(ii) $FID_{ppm} = \text{FID reading in ppmC.}$

(iii) $\text{SAM}_{ppm} = \text{methanol concentration in the sample bag, or gas bottle, in ppmC.}$ $\text{SAM}_{ppm}$ for sample bags:

$$\text{SAM}_{ppm} = \frac{0.02406 \times \text{Fuel injected} \times \text{Fuel density}}{\text{Air volume} \times \text{Mol. Wt. CH}_3\text{OH}}$$

Where:

(iv) 0.02406 = Volume of one mole at 29.92 in Hg and 68 °F, m³.

(v) Fuel injected = Volume of methanol injected, ml.

(vi) Fuel density = Density of methanol, 0.7914 g/ml.

(vii) Air volume = Volume of zero grade air, m³.

(viii) Mol. Wt. CH₃OH = 32.04.

(d) The gas chromatograph used in the analysis of methanol samples shall be calibrated at least monthly following manufacturers’ recommended procedures (certain equipment may require more frequent calibration based on use and good engineering judgment).

(e) FID response factor to methane. When the FID analyzer to be used for the analysis of natural gas-fueled vehicle hydrocarbon samples has been calibrated using propane, the methane response factor of the analyzer shall be established. To determine the total hydrocarbon FID response to methane, known methane in air concentrations traceable to National Institute of Standards and Technology (NIST) shall be analyzed by the FID. Several methane concentrations shall be analyzed by the FID in the range of concentrations in the exhaust sample. The total hydrocarbon FID response to methane is calculated as follows:

$$r_{CH_4} = \frac{FID_{ppm}}{\text{SAM}_{ppm}}$$

Where:

(1) $r_{CH_4} = \text{FID response factor to methane.}$

(2) $FID_{ppm} = \text{FID reading in ppmC.}$

(3) $\text{SAM}_{ppm} = \text{the known methane concentration in ppmC.}$

§ 86.1228–85 Transmissions.

(a) All test conditions, except as noted, shall be run in a manner representative of in-use operation, and where appropriate, according to the manufacturer or as necessary according to good practice.
manufacturer's recommendation to the ultimate purchaser.

(b) Except for the first idle mode, idle modes less than one minute in length shall be run with automatic transmissions in “Drive” and the wheels braked; manual transmissions shall be in gear with the clutch disengaged, except first idle. The first idle mode and idle modes longer than one minute in length shall be run with automatic transmissions in “Neutral,” and manual transmissions shall be in “Neutral” with the clutch engaged (clutch may be disengaged for engine start-up).

(c) The vehicle shall be driven with minimum accelerator pedal movement to maintain the desired operation. Accelerations shall be driven smoothly according to the manufacturer's recommendation to the ultimate purchaser. For manual transmissions, the operator shall accomplish each shift with minimum time. If the vehicle cannot accelerate at the specified rate, the vehicle shall be operated at maximum available power until the vehicle speed reaches the value prescribed for that time in the driving schedule.

(e) For those deceleration modes which decelerate to zero, manual transmission clutches shall be depressed when the speed drops below 15 mph (24.1 km/hr), when engine roughness is evident, or when engine stalling is imminent.

§ 86.1229–85 Dynamometer load determination and fuel temperature profile.

(a) Flywheels, electrical or other means of simulating inertia shall be used. The value of equivalent inertia weight shall be within 250 pounds of the loaded vehicle weight (LVW). Loaded vehicle weight is defined as follows:

(1) For test vehicles which have an actual weight less than 0.5 × (GVWR),

\[ \text{LVW} = 0.5 \times (G \text{ross Vehicle Weight Rating}) \]

(2) For test vehicles which have an actual weight (As tested) greater than 0.5 × (GVWR),

\[ \text{LVW} = \text{Actual Weight of Test Vehicle} \]

(b) Power absorption unit adjustment.

(1) The power absorption unit shall be adjusted to reproduce road load power at 50 mph true speed. The indicated road load power setting shall take into account the dynamometer friction. The relationship between road load (absorbed) power and indicated road load power for a particular dynamometer shall be determined by the procedure outlined in §86.1218–85 or other suitable means.

(2) The road load power used shall be determined from the following equation:

\[ \text{RLP} = 0.67(H - 0.75)W = 0.00125(LVW - (N \times DW)) \]

Where:

- \( \text{RLP} \) = Road Load Power at 50 mph (horsepower).
- \( H \) = Vehicle overall maximum height (feet).
- \( W \) = Vehicle overall maximum width (feet).
- \( LVW \) = Loaded vehicle weight (pounds).
- \( DW \) = Vehicle weight supported by the dynamometer (pounds).
- \( N \) = Number of dynamometer rolls supporting a tire.

or the manufacturer may determine the road load power by an alternate procedure (including coastdown). Such alternate procedures shall exhibit good engineering judgement and shall be subject to review upon request by the Administrator. For vehicles which the manufacturer chooses to certify by the optional light-duty truck certification provision (§86.082–1(b)), the evaporative emission test procedure (and standard) will be that specified by the light-duty truck regulations.

(c) [Reserved]

(d) Fuel temperature profile—(1) General requirements.

(i) To be tested for running losses, as specified in §86.1234, a vehicle must have a fuel temperature profile. The following procedure is used to generate the fuel temperature profile, which serves as a target for controlling fuel temperatures during the running loss test. This profile represents the fuel temperature change that occurs during on-road driving. If a vehicle has more than one fuel tank, a profile shall be established for each tank. Manufacturers may also simultaneously generate a profile for vapor temperatures.

(ii) If a manufacturer uses a vehicle model to develop a profile to represent multiple models, the vehicle model selected must have the greatest expected