# 加速走行騒音試験結果成績表(協定規則第51号)

発行依頼者名 殿

発 行 年 月 日発 行 機 関 名 印

自動車車名型式 自動車車台番号(又はシリアル番号) 自動車通関証明書証明番号

試験自動車車台番号(又はシリアル番号)

標記試験自動車について実施した加速走行騒音試験の結果は別添のとおりです。

騒音防止性能確認標章確認番号

※本成績表は、自動車の基準適合性確認の際に使用することがありますので、自動車検査証等と 一緒に保管することをおすすめします。

### 加速走行騒音試験結果成績表(協定規則第51号)

試験期日		試験場所					試験機					
(Test date)		(Test site)					(Tested I	oy)				
試験自動車及び試駅 Fest vehicle and Test co												
est venicle and rest co 三名・型式(類別)及び												
Make·Type(Variant) and ፤両諸元	Chassis No.)  車両カテ=	řΠ				- !						
Vehicle spec)	(Vehicle cat	•										
原動機型式及び 定格最大ネット出力	(Pa)/空校エンバ	、同転数(c)										
と情報人へクロカ	(下川)/ 足宿エンノ	ノ回転数(3) (kW/min <sup>-1</sup> )						k	w		n	nin <sup>-1</sup>
(Engine type and Rate	d maximum net pow		原動	機搭	載位置							
/Rated engine speed)			(Pos			ment o	f the engine)		±×-	ア数		
変速機の種類 (Type of transmission)	)			手重 (Nor	IJ i−Automati	ic gear	box)			ア 致 mber of gears)		
				自重					,	ア数		
1			タイプ		omatic gea 機械式	rbox)	油圧式	電気		mber of gears) その他		
			(Typ		(Mechar	nical)	迪压式 (Hydraulic)	电风: (Elec				
最終減速比												
(Final drive ratio(s)) 消音器の個数・触媒	 なの有無											
(Number of silencer•E)	xistence of catalyst	)										
タイヤサイズ(空気圧 (Tire size (Pressure))	E)(kPa)		前輔		0					,		\
(Tire size (Pressure))			(Fron	nt whe	eI <i>)</i>	-				(		) kP
										(		) kP
			後輔		al)					1		) kP
			кеа	r whe	ei)					(		<i>)</i> KP
55 FI			_		14.		. بدعد		-	(	-T./·	) kP
質量 (Weight)					†(kg) otal)		前軸( (Front a	-			蚰(kg) ar axle)	
技術的最大許容質	質量(kg)			(1	Otal)		(i ronc a	3XIC/		(INE	i axic/	
(Technically permiss 車両の空車質量(		mass)										
(Curb mass)												
目標の車両質量(	kg)											
(Target mass) 試験時の車両質量	量(kg)					$\vdash$						
(Mass of vehicle wh	en tested)											
後軸許容荷重 (Technically permissib	ole maximum laden m	nass of rear axle)										
パワーマスレシオ	(PMR)	·										
(Power-to-mass rat												
(Mass of running ord												
質量情報 (Vehicle mass inform	motion)				アントの:		:最小 r each variant)			各バージョン Mass of each ve		
(Verlicle mass inform	nation)		(IVI	Ilmimur	and maxii	num 10	r each variant)		(1	wass or each ve	er siori)	
 	+ # E + / \											
試験車両長さ又は基 (Test Vehicle length or		)										
<b>は験条件</b>	天候	風向		風速(r			ī温(℃)	気圧(h			湿度(	
est conditions)	(Weather)	(Wind direction)	) (	Wind v	elocity)	(Ter	mperature)	(Barome	etric I	Pressure)	(Humic	aity)
						-		1			<del>                                     </del>	
											<u> </u>	
試験機器												
est equipment) 経音計												
Sound level Meter)												
i速測定装置 <sup>'ehicle</sup> Speed Measurin	ur Dovice)											
emole opeed Measurin	ig Device/											
備考 (Remarks)												
												-

### 4. 試験成績

(Test results)

仕様確認(協定規則第51号 6章)

(Check for the specifications of this Regulation (From paragraph "6. Specification" of this regulation)) 6.1. 一般仕様

General specifications

車両、原動機及び音低減システムは、通常の使用状態において車両が振動を受けても、

本規則の規定に適合できるような設計、構造及び組み立てであるものとする。

The vehicle, its engine and its sound reduction system shall be so designed, constructed and assembled as to enable the vehicle, in normal use, despite the vibration to which it may be subjected, to comply with the provisions of this Regulation.

音低減システムは、地域的な気候の違いを含め、車両の使用条件を考慮して

当該装置が受ける腐食作用に無理なく耐えることができるような設計、構造及び組み立てであるものとする。 The sound reduction system shall be so designed, constructed and assembled as to be able to reasonably resist

the corrosive phenomena to which it is exposed having regard to the conditions of use of the vehicle.,

including regional climate differences. 6.2. 音量レベルにかかわる仕様

Specifications regarding sound levels

測定方法

Methods of measurement

6.2.1.1. 認可用に提出された型式の車両から発生する音は、走行中の車両及び停止中の車両\*について、

本規則の附則3に規定された方法を用いて測定するものとする。 排気管を有する自動車であって停止中状態において原動機が作動しない車両の場合、

発生する音は走行中にのみ測定するものとする。

排気管を有する自動車であって、停止状態における原動機が作動しないカテゴリーM1のハイブリッド電気自動車

については、発生する音は附則3の4項に従って測定するものとする。 技術的最大許容質量が2,800 kgを超える車両は、対応するブレーキ装置が車両の一部である場合、 附則5の仕様に従って停止中の車両で圧縮空気騒音の追加測定を行うものとする。

この方法を用いて使用過程の車両を検査する行政官庁の基準値とするために、停止中の車両にテストを行なう。

The sound made by the vehicle type submitted for approval shall be measured by the methods described in

Annex 3 to this Regulation for the vehicle in motion and for the vehicle when stationary; in the case of a vehicle where an internal combustion engine cannot operate when the vehicle is stationary, the emitted sound shall only be measured in motion. In the case of a hybrid electrical vehicle of category M1 where an internal combustion engine cannot operate when the vehicle is stationary, the emitted sound shall be measured in motion. Operate when the vehicle is stationary, the emitted sound shall be measured in motionaccording to Annex 3, paragraph 4.

Vehicles having a technically maximum permissible laden mass exceeding 2,800 kg shall be subjected to an additional measurement of the compressed air noise with the vehicle stationary in accordance with the specifications of Annex 5, if the corresponding brake equipment is part of the vehicle.

\*\*A test is made on a stationary vehicle in order to provide a reference value for administrations which use this method to check vehicles in use.

6.2.1.2. 上記6.2.1.1項の規定に従って測定した値は、テストレポートおよび附則1に示すモデルに対応した認可証に 記入するものとする。

The values measured in accordance with the provisions of paragraph 6.2.1.1. above shall be entered in the test report and a certificate corresponding to the model shown in Annex 1.

