

Proposal for supplement to UN Regulation No.41 (Noise Emissions of motorcycles)

I. Proposal

Annex 6., the table, amend to read:

MAXIMUM LIMITS OF SOUND LEVELS

<i>Category</i>	<i>Power-to-mass ratio index (PMR)</i>	<i>Limit value for L_{urban} in dB(A)</i>
First category	$PMR \leq 25$	73
Second category	$25 < PMR \leq 50$	74
Third category	$PMR > 50$	77^a

^a For motor cycles tested in second gear only in Annex 3, the limit value is increased by 1 dB(A) until ~~the date in paragraph 12.7~~ **1 January 2018**. Data for affected vehicles shall be studied, and discussions shall be made in case of further extension".

Paragraph 12.7., to read:

"12.7. As from 1 January 2017 Contracting Parties applying this Regulation may refuse first national registration (first entry into service) of a motor cycle which does not meet the requirements of the 04 series of amendments to this Regulation".

II. JUSTIFICATION

1. The expiry date (1.1.2017) was created and agreed in the Informal working Group. (ref. GRB/2011/3 Proposal for the new Regulation by the IWG and informal document GRB-53-08 by Germany. Annex 6 indicates the possible need for discussion in GRB to further extend a specific provision for the subset of vehicles which are tested in 2nd gear only, based on data.

2. The expiry date (1.1.2017) resulted from the assumption that R41-04 would become mandatory in the EU from 2014. This should allow data collection during a period of 3 years (2014-2017) to consider a further extension as was stated in Germany's informal document (GRB-53-08). However, R41-04 did not become mandatory in EU in 2014 but will from 2016 for new types. There is thus an absence of data due to the delayed implementation in Europe. The impact of this changed situation needs to be reviewed as no data collection of the number of vehicles certified to R41-04 (and the number of those requiring the 2nd gear only 1 dB allowance) has been possible on an industry-wide basis to date. It is fully expected, however, that the percentage of vehicles requiring this allowance will be minimal.

3. As was intended and agreed when adopting R41-04, time should be allowed for data collection and discussion in GRB and potential adoption of an extension of the expiry date for the specific conditions for vehicles tested in 2nd Gear only. Therefore, IMMA proposes to review the expiry date based on data at GRB 63 and GRB 64 and IMMA proposes a 1 year shift of the date in the footnote of Annex 6 as shown in the Proposal above.