

400 Commonwealth Drive, Warrendale, PA 15096-0001

SURFACE VEHICLE STANDARD

An American National Standard

SAE J1287

REAF.
JUL 1998

Issued 1980-06
Reaffirmed 1998-07

Superseding J1287 JUN93

Measurement of Exhaust Sound Levels of Stationary Motorcycles

Foreword—This Reaffirmed Document has been changed only to comply with the new SAE Technical Standards Board Format. The Definitions Section has changed to Section 3. All other section numbers have been changed accordingly.

1. **Scope**—This SAE Standard establishes the test procedure, environment, and instrumentation for determining the sound levels of motorcycles under stationary conditions. This test will measure primarily exhaust noise and does not represent the optimum procedure for evaluating total vehicle noise. For this purpose, SAE J331 or SAE J47 is recommended.

2. References

2.1 **Applicable Publications**—The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest issue of SAE publications shall apply.

2.1.1 SAE PUBLICATIONS—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J47—Maximum Sound Level Potential for Motorcycles
SAE J184—Qualifying a Sound Data Acquisition System
SAE J213—Definitions—Motorcycles
SAE J331—Sound Levels for Motorcycles
SAE J1349—Engine Power Test Code—Spark Ignition and Diesel
SAE TSB 002 JUN86—Preparation of SAE Technical Reports

2.1.2 ANSI PUBLICATION—Available from ANSI, 11 West 42nd Street, New York, NY 10036-8002.

ANSI S1.4-1983—Specification for Sound Level Meters

3. Definitions

3.1 **Field Calibration**—Calibration of the sound level meter using an external sound level calibrator, an internal calibration means, or any other method which will ensure the accuracy of sound level meter readings.

3.2 **Longitudinal Plane Of Symmetry**—As defined in SAE J213.

3.3 **Rated Engine Speed**—The engine speed in revolutions per minute at which the engine delivers its maximum Net Brake Power as defined in SAE J1349, as determined by the manufacturer.

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4. Instrumentation—The following instrumentation shall be used:

- 4.1 A sound level meter meeting the Type 1, Type S1A, Type 2, or Type S2A requirements of ANSI S1.4-1983.
 - 4.1.1 As an alternative to making direct measurements using a sound level meter, a microphone or sound level meter may be used with a magnetic tape recorder and/or a graphic level recorder or other indicating instrument, provided the system meets the requirements of SAE J184.
- 4.2 A sound level calibrator with an accuracy of ± 0.5 dB (see 7.9).
- 4.3 A windscreen which does not affect microphone response more than ± 1 dB for frequencies of 63 to 4000 Hz and ± 1.5 dB for frequencies of 4000 to 10 000 Hz.
- 4.4 An engine speed tachometer or other means of determining engine speed, with a steady-state accuracy of $\pm 3\%$ at the test speed.
- 4.5 An anemometer with steady-state accuracy of $\pm 10\%$ at 9 m/s (20 mph).

5. Test Site

- 5.1 The test site shall be a flat, open surface free of large sound-reflecting surfaces (other than the ground) such as parked vehicles, signboards, buildings, or hillsides located within 5 m (16 ft) of the motorcycle being tested and the location of the microphone.
- 5.2 The surface of the ground within the area described in 5.1 shall be paving or hard-packed earth, level within an average slope of 40 mm/m (0.5 in/ft), and shall be free of loose or powdered snow, plowed soil, grass of a height greater than 150 mm (6 in), trees, or other extraneous material.

6. Procedure

- 6.1 A rider shall sit astride the motorcycle in normal riding position with both feet on the ground. If this is not possible because of the seat height of the motorcycle, and for three-wheeled motorcycles, the rider shall sit in the normal riding position with one or both feet on the footrests. If necessary, an assistant may hold the motorcycle by the forks, front wheel, or handlebars so that it is stationary with its longitudinal plane of symmetry vertical. In the alternative, the rider may use a box, rock, or other object to rest his feet upon to steady the motorcycle, as long as the motorcycle longitudinal plane of symmetry is vertical and stationary.

The rider shall run the engine with the gearbox in neutral at a speed equal to one-half of the rated engine speed.

- 6.1.1 If no neutral is provided, the motorcycle shall be operated either with the rear wheel(s) at least 50 mm (2 in) clear of the ground or with the drive chain or belt removed, or with the clutch, if the motorcycle is so equipped, disengaged.
- 6.2 The engine of the motorcycle under test shall be at normal operating temperature during the test.

7. Measurements

- 7.1 The sound level meter shall be set for the A-weighting network and should be set for slow dynamic response. (See Appendix A, Section A.5.)
- 7.2 Tests shall be made on each side of the motorcycle having an exhaust outlet.

