

ASEP

IMMA input to ASEP IWG

November 2018

IMMA committed to improve ‘real world’ motorcycle noise:

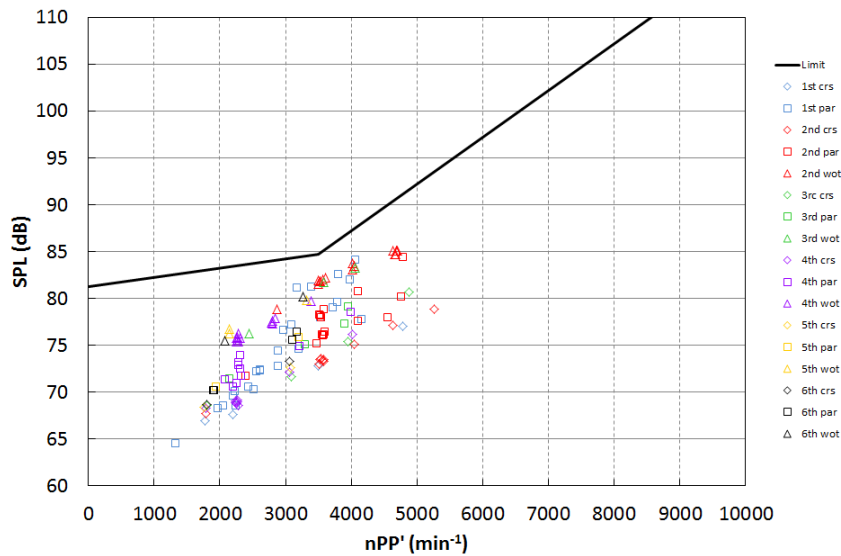
- IMMA believes only lowering Type Approval limits will not solve the real world sound emission issue - aligned with the position of Germany, as in GRB-66-12:
 - *‘Reduce sound level limits in a moderate way and take a bigger focus on Manipulation, Loop-holes, Grey-Areas and enforcement in near future!’*
- IMMA Approach:
 - Short term : R41 Mandatory ASEP (GRB/2018/11) →DONE
 - Medium term: IMMA has been already working on a proposal expanding the ASEP provisions to reflect better real world noise:
 - Test in any throttle position allowed
 - Widen the vehicle speed boundaries to 10 – 100 km/h
 - Test in all gears
 - Keep current *mystery points* concept (=additional operating conditions) to keep testing burden realistic
 - Technical details are being evaluated and worked out – further details at Jan ASEP IWG

IMMA First study of the IWG ASEP model

> [ASEP-07-12 \(OICA\) 2018-03-27 IWG DATABASE ALL VEHICLES - PUBLIC.xlsx](#)

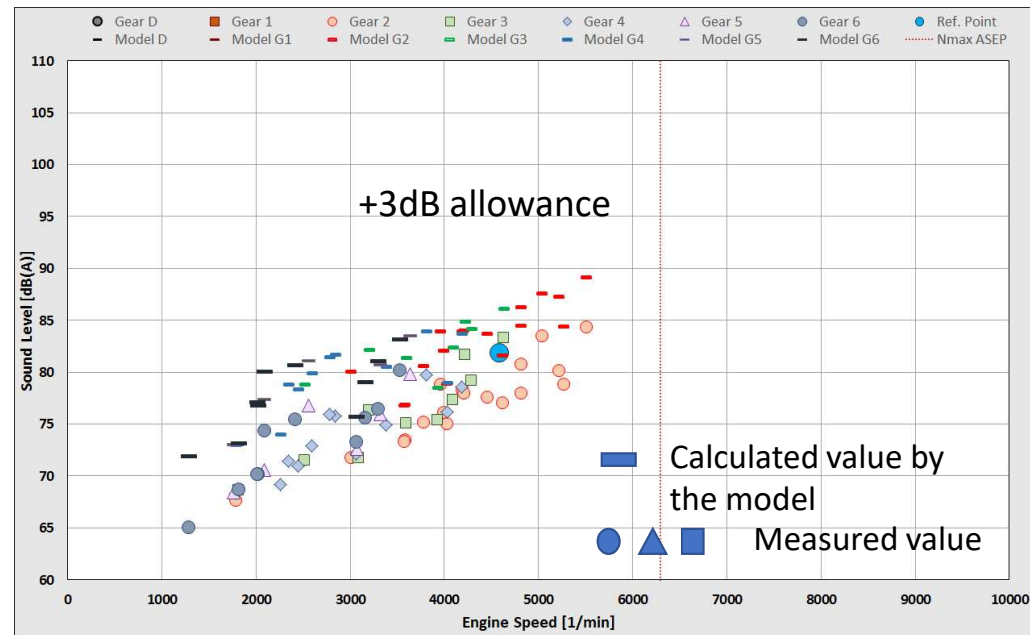
Test vehicle: PMR = 520.3

Current R41-04 ASEP
(all gears / all throttle positions)



