



**Termignoni S.p.A.**  
**Via della Rampina, 1**  
**I-15077 Predosa (AL)**  
**Italy**

**APPLICATION FOR APPROVAL OF SEPARATE TECHNICAL  
UNIT OF EXHAUST SYSTEMS FOR MOTORCYCLE  
PURSUANT  
TO REGULATION (EU) 134/2014**


**UNIFORM PROVISIONS CONCERNING THE APPROVAL OF  
TWO- OR THREE-WHEEL VEHICLES AND QUADRICYCLES  
WITH REGARD TO NOISE-ABATEMENT DEVICE**

**Total number of pages: 12**

**Predosa, IT**  
**19.09.2016**

  
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**Technical manager**



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## Confirmation

**We declare hereby that the specimen submitted for this approval test have been manufactured and assembled in conditions of ordinary mass production and that they are compatible with the enclosed documentation.**

**Predosa, IT**  
**19.09.2016**

  
 \_\_\_\_\_  
**Technical manager**




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## 0. GENERAL INFORMATION

### B. General information concerning systems, components or separate technical units

- 0.7. Make (trade name of manufacturer):** Termignoni
- 0.8. Type:** Y110  
**Variants:** SSSF, SSTF, STSF, STTF, TSSF, TSTF, TTSTF, TTTF, CSSF, CSTF, CTSF, CTTF, ASSF, ASTF, ATSF, ATTF  
for details see page 6.
- 0.8.1. Commercial name (if available): N/A
- 0.8.2. Type-approval number (if available): N/A
- 0.8.3. Type-approval issued on (date, if available): N/A
- 0.9. Company name and address of manufacturer:** Termignoni S.p.A.  
Via della Rampina, 1  
I-15077 Predosa (AL)  
Italy
- 0.9.1. Name and address of assembly plants: Termignoni S.p.A.  
Via della Rampina, 1  
I-15077 Predosa (AL)  
Italy
- 0.9.2. Name and address of manufacturer's authorised representative, if any: N/A
- 0.10. Vehicle for which the system/separate technical unit is intended for**
- 0.10.1. Type: SH07, YAMAHA YP400R  
MBK Industrie  
e13\*2002/24\*0627
- 0.10.2. Variant: A
- 0.10.3. Version: 01, 02, 03, 04, 05
- 0.10.4. Commercial name (if available): YP400R, YP400RA
- 0.10.5. Category, subcategory and sub-subcategory of vehicle: L3e-A2

### C. General information concerning vehicle, systems, components or separate technical units

#### 0.12. Conformity of production

- 0.12.1. Description of overall quality-assurance management systems  
according to described internal quality management  
initially assessment has been executed





## 1. GENERAL CONSTRUCTION CHARACTERISTICS

### 1.8. Propulsion unit performance

- |        |  |                                   |
|--------|--|-----------------------------------|
| 1.8.1. | Declared maximum vehicle speed:                                      | 150 km/h                          |
| 1.8.3. | Maximum net power combustion engine:                                 | 23,2 kW at 7500 min <sup>-1</sup> |
| 1.8.4. | Maximum net torque combustion engine:                                | 33,9 Nm at 6000 min <sup>-1</sup> |
| 1.8.5. | Maximum continuous-rated power electric motor (15/30 minutes power): | N/A                               |
| 1.8.6. | Maximum continuous-rated torque electric motor:                      | N/A                               |
| 1.8.7. | Maximum continuous total power for propulsion:                       | N/A                               |
| 1.8.8. | Maximum continuous total torque for propulsion:                      | N/A                               |
| 1.8.9. | Maximum peak power for propulsion:                                   | N/A                               |

## 4. GENERAL INFORMATION ON ENVIRONMENTAL AND PROPULSION UNIT PERFORMANCE

### 4.0. General information on environmental and propulsion performance

- |        |                     |     |
|--------|---------------------|-----|
| 4.0.1. | Environmental step: | N/A |
|--------|---------------------|-----|

<b>4.0.2.</b>	<b>Sound level</b>	N/A
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### 4.4. Additional information on environmental and propulsion unit performance