6.2.2. 音量レベルの規制値 Sound level limits

6.2.2.1. 本規則の附則3の規定に従って、最も近い整数値に丸めて測定された音量レベルは、

規制値を超えないものとする:

The sound level measured in accordance with the provisions of Annex 3 to this Regulation, mathematically rounded to the nearest integer value, shall not exceed the limits:

O該当するカテゴリにチェックする

Vehicle	Vehicles used	Sound lev	el limits
categorie	for the carriage of passengers	Phase 1	Phase 2
M1	PMR < 120 kW/t		
	PMR: 120 kW/t - 160 kW/t		
	PMR > 160 kW/t		17 S
	PMR > 200 kW/t, No.of seats < 4,		
	R-point hight < 450 mm		
M2	GVW < 2.5 t		
	GVW < 2.5 t - 3.5 t		
	GVW > 3.5 t : P < 135 kW		
	GVW > 3.5 t : P > 135 kW		1-
M3	P < 150kW		
	P: 150kW - 250 kW	i	
	P > 250kW		
Vehicle	Vehicles used	Sound lev	el limits
categorie	for the carriage of goods	Phase 1	Phase 2
N1	GVW < 2.5 t		
	GVW > 2.5 t		
N2	P < 135 kW		
	P > 135kW		
N3	P < 150kW		
	P : 150 kW - 250 kW		
	P > 250 kW		

Pass · Fail

Pass · Fail

Pass Fail

4. 試験成績
(Test results)
仕様確認 (協定規則第51号 6章)
Check for the specifications of this Regulation (From paragraph "6. Specification" of this regulation)

	for the specifications of this Regulation (From paragraph "6. Specification" of this regulation)	
	量レベルにかかわる仕様	
	ifications regarding sound levels オフロード 用*に設計された車両は、M3及びN3の車両カテゴリーについては2 dB(A)、その他の車両カテゴリー	90
0.2.2.2	については1 dB(A)、規制値を引き上げるものとする。	Yes No
	カテゴリーM1の車両については、技術的最大許容質量が2トンを越える場合のみ、オフロード車両用に引き上げ	1
	られた規制値を適用する。	1
	* 車両構造統合決議(R.E.3)(TRANS/WP.29/78/Rev.3)の定義に従う。	
	For vehicle types designed for off-road use, the limit values shall be increased by 2 dB(A) for M3 and N3	1
	vehicles category and 1 dB(A) for any other vehicle category.  For vehicle types of category M1 the increased limit values for off-road vehicles are only valid if the	j
	technically permissible maximum laden mass > 2 tons.	1
	(In conformity with the definitions given in the Consolidated Resolution on the Construction of Vehicles	
6222	(R.E.3)(TRANS/WP.29/78/Rev.3)) 路上移動時に車いすに座った1人以上の人を収容するよう特別に組み立てまたは改造された車いす用の	1
0.2.2.3.	カテゴリーM1車両、および統合決議RE.3の2.5.2項に定義 装甲車については規制値を2 dB(A)引き上げる	Yes No
	ものとする。	100 110
	Limit values shall be increased by 2 dB(A) for wheelchair accessible vehicles of category M1 constructed or	1
	converted specifically so that they accommodate one or more persons seated in their wheelchairs	
6224	when travelling on the road, and armoured vehicles, as defined in paragraph 2.5.2 of R.E.3. ガソリンのみのエンジンを備えたカテゴリーM3の車両型式については、適用可能な規制値を2dB引き上げる。	1
0.2.2.4.	For vehicle types of category M3 having a gasoline only engine, the applicable limit value is increased by 2dB(A).	Yes No
6.2.2.5.	技術的最大許容質量が2.5t以下で、排気量が660ccを超えず、技術的最大許容質量を用いて計算した	1
	パワーマスレシオ(PMR)が35kW/tを超えず、フロントアクスルと運転席のRポイントの間の水平距離「d」が	Yes No
	1,100mm未満のカテゴリーN1の車両型式については、技術的最大許容質量が2.5tを超えるカテゴリーN1の	1
	車両の規制値が適用される。	1
	For vehicle types of category N1 having a technically permissible maximum laden mass of less than or equal to 2.5 tons, the engine capacity not exceeding 660 cc and the power-to-mass ratio (PMR) calculated by	1
	using the technically permissible maximum laden mass not exceeding 35 kW/t and a horizontal distance "d"	i
	between the front axle and the driver's seat R point of less than 1,100 mm, the limits of the vehicle types of	
6.2.3.	category N1 having a technically permissible maximum laden mass above 2.5 tons apply. 音の発生に関する追加規定	1
0.2.3.	Additional sound emission provisions	
	音の発生に関する追加規定(ASEP)は、原動機を装備したカテゴリーM1およびN1の車両にのみ適用される。	Yes No
	車両メーカーが本規則(附則3の条件を含む)の附則7の3.3項に定義のASEPの制御範囲内でのテスト条件に	1
	対するBB'における車両の大エンジン回転数と最低エンジン回転数の差が0.15×Sを超えないことを示す	
	最型式認可当局への技術文書を提供する場合、車両は附則7の要件を満たすものとみなされる。	1
	本条項は、ロック不可能な可変ギア比トランスミッション(CVT)を特に対象としている。	i
	以下の条件の1つが満たされている場合、ASEPが適用されない The additional sound emission provisions (ASEP) apply only to vehicles of categories M1 and N1 equipped with	
	an internal combustion engine.	1
	Vehicles are deemed to fulfil the requirements of Annex 7, if the vehicle manufacturer provides technical	1
	documents to the type approval authority showing, that the difference between maximum and minimum engine speed of the vehicles at BB' for any test condition inside the ASEP control range defined in paragraph 3.3.	
	of Annex 7 to this Regulation (including Annex 3 conditions) does not exceed 0.15 x S. This article is	1
	intended especially for non-lockable transmissions with variable gear ratios (CVT).	1
	Vehicles are exempted from ASEP if one of the following conditions is fulfilled:	1,,
	(a) カテゴリーN1の車両について、排気量が660 ccを超えず、技術的最大許容質量を用いて計算した	(a)
	パワーマスレシオ(PMR)が35を超えない場合。 For vehicles of category N1, if the engine capacity does not exceed 660 cc and the power-to-mass ratio	1
	PMR calculated by using the technically permissible maximum laden mass does not exceed 35.	
	(b) カテゴリーN1の車両について、最大積載量が850kg以上で、技術的最大許容質量を用いて計算した	<u>(b)</u>
	パワーマスレシオが40を超えない場合。	1
	For vehicles of category N1, if the payload is at least 850 kg and the power—to-mass ratio calculated by using the technically permissible maximum laden mass does not exceed 40.	1
	by using the technically permissible maximum laden mass does not exceed 40.  (c) カテゴリーN1またはN1から派生したカテゴリーM1の車両について、技術的最大許容質量が2.5トンを超えると	(c)
	ともに、地面からのRポイントの高さが850mmを超え、技術的最大許容質量を用いて計算したパワーマスレシ	1
	オが40を超えない場合	i
	For vehicles of category N1 or M1 derived from N1 if the technically permissible maximum laden mass is	1
	greater than 2.5 tons and the R-point height is greater than 850 mm from the ground and the power- to-mass ratio calculated by using the technically permissible maximum laden mass does not exceed 40."	
	附則3および附則7に記載の型式認可試験が実施された条件とは異なる標準的な路上走行条件下での車両の	
	音の発生は、試験結果から大きく逸脱しないものとする。	1
	The sound emission of the vehicle under typical on-road driving conditions, which are different from those under	1
	which the type-approval test set out in Annex 3 and Annex 87 was carried out, shall not deviate from the test result in a significant manner.	1
6.2.3.1	自動車製作者は、本規則で規定されている要件を満たす目的のためだけに、通常の路上運転中に使用しない	
	機械装置、電気装置、熱装置、もしくはその他装置、または手順を意図的に改造、調整または導入しないものとする。	Pass Fail
	The vehicle manufacturer shall not intentionally alter, adjust, or introduce any mechanical, electrical, thermal,	
	or other device or procedure solely for the purpose of fulfilling the sound emission requirements as specified	1
6.2.3.2	under this Regulation which is not operational during typical on-road operation. 車両は本規則の附則7の要件を満たすものとする。	
	The vehicle shall meet the requirements of Annex 7 to this Regulation.	Pass Fail
6.2.3.3.	型式認可に申請する際、メーカーは、附則7の付録1に従って、認可される車両型式が本規則の6.2.3項の要件に	Yes No
	適合しているとする宣言書を提供するものとする。	165 110
	In applying for type approval, the manufacturer shall provide a statement, in conformity with the Appendix of Annex 7, that the vehicle type to be approved complies with the requirements of paragraph 6.2.3. of this	1
	Regulation.	
	<b>性材料を含んだ排気システムにかかわる仕様</b>	
Specifi 6.3.1.	cations regarding exhaust systems containing fibrous materials 附則4の要件を適用するものとする。	30
0.3.1.	附則40安件を適用するものとする。  Requirements of Annex 4 shall be applied. *The result is the same as Annex4.	ì

