*

CEN/TS 1793-5, *Road traffic noise reducing devices - Test method for determining the acoustic performance – Part 5: Intrinsic characteristics – In situ values of sound reflection under direct sound field conditions*

prEN 1793-6, *Road traffic noise reducing devices - Test method for determining the acoustic performance – Part 6: Intrinsic characteristics – In situ values of airborne sound insulation under direct sound field conditions*

Introduction

Noise reducing devices alongside roads have to provide adequate sound insulation so that sound transmitted through the device is not significant compared with the sound diffracted over the top. This European Standard specifies a test method for assessing the intrinsic airborne sound insulation performance for noise reducing devices designed for roads in non reverberant conditions. It can be applied in situ, i.e. where the noise reducing devices are installed. The method can be applied without damaging the surface.

The method can be used to qualify products to be installed along roads as well as to verify the compliance of installed noise reducing devices to design specifications. Regular application of the method can be used to verify the long term performance of noise reducing devices.

The method requires the average of results of measurements taken at different points behind the device under test. The method is able to investigate flat and non flat products.

The method uses the same principles and equipment for measuring sound reflection (see CEN/TS 1793-5) and airborne sound insulation (present document).

The measurement results of this method for airborne sound insulation are comparable but not identical with the results of the EN 1793-2 method, mainly because the present method uses a directional sound field, while the EN 1793-2 method assumes a diffuse sound field (where all angles of incidence are equally probable). The test method described in this European Standard should not be used to determine the intrinsic characteristics of airborne sound insulation for noise reducing devices to be installed in reverberant conditions, e.g. inside tunnels or deep trenches or under covers.

This European Standard introduces a specific quantity, called sound insulation index, to define the airborne sound insulation of a noise reducing device. This quantity should not be confused with the sound reduction index used in building acoustics, sometimes also called transmission loss. Research studies suggest that a very good correlation exists between data measured according to EN 1793-2 and data measured according to the method described in the present document.

NOTE – This method may be used to qualify noise reducing devices for other applications, e.g. to be installed along railways or nearby industrial sites. In this case the single-number ratings should be calculated using an appropriate spectrum.

1 Scope

This European Standard describes a test method for measuring a quantity representative of the intrinsic characteristics of airborne sound insulation for traffic noise reducing devices: the sound insulation index.

The test method is intended for the following applications:

— determination of the intrinsic characteristics of airborne sound insulation of noise reducing devices to be installed along roads, to be measured either in situ or in laboratory conditions;

— determination of the in situ intrinsic characteristics of airborne sound insulation of noise reducing devices in actual use;

— comparison of design specifications with actual performance data after the completion of the construction work;

— verification of the long term performance of noise reducing devices (with a repeated application of the method);

— interactive design process of new products, including the formulation of installation manuals.

The test method is not intended for the following applications:

— determination of the intrinsic characteristics of airborne sound insulation of noise reducing devices to be installed in reverberant conditions, e.g. inside tunnels or deep trenches or under covers.

Results are expressed as a function of frequency in one-third octave bands, where possible, between 100 Hz and 5 kHz. If it is not possible to get valid measurements results over the whole frequency range indicated, the results shall be given in a restricted frequency range and the reasons for the restriction(s) shall be clearly reported.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 1793-2, *Road traffic noise reducing devices - Test method for determining the acoustic performance – Part 2: Intrinsic characteristics of airborne sound insulation under diffuse sound field conditions.*

EN 1793-3:1997, *Road traffic noise reducing devices - Test method for determining the acoustic performance – Part 3: Normalized traffic noise spectrum.*

IEC 60942:2003*, Electroacoustics – Sound calibrators.*

IEC 61260:1995*, Electroacoustics – Octave-band and fractional-octave-band filters.*

IEC 61672-1:2002*, Electroacoustics – Sound level meters – Part 1: Specifications.*

ISO/IEC Guide 98*, Guide to the expression of uncertainty in measurement.*

3 Definitions

For the purpose of this European Standard the following definitions apply.

3.1
structural elements
those elements whose primary function is to support or hold in place acoustic elements

3.2
acoustical elements
those elements whose primary function is to provide the acoustic performance of the device

3.3
roadside exposure
the use of the product as a noise reducing device installed alongside roads

3.4
sound insulation index
the result of airborne sound insulation test described by formula (1)

3.5
reference height
a height h_S equal to half the height, h_B, of the noise reducing device under test: $h_S = h_B/2$ (see Figures 1 and 2). When the height of the device under test is greater than 4 m and, for practical reasons, it is not advisable to have a height of the source $h_S = h_B/2$, it is possible to have $h_S = 2$ m, accepting the corresponding low frequency limitation (see 4.5.8).

