

Environmental Protection Agency

§ 600.111-08

and (d) of this section shall be reported in accordance with §86.090-21(b)(3) of this chapter.

[59 FR 39652, Aug. 3, 1994]

§ 600.108-78 Analytical gases.

The analytical gases for all fuel economy testing must meet the criteria given in §86.114 of this chapter.

§ 600.109-08 EPA driving cycles.

(a) The FTP driving cycle is prescribed in §86.115 of this chapter.

(b) The highway fuel economy driving cycle is specified in this paragraph.

(1) The Highway Fuel Economy Driving Schedule is set forth in Appendix I of this part. The driving schedule is defined by a smooth trace drawn through the specified speed versus time relationships.

(2) The speed tolerance at any given time on the dynamometer driving schedule specified in Appendix I of this part, or as printed on a driver's aid chart approved by the Administrator, when conducted to meet the requirements of paragraph (b) of §600.111 is defined by upper and lower limits. The upper limit is 2 mph higher than the highest point on trace within 1 second of the given time. The lower limit is 2 mph lower than the lowest point on the trace within 1 second of the given time. Speed variations greater than the tolerances (such as may occur during gear changes) are acceptable provided they occur for less than 2 seconds on any occasion. Speeds lower than those prescribed are acceptable provided the vehicle is operated at maximum available power during such occurrences.

(3) A graphic representation of the range of acceptable speed tolerances is found in §86.115(c) of this chapter.

(c) The US06 driving cycle is set forth in Appendix I of part 86 of this chapter.

(d) The SC03 driving cycle is set forth in Appendix I of part 86 of this chapter.

[71 FR 77933, Dec. 27, 2006]

§ 600.109-78 EPA driving cycles.

(a) The driving cycle to be utilized for generation of the city fuel economy data is prescribed in §86.115 of this chapter.

(b) The driving cycle to be utilized for generation of the highway fuel

economy data is specified in this paragraph.

(1) The Highway Fuel Economy Driving Schedule is set forth in appendix I to this part. The driving schedule is defined by a smooth trace drawn through the specified speed versus time relationships.

(2) The speed tolerance at any given time on the dynamometer driving schedule specified in appendix I, or as printed on a driver's aid chart approved by the Administrator, when conducted to meet the requirements of paragraph (b) of §600.111 is defined by upper and lower limits. The upper limit is 2 mph higher than the highest point on trace within 1 second of the given time. The lower limit is 2 mph lower than the lowest point on the trace within 1 second of the given time. Speed variations greater than the tolerances (such as may occur during gear changes) are acceptable provided they occur for less than 2 seconds on any occasion. Speeds lower than those prescribed are acceptable provided the vehicle is operated at maximum available power during such occurrences.

(3) A graphic representation of the range of acceptable speed tolerances is found in paragraph (c) of §86.115 of this chapter.

§ 600.110-08 Equipment calibration.

The equipment used for fuel economy testing must be calibrated according to the provisions of §§86.116 and 86.216 of this chapter.

[71 FR 77933, Dec. 27, 2006]

§ 600.110-78 Equipment calibration.

The equipment used for fuel economy testing must be calibrated according to the provisions of §86.116 of this chapter.

§ 600.111-08 Test procedures.

This section provides test procedures for the FTP, highway, US06, SC03, and the cold temperature FTP tests. Testing shall be performed according to test procedures and other requirements contained in part 86 and part 600 of this chapter, including the provisions of part 86, subparts B, C, and S.