

8. SOUND: LEVELS and MONITORING

- A. The maximum limit will be 100 dBA.
- B. The measurement will be taken at a point where the vehicle can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to “A” weighting, “Slow” response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings) as is practical.
- C. If a vehicle exceeds 97 dBA, the Solo Chair, Chief Safety Steward, and/or Control (trailer timing/scoring) will be notified by the Sound Control Steward or course worker attending the meter. The Chief Steward or representative will notify the driver of any measurement over 97 dBA.
- D. If a vehicle exceeds 100dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Solo Chair or representative, the driver will be allowed a “second chance” for the next scheduled run. If the driver declines any “repair action” or the “repair” is deemed inadequate by the Solo Chair or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate “repair action” is completed before the next scheduled run). If the vehicle exceeds 100 dBA again on the “second chance” run, the driver will be allowed another attempt as before to reduce the sound level. The Solo Chair or representative may approve a final “third chance” run after another remedy to reduce the sound level. If the limit is exceeded on the “third chance” run, the run will be scored a DNF.
- E. Any “repair actions” to reduce the sound level of a vehicle may not be removed (including the next day of the event if applicable) and may be subject to re-inspection by the Solo Chair or representative. If the “repair” has deteriorated after passing the sound level requirements at the measuring point, it must be addressed again. The Solo Chair or representative has the right to disallow a repeat of the “repair action” that deteriorated. The “repair action” may be changed or modified to improve the quality of the “repair” and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound limits must make further “repair actions” to reduce the sound level to compliant readings before starting runs the next day (if applicable).
- F. Event staff may use discretion in penalizing vehicles and drivers found to be in excess of established sound limits based on extenuating circumstances that affect sound readings (air/ground traffic, equipment malfunction, etc.).