

Proposal for amendments to Regulation No. 41 "Noise emissions of motorcycles"

I. Proposal

Paragraph 2.13., the table, amend to read:

Symbol	Units	Explanation	Reference
AA'	–	virtual line on the test track	Annex 4 – Figure 1
a_{wot}	m/s^2	calculated acceleration	Annex 3 – 1.4.2.
$a_{wot,ref}$	m/s^2	prescribed reference acceleration	Annex 3 – 1.3.3.3.1.2.
a_{urban}	m/s^2	prescribed target acceleration	Annex 3 – 1.3.3.3.1.2.
BB'	–	virtual line on the test track	Annex 4 – Figure 1
CC'	–	virtual line on the test track	Annex 4 – Figure 1
k	–	gear weighting factor	Annex 3 – 1.4.3.
k_p	–	partial power factor	Annex 3 – 1.4.4.
L	dB(A)	sound pressure level	Annex 3 – 1.4.16.
$L_{wot(i)}$	dB(A)	L at wot condition	
l_{pA}	m	pre-acceleration length	Annex 3 – 1.3.3.1.1.
m_{kerb}	kg	kerb mass of the vehicle	2.6.
m_t	kg	test mass of the vehicle	Annex 3 – 1.3.2.2.
n	min^{-1}	measured engine speed	
$n_{pp'}$	min^{-1}	engine speed at PP'	Annex 7 – 2.6
n_{idle}	min^{-1}	engine speed at idle	–
$n_{wot(i)}$	min^{-1}	$n_{pp'}$ corresponding to measured at $L_{wot(i)}$ detection	Annex 7 – 2.6.
PP'	–	virtual line on the test track	Annex 4 – Figure 1
PMR	–	power-to-mass ratio index	2.9.
P_n	kW	rated maximum net power	2.7.
S	min^{-1}	rated engine speed	2.8.
v	km/h	measured vehicle speed	–
v_{max}	km/h	maximum speed	2.10.
v_{test}	km/h	prescribed test speed	Annex 3 – 1.3.3.1.1.

II. Justification

The requirements included in Annex 7 related to ASEP test include a considerable quantity of parameters, variables and formulas whose clear interpretation is of utmost importance. Any unclear and subjective evaluation of the meaning of the above mentioned values and algorithm may easily lead to different interpretations and disputes between the subjects involved in the application of the Regulation. The clearer definition proposed in this amendment is aimed at solving these potential problems.