3.6
source reference plane for sound insulation index measurements
a plane facing the sound source side of the noise reducing device and touching the most protruding parts of the device under test within the tested area (see Figures 1, 3, 6 and 8)

NOTE The device under test includes both structural and acoustical elements

3.7
microphone reference plane
a plane facing the receiver side of the noise reducing device and touching the most protruding parts of the device under test within the tested area (see Figure 3, 6 and 8)

NOTE The device under test includes both structural and acoustical elements

3.8
source reference position
a position facing the side to be exposed to noise when the device is in place, located at the reference height h_S and placed so that its horizontal distance to the source reference plane is $d_s = 1$ m (see Figures 1, 4 and 7)

NOTE The actual dimensions of the loudspeaker used for the background research on which this European Standard is based are : 0,40 x 0,285 x 0,285 m (length x width x height)

3.9
measurement grid for sound insulation index measurements
a vertical measurement grid constituted by nine equally spaced points. A microphone shall be placed in each point (see Figures 2, 4, 5, 7, 8 and point 4.5).

3.10
barrier thickness for sound insulation index measurements
the distance t_B between the source reference plane and the microphone reference plane at a height equal to the reference height h_S (see Figure 3)

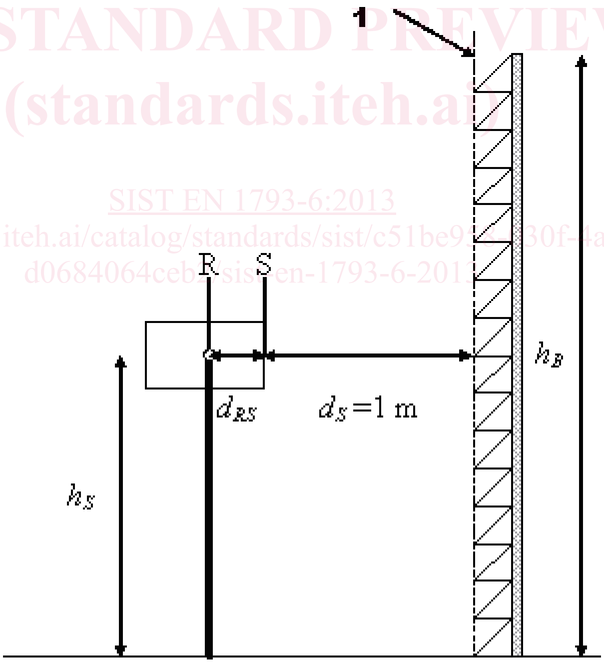
3.11
free-field measurement for sound insulation index measurements
measurement taken displacing the loudspeaker and the microphone in the free field in order to avoid to face any nearby object, including the ground (see Figure 5)

3.12
Adrienne temporal window
the composite temporal window described in 4.5.6

3.13
background noise
noise coming from sources other than the source emitting the test signal

3.14
signal-to-noise ratio, S/N
the difference in decibels between the level of the test signal and the level of the background noise at the moment of detection of the useful event (within the Adrienne temporal window)

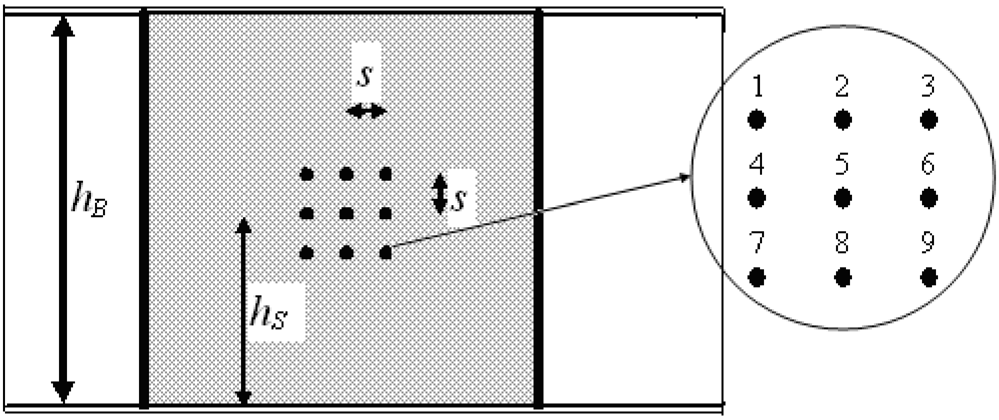
3.15
impulse response
the time signal at the output of a system when a Dirac function is applied to the input. The Dirac function, also called δ function, is the mathematical idealisation of a signal infinitely short in time that carries a unit amount of energy