4	1	睑	FT.	结	

附則3 運転中の自動車の (Annex3) (Noise of the motor			術的最大許容積載時の) 500 kg technically perm		
参照加速度 (Reference acceleration)	変速段重み付け係数 (Gear ratio weighting factor)	k	部分加速係数 (Calculation of the		- n
a <sub>wot_ref</sub> (m/s <sup>2</sup> )	予備加速長さ (Pre-acceleration length)	(i)	Lwot • Lcrs • Lurb (Result of Noise le	panの騒音の	大きさの結果
上限 下限 Min	(m)	(i+1)	L <sub>wot</sub>	L <sub>crs</sub>	Lurban
目標加速度 <b>a<sub>urban</sub></b> (Target acceleration) (m/s²)	暗騒音 (Level of ambient noise)	(dB)			
テスト場の仕様 (Specifications for the test site)	検定日 (Test date)	検定有 —	効期限(Expiry date)		Pass · Fail

	数	AA'、BB'及び	PP'ICA	いける速	度/エン	ノジン回	]転数測	定	カ	速度		騒音の	大きさ		(Noise level)	(dB)
(N	lo.)	(The speed and	engine s	peed me	asureme	nts at A	A', PP' ar	nd BB')		Accelerati		測定値		暗騒音	補正量	
		測定条件	VAA'	VPP'	VBB'	nAA'	nPP'	nBB'	П	区間(s	ection)	(Measure	d value)	(correction	on value)	Lwot(i)
		(Situation)	(km/h)	(km/h)	(km/h)	(min <sup>-1</sup> )	(min <sup>-1</sup> )	(min <sup>-1</sup> )		AA'-BE		左 (Left)	右 (Right)	左 (Left)	右 (Right)	Lwot(i+1
- 2	1	指定速度 (Speed)														
<u>.</u>	2															
i _	3	変速段*1 (Gear Position)														
	4	3														
	erage	走行の平均 e of 4 runs)														
_	1	指定速度 (Speed)														
i +	2															
1	3	変速段*1 (Gear Position)						40				9	76			
_	4															
(Ave	erage	走行の平均 e of 4 runs)														
		NBB' を通過す the rated engine												s BB')		
	1	指定速度 (Speed)														
$\widehat{}$	2															
	3	変速段*1 (Gear Position)														
	4	, s <del></del>														
		走行の平均 of 4 runs)		/	/	1/	1/	1/	1							

		AA'、BB'及び							騒音の	(dB)			
(N	o.)	(The speed and 測定条件	VAA'	VPP'	VBB'	nts at A	nPP' ar	nBB')	測定値 (Measure			暗騒音補正量 (correction value)	
		(Situation)	202000 (2000)	(km/h)	(km/h)	(min <sup>-1</sup> )	(min <sup>-1</sup> )	(min <sup>-1</sup> )	左 (Left)	右 (Right)	左 (Left)	右 (Right)	Lcrs(i) Lcrs(i+1
	1	指定速度 (Speed)							1.==				
$\neg$	2	ş=====================================											
i U	3	変速段*1 (Gear Position)											
	4												
		走行の平均 e of 4 runs)											
	1	指定速度 (Speed)											
i	2												
1	3	変速段*1 (Gear Position)											
۷	4												
		走行の平均 of 4 runs)											

排気管の付近での騒音の測定	(Measuring of noise in proximity to the exhaust)

回数	目標エンジン回転数	測定エンジ	測定エンジン回転数					(Noise	level) (dB)	備考			
(No.)	(Target engine speed)	(Measurement engine speed)				測定値(Measured value)			最終結果値	(Remark)			
AC 200	(min <sup>-1</sup> )		occurrence in	Market College Schools	左	(Left)	右	(Right)	(Final result)	A NE SUESIZHO DIPSASTACE			
1		Pass	2	Fail			- 8						
2		Pass		Fail									
3	7	Pass		Fail					1				
測定値の	是大値 (Maximum of m	easurements	)						7				

