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Contents

### II *Non-legislative acts*

#### ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

- ★ **Regulation No 49 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles** ..... 1

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Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.

The titles of all other acts are printed in bold type and preceded by an asterisk.



## II

(Non-legislative acts)

## ACTS ADOPTED BY BODIES CREATED BY INTERNATIONAL AGREEMENTS

Only the original UN/ECE texts have legal effect under international public law. The status and date of entry into force of this Regulation should be checked in the latest version of the UN/ECE status document TRANS/WP.29/343, available at: <http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29docstts.html>

**Regulation No 49 of the Economic Commission for Europe of the United Nations (UN/ECE) — Uniform provisions concerning the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive-ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles**

Amendments to Regulation 49 published in OJ L 103, 12.4.2008, p. 1.

Incorporating:

Supplement 1 to the 05 series of amendments — Date of entry into force: 17 March 2010

Supplement 2 to the 05 series of amendments — Date of entry into force: 19 August 2010

Corrigendum 1 to Supplement 2 — Date of entry into force: 19 August 2010

**Amendments to the list of contents**

The title of Annex 4B, amend to read:

‘Test procedure for compression-ignition (CI) engines and positive-ignition (PI) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) incorporating the world-wide harmonised heavy-duty certification (WHDC, global technical regulation (gtr) No 4)’

The title of Annex 9B, amend to read:

‘Technical requirements for on-board diagnostic systems (OBD)’

Insert new Annex 9C:

‘Annex 9C — Technical requirements for assessing the in-use performance of on-board diagnostic systems (OBD)

Appendix 1 — Groups of monitors’

Insert new Annex 10

‘Annex 10 — Technical requirements on off-cycle emissions (OCE)’

## Amendments to Annexes

Replace the existing Annex 4B with a new Annex 4B:

### ‘ANNEX 4B

**Test procedure for compression-ignition (CI) engines and positive-ignition (PI) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) incorporating the world-wide harmonised heavy duty certification (WHDC, global technical regulation (gtr) No 4)**

#### 1. APPLICABILITY

This annex is not applicable for the purpose of type approval according to this Regulation for the time being. It will be made applicable in the future.

#### 2. RESERVED. <sup>(1)</sup>

#### 3. DEFINITIONS, SYMBOLS AND ABBREVIATIONS

##### 3.1. Definitions

For the purpose of this Regulation,

- 3.1.1. “continuous regeneration” means the regeneration process of an exhaust after-treatment system that occurs either permanently or at least once per WHTC hot start test. Such a regeneration process will not require a special test procedure.
- 3.1.2. “delay time” means the difference in time between the change of the component to be measured at the reference point and a system response of 10 per cent of the final reading ( $t_{10}$ ) with the sampling probe being defined as the reference point. For the gaseous components, this is the transport time of the measured component from the sampling probe to the detector.
- 3.1.3. “deNO<sub>x</sub> system” means an exhaust after-treatment system designed to reduce emissions of oxides of nitrogen (NO<sub>x</sub>) (e.g. passive and active lean NO<sub>x</sub> catalysts, NO<sub>x</sub> adsorbers and selective catalytic reduction (SCR) systems).
- 3.1.4. “diesel engine” means an engine which works on the compression-ignition principle.
- 3.1.5. “drift” means the difference between the zero or span responses of the measurement instrument after and before an emissions test.
- 3.1.6. “engine family” means a manufacturers grouping of engines which, through their design as defined in paragraph 5.2 of this Annex, have similar exhaust emission characteristics; all members of the family shall comply with the applicable emission limit values.
- 3.1.7. “engine system” means the engine, the emission control system and the communication interface (hardware and messages) between the engine system electronic control unit(s) (ECU) and any other powertrain or vehicle control unit.
- 3.1.8. “engine type” means a category of engines which do not differ in essential engine characteristics.

<sup>(1)</sup> The numbering of this Annex is consistent with the numbering of the WHDC gtr. However, some sections of the WHDC gtr are not needed in this Annex.

