

(iii)  $CO_{wm} = (0.43) \times (18.983 + 0.365) / (3.583 + 3.854) + (0.57) \times (3.696 + 0.365) / (3.577 + 3.854) = 1.43$  grams per mile.

(iv)  $CO_{2wm} = (0.43) \times (1353 + 1467) / (3.583 + 3.854) + (0.57) \times (1179 + 1467) / (3.577 + 3.854) = 366$  grams per mile.

(v)  $NMHCE_{wm} = (0.43) \times (1.386 + 0.113) / (3.583 + 3.854) + (0.57) \times (0.426 + 0.113) / (3.577 + 3.854) = 0.128$  grams per mile.

[56 FR 25777, June 5, 1991, as amended at 59 FR 39649, Aug. 3, 1994; 59 FR 48511, Sept. 21, 1994; 60 FR 34349, June 30, 1995; 62 FR 47122, Sept. 5, 1997]

**§ 86.145–82 Calculations; particulate emissions.**

(a) The final reported test results for the mass particulate ( $M_p$ ) in grams/mile shall be computed as follows.

$$M_p = 0.43(M_{p1} + M_{p2}) / (D_{ct} + D_s) + 0.57(M_{p3} + M_{p2}) / (D_{ht} + D_s)$$

where:

(1)  $M_{p1}$  = Mass of particulate determined from the “transient” phase of the cold start test, in grams per test phase. (See § 86.110–82(c)(1) for determination.)

(2)  $M_{p2}$  = Mass of particulate determined from the “stabilized” phase of the cold start test, in grams per test phase. (See § 86.110–82(c)(1) for determination.)

(3)  $M_{p3}$  = Mass of particulate determined from the “transient” phase of the hot start test, in grams per test phase. (See § 86.110–82(c)(1) for determination.)

(4)  $D_{ct}$  = The measured driving distance from the “transient” phase of the cold start test, in miles.

(5)  $D_s$  = The measured driving distance from the “stabilized” phase of the cold start test, in miles.

(6)  $D_{ht}$  = The measured driving distance from the “transient” phase of the hot start test, in miles.

(b) The mass of particulate for each phase of testing is determined as follows:

$$M_{pj} = \left[ V_{mix} + V_{epi} \right] \left[ \frac{P_{ei}}{V_{epi}} - \frac{P_b}{V_{bp}} (1 - 1/DF) \right]$$

where:

(1)  $j = 1, 2$  or  $3$  depending on which phase the mass of particulate is being determined for (i.e., the “transient” phase of the cold start test, the “stabilized” phase of the cold start test, or

the “transient” phase of the hot start test).

(2)  $V_{mix}$  = Total dilute exhaust volume in cubic meters per test, corrected to standard conditions 528°R (293K) and 29.92 in Hg (101.3 kPa).  $V_{mix}$  is further defined in § 86.144.

(3)  $P_c$  = mass of particulate per test on the exhaust filter(s), grams.

(4)  $P_b$  = mass of particulate on the “background” filter, grams.

(i) The background particulate level,  $P_b$ , inside the dilution air filter box at EPA is very low.  $P_b$  will be assumed = 0, and background particulate samples will not be taken with each exhaust sample. It is recommended that background particulate checks be made periodically to verify the low level.

(ii) Any manufacturer may make the same assumption without prior EPA approval.

(iii) If  $P_b$  is assumed = 0, then no background correction is made. The equation for particulate mass emissions then reduces to:

$$M_{pj} = \frac{V_{mix_i} + V_{epi} \times P_{ei}}{V_{epi}}$$

(6)  $V_{ep}$  = total volume of sample pulled through the filter, cubic feet at standard conditions.

$$V_{ep} = \frac{V_{ap} \times (P_{bar} + P_{ip}) \times 528}{T_{ip} \times 29.92}$$

where:

(i)  $V_{ap}$  = corrected (according to procedure specified in § 85.120) dilute exhaust sample volume, cubic feet.

(ii)  $P_{bar}$  = barometric pressure, in Hg.

(iii)  $P_{ip}$  = pressure elevation above ambient measured at the inlet to the dilute exhaust sample gas meter or flow instrument, in Hg. (For most gas meters with unrestricted discharge  $P_{ip}$  is negligible and can be assumed = 0.)