		運転中の自 3) (Noise of the			motion										、N3の車両 s M3 N2 N3	
カー	テゴ	U-M2 > 3,5 conditions of car	00 kg(‡	支術的最	大許容質	質量)、1	12の目	標条件	-	179-1897	mouny por	moorbic ma	AIII I	in iddon mase	~	
カー	テゴ	リーM3、N3の	目標条	件	Ng teen	incany po	STITISSIDI	C IIIdXIII	idiii ladeii i	11033, 142/				n/h)	~	_
暗	経音		1.5	M3, N3)						音の大きさ			(rpi	vot		_
		f ambient noise) 場の仕様	(dB)	検定	日 (Te	st date)		](1		Noise level 定有効其				100	Pass ·	-2
	W. T.	ations for the tes	Name (Section 1994)							W Massart					, rass -	га —
		<u>テスト</u> AA'、BB'及びP		hrottle。 る速度/					騒音の	大きさ		(Noise level)	(	(dB)		
(1)	lo.)	(The speed and 測定条件	VAA'		vBB'	nts at A	nPP' ar	nd BB')	測定値 (Measure			·補正量 on value)	L	wot(i)		
		(Situation)	(km/h)	(km/h)	(km/h)	(min <sup>-1</sup> )	(min <sup>-1</sup> )	(min <sup>-1</sup>		)右(Right	-		Lv	vot(i+1)		
	1	指定速度 (Speed)														
_	2											9	1			
i	3	変速段*1										(6)	1			
~		(Gear Position)		-	-		-	-	-	-	-	-	+			
45	4		L.,		<u> </u>	<u> </u>	ļ.,	<u></u>					4			
		E行の平均 of 4 runs)							2			ž.	1			
_	1	指定速度 (Speed)														
į	2															
+	3	変速段*1											1			
J	4	(Gear Position)										ir.	1			
		上 上行の平均										-	1			
車	りが	e of 4 runs) BB' を通過する										3	1			
(W		the rated engine 指定速度	speed	or 75% of	maximu	ım vehic	le speed	is exc	eeded in a	a gear befor	re the vel	hicle passe	s BB	1")		
^	1	(Speed)		-			-	-	-	-		10	4			
	2												1			
	3	変速段*1 (Gear Position)														
_	4											**	1			
		<b>上行の平均</b>										*	1			
(Av	erage 1:変	e of 4 runs) 速段記入方法	速段又は	変速比を	入力。必	要に応じ	てモードも	記載す	る。	1		0/	-			
	<b>歩</b> 気数	管の付近での 目標エン				uring of i		proxim	ty to the 騒音の		(Noise I	(lava	(dB)	備考		
	0.)	(Target		peed)		rement		speed)	測定値	(Measure	d value)	最終結果個	直	(Remark)		
-	1			(min <sup>-1</sup> )	Pa	ss	· Fa	ail	左(Let	七 石 (	Right)	(Final resul	t)			_
	2				Pa	1.1	· Fa			- 6						
	3				Pa	ss	· Fa	ail								
		の最大値		um of m	easurem	ents)										_
	[] 5 nex 5	5 圧縮空気の i) (Compressed		e)											Yes ·	N/
1. 3	則定		d of mea	suremen		フィカ	口士、佐	害った	トバロで行っ	かみ 圧力能	政型のコ	r 그 마 ill ill ill ill ill ill ill ill ill i	t: i. 7	く/一士 生() 番も	1	
岩	置	と駐車制動装置	の両方を	使った後	後の排出	時にお	ける最大	A特性	音圧レベル	レを記録す	る。圧力記	目整器のエ	ア吐	出中の騒音	.	
		マイドリング時の ットは最大許容化												イコンフレッカ	<i>F</i>	
		neasurement is nighest A-weigh													1	
		the use of both														
b	efor	e each measure	ement, th	e air-co										ssure,	1	
2. 1	吉果		uation of	the resu												100000
		のマイクロホン位 下げ、この値を測														
1	有	めとする。測定さ するマイクロホン	れた最大	大値を結	果として	記録する	る。もしこ	の値か								
ī	o t	易合、この位置で	で得られる	た4回の湯	則定結果	そのうち3	回が音	量規制				2	15			
tl	ne m	I microphone po- eter reading is re	educed by	y 1 dB(A)	, and the	reduce	d value is	taken	as the res	ult of measu	rement. T	he results a	re ta	ken	- 1	
m	eası	id if the differen ured is taken as	the resul	t. If this v	alue exc										1	
a	t the	corresponding r case, three out	nicrophor	ne positio	n.										1	
3. 3	見制	值 Limiting	value											90	Pass	Fa
ŧ	制制	レベルは72 dB( 値を超えないもの	のとする。		測走 (Resu	.結果 ults)	主制重 (Servic	e brake		駐車制動 (Parking br	akes)		ure r	egulator)		
		ound level shal imit of 72 dB(A		eed		1	左(Lef	t) /=	(Right)	左(Left)	右(Righ	t) 左(Let	ft)	右(Right)	11	
		,	100			2	1	_			1			1	1:	

### 4. 試験成績

Anne	4 繊維性吸音材料を含む排気消音システム	Yes •
	x 4) (Silencing systems containing acoustically absorbing fibrous materials)	res •
	及要件 General Fの場合に限り、繊維性吸音材料を消音システム又はその構成部品に使用することができる。	
	ind absorbing fibrous materials may be used in silencing systems or components thereof only if	Yes •
	)排気ガスが当該繊維性材料と直接触れない、又は	
	The exhaust gas is not in contact with the fibrous materials; or if	
(b	)消音システムまたは構成部品が、本規則の要件に従った型式認可で劣化しにくいことが証明されている	
	別の型式車両のシステム又は構成部品と、同じ設計思想(概念)の場合。 The silencing system or components thereof are of the same design family as systems or components	
	for which it has been proven, in the course of type approval process in accordance with the requirements	
ىد –	of this regulation for another vehicle-type, that they are not subject to deterioration.	
	よの条件の一つが満たされない場合に限り、消音システムの全体またはその構成部品は、 Fに記載されている三つの試験の一つを用いて、決められた条件に適合させなければいけない。	
Unle	ess one of these conditions is fulfilled, the complete silencing system or components thereof shall be submitted	
	conventional conditioning using one of three installations and procedures described below.	
	0.000 km の連続道路走行 Continuous road operation for 10.000 km 走行の50 ± 20 %は市街地走行とし、残りの走行は高速での長距離走行としなければならない。	
	この試験は、対応する試験走行路での試験に代えることができる。	Pass •
	$50\pm20$ per cent of this operation shall consist of urban driving and the remaining operation shall be long-distance	
2	runs at high speed; continuous road operation may be replaced by a corresponding test-track programme. この2 種類の速度域(高速走行及び市街地走行)の試験は、少なくとも2回は、交互に行なわなければいけない。	Pass •
.2.	この2 性規の速後域(同歴に1)及び印度地に1)の試験は、少なべこで2回は、文丘に1)なわなければいけない。 The two speed regimes shall be alternated at least twice.	Pass -
.3.	冷却の効果と、それにより生じる可能性のある結露を再現するために、試験は、	D
	少なくとも3 時間の停止を最低10 回含むものとする。	Pass •
	The complete test programme shall include a minimum of 10 breaks of at least three hours duration in order to	
. í	reproduce the effects of cooling and any condensation which may occur. 台上試験でのコンディショニング Conditioning on a test bench	
	標準部品を使い、自動車製作者等の指示に従って、消音システム又はその構成部品を、本規則の3.3.で言及	Pass •
	した車両又は本規則の3.4 で言及した原動機に取り付けなければならない。前者の場合は、車両をローラー	rass •
	ダイナモメーターに取り付け、後者の場合は、エンジン原動機をダイナモメーターに接続するものとする。 Using standard parts and observing the vehicle manufacturer's instructions, the silencing system or components	
	there of shall be fitted to the vehicle referred to in paragraph 3.3. of this Regulation or the engine referred to in	
	paragraph 3.4. of this Regulation. In the former case the vehicle shall be mounted on a roller dynamometer.	
2	In the second case, the engine shall be coupled to a dynamometer. 冷却の効果とそれによって生じる可能性のある結露を再現するために、6時間の試験を6 回実施し、	
٠۷.	その各試験の間には少なくとも12 時間の機関停止を行うものとする。	Pass •
	The test shall be conducted in six six-hour periods with a break of at least 12 hours between each period	
_	in order to reproduce the effects of cooling any condensation which may occur.	
.3.	6時間の試験では、原動機を下記の条件で運転するものとする: During each six-hour period, the engine shall be run, under the following conditions:	Pass •
	(a) アイドリング回転数で5 分間	
	Five minutes at idling speed;	
	(b) 定格エンジン最大回転数(S) の3/4 で、1/4 の負荷で連続1 時間	
	One-hour sequence under 1/4 load at 3/4 of rated maximum speed (S); (c) 定格エンジン最大回転数速度(S)の3/4 で、1/2 の負荷で連続1 時間	
	One-hour sequence under 1/2 load at 3/4 of rated maximum speed (S);	
	(d) 定格エンジン最大回転数速度(S) の3/4 で、全負荷で連続10 分間	
	10-minute sequence under full load at 3/4 of rated maximum speed (S); (e) 定格エンジン最大回転数速度(S)で、1/2 の負荷で連続15 分間	
	15-minute sequence under 1/2 load at rated maximum speed (S);	
	(f) 定格エンジン最大回転数速度(S)で、1/4 の負荷で連続30 分間	
	30-minute sequence under 1/4 load at rated maximum speed (S). 6時間の試験は、(a) から(f) の順番に従って、連続した2回で実施する。	
	Each period shall comprise two sequenced sets of the six above—mentioned conditions in consecutive order from (a) to (f).	
.4.	試験中、消音システムまたはその構成部品は、車両周囲の通常気流を再現するための送風で冷却しないものとする。	Pass •
	ただし、メーカー車製作者等の申請があれば、当該システム又は構成部品の先端部分で、車両が最高速度で	
	走行しているときに記録した温度を超えないようにするために、消音システムまたはその構成部品を冷却してもよい。 During the test, the silencing system or components thereof shall not be cooled by a forced draught simulating normal airflow	
	around the vehicle. Nevertheless, at the request of the manufacturer, the silencing system or components thereof	
	may be cooled in order not to exceed the temperature recorded at its inlet when the vehicle is running at maximum speed.	
	『ルセーションによる試験コンディショニング Conditioning by pulsation	
		Pass •
	ルセーションによる試験コンディショニング Conditioning by pulsation 消音システム又はその構成部品を、本規則の3.3 で言及した車両又は本規則の3.4 に言及した原動機に取り付ける ものとする。前者の場合は、車両をローラーダイナモメーターに取り付けなければならない。後者の場合は、原動機を ダイナモメーターに取り付けなければならない。試験装置(詳細図は、本附則付録図3)は、消音システムの排気口に	Pass •
	バルセーションによる試験コンディショニング Conditioning by pulsation 消音システム又はその構成部品を、本規則の3.3 で言及した車両又は本規則の3.4 に言及した原動機に取り付ける ものとする。前者の場合は、車両をローラーダイナモメーターに取り付けなければならない。後者の場合は、原動機を ダイナモメーターに取り付けなければならない。試験装置(詳細図は、本附則付験図3)は、消音システムの排気口に 取り付けなければならない。また、同等の結果を得ることができる試験装置でも試験可とする。	Pass •
	ルセーションによる試験コンディショニング Conditioning by pulsation 消音システム又はその構成部品を、本規則の3.3 で言及した車両又は本規則の3.4 に言及した原動機に取り付ける ものとする。前者の場合は、車両をローラーダイナモメーターに取り付けなければならない。後者の場合は、原動機を ダイナモメーターに取り付けなければならない。試験装置(詳細図は、本附則付録図3)は、消音システムの排気口に	Pass •
	バルセーションによる試験コンディショニング	Pass •
	バルセーションによる試験コンディショニング Conditioning by pulsation 消音システム又はその構成部品を、本規則の3.3 で言及した車両又は本規則の3.4 に言及した原動機に取り付けるものとする。前者の場合は、車両をローラーダイナモメーターに取り付けなければならない。後者の場合は、原動機をダイナモメーターに取り付けなければならない。試験装置「詳細図は、本附則付録図3)は、消音システムの排気口に取り付けなければならない。また、同等の結果を得ることができる試験装置でも試験可とする。 The silencing system or components thereof shall be fitted to the vehicle referred to in paragraph 3.3. of this Regulation or the enginereferred to in paragraph 3.4 of this Regulation. In the former case the vehicle shall be mounted on a roller dynamometer. In the second case, the engine shall be mounted on a dynamometer. The test apparatus, a detailed diagram of which is shown in Figure 1 of the appendix to this annex shall be fitted at the outlet of the silencing system. Any other apparatus providing	Pass •
1.	バルセーションによる試験コンディショニング	
1.	バルセーションによる試験コンディショニング	Pass •
2.	バルセーションによる試験コンディショニング	
2.	バルセーションによる試験コンディショニング	
2.	バルセーションによる試験コンディショニング	Pass ▪
.1.	バルセーションによる試験コンディショニング	Pass ▪
.1.	バルセーションによる試験コンディショニング	Pass ▪
2.	バルセーションによる試験コンディショニング	Pass ▪ Pass ▪
.2.	バルセーションによる試験コンディショニング	Pass ▪
.1.	バルセーションによる試験コンディショニング	Pass ▪ Pass ▪
.1.	バルセーションによる試験コンディショニング	Pass ▪ Pass ▪
.1.	バルセーションによる試験コンディショニング	Pass ▪ Pass ▪
.1.	バルセーションによる試験コンディショニング	Pass • Pass •
i.2. i.3.	バルセーションによる試験コンディショニング	Pass • Pass •
i.2. i.3.	バルセーションによる試験コンディショニング	Pass • Pass •