- |        |  |     |
|--------|--|-----|
| 4.4.4. | Applicable information document set out in respectively UN Regulation No 92 shall supplement this information document with regards to the noise-abatement devices installed on the vehicle. | N/A |
|--------|--|-----|





**Technical description:**

Non-original exhaust system, consisting out of one silencer on the rear side of the vehicle, maximum dimensions 128x111 mm and length 350 mm (muffler length without endcap), absorption-reflection principle with outlet pipe  $\varnothing$  28 mm according to drawings no. Y110: SILENCER and Y111: TAPPO, junction pipe with non-original catalytic converter according to drawing Y110: CATALYTIC CONVERTER, in combination with original header system. The silencer has been made in Stainless steel or as alternative in Titanium, Carbon fiber or Aluminium.

Repair and maintenance information are in manual and webpages: [www.termignoni.it](http://www.termignoni.it)

**Position and direction of the tail pipe:**

On the right side of the vehicle

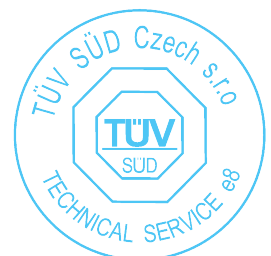
**Used materials:**

- SSSF (Stainless steel (shell), Stainless steel (outlet pipe), Stainless steel (punched-holes pipe), Fiberglass)
- SSTF (Stainless steel (shell), Stainless steel (outlet pipe), Titanium (punched-holes pipe), Fiberglass)
- STSF (Stainless steel (shell), Titanium (outlet pipe), Stainless steel (punched-holes pipe), Fiberglass)
- STTF (Stainless steel (shell), Titanium (outlet pipe), Titanium (punched-holes pipe), Fiberglass)
- TSSF (Titanium (shell), Stainless steel (outlet pipe), Stainless steel (punched-holes pipe), Fiberglass)
- TSTF (Titanium (shell), Stainless steel (outlet pipe), Titanium (punched-holes pipe), Fiberglass)
- TTSTF (Titanium (shell), Titanium (outlet pipe), Stainless steel (punched-holes pipe), Fiberglass)
- TTTF (Titanium (shell), Titanium (outlet pipe), Titanium (punched-holes pipe), Fiberglass)
- CSSF (Carbon fiber (shell), Stainless steel (outlet pipe), Stainless steel (punched-holes pipe), Fiberglass)
- CSTF (Carbon fiber (shell), Stainless steel (outlet pipe), Titanium (punched-holes pipe), Fiberglass)
- CTSF (Carbon fiber (shell), Titanium (outlet pipe), Stainless steel (punched-holes pipe), Fiberglass)
- CTTF (Carbon fiber (shell), Titanium (outlet pipe), Titanium (punched-holes pipe), Fiberglass)
- ASSF (Aluminum (shell), Stainless steel (outlet pipe), Stainless steel (punched-holes pipe), Fiberglass)
- ASTF (Aluminum (shell), Stainless steel (outlet pipe), Titanium (punched-holes pipe), Fiberglass)
- ATSF (Aluminum (shell), Titanium (outlet pipe), Stainless steel (punched-holes pipe), Fiberglass)
- ATTF (Aluminum (shell), Titanium (outlet pipe), Titanium (punched-holes pipe), Fiberglass)

**Place of marking:**

On the silencer, see enclosed drawings of silencer and composition  
"Y110: SILENCER", date: 22/09/2016.

On the catalyst, see enclosed drawing of catalytic converter  
"Y110: CATALYTIC CONVERTER", date: 22/09/2016.



