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

Geneva, 3–5 September 2025

Item 2 of the provisional agenda

**UN Regulation No. 41 (Noise Emissions of Motorcycles)**

**Proposal for a Supplement to the 04, 05 and 06 series of  
amendments to UN Regulation No. 41**

**Submitted by the experts from the International Motorcycle  
Manufacturer Association\***

The text reproduced below was prepared by the experts from the International Motorcycle Manufacturer Association (IMMA) in order to avoid different interpretations of the gear used during the Conformity of Production (CoP) testing. The modifications to UN Regulation No. 41 are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), 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.



## I. Proposal

Paragraph 8.4., amend to read:

- “8.4. If due to substantially different barometric pressure, humidity, temperature or rider mass, the reference acceleration  $a_{wot,ref}$  defined in paragraph 1.3.3.3.1.2. of Annex 3 cannot be reached with the same gear in conformity of production as in type approval tests, the gear ~~selection~~ **determined according to the requirement** of paragraph 1.3.3.3.1.3.1. of Annex 3 **during type-approval** shall prevail and the conformity of production tests can be performed using an acceleration different from  $a_{wot,ref}$ .”

## II. Justification

1. At its eighty-first session, the Working Party on Noise and Tyres (GRBP) adopted proposals by IMMA for a supplement to the 04 and 05 series of amendments to UN Regulation No. 41 (respectively, GRBP-81-30 replacing ECE/TRANS/WP.29/GRBP/2025/6 and GRBP-81-29 replacing ECE/TRANS/WP.29/GRBP/2025/7). The purpose of this amendment was to allow deviation from the reference acceleration  $a_{wot,ref}$  requirement for Conformity of Production tests.
2. Paragraph 8.2 asks for the Conformity of Production sound levels ( $L_{urban}$  and  $L_{wot}$ ) to be measured and processed 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. The method in Annex 3 however also specifies the target acceleration ( $a_{wot, ref}$ ). Variations in vehicle performance from different meteorological conditions and rider mass (within the acceptable tolerances allowed by the Regulation) may cause conflicts with the  $\pm 10$  percent requirement for the  $a_{wot,ref}$ , if the same gear is used in TA and CoP tests. The new paragraph 8.4. of the amendment allows for not applying the provisions for  $a_{wot,ref}$ .
3. Unfortunately, the text adopted GRBP at its eighty-first session could still leave room for different interpretations, one of which is that the gear selection procedure should be carried out again for CoP, according to Annex 3. To avoid this, IMMA proposes to add extra wording to clarify that it is the gear determined during type approval that is the one to be used during the CoP tests.
4. Meanwhile, also at the eighty-first session, GRBP adopted a proposal for a new 06 series of amendments to UN Regulation No. 41. Thus, IMMA proposes to introduce this clarification in the 04, 05 and 06 series of amendments to UN Regulation No. 41.

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