Model Study (ASEP-07-12)

Weighing factor for the tire component set to 0

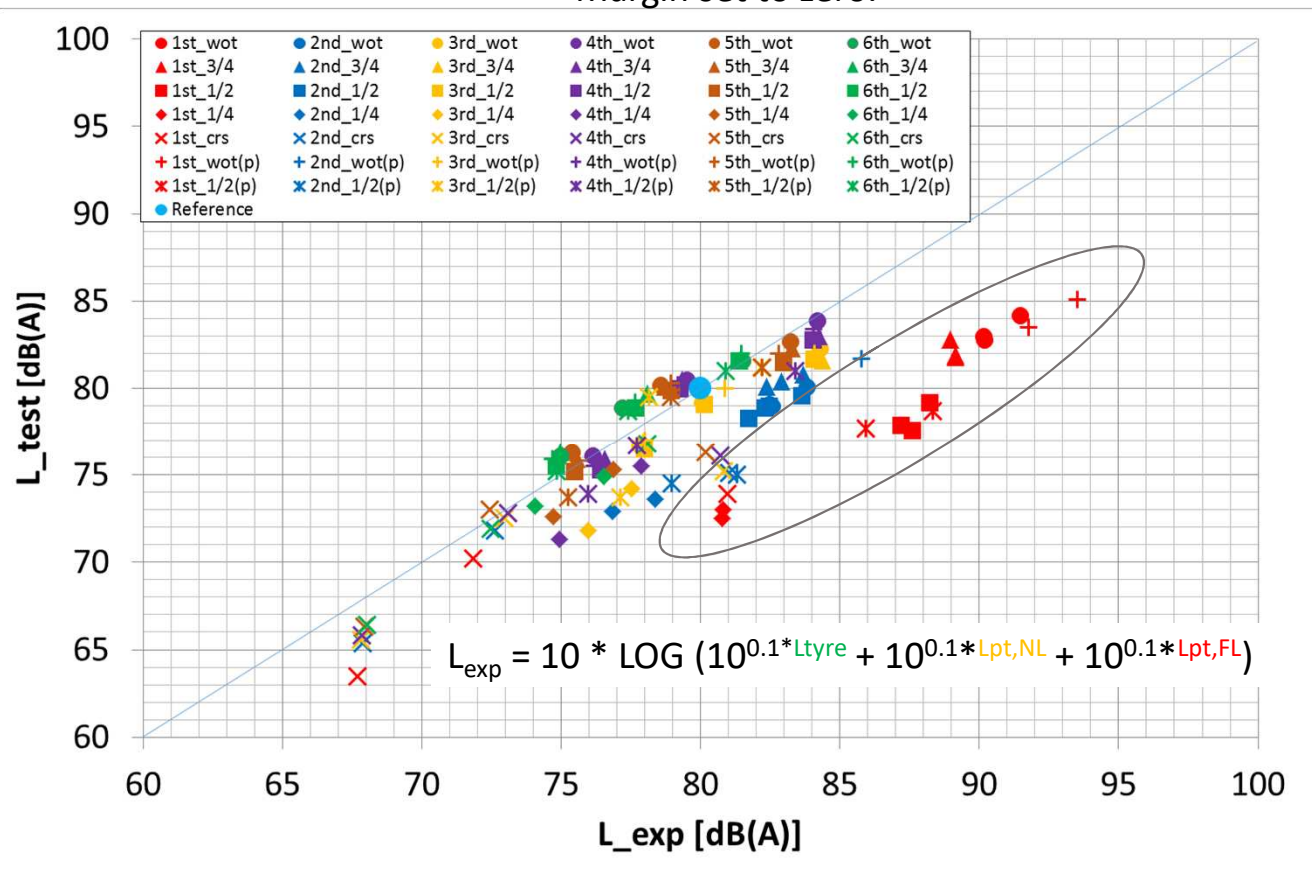


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vehicle1(PMR≈350)

- Weighing factor for the tire component set to 0
- Margin set to zero.