- 3.1.9. “exhaust after-treatment system” means a catalyst (oxidation or 3-way), particulate filter, deNOx system, combined deNOx particulate filter or any other emission-reducing device that is installed downstream of the engine. This definition excludes exhaust gas recirculation (EGR), which is considered an integral part of the engine.
- 3.1.10. “full flow dilution method” means the process of mixing the total exhaust flow with diluent prior to separating a fraction of the diluted exhaust stream for analysis.
- 3.1.11. “gaseous pollutants” means carbon monoxide, hydrocarbons and/or non-methane hydrocarbons (assuming a ratio of  $\text{CH}_{1,85}$  for diesel,  $\text{CH}_{2,525}$  for LPG and  $\text{CH}_{2,93}$  for NG, and an assumed molecule  $\text{CH}_3\text{O}_{0,5}$  for ethanol fuelled diesel engines), methane (assuming a ratio of  $\text{CH}_4$  for NG) and oxides of nitrogen (expressed in nitrogen dioxide ( $\text{NO}_2$ ) equivalent).
- 3.1.12. “high speed ( $n_{hi}$ )” means the highest engine speed where 70 per cent of the declared maximum power occurs.
- 3.1.13. “low speed ( $n_{lo}$ )” means the lowest engine speed where 55 per cent of the declared maximum power occurs.
- 3.1.14. “maximum power ( $P_{max}$ )” means the maximum power in kW as specified by the manufacturer.
- 3.1.15. “maximum torque speed” means the engine speed at which the maximum torque is obtained from the engine, as specified by the manufacturer.
- 3.1.16. “normalised torque” means engine torque in per cent normalised to the maximum available torque at an engine speed.
- 3.1.17. “operator demand” means an engine operator’s input to control engine output. The operator may be a person (i.e. manual), or a governor (i.e. automatic) that mechanically or electronically signals an input that demands engine output. Input may be from an accelerator pedal or signal, a throttle-control lever or signal, a fuel lever or signal, a speed lever or signal, or a governor setpoint or signal.
- 3.1.18. “parent engine” means an engine selected from an engine family in such a way that its emissions characteristics are representative for that engine family.
- 3.1.19. “particulate after-treatment device” means an exhaust after-treatment system designed to reduce emissions of particulate pollutants (PM) through a mechanical, aerodynamic, diffusional or inertial separation.
- 3.1.20. “partial flow dilution method” means the process of separating a part from the total exhaust flow, then mixing it with an appropriate amount of diluent prior to the particulate sampling filter.
- 3.1.21. “particulate matter (PM)” means any material collected on a specified filter medium after diluting exhaust with a clean filtered diluent to a temperature between 315 K (42 °C) and 325 K (52 °C); this is primarily carbon, condensed hydrocarbons, and sulphates with associated water.
- 3.1.22. “periodic regeneration” means the regeneration process of an exhaust after-treatment system that occurs periodically in typically less than 100 hours of normal engine operation. During cycles where regeneration occurs, emission standards may be exceeded.
- 3.1.23. “ramped steady state test cycle” means a test cycle with a sequence of steady state engine test modes with defined speed and torque criteria at each mode and defined ramps between these modes (WHSC).

- 3.1.24. “rated speed” means the maximum full load speed allowed by the governor as specified by the manufacturer in his sales and service literature, or, if such a governor is not present, the speed at which the maximum power is obtained from the engine, as specified by the manufacturer in his sales and service literature.
- 3.1.25. “response time” means the difference in time between the change of the component to be measured at the reference point and a system response of 90 per cent of the final reading ( $t_{90}$ ) with the sampling probe being defined as the reference point, whereby the change of the measured component is at least 60 per cent full scale (FS) and takes place in less than 0,1 second. The system response time consists of the delay time to the system and of the rise time of the system.
- 3.1.26. “rise time” means the difference in time between the 10 per cent and 90 per cent response of the final reading ( $t_{90} - t_{10}$ ).
- 3.1.27. “span response” means the mean response to a span gas during a 30 s time interval.
- 3.1.28. “specific emissions” means the mass emissions expressed in g/kWh.
- 3.1.29. “test cycle” means a sequence of test points each with a defined speed and torque to be followed by the engine under steady state (WHSC) or transient operating conditions (WHTC).
- 3.1.30. “transformation time” means the difference in time between the change of the component to be measured at the reference point and a system response of 50 per cent of the final reading ( $t_{50}$ ) with the sampling probe being defined as the reference point. The transformation time is used for the signal alignment of different measurement instruments.
- 3.1.31. “transient test cycle” means a test cycle with a sequence of normalised speed and torque values that vary relatively quickly with time (WHTC).
- 3.1.32. “useful life” means the relevant period of distance and/or time over which compliance with the relevant gaseous and particulate emission limits has to be assured.
- 3.1.33. “zero response” means the mean response to a zero gas during a 30 s time interval.