則7 nnex	7) (A	の発生に関 dditional So 囲(ASEP cont	und Emissio	n Prov	isions (	ASEP))									
SEP		$V_{AA} \ge 20k$ $a_{WOT} \le 5.0k$	m/h ne	B ≦ 2 or B ≦ 0	2.0 ×		<sup>22</sup> ×	s \	VBB ≦	70km/h	Two g	gear selec	t at 80km	ı/h	
A)ス	ー ロープ注	(Slope met	hod)						2 3000		NA 50 50				
回数 (No.)	測定条 速度	件 (Si  変速段* <sup>1</sup>	エンジン	(The v	ehicle s	eed and	engine	speed		測定値	大きさ	暗騒音	(Noise level) 暗騒音補正量 (correction value)		
	(Speed)	(Gear postion)	回転数 (Enginen speed)	VAA'	VPP'		nAA'	nPP'	nBB'	(Measured 左 (Left)	右 (Right)	左	右	Lwo	
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		<u> </u>		1.7						2 4 7					
												-			
	*1:変速	; 设記入方法 変〕	: 東段又は変速上	比を入力。	必要に応	じてモー	も記載す	る。				<u> </u>			
SEP SEP	規制値 limits)	<u>.</u>		202 2 20			u w 2002	2 10 20 2	w 200 W				Р	Pass · F	
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4. 試験成績 (Test results) 附則7 音の発生に関する追加規定(ASEP) (Annex7) (Additional Sound Emission Provisions (ASEP))

ASEP	制御範	囲(ASEP co	ntrol range)				≧ 50l	(m/h		n <sub>ref_l</sub>	<:VBB ≦	61km/	h	
		評価 (Referr		ssesme	nt)				- 101 101 1	Jew etc.				
	測定条件 速度	*       (Sit 変速段* <sup>1</sup>	uation) ニエンジン				度/エン d engine		<b>云</b> 数测定	騒音の 測定値	たきさ	暗騒音神	Noise level) 浦正景	(dB)
(110.)	25.72	及还权	回転数	V.A.			PP' and			(Measured	value)	(correction		
	200	(Gear	(Enginen	1,000,000,000	VPP'		A STATE OF THE STA	nPP'	nBB'	左	右	左	右	Lwot
-	(Speed)	position)	speed)	(km/h)	(km/h)	(km/h)	(min <sup>-1</sup> )	(min <sup>-1</sup> )	(min <sup>-1</sup> )	(Left)	(Right)	(Left)	(Right)	
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(ASEP	規制値 limits)												P	ass · Fail
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					回転	数(Eng	gine spe	ed) [m	in <sup>-1</sup> ]					

4. 試験成績 (Test results) 附則7 (Annex7) ( 音の発生に関する追加規定(ASEP) (Additional Sound Emission Provisions (ASEP))

