§ 1066.101 Overview.

(a) This subpart addresses equipment related to emission testing, as well as test fuels and analytical gases. This section addresses emission sampling and analytical equipment, test fuels, and analytical gases.

(b) The provisions of 40 CFR part 1065 specify engine-based procedures for measuring emissions. Except as specified otherwise in this part, the provisions of 40 CFR part 1065 apply for testing required by this part as follows:

(1) The provisions of 40 CFR 1065.140 through 1065.195 specify equipment for exhaust dilution and sampling systems.

(2) The provisions of 40 CFR part 1065, subparts C and D, specify measurement instruments and their calibrations.


(4) The provisions of 40 CFR part 1065, subpart J, describe how to measure emissions from vehicles operating outside of a laboratory, except that provisions related to measuring engine work do not apply.

(c) The provisions of this subpart are intended to specify systems that can very accurately and precisely measure emissions from motor vehicles. We may waive or modify the specifications and requirements of this part for testing highway motorcycles or nonroad vehicles, consistent with good engineering judgment. For example, it may be appropriate to allow the use of a hydrokinetic dynamometer that is not able to meet all the performance specifications described in this subpart.

Subpart C—Dynamometer Specifications

§ 1066.201 Dynamometer overview.

This subpart addresses chassis dynamometers and related equipment.

§ 1066.210 Dynamometers.

(a) General requirements. A chassis dynamometer typically uses electrically generated load forces combined with its rotational inertia to recreate the mechanical inertia and frictional forces that a vehicle exerts on road surfaces (known as “road load”). Load forces are calculated using vehicle-specific coefficients and response characteristics. The load forces are applied to the vehicle tires by rolls connected to intermediate motor/absorbers. The dynamometer uses a load cell to measure the forces the dynamometer rolls apply to the vehicle’s tires.

(b) Accuracy and precision. The dynamometer’s output values for road load must be NIST-traceable. We may determine traceability to a specific international standards organization to be sufficient to demonstrate NIST-traceability. The force-measurement system must be capable of indicating force readings to a resolution of ±0.05% of the maximum forces simulated by the dynamometer or ±0.9 N (±0.2 lbf), whichever is greater, during a test.

(c) Test cycles. The dynamometer must be capable of fully simulating applicable test cycles for the vehicles being tested as referenced in the corresponding standard-setting part.

(1) For vehicles with a gross vehicle weight rating (GVWR) at or below 14,000 lbs, the dynamometer must be able to fully simulate a driving schedule with a maximum speed of 36 m/s (80 mph) and a maximum acceleration rate of 3.6 m/s² (8 mph/s) in two-wheel drive and four-wheel drive configurations.

(2) For vehicles with GVWR above 14,000 lbs, the dynamometer must be able to fully simulate a driving schedule with a maximum speed of 29 m/s (65 mph) and a maximum acceleration rate of 1.3 m/s² (3 mph/s) in either two-wheel drive or four-wheel drive configurations.
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(d) Component requirements. The dynamometer must meet the following specifications:

(1) For vehicles with GVWR at or below 14,000 lbs, the nominal roll diameter must be 1.20 to 1.25 meters. The dynamometer must have an independent drive roll for each axle being driven by the vehicle during an emission test.

(2) For vehicles with GVWR above 14,000 lbs, the nominal roll diameter must be at least 1.20 meters and no greater than 3.10 meters. The dynamometer must have an independent drive roll for each axle, except that two drive axles may share a single drive roll. Use good engineering judgment to ensure that the dynamometer roll diameter is large enough to provide sufficient tire-roll contact area to avoid tire overheating and power losses from tire-roll slippage.

(3) If you measure force and speed at 10 Hz or faster, you may use good engineering judgment to convert those measurements to 1-Hz, 2-Hz, or 5-Hz values.

(4) The load applied by the dynamometer simulates forces acting on the vehicle during normal driving according to the following equation:

\[
FR_i = A + B \cdot S_i + C \cdot S_i^2 + M \cdot \frac{S_i - S_{i-1}}{t_i - t_{i-1}}
\]

Eq. 1066.210-1

Where:

\( FR \) = total road-load force to be applied at the surface of the roll. The total force is the sum of the individual tractive forces applied at each roll surface.

\( i \) = a counter to indicate a point in time over the driving schedule. For a dynamometer operating at 10-Hz intervals over a 600-second driving schedule, the maximum value of \( i \) is 6,000.

\( A \) = constant value representing the vehicle’s frictional load in lbf or newtons. See subpart C of this part.

\( B \) = coefficient representing load from drag and rolling resistance, which are a function of vehicle speed, in lbf/mph or N/m. See subpart C of this part.

\( S \) = linear speed at the roll surfaces as measured by the dynamometer, in mph or m/s. Let \( S_{i-1} = 0 \).

\( C \) = coefficient representing aerodynamic effects, which are a function of vehicle speed squared, in lbf/mph² or N/m². See subpart C of this part.

\( M \) = mass of vehicle in lbm or kg. Determine the vehicle’s mass based on the test weight, taking into account the effect of rotating axles, as specified in §1066.310(b)(7) and dividing the weight by the acceleration due to gravity as specified in 40 CFR 1065.630, consistent with good engineering judgment.

\( t \) = elapsed time in the driving schedule as measured by the dynamometer, in seconds. Let \( t_{i-1} = 0 \).

\( S_{i-1} = 0 \).

\( t_{i-1} = 0 \).

(5) The dynamometer must be designed to generally apply an actual road-load force within ±1% or ±9.8 N (±2.2 lbf) of the reference value, whichever is greater. Dynamometers that do not fully meet this specification may be used consistent with good engineering judgment. For example, slightly higher errors may be permissible during highly transient operation.

(e) Dynamometer manufacturer instructions. This part specifies that you follow the dynamometer manufacturer’s recommended procedures for things such as calibrations and general operation. If you perform testing with a dynamometer that you manufactured or if you otherwise do not have these recommended procedures, use good engineering judgment to establish the additional procedures and specifications we specify in this part, unless we specify otherwise. Keep records to describe these recommended procedures and how they are consistent with good engineering judgment.

§ 1066.215 Summary of verification and calibration procedures for chassis dynamometers.

(a) Overview. This section describes the overall process for verifying and