

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

Addendum 39: Regulation No. 40

Date of entry into force as an annex to the Agreement:
1 September 1979

*Corrigendum 3**

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR CYCLES EQUIPPED WITH A POSITIVE-IGNITION ENGINE WITH REGARD TO THE EMISSION OF GASEOUS POLLUTANTS BY THE ENGINE

*This document, which is based on the Depository Notification C.N.75.1989.TREATIES-13 dated 1 May 1989, incorporates also the corrections appearing in documents E/ECE/324-E/ECE/TRANS/505/Rev.1/Add.39/Corr.1 and Corr.2/Rev.1 which are therefore superseded.



UNITED NATIONS

Annex 4

Paragraph 2.3, amend to read:

"2.3. Use of the gearbox

2.3.1. The use of the gearbox shall be determined as follows:

2.3.1.1. At constant speed, the rotating speed of the engine shall be, if possible, within 50 and 90% of the speed corresponding to the maximum power of the engine. When this speed can be reached in two or more gears, the motor cycle shall be tested with the highest gear engaged.

2.3.1.2. During acceleration, the motor cycle shall be tested in whichever gear is appropriate to the acceleration imposed by the cycle. A higher gear shall be engaged at the latest when the rotating speed is equal to 110% of the speed corresponding to the maximum power of the engine. If a motor cycle reaches the speed of 20 km/h in first gear, or 35 km/h in second gear, the next (higher) gear shall be engaged at these speeds. In these cases no further gear shifts into higher gears shall be allowed. If, during the acceleration phase, the gear shifts have taken place at these fixed vehicle speeds, the following constant speed phase shall be performed in the gear which is engaged when the motor cycle enters that constant speed phase, regardless of the engine speed.

2.3.1.3. During deceleration, a lower gear shall be engaged either before the engine starts to idle roughly or when the engine revolutions are equal to 30% of the speed corresponding to the maximum power of the engine, whichever of these conditions is reached first. No change down to first gear shall be effected during deceleration.

2.3.2. Motor cycles equipped with automatic-shift gearboxes shall be tested with the highest gear (Drive) engaged. The accelerator shall be used in such a way as to obtain the steadiest possible acceleration at which the various gears can be engaged in the normal order. The tolerances prescribed in paragraph 2.4 shall apply."

Table "Operating cycle on the dynamometer bench", last column:

Replace "According to manufacturer's instructions" by "In accordance with paragraph 2.3".

Paragraph 4.1, amend to read:

"...-Roller diameter: ≥ 400 mm"

"... equal to $K V^3 \pm 5\%$ of $K V^3 \pm 5\%$ of P_{V50} ".

Annex 5, paragraph 3.5, amend to read:

"... if the total of concentrations measures ($C_{CO} + C_{CO2}$) is at least 10 ...".

- - - - -