§ 90.425 CVS calibration frequency.

Calibrate the CVS positive displacement pump or critical flow venturi following initial installation, major maintenance, or as necessary when indicated by the CVS system verification (described in §90.424(e)).

§ 90.426 Dilute emission sampling calculations—gasoline fueled engines.

(a) The final reported emission test results must be computed by use of the following formula:

\[
A_{WM} = \frac{\sum_{i=1}^{n} (W_i \cdot P_i)}{\sum_{i=1}^{n} (P_i \cdot W_i)} \cdot K_{Hi}
\]

Where:

- \(A_{WM}\) = Final weighted brake-specific mass emission rate for an emission (HC, CO, CO\(_2\), NO\(_X\)) [g/kW-hr]
- \(W_i\) = Average mass flow rate of an emission (HC, CO, CO\(_2\), NO\(_X\)) from a test engine during mode i [g/hr]
- \(P_i\) = Gross average power generated during mode i [kW], calculated from the following equation,

\[
P_i = \frac{2\pi \times \text{speed} \times \text{torque}}{60,000}
\]

Where:

- speed = average engine speed measured during mode i [rev./minute]
- torque = average engine torque measured during mode i [N-m]
- \(K_{Hi}\) = NO\(_X\) humidity correction factor for mode i. This correction factor only affects calculations for NO\(_X\) and is equal to one for all other emissions. \(K_{Hi}\) is also equal to 1 for all two-stroke engines.

(b) The mass flow rate, \(W_i\) in g/hr, of an emission for mode i is determined from the following equation:

\[
W_i = Q_i \cdot \text{Density} \left[ \frac{C_{Di}}{10^6} - \frac{C_{Bi}}{10^6} \left( 1 - \frac{1}{DF_i} \right) \right]
\]

Where:

- \(Q_i\) = Volumetric flow rate [m\(^3\)/HR at stp].
- Density = Density of a specific emission (Density\(_{HC}\), Density\(_{CO}\), Density\(_{CO_2}\), Density\(_{NOX}\)) [g/m\(^3\)].
- \(DF_i\) = Dilution factor of the dilute exhaust during mode i.
- \(C_{Di}\) = Concentration of the emission (HC, CO, NO\(_X\)) in dilute exhaust extracted from the CVS during mode i [ppm].
- \(C_{Bi}\) = Concentration of the emission (HC, CO, NO\(_X\)) in the background sample during mode i [ppm].
- STP = Standard temperature and pressure.

(c) Densities for emissions that are to be measured for this test procedure are:

- Density\(_{HC}\) = 576.8 g/m\(^3\)
- Density\(_{NOX}\) = 1912 g/m\(^3\)
- Density\(_{CO}\) = 1164 g/m\(^3\)
- Density\(_{CO_2}\) = 1829 g/m\(^3\)

(1) The value of Density\(_{HC}\) above is calculated based on the assumption that the fuel used has a hydrogen to carbon ratio of 1:1.85. For other fuels
Density$_{HC}$ can be calculated from the following formula:

$$Density_{HC} = \frac{M_{HC}}{R_{STP}}$$

Where:
- $M_{HC}$ is the molecular weight of the hydrocarbon molecule divided by the number of carbon atoms in the molecule [g/mole].
- $R_{STP}$ is the ideal gas constant for a gas at STP = 0.024065 [m$^3$·mole]

(2) The idealized molecular weight of the exhaust hydrocarbons, i.e., the molecular weight of the hydrocarbon molecule divided by the number of carbon atoms in the molecule, $M_{HC}$, can be calculated from the following formula:

$$M_{HC} = M_C + \alpha M_H + \beta M_O$$

Where:
- $M_C$ is the molecular weight of carbon = 12.01 [g/mole]
- $M_H$ is the molecular weight of hydrogen = 1.008 [g/mole]
- $M_O$ is the molecular weight of oxygen = 16.00 [g/mole]
- $\alpha$ is the hydrogen to carbon ratio of the test fuel
- $\beta$ is the oxygen to carbon ratio of the test fuel

(3) The value of Density$_{NOX}$ above assumes that NO$_X$ is entirely in the form of NO$_2$

(d) The dilution factor, DF, is the ratio of the volumetric flow rate of the background air to that of the raw engine exhaust. The following formula is used to determine DF:

$$DF = \frac{(13.4 \cdot 10^4)}{(C_{HC} + C_{CO} + C_{CO_2})}$$

Where:
- $C_{HC}$ is the concentration of HC in the dilute sample (ppm).
- $C_{CO}$ is the concentration of CO in the dilute sample (ppm).
- $C_{CO_2}$ is the concentration of CO$_2$ in the dilute sample (ppm).