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Calculate kp_ASEP Calculate L_Urban_Measured_AS Calculate L_Urban_Normalized Calculate L_Urban_ASEP    東定条件 (Situation) AA   東度 変速段*1 エンジン (Tr   回転数 (Gear (Enginen VA) | a <sub>WOT</sub> ≦ 5.0m/s² n <sub>BB</sub> ≦ rbanの原理を用いたASEPの評 an_ASEPの計算 ation of Lurban_ASEP) a_wot_test_ASEP *From p Determine the vehicle speed (v_Calculate kp_ASEP) Calculate L_Urban_Measured_AS Calculate L_Urban_Normalized Calculate L_Urban_ASEP   東度 変速段* エンジン (The の転数 (Gear (Enginen WA/A)) | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> o n <sub>BB</sub> ≦ rbanの原理を用いたASEPの評価 an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From par Determine the vehicle speed (v_B) Calculate kp_ASEP Calculate L_Urban_Measured_ASE Calculate L_Urban_Normalized Calculate L_Urban_ASEP   東定条件 (Situation) を変速段** エンジン (The meast (Gear (Enginen VAA*) | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ rbanの原理を用いたASEPの評価 an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From para Determine the vehicle speed (v_BE) Calculate kp_ASEP Calculate L_Urban_Measured_ASEF Calculate L_Urban_Normalized Calculate L_Urban_ASEP    東定 変速段** エンジン (The v measured (Gear (Enginen VAA')) | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0 rbanの原理を用いたASEPの評価 an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From parage Determine the vehicle speed (v_BB_Calculate kp_ASEP Calculate L_Urban_Measured_ASEP Calculate L_Urban_Normalized Calculate L_Urban_ASEP mp定条件 (Situation) AA'、BB を変速段** エンジン (The veignessure (Gear (Enginen VAA') | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0. rbanの原理を用いたASEPの評価(tran_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragra Determine the vehicle speed(v_BB_ACalculate kp_ASEP Calculate L_Urban_Measured_ASEP Calculate L_Urban_Normalized Calculate L_Urban_ASEP    東定 変速段** エンジン (The vehicle speed (v_BB_ACalculate L_Urban_ASEP) | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 rbanの原理を用いたASEPの評価(Evan_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph Determine the vehicle speed(v_BB_ASEP kalculate kp_ASEP kalculate kp_ASEP kalculate L_Urban_Measured_ASEP Laculate L_Urban_Normalized Laculate L_Urban_ASEP Laculate | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 rbanの原理を用いたASEPの評価(Evaluation of L <sub>u</sub> rban <sub>A</sub> SEP) a_wot_test_ASEP *From paragraph Determine the vehicle speed (v_BB_ASCalculate kp_ASEP kp Calculate L_Urban <sub>A</sub> Measured <sub>A</sub> SEP L Calculate L_Urban <sub>A</sub> Normalized L Calculate L_Urban <sub>A</sub> SEP L Determine the vehicle speed (v_BB_ASCalculate kp_ASEP kp Calculate L_Urban <sub>A</sub> Calculate L_Urban <sub></sub> | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 or n <sub>BB</sub> ≦ 0.9 or n <sub>BB</sub> ≤ 0.9 | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × rbanの原理を用いたASEPの評価(Evaluan_ASEPの計算 ation of L_urban_ASEP) *From paragraph 3 Determine the vehicle speed(v_BB_ASEI Calculate kp_ASEP kp_/Calculate L_Urban_Measured_ASEP L_Urban_Urban_ASEP L_Urban_Urban_ASEP L_Urban_Urban_ASEP L_Urban_Urban_ASEP L_Urban_Urban_ASEP L_Urban_Urban_ASEP L_Urban_Urban_ASEP L_Urban_Urban_ASEP L_Urban_Urban_ASEP
L_Urban_ | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × rbanの原理を用いたASEPの評価(Evaluat an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1 Determine the vehicle speed (v_BB_ASEP Calculate kp_ASEP kp_A Calculate L_Urban_Measured_ASEP L_Urb Calculate L_Urban_Normalized L_Urb Calculate L_Urban_ASEP L_Urb | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × 3 rbanの原理を用いたASEPの評価 (Evaluation an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2 Determine the vehicle speed (v_BB_ASEP) Calculate kp_ASEP kp_AS Calculate L_Urban_Measured_ASEP L_Urban_Calculate L_Urban_ASEP L_Urban_Calculate L_Urban_Calcula | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S rbanの原理を用いたASEPの評価 (Evaluation an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2. 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Determine the vehicle speed (v_BB_ASEP) at Calculate kp_ASEP kp_ASEF  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP L_Urban_Measured_ASEP L_Urban_Weasured_ASEP L_Urban_Weasu | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2  Determine the vehicle speed (v_BB_ASEP) at Calculate kp_ASEP kp_ASEP  Calculate L_Urban_Measured_ASEP L_Urban_MeCalculate L_Urban_ASEP L_Urban_ASEP  Calculate L_Urban_ASEP L_Urban_ASEP  Determine the vehicle speed (v_BB_ASEP) at Calculate L_Urban_Measured_ASEP L_Urban_MeCalculate L_Urban_ASEP | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.2  Determine the vehicle speed (v_BB_ASEP) at E Calculate kp_ASEP kp_ASEP | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of A an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1.  Determine the vehicle speed (v_BB_ASEP) at BE Calculate kp_ASEP kp_ASEP = Calculate L_Urban_Measured_ASEP L_Urban_Meas Calculate L_Urban_Normalized L_Urban_Nor Calculate L_Urban_ASEP L_Urban_ASE  Determine the vehicle speed (v_BB_ASEP) at BE Calculate L_Urban_Measured_ASEP L_Urban_Nor Calculate L_Urban_ASEP L_Urban_Nor Calculate L_Urban_ASEP L_Urban_ASE  Determine the vehicle speed and measurements at AA, P  WERE で速段** エンジン (The vehicle speed and measurements at AA, P  VAA' VPP' VBB' VAA' VPP' VBB' | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of AS an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. o  Determine the vehicle speed (v_BB_ASEP) at BB Calculate kp_ASEP kp_ASEP = 1  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP L_Urban_Norm Calculate L_Urban_ASEP L_Urban_ASEP  Determine the vehicle speed (v_BB_ASEP) at BB Calculate L_Urban_Measured_ASEP L_Urban_Measured_Laculate L_Urban_Norm L_Urban_Norm Calculate L_Urban_ASEP L_Urban_ASEP  Determine the vehicle speed and emasurements at AA', PP  WERE 変速段** エンジン (Gear (Enginen VAA' VPP' VBB' n   | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASE an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or  Determine the vehicle speed (v_BB_ASEP) at BB of the company of the co | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3  Determine the vehicle speed (v_BB_ASEP) at BB du Calculate kp_ASEP kp_ASEP 1 − Calculate L_Urban_Measured_ASEP L_Urban_Measured Calculate L_Urban_Normalized L_Urban_Normalized Calculate L_Urban_ASEP L_Urban_Normalized Calculate L_Urban_ASEP L_Urban_SEP = | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP of an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1  Determine the vehicle speed (v_BB_ASEP) at BB durban of ASEP kp_ASEP = 1 − Calculate kp_ASEP kp_ASEP L_Urban_Measured_Calculate L_Urban_Measured_L_Urban_Normalized L_Urban_ASEP L_Urban_ASEP = 1  Determine the vehicle speed (v_BB_ASEP) at BB durban of kp_ASEP = 1 − Calculate L_Urban_Measured_L_Urban_Measured_L_Urban_Normalized L_Urban_ASEP = 1  Determine the vehicle speed ASEP L_Urban_Measured_L_Urban_Normalized L_Urban_Normalized L_Urban_ASEP = 1  Determine the vehicle speed ASEP L_Urban_Measured_L_Urban_Normalized L_Urban_Normalized L_Urban_ASEP = 1  Determine the vehicle speed (v_BB_ASEP) at BB durban Measured_L_Urban_Measured_L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized Ma' (SB') ASEP = 1  Determine the vehicle speed (v_BB_ASEP) at BB durban Measured_L_Urban_Measured_L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized Ma' (SB') ASEP = 1  Determine the vehicle speed (v_BB_ASEP) at BB durban Measured_L_Urban_Measured_L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized Ma' (SB') ASEP = 1  Determine the vehicle speed (v_BB_ASEP) at BB durban Measured_L_Urban_Measured_L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized Ma' (SB') ASEP = 1 − (SITUATION MEASURED M | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP use an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2  Determine the vehicle speed (v_BB_ASEP) at BB during the vehicle speed at L_Urban_Measured_ASEP | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.  Determine the vehicle speed (v_BB_ASEP) at BB during the vehicle speed and engine speed to the vehicle spe | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.  Determine the vehicle speed (v_BB_ASEP) at BB during Calculate kp_ASEP kp_ASEP = 1 − (a_u Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEC Calculate L_Urban_Normalized L_Urban_Normalized L_Urban_ASEP = L_Urban_ASEP = L_Urban_ASEP = L_Urban_ASEP = L_Urban_ASEP = L_Urban_ASEP = L_Urban_ASEC | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using an_ASEPの計算 ation of
L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2  Determine the vehicle speed (v_BB_ASEP) at BB during the value of the vehicle speed and engine speed and engine speed speed speed speed and engine speed spee | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2  Determine the vehicle speed (v_BB_ASEP) at BB during the Calculate kp_ASEP kp_ASEP = 1 − (a_urb) Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP Calculate L_Urban_Normalized L_Urban_Normalized = L Calculate L_Urban_ASEP L_Urban_ASEP = L_Urban_Measured_L_Urban_ASEP = L_Urban_Measured_L_Urban_ASEP = L_Urban_Measured_L_Urban_ASEP = L_Urban_Measured_L_Urban_ASEP = L_Urban_Measured_L_Urban_Meas | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2.  