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

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

+3dB allowance

Calculated value by the model

Measured value
vehicle1 (PMR≈350)

- Weighing factor for the tire component set to 0
- Margin set to zero.
\[ L_{\text{exp}} = 10 \times \log (10^{0.1 \times L_{\text{tyre}}} + 10^{0.1 \times L_{\text{pt, NL}}} + 10^{0.1 \times L_{\text{pt, FL}}}) \]

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

IMMA First study of the IWG ASEP model
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.