

ROADS AND HIGHWAYS COMMITTEE MEETING -- FEBRUARY 9, 1971

The Roads and Highways committee met in room 535 at 2:45 P. M. on February 9, 1971. Chairman Dierdorff called the meeting to order and all members were present except Davis, Dugan and Steffes.

Conferees were Representatives Walter Graber and Kenith Howard.

HOUSE BILL 1172 - AN ACT relating to motorcycles, motor driven cycles and other motor vehicles; requiring the suppression of unusual noise and excessive fumes or smoke; amending KSA 8-5,103 and repealing the existing section.

Mr. Graber explained the bill and read a letter from the Motorcycle Industry Council, Inc. (Letter attached)

Mr. Hayes asked if he had checked to see whether it is constitutional as to specifying what goes on on private property and land.

Mr. Graber said the Revisor's office thought it would be necessary because of the closeness of homes.

Mr. Ratner asked if the motorcycles could presently be bought with mufflers and Mr. Graber said they could be purchased either way.

Mr. Gray said he thought we should leave out private road or driveway on line 13, page 1 - on line 14, or any privately - all of line 15.

Mr. Ratner said that without that wording there would be no point for the bill.

HOUSE BILL 1099 - AN ACT to provide for the issuance of

special license plates by the motor vehicle department to motor vehicle owners who are United States Senators and United States Representatives.

Mr. Howard explained the bill and said that this would give our two United States Senators and five Congressmen a special type of license plate. In Washington most of them have some kind of special tag. We are proud of them and it would be nice to show they are from Kansas. They would have to pay for the tags. Mr. Howard talked to the Vehicle Department and they saw no fault with the proposal.

Mr. Dempsey made a motion, second by Mr. Rosenau, that House Bill 1099 be passed and put on the Consent Calendar.

Motion carried.

Mr. Dierdorff asked Mr. Ratner if the sub-committee had a report on the bill for driver re-examination. Mr. Ratner reported that it was not ready at this time as they were waiting for material from the Motor Vehicle Department.

The meeting was adjourned.

Fran Stafford, Recording Secretary

APPROVED:


ARDEN DIERDORFF, CHAIRMAN

February 10, 1971



MOTORCYCLE INDUSTRY COUNCIL, INC.
1001 CONNECTICUT AVENUE • WASHINGTON, D.C. 20036 • (202) 223-9158

E.W. COLMAN
PRESIDENT
MATT MATYLUOKA
VICE PRESIDENT
JOHN HARLEY
SECRETARY/TREASURER
WILLIAM E. KENNEDY
ASSISTANT TREASURER

February 5, 1971

The Honorable Walter W. Graber
Representative, State of Kansas
State Capitol
Topeka, Kansas

Dear Sir:

The Motorcycle Industry Council is an organization that represents 95% of manufacturers and distributors of motorcycles and has a great interest in noise pollution.

I understand that you have introduced noise legislation on a state level. In June of last year, the M.I.C. introduced a resolution, copy attached, which was distributed to all of its members and governmental agencies. The sound levels indicated in this resolution are those which the industry believes it can meet on the dates specified.

I forward the resolution to you in the hope it might be of some assistance when establishing the levels in your newly proposed bill.

If I may be of any further assistance in this matter, please feel free to write.

Sincerely,

A handwritten signature in cursive script that reads "Raymond W. Lucia". The signature is written in dark ink and is positioned above the printed name.

Raymond W. Lucia
Director of Governmental Relations

/ac
attachment



E. W. COLMAN
PRESIDENT
MATT MATSUOKA
VICE PRESIDENT
JOHN HARLEY
SECRETARY-TREASURER
WILLIAM E. KENNEDY
ASSISTANT TREASURER

June 16, 1970

MOTORCYCLE INDUSTRY COUNCIL
RESOLUTION

RESOLVED that the Motorcycle Industry Council supports Federal Sound Level Regulations as being necessary in order to reach a desirable level of environmental sound. Therefore, the Motorcycle Industry Council shall seek effective sound level regulation, based on technically appropriate testing procedures which will provide a basis for enforcement.

1. Sound Level Testing Procedures

The Council specifically supports the test procedures attached which parallel in most aspects procedures issued, used and found to yield excellent results in the state of California.

2. Sound Levels

The Council supports the enactment of regulations under the above procedures for the following sound levels:

- 88 db for all machines produced for highway use after January 1, 1971.
- For all machines produced for highway use after January 1, 1973,

- 86 db for machines over 240cc;
- 84 db for machines 100cc to 240cc;
- 82 db for machines under 100cc.

It is specifically recommended that regulations requiring lower sound emissions levels than those above not be imposed, since both the desirability of lower levels and the possibility of implementation are questionable.

3. Operator Ordinances

In principle the Council will not oppose State legislation which requires operation of motorcycles to be so accomplished as to prevent emission of excessive noise.

4. Testing

The Council shall support and assist the involved Federal agency who undertakes to establish sound level regulation for motorcycles to set up a system of testing and approval and certification under the test procedures attached.

