

7th FRAMEWORK PROGRAMME PARTNER SEARCH PROFILE FORM

Please fill out and return to jmonclus@cdti.es

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Previous FP experience	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (If "yes", please indicate project acronyms:)

Project Information			
Title	Noise Degradation in Vehicles	Acronym	Noise DeVe
Call identifier	2008-RTD-1		
Topic (as stated in the Work Programme)	SST.2008.1.1.3 Holistic noise and vibration abatement		
Project description	<p>The main acoustic problem in the urban road noise areas is not the new cars, van, motorcycles or heavy duty vehicles. The high acoustic sources, related with the annoyance, are the oldest vehicles. This effect is the same in the rail and aircraft transport noise, where the oldest units have the higher noise emission level.</p> <p>Which will be the acoustic behaviour of the modern road vehicles in the next years? This answer will determine which will be the acoustic sources in our urban areas.</p> <p>At fist is needed to evaluate the acoustic life cycle of the different noise sources. The time evolution of the powertrain noise, the intake/exhaust noise, the tyre/road noise with a used tyre, the cycle life of the acoustic and vibration isolation properties in the materials in the vehicles, the noise related with the secondary sources like cooler fans, brakes...</p> <p>This research project focuses on the ageing effects of the general transportation in urban areas :</p> <ul style="list-style-type: none"> - Testing & processing technology & tools for the identification and evaluation of the ageing on the emitted noise levels - Monitoring techniques to evaluate and track the emitted 		

	<p>noise in terms of annoyance</p> <ul style="list-style-type: none"> - Make a ranking of the time evolution of the different sources into de transport: Powertrain noise, in-take/exhaust noise, road noise, aerodynamic noise and secondary noise sources (brakes, fans, assem-blies...). - Long-term monitoring of material behaviour, i.e., elastomer and the aging of tires and the resulting noise emission - Modeling technologies and tools to take the ageing effects of noise as part of the development process by using multi-physics optimization strategies, robust design techniques, advanced material modeling procedures - Testing and modeling technologies to rank the annoyance of several automotive components in the global annoyance mapping of urban areas (sliding doors, brakes, ...) - Provide to the EU authorities with a simply test in order to control the urban vehicle noise in use.
Partners involved	CMT Thermal engines, Institut für Kraftfahrwesen Aachen, Katholieke Universiteit Leuven, LMS International, SP Technical Research Institute, Cidaut Foundation.

Profile of Partner(s) Sought	
Role in the project	<input type="checkbox"/> Research <input type="checkbox"/> Training <input checked="" type="checkbox"/> Tech. development <input type="checkbox"/> Management <input type="checkbox"/> Dissemination <input checked="" type="checkbox"/> Demonstration <input checked="" type="checkbox"/> Other: Authorities or entities responsible for technical inspection of vehicles
Country (Specify if necessary)	<input type="checkbox"/> EU Members: Cyprus , Czech Republic, Estonia, Hungary, Latvia, Lithuania, Malta, Poland, Slovak Republic, Slovenia <input type="checkbox"/> Associated Countries: <input type="checkbox"/> ICPC Countries : <input type="checkbox"/> Other:
Type of organization	<input type="checkbox"/> University <input type="checkbox"/> Research Organization <input checked="" type="checkbox"/> SME <input type="checkbox"/> Other: <input type="checkbox"/> Enterprise (non SME)
Profile and expertise sought	SME from the automotive industry, preferably from a new member state, specially those who manufacture exhaust systems, and powertrain components. Authorities or entities responsible for technical inspection of vehicles

I agree to the publication of my data.