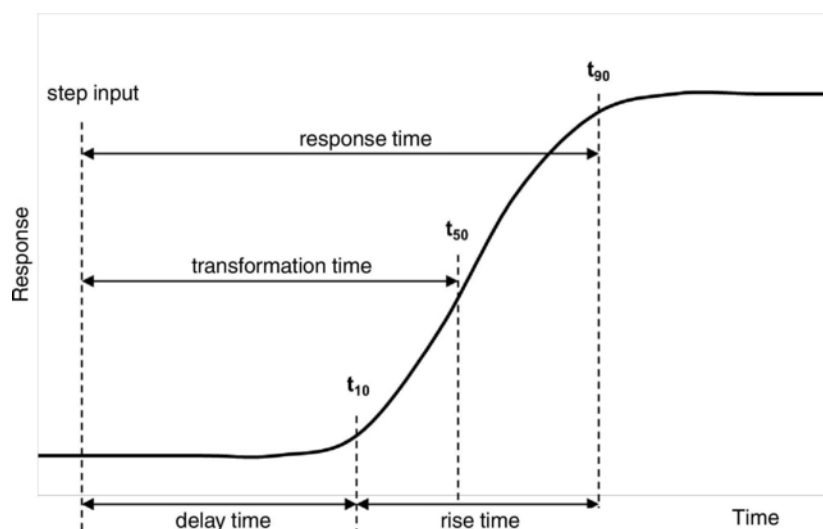


Figure 1

Definitions of system response

## 3.2. General symbols

Symbol	Unit	Term
$a_1$	—	Slope of the regression
$a_0$	—	y intercept of the regression
$A/F_{st}$	—	Stoichiometric air to fuel ratio
$c$	ppm/Vol per cent	Concentration
$c_d$	ppm/Vol per cent	Concentration on dry basis
$c_w$	ppm/Vol per cent	Concentration on wet basis
$c_b$	ppm/Vol per cent	Background concentration
$C_d$	—	Discharge coefficient of SSV
$c_{gas}$	ppm/Vol per cent	Concentration on the gaseous components
$d$	m	Diameter
$d_v$	m	Throat diameter of venturi
$D_0$	m <sup>3</sup> /s	PDP calibration intercept
$D$	—	Dilution factor
$\Delta t$	s	Time interval
$e_{gas}$	g/kWh	Specific emission of gaseous components
$e_{PM}$	g/kWh	Specific emission of particulates
$e_r$	g/kWh	Specific emission during regeneration
$e_w$	g/kWh	Weighted specific emission
$E_{CO_2}$	per cent	CO <sub>2</sub> quench of NO <sub>x</sub> analyser
$E_E$	per cent	Ethane efficiency
$E_{H_2O}$	per cent	Water quench of NO <sub>x</sub> analyser
$E_M$	per cent	Methane efficiency
$E_{NO_x}$	per cent	Efficiency of NO <sub>x</sub> converter
$f$	Hz	Data sampling rate
$f_a$	—	Laboratory atmospheric factor
$F_s$	—	Stoichiometric factor
$H_a$	g/kg	Absolute humidity of the intake air
$H_d$	g/kg	Absolute humidity of the diluent
$i$	—	Subscript denoting an instantaneous measurement (e.g. 1 Hz)
$k_c$	—	Carbon specific factor
$k_{f,d}$	m <sup>3</sup> /kg fuel	Combustion additional volume of dry exhaust
$k_{f,w}$	m <sup>3</sup> /kg fuel	Combustion additional volume of wet exhaust
$k_{h,D}$	—	Humidity correction factor for NO <sub>x</sub> for CI engines
$k_{h,G}$	—	Humidity correction factor for NO <sub>x</sub> for PI engines
$k_{r,u}$	—	Upward regeneration adjustment factor
$k_{r,d}$	—	Downward regeneration adjustment factor
$k_{w,a}$	—	Dry to wet correction factor for the intake air
$k_{w,d}$	—	Dry to wet correction factor for the diluent
$k_{w,e}$	—	Dry to wet correction factor for the diluted exhaust gas
$k_{w,r}$	—	Dry to wet correction factor for the raw exhaust gas

