

# Motorcycle Noise Emissions - The German Position -

4. GRB Informal Group Meeting

25./26. August 2005

Milwaukee

At the 40<sup>th</sup> GRB meeting in September 2005 an Informal Group has been established to revise ECE-R 41. The target was to prepare a draft amendment to the existing regulation on the base of a drive-by procedure developed by ISO.

During the last meetings it became obvious that there are different national assessments on what the target of the revision of ECE-R 41 should be.

With this position paper the German delegation wants to point out again what the main German concerns regarding the proposed test procedure by ISO are and which issues therefore should be covered by the ongoing revision of ECE-R 41.

## **Main concerns regarding the method proposed by ISO (1)**

- The measurement method mostly reflects urban driving conditions. Conditions with higher engine speeds, accelerations and corresponding high noise emissions, which occur at transitions between urban and rural areas and therefore affect peoples well-being and health, are not covered adequately.
- The proposed method by ISO is not reproducible within the scope of roadside inspections.

## **Main concerns regarding the method proposed by ISO (2)**

- The proposal does not contain construction requirements to prevent tampering.
- Measures to prevent test-cycle-detection and the use of defeat devices are not contained in the proposal.
- Low-powered and high-powered motorcycles are misbalanced within the proposed test method.

## **Main Issues to be covered by a revision of ECE-R 41 (1)**

- A measurement method for type approval of motorcycles also has to cover driving conditions that are representative for transitions between urban and rural areas.
- ECE-R 41 has to be revised in a way that the type approval procedure can be reproduced within the scope of roadside inspections. Therefore a simple measurement method is needed.

## **Main Issues to be covered by a revision of ECE-R 41 (2)**

- Construction requirements for example according to chapter 7 of 97/24/EG in order to prevent tampering have to be implemented in ECE-R 41.
- Implementation of measures to prevent test-cycle-detection and the use of defeat devices during type approval.
- The technical differences between low-powered and high-powered motorcycles need to be reflected within the type approval test procedure.

## **Open question**

ISO has not yet explained to the satisfaction of the German delegation why there is a need for a constant speed test for the type approval of motorcycles.

## **Conclusions**

Germany sees the need for a general discussion within the Informal group about the main targets of the revision of ECE-R 41 and about possibilities how to take into account the different national concerns and interests.

Also the important question about the need of a constant speed test for the type approval procedure for motorcycles has to be answered by ISO.