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- 7.3 The microphone shall be located behind, $0.5\text{ m} \pm 0.01\text{ m}$ ($20\text{ in} \pm 1/2\text{ in}$) from, and within 0.01 m ($1/2\text{ in}$) of the same height as the exhaust outlet and at a $45\text{ degrees} \pm 10\text{ degrees}$ angle to the normal line of travel of the motorcycle. If there is more than one exhaust outlet per side, the microphone shall be located with reference to the rearmost outlet.

The longitudinal axis of the microphone shall be in a plane parallel to the ground plane. The axis of the microphone shall be oriented as specified for free field response by the manufacturer (see Figure 1).

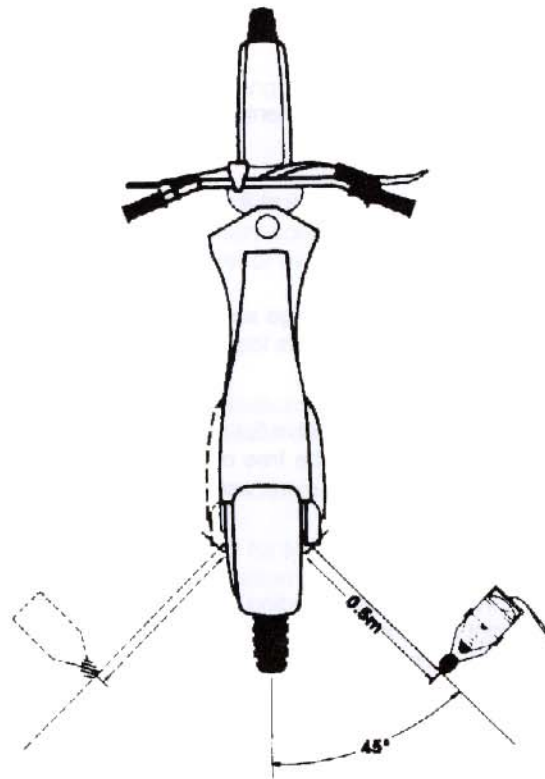


FIGURE 1—SOUND LEVEL AND MICROPHONE LOCATION AND ORIENTATION

- 7.4 No wire or other rigid means of distance measurement shall be attached to the sound measuring system.
- 7.5 The sound level recorded shall be that measured during steady-state operation at the engine speed ($\pm 200\text{ rpm}$) determined in Section 6 measured on the loudest side of the motorcycle (if outlet located on both sides — see 7.2). The test speed in rpm shall also be recorded.
- 7.6 The ambient sound level (including wind effects) at the test site due to sources other than the motorcycle being measured shall be at least 10 dB lower than the sound level produced by the motorcycle under test.
- 7.7 Wind speed at the test site during the test shall be less than 9 m/s (20 mph).

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- 7.8 While making sound level measurements, not more than one person other than the rider, the measurer, and the assistant (if necessary) (see 6.1) shall be within 3 m (10 ft) of the motorcycle under test or the microphone, and that person shall be directly behind the measurer on a line through the microphone and the measurer.
- 7.9 Calibration of the sound level meter using the sound level calibrator (see 4.2) shall be made immediately before the first test of each test day and should be made at the end of each test day. Field calibration should be made at intervals of no more than 1 h.
- 8. General Comments**
- 8.1 It is essential that persons conducting the test be knowledgeable of the test procedure and use of the instrumentation.
- 8.2 Proper use of all test instruments is essential to obtain valid measurements. Operating manuals or other literature furnished by the instrument manufacturer should be referred to, for both recommended operation of the instrument and precautions to be observed.
- 8.3 Specific Items for Consideration**
- 8.3.1 The type of microphone, its directional response characteristics, and its orientation relative to the source of sound.
- 8.3.2 The effects of ambient weather conditions on the performance of all instruments (that is, temperature, humidity, and barometric pressure).
- 8.3.3 Proper acoustical calibration procedure to include the influence of extension cables, etc.
- 8.4 Although either Type 1 or Type 2 sound level meters may be used with this procedure, it is suggested that a Type 1 instrument be considered as it generally has lesser overall tolerance which can result in more accurate measurements.
- 8.5 The use of the word "shall" in the procedure is to be understood as obligatory. The use of the word "should" is to be understood as advisory. The use of the word "may" is to be understood as permissive.

