|  |  |  |
| --- | --- | --- |
|  | E/ECE/324/Rev.1/Add.40/Rev.3/Amend.2−E/ECE/TRANS/505/Rev.1/Add.40/Rev.3/Amend.2 | |
|  |  | 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[[1]](#footnote-2)\*

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

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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.

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**UNITED NATIONS**

*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= 1 to n (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 vAA’  (average of 3 runs for Reference Point (i) and (ii)) (km/h) |  |  |  |  |  |
| 18.1.4.4. | Vehicle speed vPP’  (average of 3 runs for Reference Points (i) and (ii)) (km/h) |  |  |  |  |  |
| 18.1.4.5. | Vehicle speed vBB’  (average of 3 runs for Reference Points (i) and (ii)) (km/h) |  |  |  |  |  |
| 18.1.5. | Engine speeds | - | - | - | - | - |
| 18.1.5.1. | Engine speed nAA’  (average of 3 runs for Reference Points (i) and (ii)) (min-1) |  |  |  |  |  |
| 18.1.5.2. | Engine speed nPP’  (average of 3 runs for Reference Points (i) and (ii)) (min-1) |  |  |  |  |  |
| 18.1.5.3. | Engine speed nBB’  (average of 3 runs for Reference Points (i) and (ii)) (min-1) |  |  |  |  |  |
| 18.1.6. | Wide open throttle test result Lwot for Reference Points (i) and (ii) (dB(A)) |  |  | n.a. | n.a. | n.a. |
| 18.1.7. | max. sound pressure level LASEP 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."

1. \* 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). [↑](#footnote-ref-2)