Symbol	Unit	Term
$K_V$	—	CFV calibration function
$\lambda$	—	Excess air ratio
$m_b$	mg	Particulate sample mass of the diluent collected
$m_d$	kg	Mass of the diluent sample passed through the particulate sampling filters
$m_{ed}$	kg	Total diluted exhaust mass over the cycle
$m_{edf}$	kg	Mass of equivalent diluted exhaust gas over the test cycle
$m_{ew}$	kg	Total exhaust mass over the cycle
$m_{gas}$	g	Mass of gaseous emissions over the test cycle
$m_f$	mg	Particulate sampling filter mass
$m_p$	mg	Particulate sample mass collected
$m_{PM}$	g	Mass of particulate emissions over the test cycle
$m_{se}$	kg	Exhaust sample mass over the test cycle
$m_{sed}$	kg	Mass of diluted exhaust gas passing the dilution tunnel
$m_{sep}$	kg	Mass of diluted exhaust gas passing the particulate collection filters
$m_{ssd}$	kg	Mass of secondary diluent
$M$	Nm	Torque
$M_a$	g/mol	Molar mass of the intake air
$M_d$	g/mol	Molar mass of the diluent
$M_e$	g/mol	Molar mass of the exhaust
$M_f$	Nm	Torque absorbed by auxiliaries/equipment to be fitted
$M_{gas}$	g/mol	Molar mass of gaseous components
$M_r$	Nm	Torque absorbed by auxiliaries/equipment to be removed
$n$	—	Number of measurements
$n_r$	—	Number of measurements with regeneration
$n$	$\text{min}^{-1}$	Engine rotational speed
$n_{hi}$	$\text{min}^{-1}$	High engine speed
$n_{lo}$	$\text{min}^{-1}$	Low engine speed
$n_{pref}$	$\text{min}^{-1}$	Preferred engine speed
$n_p$	r/s	PDP pump speed
$p_a$	kPa	Saturation vapour pressure of engine intake air
$p_b$	kPa	Total atmospheric pressure
$p_d$	kPa	Saturation vapour pressure of the diluent
$P_f$	kW	Power absorbed by auxiliaries/equipment to be fitted
$p_p$	kPa	Absolute pressure
$p_r$	kW	Water vapour pressure after cooling bath
$p_s$	kPa	Dry atmospheric pressure
$P$	kW	Power



Symbol	Unit	Term
$P_r$	kW	Power absorbed by auxiliaries/equipment to be removed
$q_{mad}$	kg/s	Intake air mass flow rate on dry basis
$q_{maw}$	kg/s	Intake air mass flow rate on wet basis
$q_{mCe}$	kg/s	Carbon mass flow rate in the raw exhaust gas
$q_{mCf}$	kg/s	Carbon mass flow rate into the engine
$q_{mCp}$	kg/s	Carbon mass flow rate in the partial flow dilution system
$q_{mdew}$	kg/s	Diluted exhaust gas mass flow rate on wet basis
$q_{mdw}$	kg/s	Diluent mass flow rate on wet basis
$q_{medf}$	kg/s	Equivalent diluted exhaust gas mass flow rate on wet basis
$q_{mew}$	kg/s	Exhaust gas mass flow rate on wet basis
$q_{mex}$	kg/s	Sample mass flow rate extracted from dilution tunnel
$q_{mf}$	kg/s	Fuel mass flow rate
$q_{mp}$	kg/s	Sample flow of exhaust gas into partial flow dilution system
$q_{vCVS}$	m <sup>3</sup> /s	CVS volume rate
$q_{vs}$	dm <sup>3</sup> /min	System flow rate of exhaust analyser system
$q_{vt}$	cm <sup>3</sup> /min	Tracer gas flow rate
$r^2$	—	Coefficient of determination
$r_d$	—	Dilution ratio
$r_D$	—	Diameter ratio of SSV
$r_h$	—	Hydrocarbon response factor of the FID
$r_m$	—	Methanol response factor of the FID
$r_p$	—	Pressure ratio of SSV
$r_s$	—	Average sample ratio
$\rho$	kg/m <sup>3</sup>	Density
$\rho_e$	kg/m <sup>3</sup>	Exhaust gas density
$\sigma$	—	Standard deviation
$s$	—	Standard deviation
$T$	K	Absolute temperature
$T_a$	K	Absolute temperature of the intake air
$t$	s	Time
$t_{10}$	s	Time between step input and 10 per cent of final reading
$t_{50}$	s	Time between step input and 50 per cent of final reading
$t_{90}$	s	Time between step input and 90 per cent of final reading
$u$	—	Ratio between the densities (or molar masses) of the gas components and the exhaust gas divided by 1 000
$V_0$	m <sup>3</sup> /r	PDP gas volume pumped per revolution
$V_s$	dm <sup>3</sup>	System volume of exhaust analyser bench
$W_{act}$	kWh	Actual cycle work of the test cycle
$W_{ref}$	kWh	Reference cycle work of the test cycle
$X_0$	m <sup>3</sup> /r	PDP calibration function

