

**List of remaining open issues on noise of motorcycles (Regulation No. 41)**

This document gives an overview of the remaining open issues on which an agreement between Germany and IMMA could not yet be found and for which continued discussions by the R41WG and GRB are needed:

1. Section 6.1.1.: possible addition of reference information on manufacturer's plate related to drive-by noise enforcement testing
2. Section 6.3.: most appropriate wording for ASEP (how to best combine ASEP requirements with issuance of manufacturer declaration for type approval purposes)
3. Annex 1 section 1.2.2.: practical problem for certain regions with ambient temperatures above 40°C for several months of the year
4. Annex 1 section 1.3.2.3.: need to specify commercial availability of tested tyre
5. Annex 1 section 1.4.2.1.:  $l_{ref}$  as actual vehicle length or fixed 2m for acceleration calculation (possible choice for manufacturer for reasons of ease of testing)
6. Annex 1 section 1.4.2.1: possibility for pre-acceleration in case of CVT without locked gear ratio
7. Annex 1 section 1.4.4.2: how to deal with vehicles with  $a_{wot}$  less than  $a_{urban}$  (determination of  $k_p$ )
8. Annex 7 section 2.6.: ASEP slopes and tolerance (agreed principle is that ASEP should only affect vehicles of concern and be as simple as possible with minimal testing burden; Germany will re-check the ASEP database)
9. Annex 7 section 2.6.: most appropriate reference engine speed for ASEP evaluation (compromise between accuracy and ease of testing)
10. Annex 7 section 3.1.: number of test points that can be defined within the ASEP control range at the discretion of the type approval authority / technical service

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