Key:

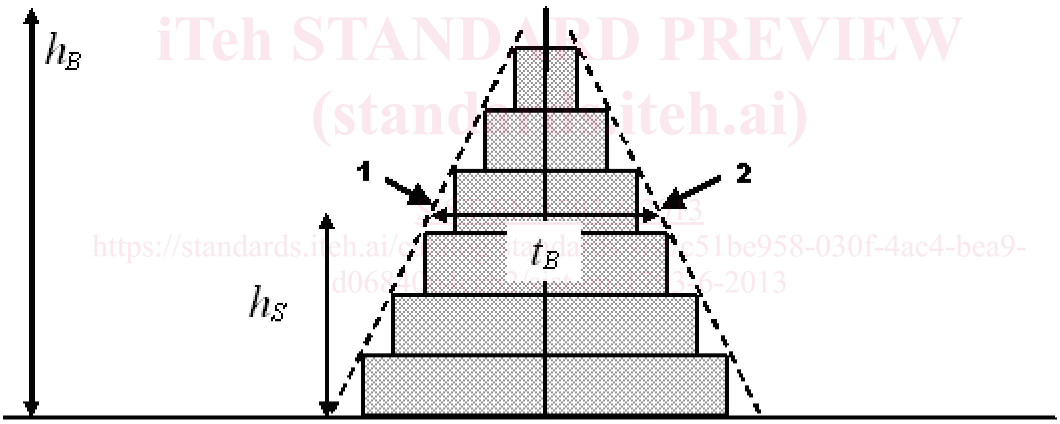
1 Source reference plane

Figure 1 — (not to scale) Sketch of the loudspeaker-microphone assembly in front of the noise reducing device under test for sound insulation index measurements. R: axis of rotation. S: loudspeaker front panel



(a) (b)

Figure 2 — (not to scale) (a): Measurement grid for sound insulation index measurements (receiver side) - (b): Numbering of the measurement points



Key

1 Source reference plane
2 Microphone reference plane

Figure 3 — (not to scale) Sound source and microphone reference planes (side view)

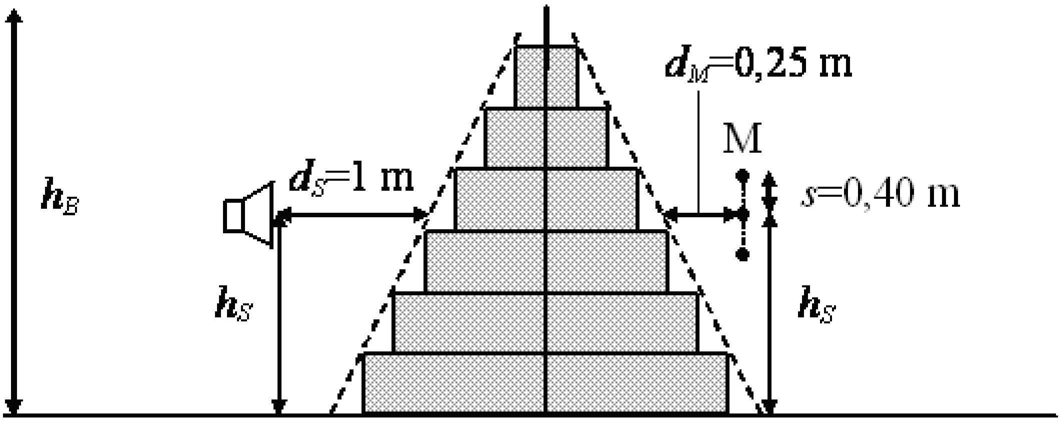


Figure 4 — (not to scale) Placement of the sound source and measurement grid for sound insulation index measurement (side view) – M: measurement grid

