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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Noise****Fifty-second session**

Geneva, 6–8 September 2010

Item 2 of the provisional agenda

**Regulation No. 41****(Noise of motorcycles)****Proposal for draft amendments to Regulation No. 41****Submitted by the expert from the International Organization for Standardization\***

The text reproduced below was prepared by the expert from International Organization for Standardization (ISO). This document is based on Informal document No. GRB-50-02 distributed at the forty-eighth session of the Working Party on Noise (GRB) (see report ECE/TRANS/WP.29/GRB/48, para. 4). Modifications to the current provisions of the Regulation are marked in bold characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, 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 6.2.1.1., amend to read:*

“6.2.1.1. The noise made by the motor cycle type submitted for approval shall be measured by the two methods described in Annex 3 to this Regulation for the motor cycle in motion and for the motor cycle when stationary 3; **in the case of a motor cycle where an internal combustion engine does not operate when the motor cycle is stationary, the emitted noise shall only be measured in motion.**”

## II. Justification

1. The purpose of stationary noise testing is to provide a reference value for road authorities or police. Vehicles in which an internal combustion engine does not operate during stationary conditions, or operates in a manner that is unpredictable, do not provide the necessary certainty of results to be used for road enforcement. Such vehicles will include, but not be limited to: fuel cell vehicles, vehicles equipped with stop-start systems, hybrid vehicles, plug-in vehicles, and electric vehicles.

2. The change to the main body text clarifies the vehicles subject to stationary testing, thus no change is necessary to the annex specifying the stationary test procedure.

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