

## § 86.135-00

## 40 CFR Ch. I (7-1-04 Edition)

temperature and high fan speed. Vehicles equipped with automatic temperature controlled air conditioning systems shall be set to operate in “automatic” temperature and fan modes with the system set at 72 °F.

(vii) The temperature and pressure recording systems shall be started. Measurement of vapor temperature is optional during the running loss test. If vapor temperature is not measured, fuel tank pressure need not be measured.

(viii) The temperature of the liquid fuel shall be monitored and recorded at least every 15 seconds with the temperature recording system specified in § 86.107-96(e).

(ix) When the ambient temperature is  $95 \pm 5$  °F ( $35 \pm 3$  °C) and the fuel tank temperature is  $95 \pm 3$  °F the running loss test may begin.

(x) The ambient temperature shall be maintained at  $95 \pm 5$  °F ( $95 \pm 2$  °F on average) during the running loss test, measured at the inlet to the cooling fan in front of the vehicle; it shall be recorded at least every 60 seconds.

(xi) Fuel temperatures shall be controlled according to the specifications of paragraph (g)(1)(xv) of this section.

(xii) The tank pressure requirements described in paragraph (g)(1)(xvi) of this section apply also to running loss testing by the point source method.

(xiii) The running loss test ends with completion of the third 2-minute idle period.

(xiv) If emissions are collected in bags, the sample bags must be analyzed within 20 minutes of their respective sample collection phases, as described in § 86.137-94(b)(15). The results of the analysis are used in § 86.143 to calculate the mass of hydrocarbons emitted.

(xv) At the end of the running loss test, turn off all the fans specified in § 86.107-96(d).

(h) Following the completion of the running loss drive, the vehicle may be tested for hot soak emissions as specified in § 86.138-96.

[58 FR 16040, Mar. 24, 1993, as amended at 59 FR 48510, Sept. 21, 1994; 60 FR 43896, Aug. 23, 1995]

### § 86.135-00 Dynamometer procedure.

Section 86.135-00 includes text that specifies requirements that differ from

§ 86.135-90 and § 86.135-94. Where a paragraph in § 86.135-90 or § 86.135-94 is identical and applicable to § 86.135-00, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.135-90.” or “[Reserved]. For guidance see § 86.135-94.”

(a) [Reserved]. For guidance see § 86.135-94.

(b)-(c) [Reserved]. For guidance see § 86.135-90.

(d) Practice runs over the prescribed driving schedule may be performed at test point, provided an emission sample is not taken, for the purpose of finding the appropriate throttle action to maintain the proper speed-time relationship, or to permit sampling system adjustment. Both smoothing of speed variations and excessive accelerator pedal perturbations are to be avoided. When using two-roll dynamometers a truer speed-time trace may be obtained by minimizing the rocking of the vehicle in the rolls; the rocking of the vehicle changes the tire rolling radius on each roll. This rocking may be minimized by restraining the vehicle horizontally (or nearly so) by using a cable and winch.

(e)-(i) [Reserved]. For guidance see § 86.135-90.

[61 FR 54894, Oct. 22, 1996]

### § 86.135-90 Dynamometer procedure.

(a) *Overview*—(1) *Gasoline-fueled and methanol-fueled Otto-cycle vehicles.* The dynamometer run consists of two tests, a “cold” start test after a minimum 12-hour and a maximum 36-hour soak according to the provisions of §§ 86.132 and 86.133, and a “hot” start test following the “cold” start test by 10 minutes. Engine startup (with all accessories turned off), operation over the UDDS and engine shutdown make a complete cold start test. Engine startup and operation over the first 505 seconds of the driving schedule complete the hot start test. The exhaust emissions are diluted with ambient air and a continuously proportional sample is collected for analysis during each phase. The composite samples collected in bags are analyzed for hydrocarbon, carbon monoxide, carbon dioxide, and oxides of nitrogen. A parallel sample of the dilution air is similarly analyzed