(e) The humidity correction factor $K_H$ is an adjustment made to measured NO$_X$ values. This corrects for the sensitivity that a spark-ignition engine has to the humidity of its combustion air. The following formula is used to determine $K_H$ for NO$_X$ calculations:

$$K_H = (9.853 H + 0.832)$$

Where:
- $H$ is the amount of water in an ideal gas; 40 CFR 1065.645 describes how to determine this value (referred to as $x_{H_2O}$).

(f)–(g) [Reserved]

(h) The fuel mass flow rate, $F_i$, can be either measured or calculated using the following formula:

$$F_i = \frac{M_{FUEL}}{T}$$

Where:
- $M_{FUEL}$ is the mass of fuel consumed by the engine during the mode [g]
- $T$ is the duration of the sampling period [hr]

(i) The mass of fuel consumed during the mode sampling period, $M_{FUEL}$, can be calculated from the following equation:

$$M_{FUEL} = \frac{G_S}{R}$$
Where:

\( G_S \) = Mass of carbon measured during the mode sampling period [g].

\( R_2 \) = The fuel carbon weight fraction, which is the mass of carbon in fuel per mass of fuel [g/g].

(j) The grams of carbon measured during the mode, \( G_S \), can be calculated from the following equation:

\[
G_S = \frac{(12.011 \cdot H_{C_{mass}})}{(12.011 + 1.008 \cdot \alpha)} + 0.429 \cdot C_{O_{mass}} + 0.273 \cdot C_{O_2{mass}}
\]

Where:

\( H_{C_{mass}} \) = mass of hydrocarbon emissions for the mode sampling period [grams].

\( C_{O_{mass}} \) = mass of carbon monoxide emissions for the mode sample period [grams].

\( C_{O_2{mass}} \) = mass of carbon dioxide emissions for the mode sample period [grams].

\( \alpha \) = The atomic hydrogen-to-carbon ratio of the fuel.

§ 90.427 Catalyst thermal stress resistance evaluation.

(a) The purpose of the evaluation procedure specified in this section is to determine the effect of thermal stress on catalyst conversion efficiency for Phase 1 engines. The thermal stress is imposed on the test catalyst by exposing it to quiescent heated air in an oven. The evaluation of the effect of such stress on catalyst performance is based on the resultant degradation of the efficiency with which the conversions of specific pollutants are promoted. The application of this evaluation procedure involves the several steps that are described in the following paragraphs.

(b) Determination of initial conversion efficiency. (1) A synthetic exhaust gas mixture having the composition specified in §90.329 is heated to a temperature of 450 °C ±5 °C and passed through the new test catalyst or, optionally, a test catalyst that has been exposed to temperatures less than or equal to 500 °C for less than or equal to two hours, under flow conditions that are representative of anticipated in-use conditions.

(2) The concentration of each pollutant of interest, that is, hydrocarbons, carbon monoxide, or oxides of nitrogen, in the effluent of the catalyst is determined by means of the instrumentation that is specified for exhaust gas analysis in subpart D of this part.

(3) The conversion efficiency for each pollutant is determined by:

(i) Subtracting the effluent concentration from the initial concentration;

(ii) Dividing this result by the initial concentration; and

(iii) Multiplying this result by 100 percent.

(c) Imposition of thermal stress. (1) The catalyst is placed in an oven that has been pre-heated to 1000 °C and the temperature of the air in the oven is maintained at 1000 °C ±10 °C for six hours.

(2) The catalyst is removed from the oven and allowed to cool to room temperature.

(d) Determination of final conversion efficiency. The steps listed in paragraph (b) of this section are repeated.

(e) Determination of conversion efficiency degradation. (1) The final conversion efficiency determined in paragraph (c) of this section is subtracted from the initial conversion efficiency determined in paragraph (b) of this section.

(2) This result is divided by the initial conversion efficiency.

(3) This result is multiplied by 100 percent.

(f) Determination of compliance with degradation limit. The percent degradation determined in paragraph (e) of this section must not be greater than 20 percent.

[60 FR 34598, July 3, 1995, as amended at 64 FR 15244, Mar. 30, 1999]