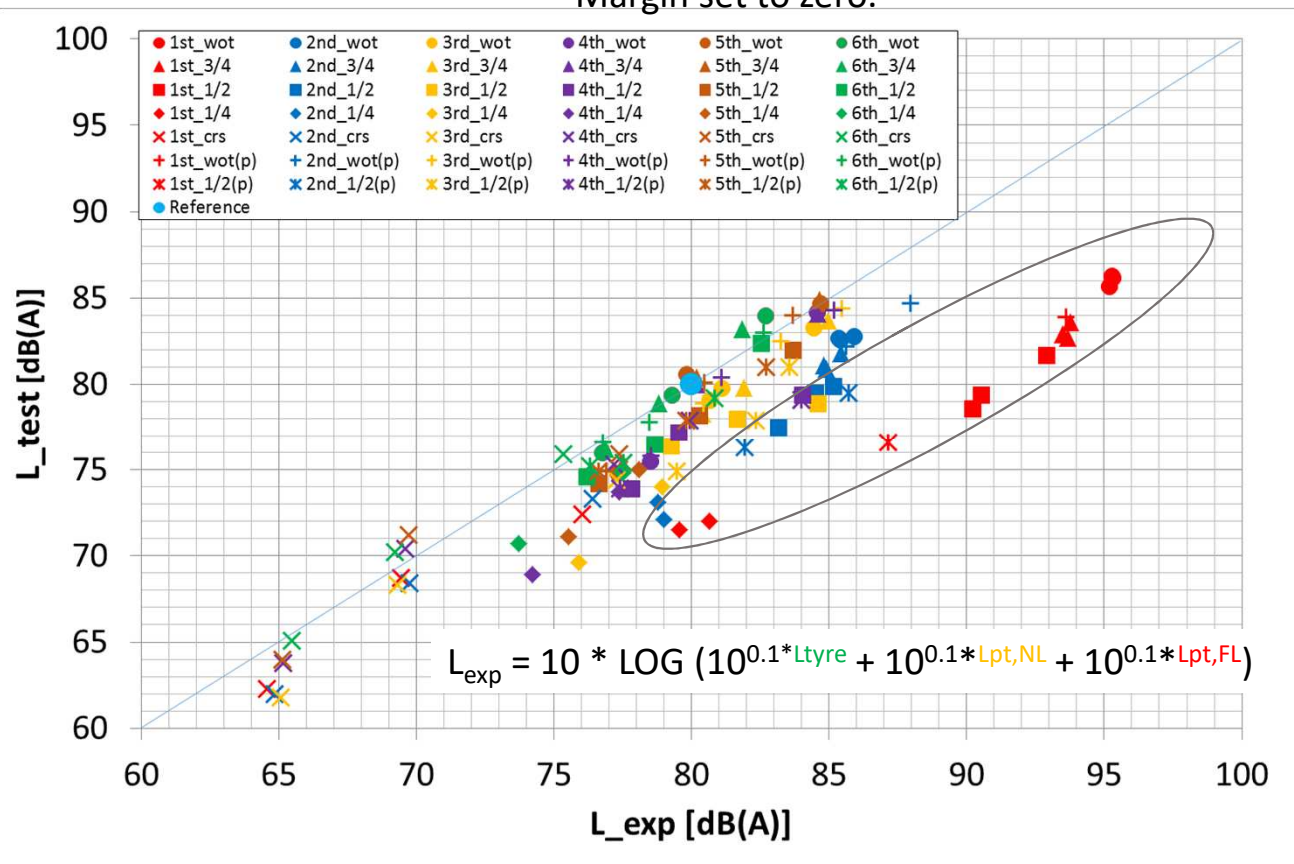


IMMA First study of the IWG ASEP model

>  ASEP-07-12 (OICA) 2018-03-27 IWG DATABASE ALL VEHICLES - PUBLIC.xlsx

vehicle2(PMR≈190)

- Weighing factor for the tire component set to 0
- Margin set to zero.



IMMA ideal timeline: Revised R41 ASEP proposal ready by end 2019.

Revised ToR (ASEP-09-04_Rev1) mention proposals by Sept 2020...

...but IMMA is aiming at closing Motorcycle ASEP discussions before the initiatives on lower Type Approval limit values* start.

*EC proposal on lower Type Approval limit values expected Q1~Q2 2020.

- Starting a completely new ASEP approach (currently not engineered for motorcycles) will need new limits as well and is not expected to meet the above timeline.
- IMMA is working on a MC specific solution that is aimed at quicker implementation (IMMA will share further details at the ASEP IWG in January)
- In the mean time, IMMA will cooperate in the further development of the model to make it suitable for motorcycles, for consideration at a later date.