(iv)  $T_{ip}$  = average temperature of the dilute exhaust sample at the inlet to the gas meter or flow instrument, °R.

(7)  $V_{bp}$  = total volume of the background sample, cubic feet at standard conditions. ( $V_{bp}$  is not required if  $P_b$  is assumed = 0.) It is calculated using the following formula:

$$V_{bp} = \frac{V_{ap} \times (P_{bar} + P_{ib}) \times 528}{T_{ib} \times 29.92}$$

where:

(i)  $V_{ab}$  = corrected (according to procedure specified in §85.120) background sample volume, cubic feet.

(ii)  $P_{bar}$  = barometric pressure, in. Hg.

(iii)  $P_{ib}$  = pressure elevation above ambient measured at the inlet to the background gas meter or flow instrument, in Hg. (For most gas meters with unrestricted discharge  $P_{ib}$  is negligible and can be assumed = 0.)

(iv)  $T_{ib}$  = average temperature of the background sample at the inlet to the gas meter or flow instrument, °R.

(8) DF = dilution factor. (DF is not required if  $P_b$  is assumed = 0.)

[45 FR 14523, Mar. 5, 1980, as amended at 46 FR 50494, Oct. 13, 1981, and 47 FR 49807, Nov. 2, 1982]

**§ 86.146-96 Fuel dispensing spitback procedure.**

(a) The vehicle is fueled at a rate of 10 gal/min to test for fuel spitback emissions. All liquid fuel spitback emissions that occur during the test are collected in a bag made of a material impermeable to hydrocarbons or methanol. The bag shall be designed and used so that liquid fuel does not spit back onto the vehicle body, adjacent floor, etc., and it must not impede the free flow of displaced gasoline vapor from the orifice of the filler pipe. The bag must be designed to permit passage of the dispensing nozzle through the bag. If the bag has been used for previous testing, sufficient time shall be allowed for the bag to dry out. The dispensing nozzle shall be a commercial model, not equipped with vapor recovery hardware.

(b) Ambient temperature levels encountered by the test vehicle shall be not less than 68 °F nor more than 86 °F. The temperatures monitored during testing must be representative of those experienced by the test vehicle. The vehicle shall be approximately level during all phases of the test sequence to prevent abnormal fuel distribution.

(c) Measure and record the mass of the bag to be used for collecting

spitback emissions to the nearest 0.01 gram.

(d) Drain the fuel tank(s) and fill with test fuel, as specified in §86.113, to 10 percent of the reported nominal fuel tank capacity. The fuel cap(s) shall be installed immediately after refueling.

(e) The vehicle shall be soaked at 80±6 °F (27±3 °C) for a minimum of six hours, then placed, either by being driven or pushed, on a dynamometer and operated through one Urban Dynamometer Driving Schedule (specified in §86.115 and appendix I of this part). The test vehicle may not be used to set dynamometer horsepower.

(f) Following the preconditioning drive, the vehicle shall be moved or driven at minimum throttle to the refueling area.

(g) All areas in proximity to the vehicle fuel fill orifice and the dispenser nozzle itself shall be completely dry of liquid fuel.

(h) The fuel filler neck shall be snugly fitted with the vented bag to capture any fuel emissions. The fuel nozzle shall be inserted through the bag into the filler neck of the test vehicle to its maximum penetration. The plane of the nozzle's handle shall be perpendicular to the floor of the laboratory.

(i) The fueling procedure consists of dispensing fuel through a nozzle, interrupted by a series of automatic shut-offs. A minimum of 3 seconds shall elapse between any automatic shutoff and subsequent resumption of dispensing. Dispensing may not be manually terminated, unless the test vehicle has already clearly failed the test. The vehicle shall be fueled according to the following procedure:

(1) The fueling operation shall be started within 4 minutes after the vehicle is turned off and within 8 minutes after completion of the preconditioning drive. The average temperature of the dispensed fuel shall be 65 ±5 °F (18 ±3 °C).

(2) The fuel shall be dispensed at a rate of 9.8±0.3 gallons/minute (37.1±1.1 L/min) until the automatic shutoff is activated.

(3) If the automatic shutoff is activated before the nozzle has dispensed an amount of fuel equal to 70 percent of the tank's nominal capacity, the dispensing may be resumed at a reduced