

6 February 2024

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 40 – UN Regulation No. 41

Revision 3 - Amendment 2

Supplement 2 to the 05 series of amendments – Date of entry into force: 5 January 2024

Uniform provisions concerning the approval of motorcycles with regard to noise

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2023/72.



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).

Annex 1, item 18, amend to read:

"18. Additional sound emission provisions:

18.1.	RD-ASEP operating conditions	Reference Point (i)	Reference Point (ii)	additional operating condition 1	additional operating condition 2	additional operating condition 3
				gear <i>i</i> <i>i</i> = 1 to <i>n</i> (number of gears)		
18.1.1.	Selected gear number					
18.1.2.	Approach condition to line AA' (acceleration, deceleration or constant speed)	n.a.	n.a.			
18.1.3.	Throttle control position (%)	n.a.	n.a.			
18.1.4.	Vehicle speeds	-	-	-	-	-
18.1.4.1.	Vehicle speed at the beginning of the period of acceleration (average of 3 runs) (km/h)			n.a.	n.a.	n.a.
18.1.4.2.	Pre-acceleration length (m)			n.a.	n.a.	n.a.
18.1.4.3.	Vehicle speed $v_{AA'}$ (average of 3 runs for Reference Point (i) and (ii)) (km/h)					
18.1.4.4.	Vehicle speed $v_{PP'}$ (average of 3 runs for Reference Points (i) and (ii)) (km/h)					
18.1.4.5.	Vehicle speed $v_{BB'}$ (average of 3 runs for Reference Points (i) and (ii)) (km/h)					
18.1.5.	Engine speeds	-	-	-	-	-
18.1.5.1.	Engine speed $n_{AA'}$ (average of 3 runs for Reference Points (i) and (ii)) (min^{-1})					
18.1.5.2.	Engine speed $n_{PP'}$ (average of 3 runs for Reference Points (i) and (ii)) (min^{-1})					
18.1.5.3.	Engine speed $n_{BB'}$ (average of 3 runs for Reference Points (i) and (ii)) (min^{-1})					
18.1.6.	Wide open throttle test result L_{wot} for Reference Points (i) and (ii) (dB(A))			n.a.	n.a.	n.a.
18.1.7.	max. sound pressure level L_{ASEP} of the additional operating conditions	n.a.	n.a.			
18.1.8.	RD-ASEP limit'					

Footnote: The columns for the additional operating conditions 1, 2 and 3 in the table above, need to be repeated for each gear that needs to be tested."