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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Noise****Sixty-second session**

Geneva, 1–3 September 2015

Item 3 of the provisional agenda

**Regulation No. 41 (Noise emissions of motorcycles): Development****Proposal for Supplement 4 to the 04 series of amendments to  
Regulation No. 41****Submitted by the expert from the International Motorcycle  
Manufacturers Association\***

The text reproduced below was prepared by the expert from the International Motorcycle Manufacturers Association (IMMA). This document is based on informal document GRB-61-11. The proposal formalizes the interpretation of the conformity of production in Regulation No. 41 as agreed at the fifty-sixth session of the Working Party on Noise (ECE/TRANS/WP.29/GRB/54, para. 5). The modifications to the current text are marked in bold for new and strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

*Paragraph 8.2., amend to read:*

"8.2. In order to test conformity as required above, a sample motorcycle will be taken from the production line of the type approved pursuant to this Regulation. Its sound levels measured and processed ( $L_{\text{urban}}$  and  $L_{\text{wot}}$ ) according to the method described in Annex 3, with the same gear(s) and pre-acceleration distance(s) as used in the original type approval test, and mathematically rounded to the nearest integer shall not exceed by more than 3.0 dB(A) the values measured and processed at the time of type approval, ~~nor~~ **Furthermore,  $L_{\text{urban}}$  shall not exceed** by more than 1.0 dB(A) the limit laid down in Annex 6 of this Regulation~~., and  $L_{\text{wot}}$ , in connection with 6.2.3., shall not exceed the limit value for  $L_{\text{urban}}$  by more than 6.0 dB(A).~~"

## II. Justification

1. This proposal recalls the GRB's interpretation on the conformity of production and aims to ensure that it is available to all users of the 04 series of amendments to Regulation No. 41 and not only to those who are aware of the report of the fifty-sixth session of GRB (ECE/TRANS/WP.29/GRB/54, para. 5):

"5. The expert from IMMA sought GRB's clarification on paragraph 8.2. on the conformity of production tests, specifically: whether the 1 dB allowance was applicable to the maximum A-weighted sound pressure level representing urban driving ( $L_{\text{urban}}$ ) and to the sound pressure level in wide open throttle ( $L_{\text{wot}}$ ). GRB agreed that currently paragraph 6.2.3. (specification regarding sound levels) clearly stated that the difference between  $L_{\text{wot}}$  shall not exceed the limit value for  $L_{\text{urban}}$  by more than 5 dB and if the +1dB was applied to  $L_{\text{urban}}$ , as given in Annex 6, then this additional +1 dB allowance was automatically also applicable to  $L_{\text{wot}}$  value."

2. There were industry concerns that some type approval authorities may not grant the manufacturers the additional 1dB for  $L_{\text{wot}}$  measured at the conformity of production tests, as changes had been made to Annex 6 to the 04 series of amendments to Regulation No. 41. At the fifty-sixth session of GRB, it was agreed that the GRB's interpretation would be recorded in the report and could be referenced by the industry and type approval authorities as and when required.

3. IMMA considers that, after two years, some personnel from industry and type approval authorities may not be aware of the above interpretation and its application during approvals. Therefore, IMMA proposes to explicitly include this interpretation into the 04 series of amendments to Regulation No. 41.