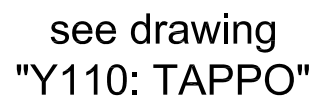
## INFORMATION DOCUMENT N° Y110/134/2014 rev. 00 - Appendix

### Appendix 1 - Composition of the original exhaust system + original parts

No.	Components parts, dimensions in mm	Dimensions of the part in mm or original part / replacement part	Part no. or homologation no.
1)	Collectors and final body	Original part	--
2)	Catalytic converter	Notice drawing	Y110: CATALYTIC CONVERTER
3)	Reduction	Notice drawing	Y110: TAPPO
4)	Silencers (outlet pipe Ø 36 mm)	One silencer on the rear side of the vehicle, maximum dimensions 128x111 mm and length 350 mm (muffler length without endcap), absorption-reflection principle with outlet pipe Ø 28 mm, junction pipe with non-original catalytic converter	Y110: SILENCER



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Appendix 2 - Drawing of silencer “Y110: SILENCER”



Nr	Part name	Material	Dimensions	QT
1	Shell	Stainless Steel	See Drawing	1x
	or	Titanium	See Drawing	1x
	or	Carbon fiber	See Drawing	1x
	or	Aluminium	See Drawing	1x
2	Outlet Pipe	Stainless Steel	See Drawing	1x
	or	Titanium	See Drawing	1x
3	Punched-holes pipe	Stainless Steel	See Drawing	1x
	or	Titanium	See Drawing	1x
4	Sound deadener	Fiberglass	420mm	1x

Y110: SILENCER

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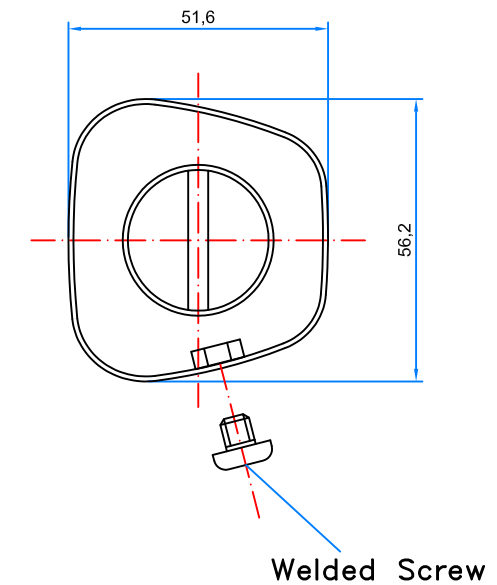
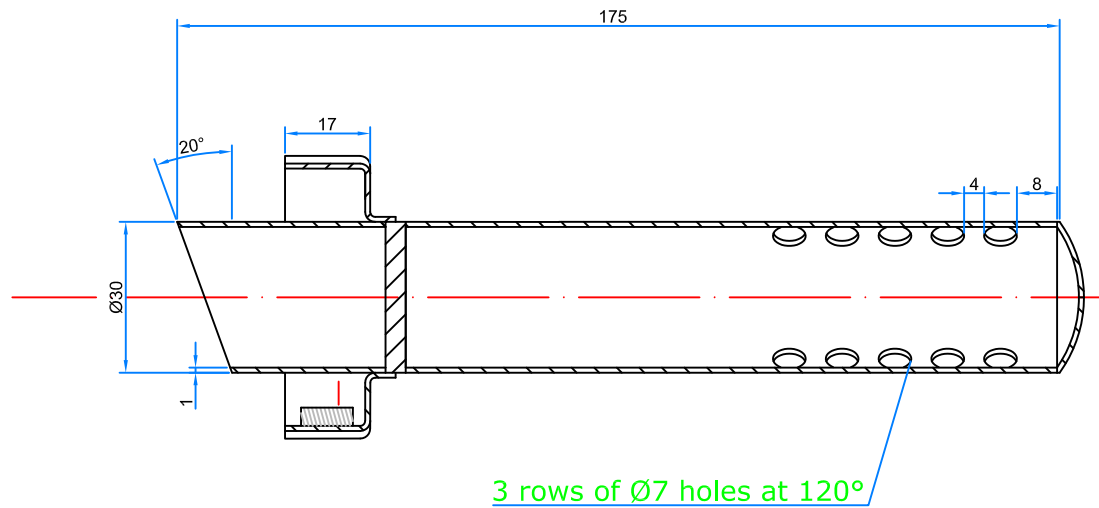




General tolerance:  $\pm 1\text{mm}$

MATERIAL: S.Steel or Titanium

INFORMATION DOCUMENT N° Y110/134/2014  
Appendix 3 - Drawing of dB killer "Y110: TAPPO"



SCALA:

DATUM: 22/09/2016

NAME: S.Emanuelli

MODEL:

