

Proposal to amend the 04 series of UN Regulation No.41 (Noise Emissions of motorcycles)

I. Proposal

Annex 7, paragraph 2.5., add Note at the end:

2.5. ASEP control range

The requirements of this annex apply to any vehicle operation with the following restrictions:

- (a) $v_{AA'}$ shall be at least 20 km/h
- (b) $v_{BB'}$ shall not exceed 80 km/h
- (c) $n_{AA'}$ shall be at least $0.1 * (S - n_{idle}) + n_{idle}$
- (d) $n_{BB'}$ shall not exceed
 $0.85 * (S - n_{idle}) + n_{idle}$ for $PMR \leq 66$ and
 $3.4 * PMR^{-0.33} * (S - n_{idle}) + n_{idle}$ for $PMR > 66$

Note : If the vehicle has more than one gear the first gear shall not be used.

II. Justification

Following bilateral discussion with some Test Services, it was understood that the current text leaves some room for interpretation. IMMA considers it important to make sure that the test procedure will be performed in a harmonized way, hence the above proposal to add clarity with a note.

The 1st gear shall be excluded for the following reasons:

- to avoid dangers such as tire slips and wheelies;
- the 1st gear is not used in normally running (it is used exclusively for starting, stopping and slow moving).
- the ASEP concept has been described as follows;

“The motorcycle may be tested within the ASEP area at wide open throttle acceleration in any gear ratio, except 1. gear. “

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Exceptions from ASEP tests



- The motorcycle may be tested within the ASEP area at wide open throttle acceleration in any gear ratio, except 1. gear. The max. noise level must not exceed the threshold curve.
- The test should not be applied to continuously variable transmission (CVT) vehicles, if the engine speeds for the ASEP vehicle speed range do not differ significantly from those reached in the ISO 362-2 test.
- A lower pmr limit may be applied, if it can be proved that there is no need for ASEP tests.