§ 86.237–94  Dynamometer test run, gaseous emissions.

(a) The complete dynamometer test consists of a cold start drive of approximately 7.5 miles (12.1 kilometers) and a hot start drive of approximately 3.6 miles (5.8 kilometers).

(b) If the preconditioned vehicle is not already on the dynamometer, it shall be pushed into position.

(c) The vehicle is allowed to stand on the dynamometer during the ten minute time period between the cold and hot start test. The cold start test is divided into two periods. The first period, representing the cold start “transient” phase, terminates at the end of the deceleration which is scheduled to occur at 505 seconds of the driving schedule. The second period, representing the “stabilized” phase, consists of the remainder of the driving schedule, including engine shutdown. The hot start test is identical to the first part or transient phase of the cold start test. Therefore, the hot start test terminates after the first period (505 seconds) is run.

(d) The provisions of §86.137(b) apply to this subpart.

§§ 86.238–94—86.239–94  [Reserved]

§ 86.240–94  Exhaust sample analysis.

The provisions of §86.140 apply to this subpart.

§ 86.241–94  [Reserved]

§ 86.242–94  Records required.

The provisions of §86.142-90 apply to this subpart.

§ 86.243–94  [Reserved]

§ 86.244–94  Calculations; exhaust emissions.

The provisions of §86.144-94 apply to this subpart, except that NOX measurements are optional. Should NOX measurements be calculated, note that the humidity correction factor is not valid at colder temperatures. Light-duty vehicles and light-duty trucks must calculate and report the weighted mass of each relevant pollutant, i.e., THC, CO, THCE, NMHC, NMHCE, CH4, NOX, and CO2 in grams per vehicle mile.

[71 FR 77926, Dec. 27, 2006; 72 FR 7921, Feb. 21, 2007]