Determine the vehicle speed (v_BB_ASEP) at BB during the ASEP kp_ASEP = 1 − (a_urban_ASEP) Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = Calculate L_Urban_Normalized L_Urban_Normalized L_Urban_ASEP = L | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the ran_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. or  Determine the vehicle speed (v_BB_ASEP) at BB during the Calculate kp_ASEP kp_ASEP = 1 − (a_urban_Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP L_Urban_Normalized L_Urban_Normalized L_Urban_ASEP = L_Urban_ASEP = L_Urban_ASEP = L_Urban_Normalized L_Urban_ASEP = L_Urban_ASE | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rp an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.1. o | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rpring an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Argument and ASEP and A | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprind an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Anr  Determine the vehicle speed (v_BB_ASEP) at BB during the L_w Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot Calculate L_Urban_ASEP L_Urban_Normalized L_Urban_ASEP = L_Urban_Normalized L_Urban_ASEP = L_Urban_Normalized = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_Normalized = L_Urban_ASEP = L_Urban_Normalized = L_Urban_Normalize | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprincition an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Anne Determine the vehicle speed (v_BB_ASEP) at BB during the L_wo Calculate kp_ASEP kp_ASEP at BB during the L_wo Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_A Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_ Calculate L_Urban_ASEP L_Urban_Normalized = L_Urban_No | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_w Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASCalculate L_Urban_Normalized L_Urban_Normalized L_Urban_ASEP = L_Urban_Measured_E = L_Urba | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASE | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple Lan_ASEPの計算 ation of Lurban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASE Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP Calculate L_Urban_Normalized L_Urban_Normalized L_Urban_ASEP = L_Urban_Measured_ASEP = L_Urban_ | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_u an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASE Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_treation of L_urban_Measured_ASEP L_urban_Measured_ASEP = L_urban_Measured_ASEP = L_urban_Measured_ASEP = L_urban_Measured_Lurban_Measured_Lurban_ASEP = L_urban_Measured_Lurban_ASEP = L_urban_Measured_Lurban_Measured_Lurban_Measured_Lurban_ASEP = L_urban_Measured_Lurban_ASEP = L_urban_Measured_Lurban_Measured_Lurban_Measured_Lurban_ASEP = L_urban_Measured_Lurban_Me | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_te Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP = L Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured Calculate L_Urban_ASEP L_Urban_ASEP = L_urban_Normalized −  Determine the vehicle speed and engine speed measurements at AA', PP' and BB') (Measuremeasurements at AA', PP' and BB') (Measureme | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urbanan_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed
(v_BB_ASEP) at BB during the L_wot_ASEP Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_tes) Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_Calculate L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_Calculate L_Urban_ASEP = L_urban_Normalized - (The vehicle speed and engine speed measurements at AA, PP and BB') (Measured_Calculate (Enginen vAA, VPP' VBB' nAA' nPP' nBB' 左 | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP to the control of the | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP te Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_test_ACalculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASCalculate L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ACalculate L_Urban_ASEP | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP) Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEC Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEC Calculate L_Urban_ASEP L_Urban_ASEP = L_Urban_Normalized - (0.15 | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_test_ASE  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP  Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASE  Calculate L_Urban_ASEP L_Urban_ASEP = L_urban_Normalized − (0.15 × 0.15 | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP = Calculate L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP Calculate L_Urban_ASEP | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP) Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP + kp_ASEP *E Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP Calculate L_Urban_ASEP L_Urban_Normalized = L_Urban_Measured_ASEP L_Urban_ASEP = L_Urban_Normalized - (0.15 × | a <sub>WOT</sub> ≤ 5.0m/s² or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP * (ICC) Calculate L_Urban_ASEP L_Urban_Normalized = L_Urban_Measured_ASEP − Calculate L_Urban_ASEP  L_Urban_ASEP = L_Urban_Normalized − (0.15 × (V_BC))    Descentification   AA'、 BB'及びPP'の速度/エンジン回転数測定騒音の大きさ   ICC)   ICC   ICC | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_urban_Measured_ASEP = L_wot_ASEP + kp_ASEP * (L_Urban_Normalized = L_Urban_Measured_ASEP − L_Urban_Normalized = L_Urban_Measured_ASEP − L_Urban_ASEP = L_urban_Normalized − (0.15 × (V_W) | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP * (L_wot_ASEP + kp_ASEP * (L_wot_ASEP - kp_ASEP * (L_wot_ASEP - L_Urban_Normalized - (0.15 × (V_B))  Determine the vehicle speed and engine speed   Mpc | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP * (L_wot_Calculate L_Urban_Normalized | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_urban_Measured_ASEP = L_wot_ASEP + kp_ASEP *(L_wot_ASEP)  Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_urban_Normalized - (0.15 × (V_BB_ASEP) + (V_BB_ASEP)  Determine the vehicle speed | a <sub>WOT</sub> ≤ 5.0m/s² or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP 1 - (a_urban / a_wot_test_ASEP)  Calculate
L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP + kp_ASEP * (L_wot_ASEP)  Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban_Normalized - (0.15 × (V_BB_ASEP) + (L_urban_ASEP)  Determine the vehicle speed and engine speed measured_ASEP = L_urban_Measured_ASEP + (0.15 × (V_BB_ASEP) + ( | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP + (L_wot_ASE)  Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban_ASEP = L_Urban_Normalized - (0.15 × (V_BB_ASEP)  Blee   | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_urban_Measured_ASEP = L_wot_ASEP * (L_wot_ASEP * (L | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP * (L_wot_ASEP Calculate L_Urban_Normalized L_Urban_Normalized L_Urban_Normalized - (0.15 × (V_BB_ASEP)  Determine the vehicle speed | a <sub>WOT</sub> ≤ 5.0m/s² or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP * (L_wot_ASEP - Calculate L_Urban_Normalized | a <sub>WOT</sub> ≤ 5.0m/s² or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP * (L_wot_ASEP - L_Urban_Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP − L_Urban_Calculate L_Urban_ASEP | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP * (L_wot_ASEP - L_Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban_Normalized - (0.15 × (V_BB_ASEP - 5)  BDE条件 (Situation) AA'、BB'及びPP'の速度/エンジン回転数測定騒音の大きさ (Noise measurements at AA'、PP' and BB') (Measured value) (correction value) (Gear (Enginen VAA' VPP' VBB' nAA' nPP' nBB' 左 右 左 右 | a <sub>WOT</sub> ≦ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_urban_Measured_ASEP = L_wot_ASEP * (L_wot_ASEP - L_or_Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban_Lor_Lor_Lor_Lor_Lor_Lor_Lor_Lor_Lor_Lor | a <sub>WOT</sub> ≤ 5.0m/s² or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_urban_Measured_ASEP = L_wot_ASEP + kp_ASEP * (L_wot_ASEP - L_crs Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban Calculate L_Urban_ASEP L_urban_Normalized = L_Urban_Normalized - (0.15 × (V_BB_ASEP - 50))  別定条件 (Situation) AA'、 BB'及びPP'の速度/エンジン回転数測定騒音の大きさ (Noise lev measurements at AA', PP' and BB') (Measured value) (correction value)  「The vehicle speed and engine speed measurements at AA', PP' and BB') (Measured value) (correction value)  VAA' VPP' VBB' NAA' NPP' NBB' 左 右 左 右 | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP * (L_wot_ASEP - L_crs)  Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban Calculate L_Urban_ASEP L_Urban_ASEP = L_Urban_Normalized - (0.15 × (V_BB_ASEP - 50))  別定条件 (Situation) AA'、BB'及びPP'の速度/エンジン回転数測定騒音の大きさ (Noise level measurements at AA'、PP' and BB') (Measured value) (correction value)  「The vehicle speed and engine speed in the s | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; A  Calculate kp_ASEP kp_ASEP = 1 − (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP * (L_wot_ASEP - L_crs)  Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban  Calculate L_Urban_ASEP L_Urban_ASEP = L_wot_ASEP * (L_wot_ASEP - D)  Determine the vehicle speed and engine speed 測定値 暗騒音補正量 (Correction value)  (Gear (Enginen   VAA'   VPP'   VBB'   NAA'   NPP'   NBB' 左 右 左 右 | awot ≤ 5.0m/s² or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As  Calculate kp_ASEP kp_ASEP = 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_Urban_Measured_ASEP = L_wot_ASEP - kp_ASEP * (L_wot_ASEP - L_crs)  Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban  Calculate L_Urban_ASEP L_Urban_ASEP = L_wot_ASEP - kp_ASEP * (L_wot_ASEP - 50))  Determine the vehicle speed | a <sub>WOT</sub> ≤ 5.0m/s <sup>2</sup> or n <sub>BB</sub> ≤ 0.9 × S    rbanの原理を用いたASEPの評価 (Evaluation of ASEP using the rprinciple L_urban)     an_ASEPの計算     ation of L_urban_ASEP   *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3    Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As for a speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As for a speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As for a speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As for a speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As for a speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As for a speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As for a speed (v_BB_ASEP = 1 - (a_urban / a_wot_test_ASEP) at BB during the L_wot_ASEP test; As for a speed (v_BB_ASEP = 1 - (a_urban / a_wot_test_ASEP) at BB during the L_wot_ASEP = L_wot_ASEP = L_wot_ASEP = L_urban_Measured_ASEP + L_urban_Measured_ASEP = L_urban_ASEP = L_ | a <sub>WOT</sub> ≤ 5.0m/s² or n
<sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As followed by a foll | a <sub>WOT</sub> ≦ 5.0m/s² or n <sub>BB</sub> ≦ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As follo Calculate kp_ASEP kp_ASEP 1 - (a_urban / a_wot_test_ASEP)  Calculate L_Urban_Measured_ASEP L_urban_Measured_ASEP = L_wot_ASEP **(L_wot_ASEP - L_crs) Calculate L_Urban_Normalized L_Urban_Normalized = L_Urban_Measured_ASEP - L_Urban Calculate L_Urban_ASEP L_urban_Normalized = L_urban_Normalized - (0.15 × (V_BB_ASEP - 50))    東定条件 (Situation) | awot ≤ 5.0m/s² or n <sub>BB</sub> ≤ 0.9 × S  rbanの原理を用いたASEPの評価(Evaluation of ASEP using the rprinciple L_urban) an_ASEPの計算 ation of L_urban_ASEP) a_wot_test_ASEP *From paragraph 3.1.2.1.2.1. or 3.1.2.1.2.2. of Annex 3  Determine the vehicle speed (v_BB_ASEP) at BB during the L_wot_ASEP test; As follow  Calculate kp_ASEP kp_ASEP L_urban_Measured_ASEP L_urban_Measured_ASEP + L_wot_ASEP + (L_wot_ASEP - L_crs)  Calculate L_Urban_Measured_ASEP L_urban_Measured_ASEP - L |