5. Marking

The Council shall support and assist the involved Federal agency to establish a system of uniform markings to be stamped on original equipment and accessory muffler bodies to make enforcement of equipment regulation feasible.

6. Driving Cycle

The Council shall advocate the study of driving cycles (patterns) on motorcycles to better define the problem of motorcycle sound levels as relates to the public interest.

2-8-71

1. INTRODUCTION

This Standard establishes maximum sound levels for motorcycles and motor driven cycles and describes the test procedure, environment, and instrumentation for determining these sound levels.

2. INSTRUMENTATION

The following instrumentation shall be used for the measurement required:

- 2.1 A sound level meter which meets the requirements of International Electroacoustic Commission Publication 179, Precision Sound Level Meters.
- 2.1.1 Alternatively, a microphone/magnetic tape recorder/indicating meter system whose overall response is equivalent to the above may be used.
- 2.2 A sound level calibrator (see paragraph 4.5)
- 2.3 A calibrated windscreen or nose cone (see paragraph 4.4)

3. PROCEDURE

- 3.1 A test site suitable for the purpose of measurements shall consist of a flat open space free of large reflecting surfaces such as signboards, buildings, or hillsides located within 100 ft. of either the vehicle or the microphone.
- 3.1.1 The surface of the ground within the measurement area shall be dry concrete or asphalt, free from powdery snow, loose soil or ashes.
- 3.1.2 Because bystanders may have an appreciable influence on meter response when they are in the vicinity of the vehicle or the microphone, not more than one person other than the observer reading the meter shall be within 50 ft. of the vehicle or microphone, and that person shall be directly behind the observer reading the meter, on a line through the microphone and the observer.
- 3.1.3 The ambient sound level (including wind effects) due to sources other than the vehicle being measured shall be at least 10dbA lower than the level of the tested vehicle.
- 3.1.4 The path of vehicle shall be of relatively smooth, dry concrete or asphalt, free of extraneous matter such as gravel.
- 3.1.5 The microphone shall be located 50 ft. from the centerline of the vehicle path at a height of 4 ft. above the ground plane.

- 3.1.6 An acceleration point shall be established on the vehicle path 25 ft. before the line through the microphone and normal vehicle path.

3.2 VEHICLE OPERATIONS

- 3.2.1 The vehicle shall use second gear. Vehicles which reach maximum rated engine speeds before reaching a point 25 ft. beyond the microphone line shall be tested in third gear.
- 3.2.2 The vehicle shall proceed along the test path at a constant approach speed which shall correspond to either the engine speed of 60% of the speed at which the engine develops maximum horsepower or at 30 mph whichever is lower. When the front of the vehicle reaches the acceleration point, the throttle shall be opened wide, and maintained until the front of the vehicle is 100 ft. beyond the microphone, or until the maximum rated engine speed is reached, at which point the throttle shall be closed.
- 3.2.3 Wheel slip which affects the maximum sound level must be avoided.

3.3 MEASUREMENTS

- 3.3.1 The meter shall be set for "fast" response and for the A-weighted network.
- 3.3.2 The meter shall be observed while the vehicle is accelerating. The applicable reading shall be the highest sound level obtained for the run, ignoring unrelated peaks due to extraneous ambient noises. Sufficient preliminary runs to familiarize the driver and to stabilize the engine operating conditions shall be made before measurements begin. Immediately after the preliminary runs, at least two measurements shall be made for each side of the vehicle. All of the values shall be recorded.
- 3.3.3 The sound level for each side of the vehicle shall be the average of the two highest readings which are within 2 db of each other. The sound level reported shall be that of the louder side of the vehicle.

4. GENERAL COMMENTS

- 4.1 It is strongly recommended that technically trained personnel select equipment and that tests be conducted only by qualified persons trained in the current techniques of sound measurement.

- 4.2 An additional 2 db allowance over the sound level limit is recommended to provide for variations in test site, vehicle operation temperature gradients, wind velocity gradients, test equipment, and inherent differences in nominally identical vehicles.
- 4.3 Instrument manufacturers' specification for orientation of the microphone relative to the meter should be adhered to.
- 4.4 When a windscreen is required, a previously calibrated windscreen should be used. It is recommended that measurements be made only when wind velocity is below 12 mph.
- 4.5 Instrument manufacturers' recommended calibration practice should be followed. Field calibration should be made immediately before and after each test sequence. Either an external calibrator or internal calibrator means is acceptable for field use, providing that external calibration is accomplished immediately before and after field use.

5. REFERENCE MATERIAL

Suggested reference material is as follows:

- USASI SI. 1-1960 Acoustical Terminology
- USASI SI. 2-1962 Physical Measurement of Sound.
International Electroacoustic Commission
Publication 179, Precision Sound Level
Meters (available from USASI).

(Applications for copies of these documents should be addressed to ANSI, 10 East 40th Street, New York, New York 10016).