## 3.3. Symbols and abbreviations for the fuel composition

$w_{\text{ALF}}$	hydrogen content of fuel, per cent mass
$w_{\text{BET}}$	carbon content of fuel, per cent mass
$w_{\text{GAM}}$	sulphur content of fuel, per cent mass
$w_{\text{DEL}}$	nitrogen content of fuel, per cent mass
$w_{\text{EPS}}$	oxygen content of fuel, per cent mass
$\alpha$	molar hydrogen ratio (H/C)
$\gamma$	molar sulphur ratio (S/C)
$\delta$	molar nitrogen ratio (N/C)
$\varepsilon$	molar oxygen ratio (O/C)

referring to a fuel  $\text{CH}_\alpha\text{O}_\varepsilon\text{N}_\delta\text{S}_\gamma$

## 3.4. Symbols and abbreviations for the chemical components

C1	Carbon 1 equivalent hydrocarbon
$\text{CH}_4$	Methane
$\text{C}_2\text{H}_6$	Ethane
$\text{C}_3\text{H}_8$	Propane
CO	Carbon monoxide
$\text{CO}_2$	Carbon dioxide
DOP	Di-octylphthalate
HC	Hydrocarbons
$\text{H}_2\text{O}$	Water
NMHC	Non-methane hydrocarbons
$\text{NO}_x$	Oxides of nitrogen
NO	Nitric oxide
$\text{NO}_2$	Nitrogen dioxide
PM	Particulate matter

## 3.5. Abbreviations

CFV	Critical Flow Venturi
CLD	Chemiluminescent Detector
CVS	Constant Volume Sampling
de $\text{NO}_x$	$\text{NO}_x$ after-treatment system
EGR	Exhaust gas recirculation
FID	Flame Ionisation Detector
GC	Gas Chromatograph
HCLD	Heated Chemiluminescent Detector
HFID	Heated Flame Ionisation Detector
LPG	Liquefied Petroleum Gas
NDIR	Non-Dispersive Infrared (Analyser)
NG	Natural Gas

NMC	Non-Methane Cutter
PDP	Positive Displacement Pump
Per cent FS	Per cent of full scale
PFS	Partial Flow System
SSV	Subsonic Venturi
VGT	Variable Geometry Turbine

#### 4. GENERAL REQUIREMENTS

The engine system shall be so designed, constructed and assembled as to enable the engine in normal use to comply with the provisions of this Annex during its useful life, as defined in this Regulation, including when installed in the vehicle.

#### 5. PERFORMANCE REQUIREMENTS

##### 5.1. Emission of gaseous and particulate pollutants

The emissions of gaseous and particulate pollutants by the engine shall be determined on the WHTC and WHSC test cycles, as described in paragraph 7. The measurement systems shall meet the linearity requirements in paragraph 9.2 and the specifications in paragraph 9.3 (gaseous emissions measurement), paragraph 9.4 (particulate measurement) and in Appendix 3.

Other systems or analysers may be approved by the type approval authority, if it is found that they yield equivalent results in accordance with paragraph 5.1.1.

##### 5.1.1. Equivalency

The determination of system equivalency shall be based on a seven-sample pair (or larger) correlation study between the system under consideration and one of the systems of this Annex.

“Results” refer to the specific cycle weighted emissions value. The correlation testing is to be performed at the same laboratory, test cell, and on the same engine, and is preferred to be run concurrently. The equivalency of the sample pair averages shall be determined by *F*-test and *t*-test statistics as described in Appendix 4, paragraph A.4.3, obtained under the laboratory test cell and the engine conditions described above. Outliers shall be determined in accordance with ISO 5725 and excluded from the database. The systems to be used for correlation testing shall be subject to the approval by the type approval authority.

