

AUSTRALIAN MOTOR VEHICLE CERTIFICATION BOARD

Comprising Commonwealth, State and Territory Authorities

CIRCULAR NO. 39A-3-1

INTERPRETATIONS

Attached are interpretations issued by the Board in respect of Australian Design Rule No. 39A Motor Cycle Noise (June 1986).

They should be read in conjunction with Circular No. 0-11-1.

Interpretation No.1 (Clause 39A.2.1.1 and 39A.2.1.2)

Question: Clause 39A.2.1.1 requires the silencing system components to be marked with the trade name or mark of the manufacturer of the silencing system and Clause 39A.2.1.2 requires item to be marked with the trade description given by the manufacturer. Is it permissible to use the initials of the manufacturer as the trade name even if such initials are not a registered trade mark in Australia and is it permissible to use an alpha numeric code for marking the components?

Answer: Yes; The company's initials, symbol or trade mark symbols may be used if such are well known to the industry and the component identification may be by an alpha numeric code if such code is unique to each different exhaust system eg. AMC, A123 would be satisfactory marking on a particular exhaust system for an "Alpha Motor Cycles" model provided that AMC is widely known in the industry as identifying the company and A123 uniquely identifies that particular exhaust system.

Interpretation No. 2 (Clause 39A.3.1.1)

Question Is it permissible to use a plastic (vinyl) adhesive label to provide the information required in 39A.3.1.4?

Answer: Yes; provided such labels cannot be removed without being destroyed or defaced (39A.3.1.2)

Interpretation No.3 (Clause 39A.3.1.1)

Question: Clause 39A.3.1.1 requires the label to be in a readily visible position. Is it permissible to place the label under a removable seat or a side cover?

Answer: Yes; the label may be placed in such a position provided removal of the seat or cover is regularly done to gain access to a storage location for a toolkit or owners hand book or the location is such that it is adjacent to other commonly used labels such as for tyre pressures or engine servicing information.

Interpretation No.4 (Clause 39A.3.1.4)

Question: Clause 39A.3.1.4 requires, inter alia, the name of the silencing system manufacturer and the identification of the silencing system. Must the manufacturer's name and the identification be identical to that actually marked on the silencing system or may the manufacturer's full name be used on the label if trademark or initials have been used for marking the component?

Answer: The identification must be identical to that marked on the components.

Either the full name of the manufacturer, the initials of the manufacturer or the

trade mark of the manufacturer may be used on the label if the initials or the trade mark of the manufacturer are used on the components to identify the manufacturer.

Where initials or trade mark is used on components and the manufacturer wishes to use his full name on the label it would be preferable to quote both on the label eg. Component Marking AMC
A123

Label Marking (preferred)

Silencing System: Alpha Motor Cycles (AMC)
Identification: A123

OR

Silencing System: AMC
Identification: A123

Interpretation No.5 (Clause 39A.5.2.3)

Question: Clause 39A.5.2.3 requires that the highest sound level recorded shall be rounded to the nearest 0.5 dB(A). Where the highest sound level to be recorded is an average of two tests (Clause 3.1.2.2.2.3 Annex 1) at what stage is the rounding to be undertaken?

Answer: The rounding is to be carried out after the two actual recorded results are averaged eg.

Highest sound level third gear	= 79.6 dB(A)
Highest sound level second gear	= 80.6 dB(A)
Average	= 80.1 dB(A)
Rounded sound level	= 80 dB(A)

Interpretation No.6 (Clause 39A.5.2.3)

Question: Where the sound level meter or the averaging process produces a sound level ending in either .25 or .75 how is such a level to be rounded?

Answer: Such sound level is to be rounded down to the nearest 0.5 dB(A) eg.

79.25 dB(A) rounds to 79 dB(A)
81.75 dB(A) rounds to 81.5 dB(A)

Interpretation No.7 ADR 39A (Clause 3.1.1.5 Annex 1)

Question: Clause 3.1.1.5 Annex 1 requires the maximum reading from the sound level meter to be reduced by one dB(A) when recording any result in the "Motor Cycle in Motion" test. Does this requirement apply also to the "Stationary Motor Cycle" test?

Answer: No; the noise level to be recorded in the stationary test is the highest sound level actually indicated by the meter.