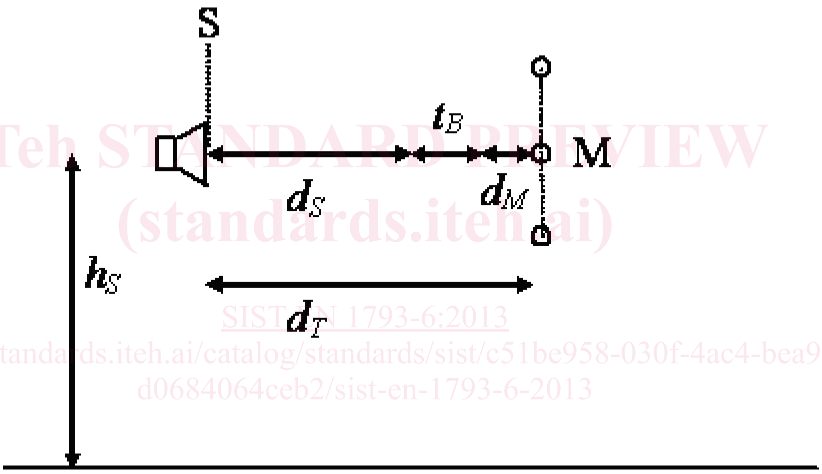


Figure 5 — (not to scale) Sketch of the set-up for the reference "free-field" sound measurement for the determination of the sound insulation index - S: loudspeaker front panel - M: measurement grid - $d_T = d_S + t_B + d_M$ **, see formula (3)**

4 Sound insulation index measurements

4.1. General principle

The sound source emits a transient sound wave that travels toward the device under test and is partly reflected, partly transmitted and partly diffracted by it. The microphone placed on the other side of the device under test receives both the transmitted sound pressure wave travelling from the sound source through the device under test, and the sound pressure wave diffracted by the top edge of the device under test (for the test be meaningful the diffraction from the lateral edges should be sufficiently delayed). If the measurement is repeated without the device under test between the loudspeaker and the microphone, the direct free-field wave can be acquired. The power spectra of the direct wave and the transmitted wave give the basis for calculating the sound insulation index.

The sound insulation index shall be the logarithmic average of the values measured at nine points placed on the measurement grid (scanning points). See Figure 2 and formula (1).

The measurement must take place in a sound field free from reflections within the Adrienne temporal window.

For this reason, the acquisition of an impulse response having peaks as sharp as possible is recommended: in this way, the reflections coming from other surfaces can be identified from their delay time and rejected.

4.2. Measured quantity

The expression used to compute the sound insulation index SI as a function of frequency, in one-third octave bands, is:

$$SI_j = -10 \cdot \lg \left\{ \frac{\sum_{k=1}^{n} \int_{\Delta f_j} \left| F\left[h_{tk}(t) w_{tk}(t)\right] \right|^2 df}{n \cdot \int_{\Delta f_j} \left| F\left[h_i(t) w_i(t)\right] \right|^2 df} \right\} \tag{1}$$

where

$h_i(t)$ is the incident reference component of the free-field impulse response;

$h_{t,k}(t)$ is the transmitted component of the impulse response at the *k*-th scanning point;

$w_i(t)$ is the reference free-field component time window (Adrienne temporal window);

$w_{tk}(t)$ is the time window (Adrienne temporal window) for the transmitted component at the *k*-th scanning point;

F is the symbol of the Fourier transform;

j is the index of the *j*-th one-third octave frequency band (between 100 Hz and 5 kHz);

Δf_i is the width of the *j*-the one-third octave frequency band;

$n = 9$ is the number of scanning points.

4.3. Test arrangement

The test method can be applied both in situ and on barriers purposely built to be tested using the method described here. In the second case the specimen shall be built as follows (see Figure 6):

— a part, composed of acoustic elements;

— a post (if applicable for the specific noise reducing device under test);

— a part, composed of acoustic elements.

The test specimen shall be mounted and assembled in the same manner as the manufactured device is used in practice with the same connections and seals.

The tested area is a circle having a radius of 2 m centred on the middle of the measurement grid. The sample shall be built large enough to completely include this circle for each measurement.

NOTE For qualifying the sound insulation index of posts only, it is only necessary to have acoustic elements that extend 2 m or more on either side of the post (see Figure 6).

NOTE If the device under test has a post separation less than 4 m, the separation between posts should be reduced accordingly but the overall minimum width of the construction should be the same as shown in Figure 6.