PREPARED BY THE SAE MOTORCYCLE COMMITTEE

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APPENDIX A

This procedure can be adapted to a variety of uses, which may include exhaust system certification, enforcement of in-use motorcycle standards, and use by motorcycle competition bodies to ensure some silencing of race vehicles. As provided in TSB 002, this Appendix adds supplementary engineering reference data and educational material and is not an integral part of the basic technical report. Accordingly, a description of the variations used shall be reported along with test results obtained using the variations provided in this Appendix. Such results shall not be reported as having been obtained according to the standard conditions of this document. Some of these uses may require less precision than is called for in the procedure. Accordingly, the following changes may be made for convenience with the realization that accuracy may suffer.

A.1 Enforcement Testing—When used for enforcement, this procedure is intended to be a pass-fail test. A ± 1.5 dB variation due to changes in test conditions, motorcycles, and instruments can occur. Test to test variations within this limit shall be considered acceptable. If limits are to be set according to this procedure, these variations should be considered when limits are chosen.

In enforcement situations, it is often easier to use one-half of the redline speed (redline speed is the lowest numerical engine speed included in the red zone on the motorcycle tachometer) rather than the test speed specified in 6.1. One-half of redline speed is a higher test speed than one-half of rated rpm; thus, the measured sound level will be higher, and a 3 dB tolerance must be added to the applicable sound level limit.

While site tolerances may be relaxed somewhat without serious degradation of precision in the method, site parameters, as described in Section 5, should be as closely adhered to as possible. It is unlikely that useful results will be obtained if, for instance, any other motorcycle or other vehicle or person is within 6 ft of the test motorcycle, or if the motorcycle is tested while it is loaded in a pickup truck or on a trailer.

A.2 Instrumentation—Type 1 instrumentation, which generally can provide the most accurate measurements, should be used when the need for accuracy is great, such as certification of exhaust systems, or enforcement action which may result in some form of penalty.

Type 2 instrumentation could be appropriate for some enforcement work, such as a preliminary screening test, or for general data gathering. On the other hand, instrumentation which is less precise than Type 1 or Type 2 may be appropriate in cases such as at a racetrack or motorcycle park, when the primary interest is securing some noise reduction from the motorcycles operated within, and not measuring for the purpose of meeting specific maximum noise limits. Selection of equipment should reflect the need for accuracy (particularly considering any consequences) balanced against cost. Caution should be exercised, however, when selecting equipment which does not conform with ANSI standards. Experience with consumer electronic types of sound level meters indicates most such meters do not possess operating characteristics of sufficient accuracy or consistency to yield meaningful results. Meters which meet obsolete ANSI S1.4 Type 3 specifications, however, are sufficiently accurate for less demanding applications such as racetrack enforcement.

A.3 Procedure—When making comparison measurements where a single variable is to be evaluated, such as comparing the sound level of two different exhaust systems on the same vehicle, selection of the correct engine speed according to 6.1 is not critical as long as the same engine speed is used for each test.

A.4 Racing Motorcycles—This procedure may be used for sound testing of racing motorcycles. An appropriate test speed for both four-stroke and two-stroke high-performance competition motorcycles for which the rated engine speed is not known is determined from Equation A1:

$$\text{Test Speed} = \frac{306\,000}{\text{stroke in millimeters}} \text{ or } \left(\frac{12\,000}{\text{stroke in inches}} \right) \quad (\text{Eq. A1})$$

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- A.5 Dynamic Response**—Use of slow dynamic response is specified, but fast dynamic response may be used. Because of the essentially constant nature of the sound level, either mode is acceptable; the meter is easier to read when slow response is used.
- A.6 Wind Speed**—If it is not possible to delay testing until the specified wind conditions prevail, testing can be performed in higher winds. In this case, the motorcycle should be positioned so that the prevailing wind direction is parallel to the normal direction of travel of the motorcycle.
- A.7 Alternate Engine Speed**—If the rated engine speed for a particular motorcycle is unknown, then the test speed shall be calculated from either Equations A2 or A3:

$$\text{For four-stroke engines} = \frac{250\,000}{\text{stroke in millimeters}} \text{ or } \left(\frac{9800}{\text{stroke in inches}} \right) \quad (\text{Eq. A2})$$

$$\text{For two-stroke engines: } \frac{200\,000}{\text{stroke in millimeters}} \text{ or } \left(\frac{7900}{\text{stroke in inches}} \right) \quad (\text{Eq. A3})$$

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Relationship of SAE Standard to ISO Standard—Not applicable.

Application—This SAE Standard establishes the test procedure, environment, and instrumentation for determining the sound levels of motorcycles under stationary conditions. This test will measure primarily exhaust noise and does not represent the optimum procedure for evaluating total vehicle noise. For this purpose, SAE J331 or SAE J47 is recommended.