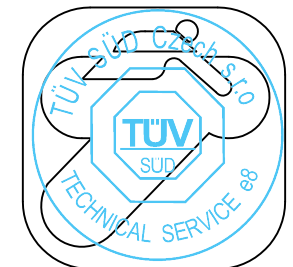
YAMAHA XMAX 400  
1 SILENCER

Y110 e8 00004 H

Tipe: Y110: Tappo

Cod. TERMIGNONI TER598

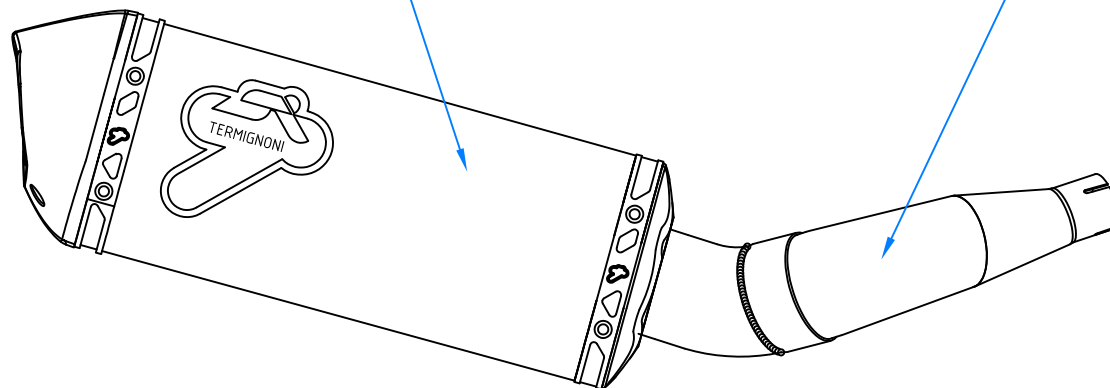
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SILENCER  
see drawing "Y110: Silencer"

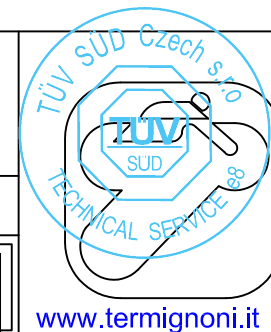
CATALYTIC CONVERTER  
see drawing "Y110: Catalytic converter"



ORIGINAL COLLECTOR

<b>SCALE:</b>	<b>MODEL:</b>
<b>DATE:</b> 22/09/2016	YAMAHA XMAX 400
<b>NAME:</b> S.Emanuelli	Assembly
	Y110 e8 00004 H
<b>TYPE:</b>	Y110: Assembly

