

**INDIA'S COMMENTS ON PROPOSAL FOR DRAFT REVISION TO REGULATION No. 41 VIDE
ECE/TRANS/WP.29/GRB/2009/3 (Draft 04 series of amendments to Regulation No. 41)**

A. PROPOSAL

- A1.** India proposes that item 1.2.2 of Annex 3 may be amended as follows. (Deletion scored out and additions shown in bold with **blue** colour)

“1.2.2. Meteorological conditions

The measurements shall be made when the ambient air temperature is within the range from [5] °C to ~~[40]~~ **45**°C. The tests shall not -----.”

- A2.** India proposes that item 1.4.6.1 of Annex 3 may be amended as follows. (Deletion scored out and additions shown in bold)

“1.4.6.1. Vehicles with *PMR* ≤ 25

Vehicles with a *PMR* not exceeding 25 are tested in a single gear or gear selector position only under full throttle. The final test result, **considered as L_{urban}** , is the sound pressure level $L_{wot,(i)}$ mathematically rounded to the nearest ~~integer~~ **first decimal place (e.g. XX.X) ”**

- A3.** India proposes that a new paragraph may be added as item 1.3 in Annex 7, explaining the basic purpose of ASEP tests described in Annex 7. **(This can be in line with what is in the proposed ASEP procedure in Regulation No. 51).**

- A4.** India proposes that item 2.6 of Annex 7 may be amended as follows. (Deletion scored out and additions shown in bold)

“2.6. ASEP limits

The maximum noise level recorded during the passage of the motorcycle through the test track shall not exceed:

$$\begin{array}{ll} L_{wot,(i)} + [X] \times (n_{PP'} - n_{wot,(i)})/1000 + [Z] & \text{for } n_{PP'} < n_{wot,(i)} \text{ and} \\ L_{wot,(i)} + [Y] \times (n_{PP'} - n_{wot,(i)})/1000 + [Z] & \text{for } n_{PP'} \geq n_{wot,(i)}, \end{array}$$

where $L_{wot,(i)}$ ~~has~~ **and $n_{PP'}$ have** the same meaning as in paragraph 1 of Annex 3 and $n_{wot,(i)}$ refers to the corresponding engine speed when the front of the vehicle passes the line PP'.”

B JUSTIFICATIONS

- B1.** India has a practical problem that during summer season, the ambient temperature at all the test sites goes considerably above 40 °C, as can be seen in the following table.

	VRDE, Ahemednagar	Pithampur (planned)	Manesar (planned)	Chennai (planned)
Approximate Summer period	20 th March – 10 th June	1 st April – end June	1 st April – end July	1 st March – end May
Maximum temp °C	45	48	46	45
Period when temperature will be above 40°C	10AM – 6PM	9AM –7:30PM	9AM – 7PM	11AM – 4PM

From the experiments carried out from the ambient temperatures varying between 23/24 to 42/43°C, the difference in the sound level measured on the same level was less than 1 dBA. If needed, experimental results can be shared. In view this, increasing the range of ambient temperature to 45°C will not affect the uniformity of results in the prescribed limit.

- B2.** India feels that the concept of L_{urban} is applicable for all two wheelers, as is clear from the Table in Annex 6. In the case of two wheelers with $PMR \leq 25$, being low powered engined vehicles, the use of L_{crs} is not taken into account. India suggests the inclusion of the expression “**considered as L_{urban}** ” in order to match the expression used in this item with the language used in Annex 6

In the case of two wheelers with $PMR >25$, the final result is rounded to nearest one decimal. India feels that in case of two wheelers with $PMR \leq 25$, also the same practice should be followed.

- B3.** This is suggested to clearly indicate purpose of carrying out the ASEP tests.

- B4.** The suggestion is an editorial correction as explanation for n_{PP} also needs to be included has been done for $L_{wot,(i)}$.