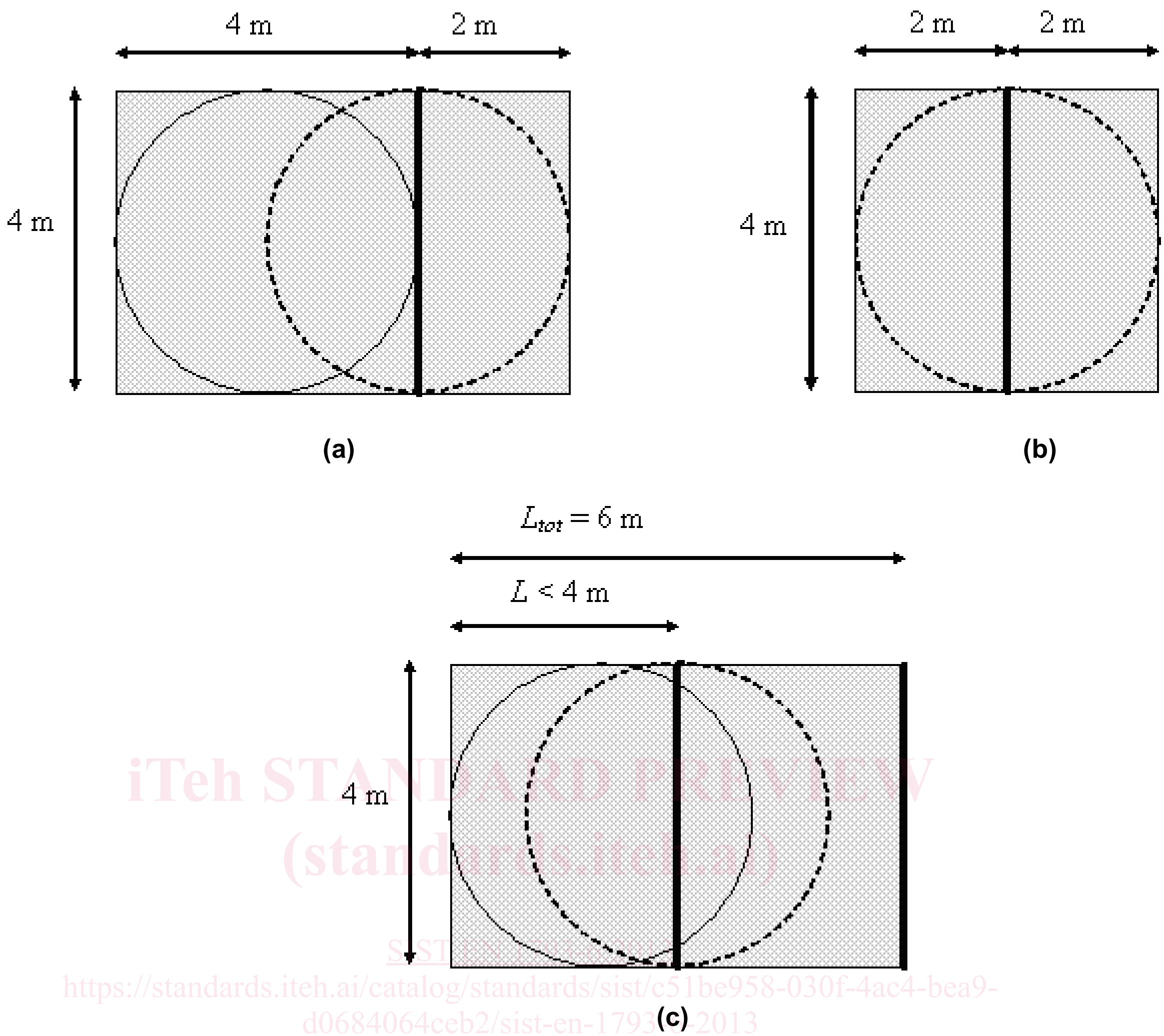


Figure 6 — Sketch of the minimum sample required for measurements in laboratory conditions - (a): Sound insulation index measurements for elements and posts - (b): Sound insulation index measurements in front of a post only - (c): Sound insulation index measurements in front of a sample having a post separation smaller than 4 m. Thin circles: tested area for elements - Dotted circles: tested area for posts

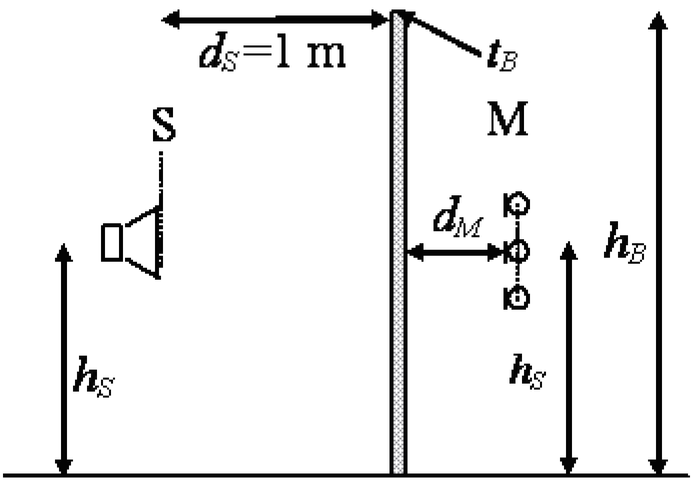


Figure 7 — (not to scale) Sketch of the set-up for the sound insulation index measurement - Normal incidence of sound on the sample - Transmitted component measurement in front of a flat noise