

## **IMMA proposal to amend R41-04 to formalize the GRB interpretation of the conformity of production as agreed at 56/GRB (ECE/TRANS/WP.29/GRB/54)**

### **1) COMMENTARY**

There was industry concern that some approvals agencies may not grant the manufacturers the additional 1dB for L(wot) on the conformity of production tests as changes had been made to Annex 6 of R41-04. At 56/GRB meeting, it was agreed that the GRB's interpretation would be recorded in the 56GRB report and could be referenced by the industry and approvals agencies as and when requested.

Extract from report of 56/GRB (ECE/TRANS/WP.29/GRB/54)

*“The expert from IMMA sought GRB's clarification on paragraph 8.2. on the conformity of production tests, specifically: whether the 1 dBA allowance was applicable to the maximum A-weighted sound pressure level representing urban driving ( $L_{urban}$ ) and to the sound pressure level in wide open throttle ( $L_{wot}$ ). GRB agreed that currently paragraph 6.2.3. (specification regarding sound levels) clearly stated that the difference between  $L_{wot}$  shall not exceed the limit value for  $L_{urban}$  by more than 5 dB and if the +1dB was applied to  $L_{urban}$ , as given in Annex 6, then this additional +1 dB allowance was automatically also applicable to  $L_{wot}$  value.”*

IMMA considers that after two years, some personnel from industry and approvals agencies may not be aware of the existence of the GRB interpretation and its application during approvals and now proposes to include the interpretation into the regulation by amending R41-04.

### **2) PROPOSAL**

To *amend* the text in clause 8.2 as follows:

8. Conformity of production ....

8.2 In order to test conformity as required above, a sample motorcycle will be taken from the production line of the type approved pursuant to this Regulation. Its sound levels measured and processed ( $L_{urban}$  and  $L_{wot}$ ) 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, and mathematically rounded to the nearest integer shall not exceed by more than 3.0 dB(A) the values measured and

Transmitted by the expert from IMMA

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processed at the time of type approval. ~~nor~~ **Furthermore,  $L_{\text{urban}}$  shall not exceed** by more than 1.0 dB(A) the limit laid down in Annex 6 of this Regulation, **and  $L_{\text{wot}}$ , in connection with 6.2.3., shall not exceed the limit value for  $L_{\text{urban}}$  by more than 6.0 dB(A).**

### 3) JUSTIFICATION

To bring to the front the GRB interpretation on the CoP and ensure that it is available to all R41-04 users and not only those that are aware of the interpretation recorded in the report of 56 GRB (ECE/TRANS/WP.29/GRB/54).