車速(Vehicle speed) [km/h]

## 附則7-付録 追加音量エミッション規定音の発生に関する追加規定への適合書 Annex 7 - Appendix Statement of Compliance with the Additional Sound Emission Provisions

(メーカー名)は、本型式(規則No. 51に従った音のの車両が規制No. 51の6.2.3項の要件に適合することを証明する。	発生に関連する型式
(Name of manufacturer) attests that vehicles of this tyle (type with regard to its sound emission pursuant to Regulation No. the requirements of paragraph 6.2.3. of Regulation No. 51.	
(メーカー名)は、当該車両の音の発生性能の適切な評値 誠意をもって本証明を行う。	面を行った上で、
日付 : Date: 正規代理人の氏名 : Name of authorized representative: 正規代理人の署名 :	
Signature of authorized representative:	

	車名及び (車両が			着状況 1.	/ 2 )		
初其材	(単門分	の観及し	か設置、設	有 仏 亿 1 .	/ 3)		
	•						
					*		
				写直 1	車両外観	(前面)	
				* / -	1 1 1 7 1 1 1 2 1	(111 )	
		•				ž	
						* :	
				写真 2	車両外観	(側面)	
							*
					ï		
		1					

写真 3 車両外観 (後面)

写真 6 消音器外観②

添付資料(車両外観及び装置装着状況 3 / 3) 写真 7 消音器外観③	
写真7 消音器外観③	
写真7 消音器外観③	,
写真7 消音器外観③	,
写真7 消音器外観③	
	,
	,
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写真 8 消音器表示