§ 80.50 General test procedure requirements for augmentation of the emission models.

(a) The following test procedure must be followed when testing to augment the complex emission model described at § 80.45.

(b) VOC, NO\textsubscript{X}, CO, and CO\textsubscript{2} emissions must be measured for all fuel-vehicle combinations tested.

(c) Toxics emissions must be measured when testing the extension fuels per the requirements of §80.49(b) or when testing addition fuels 1, 2, or 3 per the requirements of §80.49(a).

(d) When testing addition fuels 4, 5, 6, and 7 per the requirements of §80.49(a), toxics emissions need not be measured. However, EPA reserves the right to require the inclusion of such measurements in the test program prior to approval of the test program if evidence exists which suggests that adverse interactive effects of the parameter in question may exist for toxics emissions.

(e) All fuels included in vehicle testing shall have an octane number of 87.5, as measured by the (R+M)/2 method following the ASTM D4814 procedures, to within the measurement and blending tolerances specified in paragraph (c) of this section.

(f) A single batch of each addition or extension fuel shall be used throughout the duration of the testing program.

§ 80.51 Vehicle test procedures.

The test sequence applicable when augmenting the emission models through vehicle testing is as follows:

(a) Prepare vehicles per §80.50.

(b) Initial preconditioning per §80.52(a)(1). Vehicles shall be refueled randomly with the fuels required in §80.49 when testing to augment the complex emission model.

(c) Exhaust emissions tests, dynamometer procedure per 40 CFR 86.137–90 with:

1. Exhaust Benzene and 1,3-Butadiene emissions measured per §80.55; and

2. Formaldehyde and Acetaldehyde emissions measured per §80.56.

§ 80.52 Vehicle preconditioning.

(a) Initial vehicle preconditioning and preconditioning between tests with different fuels shall be performed in accordance with the “General vehicle handling requirements” per 40 CFR 86.132–96, up to and including the completion of the hot start exhaust test.