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World Forum for Harmonization of Vehicle Regulations

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Item 4.9.7 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRBP

Proposal for Supplement 11 to the 04 series of amendments and to UN Regulation No. 41 (Noise emissions of motorcycles)

Submitted by the Working Party on Noise and Tyres*

The text reproduced below was adopted by the Working Party on Noise and Tyres (GRBP) at its seventy-ninth session (ECE/TRANS/WP.29/GRBP/77, para. 3). It is based on ECE/TRANS/WP.29/GRBP/2023/14, as amended by informal document GRBP-79-14. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their June 2024 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Paragraph 12.3., amend to read:

“12.3. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.”

Paragraph 12.4., amend to read:

“12.4. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.”

Add a new paragraph 12.11. to read:

“12.11. From the entry into force of Supplement 11, ISO 10844:2021 shall be accepted for all approvals granted under this Regulation. Until five years from the entry into force of Supplement 11, ISO 10844:2014 shall be accepted for all approvals granted under this Regulation.”

Annex 3, paragraph 1.2.1., amend to read:

“1.2.1. Test Site

The test site shall consist of a central acceleration section surrounded by a substantially level test area. The acceleration section shall be level; its surface shall be dry and so designed that rolling noise remains low.

On the test site the variations in the free sound field between the sound source at the centre of the acceleration section and the microphone shall be maintained to within 1 dB(A). This condition will be deemed to be met if there are no large objects which reflect sound, such as fences, rocks, bridges or buildings, within 50 m of the centre of the acceleration section. The road surface covering of the test site shall conform to ISO10844:2021.

The microphone shall not be obstructed in any way which could affect the sound field, and no person may stand between the microphone and the sound source. The observer carrying out the measurements shall take up position so as not to affect the readings of the measuring instrument.”

Annex 6, footnote a, amend to read:

“a For motorcycles tested in second gear only in Annex 3, the limit value is increased by 1 dB(A) until the date in paragraph 12.8. Data for affected vehicles shall be studied, and discussions shall be made in case of further extension. “

Annex 7, paragraph 2.6., amend to read:

“2.6. ASEP limits¹

...

From the date in paragraph 12.8., maximum noise level shall not exceed:

...”
