

ISO 532 is Changing . . . Here's How the Automotive Industry Can Make a Difference

Paul Schomer, Schomer and Associates, Inc., Champaign, Illinois

Wade Bray sounded the alarm in his editorial in the September 2011 issue of *Sound & Vibration*, but he did not offer the right way to become involved. This isn't about us and them. This is all about *choices*, and there are several points that the reader needs to know to intelligently choose how to participate.

The United States is one country out of about 20 that together decided to begin this work effort, and it's also one of 11 actively participating in this effort. So far, on the basis of the experts nominated by each country, the working group is 10 countries to 1 in favor of the changes. So this is an international effort.

The working group had both the DIN procedure based on the old Zwicker method and the new Moore and Glasberg method in the draft document. It was told to remove one of the two procedures from the document by the former chairman of and present advisor to ISO TC 43, Klaus Brinkman from Germany, because they do not yield exactly the same result. The working group overwhelmingly felt that the new procedure more accurately represents human perception than does the DIN procedure. Therefore, there was no choice but to retain only the new procedure; although the working group wanted to keep both, it was not given that choice.

The way to be heard, participate, voice an opinion and to affect the outcome of ISO Standards is to join the Technical Advisory Group (TAG), in this case the TAG for ISO TC 43. This is the method established by the American National Standards Institute (ANSI) for use in the U.S. and is used for hundreds of ISO committees and subcom-

mittees. Any party with direct and material interests can participate in any or all of the TAGs and committees administered by the ASA under the auspices of ANSI (see Table 1). Participation requires two ingredients:

- Commitment by the company, government agency, or organization (e.g., a trade organization, a professional society) to have an employee or representative take the time to participate
- The company or entity actually joins the TAG or standards committee of interest and pays annual dues.

Writing to me or Bob Hellweg is just not the right path to participation. The ANSI pathway is open to all; it is through the TAG, your window to ISO. It is your choice.

There was not one automotive industry representative on the committee that developed the new ANSI/ASA loudness standard, and not one on the TAG that proposed the new ANSI/ASA standard for international adoption. We would not be in this situation today if the automotive industry had chosen to *not* participate.

Several years ago, HEAD acoustics was asked to involve Wade Bray. He was apprised of the need for the U.S. automotive industry companies and others to join the TAG when he first raised this issue. Unfortunately, he has advised interested parties to write to me. He should have advised them to join the TAG.

This loudness issue was specifically raised to the Society of Automotive Engineers (SAE) by the ASA standards manager, and SAE reported back that the Ground Vehicles Standards and the Acoustic Materials Committees of SAE said that SAE had no interest or need to participate.

So, this appears to be an industry problem in addition to a failure to communicate the procedures.

Members of the TAG pay dues. In the U.S., standards development is a private-sector function rather than a governmental function as it is in some other countries.¹ ASA earns virtually nothing on the sale of International standards, but it pays ANSI \$40,000 a year to be the "U.S.A.'s window" to inter-

national standards dealing with acoustics. Also, ASA funds the rent, staff salaries, office equipment, etc., associated with providing this service. And those who benefit should pay their fair share by joining the TAG and paying the fee, which is modest and scaled to the size of the company or organization.²

Mr. Bray and the ASA standards program both share the desire to see much greater participation, especially in this instance, by the automotive industry. Every party with a direct and material interest has the right to be a member, and every member has the right to be heard, to participate, and to influence the outcome. But every party with a direct and material interest also has the obligation to participate and to become a supporting member of the U.S. TAG if they expect it to represent their interests (applying for a waiver of fees if needed). No one is given the right to go around the process; it is not fair to the U.S. TAG members that have chosen to devote their time and resources to participate within the system; it is not fair to the members of ASA.

This is a matter of *choices*. If SAE tells us that the automotive industry is not interested in this topic, that is their choice, and if the automotive companies and their suppliers do not join and do not make time for employees to participate, that is their choice. The participation by these and all other interested parties is wanted and would be very welcome. The result of *choosing not to participate* is that these companies and this industry have *chosen* to allow others to determine the content of the standard.

I not only extend an invitation to any party with a direct and material interest to join one or more of the TAGs listed in Table 1, I also *urge* you to join. **Joining a TAG is your window to international standards; it is your way to impact the standardization process. Choosing to join is up to you.**

To join a TAG or get further information, please contact our standards manager, Susan Blaese, at 631.390.0215; sblaese@aip.org. For those interested in more technical detail, a discussion of technical issues is on the standards Internet site at www.acousticalociety.org/standards. The author may be reached at: schomer@schomerandassociates.com. Wade Bray may be reached at: wbray@headacoustics.com. Additional comments on the Bray editorial may be obtained from: tomasz.r.letowski.civ@mail.mil.

¹ Several government laboratories and agencies are members of the various TAGs and are part of the balanced mix of users of standards. They participate with technical experts who attend meetings, join working groups, and, frequently, take on leadership rolls just the same as commercial, industrial, academic, trade association, and professional society members; and they pay dues just like any other member. But in other countries the national member body (counterpart to ANSI) is funded at least in part by the government and their delegates to international meetings often receive travel funds from the government. Here, in the U.S.A., ANSI is a non-governmental organization to which ASA pays over \$40,000 a year; while delegates to international meetings pay their own way or are funded by their employer.

² Waivers to the fees are available and are granted if some entity is unable to pay.

Table 1. ANSI-accredited standards committees (ASCs) and related U.S. technical advisory groups (TAGs) administered by ASA.

ANSI-Accredited Standards Committee	U.S. Technical Advisory Group
ASC S1, Acoustics	U.S. TAG to IEC/TC 29, Electroacoustics U.S. TAG to ISO/TC 43, Acoustics
ASC S2, Mechanical Vibration and Shock	U.S. TAG to ISO/TC 108, Mechanical vibration, shock and condition monitoring U.S. TAG to ISO/TC 108/SC 2, Measurement and evaluation of mechanical vibration and shock as applied to machines, vehicles and structures. U.S. TAG to ISO/TC 108/SC 3, Use and calibration of vibration and shock measuring instruments. U.S. TAG to ISO/TC 108/SC 4, Human exposure to mechanical vibration and shock. U.S. TAG to ISO/TC 108/SC 5, Condition monitoring and diagnostics of machines.
ASC S3, Bioacoustics	U.S. TAG to IEC/TC 29, Electroacoustics
ASC S3/SC 1, Animal Bioacoustics	U.S. TAG to ISO/TC 43, Acoustics
ASC S12, Noise	U.S. TAG to ISO/TC 43/SC 1, Noise