##### 5.2. Engine family

##### 5.2.1. General

An engine family is characterised by design parameters. These shall be common to all engines within the family. The engine manufacturer may decide which engines belong to an engine family, as long as the membership criteria listed in paragraph 5.2.3 are respected. The engine family shall be approved by the type approval authority. The manufacturer shall provide to the type approval authority the appropriate information relating to the emission levels of the members of the engine family.

##### 5.2.2. Special cases

In some cases there may be interaction between parameters. This shall be taken into consideration to ensure that only engines with similar exhaust emission characteristics are included within the same engine family. These cases shall be identified by the manufacturer and notified to the type approval authority. It shall then be taken into account as a criterion for creating a new engine family.

In case of devices or features, which are not listed in paragraph 5.2.3 and which have a strong influence on the level of emissions, this equipment shall be identified by the manufacturer on the basis of good engineering practice, and shall be notified to the type approval authority. It shall then be taken into account as a criterion for creating a new engine family.

In addition to the parameters listed in paragraph 5.2.3, the manufacturer may introduce additional criteria allowing the definition of families of more restricted size. These parameters are not necessarily parameters that have an influence on the level of emissions.

5.2.3. Parameters defining the engine family

5.2.3.1. Combustion cycle

- (a) 2-stroke cycle
- (b) 4-stroke cycle
- (c) Rotary engine
- (d) Others

5.2.3.2. Configuration of the cylinders

5.2.3.2.1. Position of the cylinders in the block

- (a) V
- (b) In line
- (c) Radial
- (d) Others (F, W, etc.)

5.2.3.2.2. Relative position of the cylinders

Engines with the same block may belong to the same family as long as their bore centre-to-centre dimensions are the same.

5.2.3.3. Main cooling medium

- (a) air
- (b) water
- (c) oil

5.2.3.4. Individual cylinder displacement

5.2.3.4.1. Engine with a unit cylinder displacement  $\geq 0,75 \text{ dm}^3$

In order for engines with a unit cylinder displacement of  $\geq 0,75 \text{ dm}^3$  to be considered to belong to the same engine family, the spread of their individual cylinder displacements shall not exceed 15 per cent of the largest individual cylinder displacement within the family.

5.2.3.4.2. Engine with a unit cylinder displacement  $< 0,75 \text{ dm}^3$

In order for engines with a unit cylinder displacement of  $< 0,75 \text{ dm}^3$  to be considered to belong to the same engine family, the spread of their individual cylinder displacements shall not exceed 30 per cent of the largest individual cylinder displacement within the family.

#### 5.2.3.4.3. Engine with other unit cylinder displacement limits

Engines with an individual cylinder displacement that exceeds the limits defined in paragraphs 5.2.3.4.1 and 5.2.3.4.2 may be considered to belong to the same family with the approval of the type approval authority. The approval shall be based on technical elements (calculations, simulations, experimental results etc.) showing that exceeding the limits does not have a significant influence on the exhaust emissions.

#### 5.2.3.5. Method of air aspiration

- (a) Naturally aspirated
- (b) Pressure charged
- (c) Pressure charged with charge cooler

#### 5.2.3.6. Fuel type

- (a) Diesel
- (b) Natural gas (NG)
- (c) Liquefied petroleum gas (LPG)
- (d) Ethanol

#### 5.2.3.7. Combustion chamber type

- (a) Open chamber
- (b) Divided chamber
- (c) Other types

#### 5.2.3.8. Ignition Type

- (a) Positive ignition
- (b) Compression ignition

#### 5.2.3.9. Valves and porting

- (a) Configuration
- (b) Number of valves per cylinder

#### 5.2.3.10. Fuel supply type

- (a) Liquid fuel supply type
  - (i) Pump and (high pressure) line and injector
  - (ii) In-line or distributor pump
  - (iii) Unit pump or unit injector
  - (iv) Common rail
  - (v) Carburettor(s)
  - (vi) Others

(b) Gas fuel supply type

(i) Gaseous

(ii) Liquid

(iii) Mixing units

(iv) Others

(c) Other types

5.2.3.11. Miscellaneous devices

(a) Exhaust gas recirculation (EGR)

(b) Water injection

(c) Air injection

(d) Others

5.2.3.12. Electronic control strategy

The presence or absence of an electronic control unit (ECU) on the engine is regarded as a basic parameter of the family.

