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PRESS RELEASE. Guidelines on anti-tampering rules for motorcycle exhaust silencers

- For immediate release -

The European Association of Motorcycle Manufacturers (ACEM) shares the concerns of citizens, politicians and regulators regarding the impact of noise in daily life. Sound emissions of motorcycles have been regulated in the EU, with maximum permitted levels defined since the 1990s, through European type approval requirements.

As part of the solution to address these concerns, ACEM has recently developed a set of guidelines in cooperation with key aftermarket exhaust industry players. The aim of these guidelines is to avoid diverging, non-effective interpretations of anti-tampering rules for exhaust silencers, in particular for non-original equipment that may be alternatively fitted on motorcycles over their lifetime. The document notably clarifies technical requirements to ensure robustness of fixing solutions for silencing baffles and dB-killers, to prevent their easy removal.

Following an informal endorsement by authorities at EU level, [the guidelines](#) were supported by government experts at UNECE, the world forum on vehicle regulations.

Dissemination activities are now being launched by the motorcycle sector, with the involvement of ACEM member vehicle manufacturers, industry national associations and aftermarket exhaust manufacturers, seeking to raise the awareness of all stakeholders – including type approval authorities, market surveillance authorities and users.

Commenting on the initiative, Antonio Perlot, ACEM Secretary General, said:

“This initiative bringing together the expertise of recognised players in the motorcycle sector addresses one of the main causes of motorcycle noise in the streets. Approved silencers with too easily removable baffles or dB-Killers are today still present on the market, which may result in unacceptably high levels of noise on the road.

Putting forward state of the art solutions, the guidelines will help type approval authorities towards a more harmonised assessment of conformity to anti-tampering rules for exhaust silencers. The call is now on all stakeholders to apply them without delay.”

Note for editors

For sound level and anti-tampering rules of motorcycle exhaust silencers, the EU type approval framework Regulation 168/2013 mandates the application of UNECE Regulations no. 92 (aftermarket silencers) and no. 41 (original motorcycle). These Regulations were developed and are maintained by the *Working Party Noise and Tyres* (GRBP), under [the World Forum for the harmonization of vehicle regulations \(WP.29\)](#), operating within the United Nations Economic Commission for Europe (UNECE).

In December 2022, ACEM presented the guidelines to national type approval authorities at a stakeholder meeting organised by the European Commission. Following an informal approval by authorities at EU level, the International Motorcycle Manufacturers’ Association (IMMA) introduced the guidelines in February 2023 at GRBP, the world forum on sound level of vehicles. A final document is expected to be adopted at next GRBP session in September 2023.

About the initiative

This initiative has been jointly developed within the motorcycle sector, by the following actors:

- The European Association of Motorcycle Manufacturers (ACEM) and its members (ACEM [website](#)).
- The International Motorcycle Manufacturers’ Association (IMMA [website](#)).
- Motorcycle exhaust manufacturers Akrapovic, Arrow, Giannelli, Lafranconi, LeoVince, MIVV and SC project.

About ACEM

The European Association of Motorcycle Manufacturers (ACEM) represents manufacturers of mopeds, motorcycles, three-wheelers and quadricycles (L-category vehicles) in Europe. ACEM is a member of IMMA, the International Motorcycle Manufacturers’ Association. ACEM members include 18 manufacturing companies: BMW Motorrad, Bombardier Recreational Products (BRP), Ducati Motor holding, Harley-Davidson, Honda, Kawasaki, KTM, KYMCO, MV Agusta, Peugeot Scooters, Piaggio, Polaris Industries, Qooder, Royal Enfield, Suzuki, Triumph Motorcycles, Yamaha and Zero Motorcycles.

ACEM also represents 18 motorcycle industry associations in 17 different European countries.

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About 300,000 jobs depend on the L-category industry in Europe. There are more than 39 million motorcycles and scooters on Europe's roads (2019 estimate).

About IMMA

IMMA, as the voice of the global Motorcycle Industry, has a membership of Powered Two- and Three-Wheeler (PTW) manufacturers' associations from Australia, Brazil, Canada, Europe, India, Indonesia, Japan, Malaysia, the Philippines, Taiwan, Thailand, USA, and Vietnam. IMMA promotes solutions for safe, sustainable, socially responsible and economically viable motorcycling. IMMA advances inclusive policies and engages in the development and progressive harmonization of vehicle requirements in global forums. IMMA is based in Geneva, Switzerland.

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