Reference Section

SAE J47—Maximum Sound Level Potential for Motorcycles

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SAE J1349—Engine Power Test Code—Spark Ignition and Diesel

SAE TSB 002 JUN86—Preparation of SAE Technical Reports

ANSI S1.4-1983—Specification for Sound Level Meters

Developed by the SAE Motorcycle Committee

AMA POSITION ON MOTORCYCLE SOUND

The Association believes that few other factors contribute more to misunderstanding and prejudice against the motorcycling community than excessively noisy motorcycles. Riders on loud motorcycles may leave the impression that all motorcycles are loud. In fact, a significant percentage of the public does not realize that motorcycles are built to federally mandated noise control standards.

Each segment of the motorcycling community - including the riders, event organizers, retailers and distributors, original equipment and aftermarket manufacturers, law enforcement and the safety community - must realize that it cannot single-handedly solve this problem. However, each has a role and a responsibility in achieving a solution.

Shifting blame and failing to adopt responsible policies on a voluntary basis can only result in greater prejudice and discrimination against motorcycling. The consequences of continuing to ignore this issue will likely result in excessively rigorous state and federal standards, more expensive and less attractive motorcycles, the reduction of choices in aftermarket products, loss of riding opportunities, abusive enforcement of current laws and other punitive measures to riders and the motorcycle industry.

Based on its opposition to excessive motorcycle noise, the American Motorcyclist Association recommends the following:

- All motorcyclists must be responsive to community standards and respect the rights of fellow citizens to enjoy a peaceful environment.
- Motorcyclists should not modify exhaust systems in a way that will increase sound to an offensive level, including the use of unbaffled pipes.
- Organizers of motorcycle events should take steps through advertising, peer pressure and enforcement to make excessively loud motorcycles unwelcome.
- Motorcycle retailers should encourage the use of quiet exhaust technology.
- The motorcycle industry, including aftermarket suppliers of replacement exhaust systems, should adopt responsible product design and marketing policies aimed at limiting excessive motorcycle noise.
- Motorcycle and aftermarket manufacturers should continue to educate their dealers and customers that louder exhaust systems do not necessarily improve the performance of a motorcycle.
- Law enforcement agencies should fairly and consistently enforce appropriate laws and ordinances against excessive vehicle noise.
- The motorcycle industry and the safety community should educate riders that excessive noise may cause fatigue and may put their health at risk.

QUESTIONS & ANSWERS

Q: What is "excessive noise?"

A: No one likes excessive or unreasonable noise. Confusion arises because everyone has a different definition of "excessive." The definition of excessive noise shouldn't always be based on the rider, but rather the conditions around the rider. Some factors to consider include surroundings, time of day, traffic mix, people present, etc. It's up to you to be aware of your surroundings and be respectful and considerate of others.

Q: Why does AMA care about the issue of excessive motorcycle noise?

A: The position results from the AMA's desire to avoid further restrictions on motorcycling. The AMA has fought motorcycle bans in St. Louis, Detroit, Brockton, Massachusetts, and Springfield, Illinois. The foundation for each was tied to excessive noise. More recently we have confronted proposed motorcycle prohibitions in Chicago and New York City. Motorcycle noise, again, was the justification for these proposals.

In the past several years, the AMA has spent well over \$100,000 defending lawsuits and confronting legislative prohibitions initiated by zealous legislators responding to their belief that motorcycles are too loud. In Europe, where road closures to stifle excessive noise are becoming almost commonplace, anti-tampering legislation and restrictive sound emission requirements are under serious consideration.

If the excessive noise problem is not addressed voluntarily, and in a timely fashion, these restrictions are inevitable. The AMA agrees that failure to raise this warning, despite the potential negative reception by some, would be shirking our responsibility to AMA members and the motorcycling community.

Q: If my exhaust is modified or capable of producing "excessive noise," will I be denied access to AMA or other motorcycle events?

A: It depends on a variety of factors including promoter discretion, local laws and community pressure. The AMA has encouraged event organizers to use advertising, peer pressure and enforcement of event rules to discourage excessively loud motorcycles.

Q: Why should appropriate laws and ordinances against excessive vehicle noise be fairly and consistently enforced?

A: The AMA believes that if existing laws and ordinances governing excessive noise from vehicles of all types were fairly and consistently enforced, the problem of noisy vehicles would be effectively eliminated.

Q: What good is it to regulate myself if others continue to make excessive noise?

A: Excessive noise is not the fault of any one brand, any particular style of bike, or any single segment of the motorcycle industry. It is a community-wide problem and we all need to be part of the solution.

Q: Is the AMA telling me to replace my aftermarket exhaust with an original-equipment exhaust?

A: No, however, unbaffled or modified exhaust systems should not increase sound to an offensive level.