**Termignoni** s.p.a.

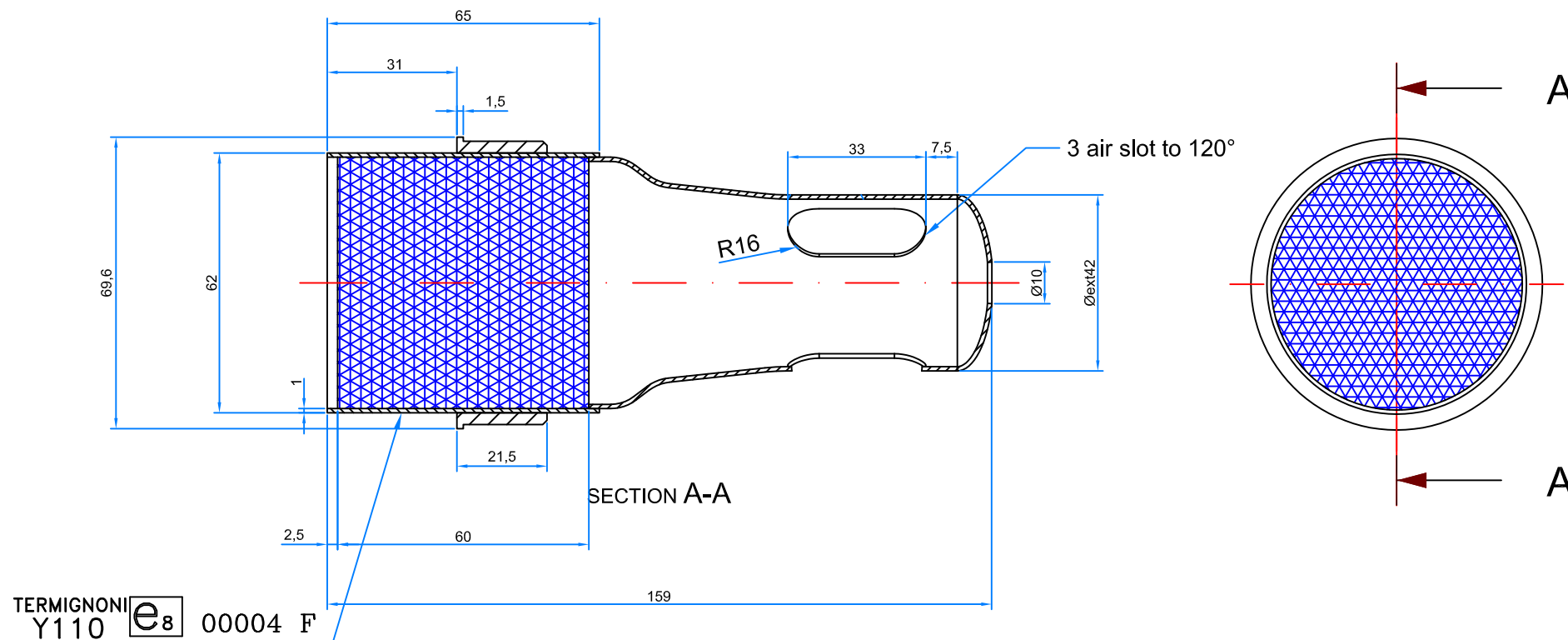


General tolerance:  $\pm 1\text{mm}$

MATERIAL: S.Steel or Titanium

INFORMATION DOCUMENT N° Y110/134/2014

Appendix 5 - Drawing of catalyst "Y110: CATALYTIC CONVERTER"



## CHARACTERISTICS

DIMENSIONS : Øi 60x60 mm.

CPSI : 400

FORMULATION : Pt/Pd/Rh

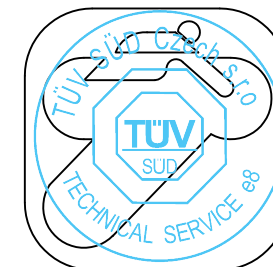
RATIO : 1/13/1

LOADING : 140 gr/fts

<b>SCALA:</b> 1:1	<b>MODEL:</b> YAMAHA XMAX 400 Catalytic converter Y110 e8 00004 H
<b>DATUM:</b> 22/09/2016	
<b>NAME:</b> S.Emanuelli	
<b>Tipe:</b> Y110: Catalytic converter	

Cod. TERMIGNONI TY207

Termignoni s.p.a.



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Iscriz. C.C.I.A.A. AL 130295  
Iscriz. Tribunale Reg. Soc. 7721  
N. Export AL 009063  
C.C. IT 00862780061  
Cap. Soc. € 1.000.000,00 int. vers.

## **FITTING INSTRUCTIONS**

### **For Termignoni exhaust systems**

#### **A. Dismantling the original exhaust system**

1. Remove any casing impeding clear access
2. Detach the silencer support(s) and the original silencer from the branch pipe and/or exhaust manifold

#### **B. Fitting Termignoni silencer(s)**

1. Fit the Termignoni silencer(s) to the original branch pipe, or use the Termignoni branch pipe to fit the exhaust manifold
2. Attach the silencer(s) with the mounting(s) supplied with the vehicle, leaving the screws and bolts loose
3. Adjust the exhaust system so that when fully inserted it is at least 5 mm from any other component of the vehicle
4. Tighten all screws and bolts
5. Test the vehicle and check all connections, tightening the screws and bolts if necessary
6. After about 100 km check all the connections again and tighten the screws and bolts if necessary

#### **WARNING:**

Take care when working on the exhaust system after testing the vehicle since the surfaces could be very hot