In the case of electronically controlled engines, the manufacturer shall present the technical elements explaining the grouping of these engines in the same family, i.e. the reasons why these engines can be expected to satisfy the same emission requirements.

These elements can be calculations, simulations, estimations, description of injection parameters, experimental results, etc.

Examples of controlled features are:

(a) Timing

(b) Injection pressure

(c) Multiple injections

(d) Boost pressure

(e) VGT

(f) EGR

5.2.3.13. Exhaust after-treatment systems

The function and combination of the following devices are regarded as membership criteria for an engine family:

(a) Oxidation catalyst

(b) Three-way catalyst

(c) DeNO<sub>x</sub> system with selective reduction of NO<sub>x</sub> (addition of reducing agent)

(d) Other DeNO<sub>x</sub> systems

- (e) Particulate trap with passive regeneration
- (f) Particulate trap with active regeneration
- (g) Other particulate traps
- (h) Other devices

When an engine has been certified without after-treatment system, whether as parent engine or as member of the family, then this engine, when equipped with an oxidation catalyst, may be included in the same engine family, if it does not require different fuel characteristics.

If it requires specific fuel characteristics (e.g. particulate traps requiring special additives in the fuel to ensure the regeneration process), the decision to include it in the same family shall be based on technical elements provided by the manufacturer. These elements shall indicate that the expected emission level of the equipped engine complies with the same limit value as the non-equipped engine.

When an engine has been certified with after-treatment system, whether as parent engine or as member of a family, whose parent engine is equipped with the same after-treatment system, then this engine, when equipped without after-treatment system, shall not be added to the same engine family.

#### 5.2.4. Choice of the parent engine

##### 5.2.4.1. Compression ignition engines

Once the engine family has been agreed by the type approval authority, the parent engine of the family shall be selected using the primary criterion of the highest fuel delivery per stroke at the declared maximum torque speed. In the event that two or more engines share this primary criterion, the parent engine shall be selected using the secondary criterion of highest fuel delivery per stroke at rated speed.

##### 5.2.4.2. Positive ignition engines

Once the engine family has been agreed by the type approval authority, the parent engine of the family shall be selected using the primary criterion of the largest displacement. In the event that two or more engines share this primary criterion, the parent engine shall be selected using the secondary criterion in the following order of priority:

- (a) the highest fuel delivery per stroke at the speed of declared rated power;
- (b) the most advanced spark timing;
- (c) the lowest EGR rate.

##### 5.2.4.3. Remarks on the choice of the parent engine

The type approval authority may conclude that the worst-case emission of the family can best be characterised by testing additional engines. In this case, the engine manufacturer shall submit the appropriate information to determine the engines within the family likely to have the highest emissions level.

If engines within the family incorporate other features which may be considered to affect exhaust emissions, these features shall also be identified and taken into account in the selection of the parent engine.

If engines within the family meet the same emission values over different useful life periods, this shall be taken into account in the selection of the parent engine.

## 6. TEST CONDITIONS

## 6.1. Laboratory test conditions

The absolute temperature ( $T_a$ ) of the engine intake air expressed in Kelvin, and the dry atmospheric pressure ( $p_s$ ), expressed in kPa shall be measured and the parameter  $f_a$  shall be determined according to the following provisions. In multi-cylinder engines having distinct groups of intake manifolds, such as in a "Vee" engine configuration, the average temperature of the distinct groups shall be taken. The parameter  $f_a$  shall be reported with the test results. For better repeatability and reproducibility of the test results, it is recommended that the parameter  $f_a$  be such that:  $0,93 \leq f_a \leq 1,07$ .

## (a) Compression-ignition engines:

Naturally aspirated and mechanically supercharged engines:

$$f_a = \left( \frac{99}{p_s} \right) \times \left( \frac{T_a}{298} \right)^{0,7} \quad (1)$$

Turbocharged engines with or without cooling of the intake air:

$$f_a = \left( \frac{99}{p_s} \right)^{0,7} \times \left( \frac{T_a}{298} \right)^{1,5} \quad (2)$$

## (b) Positive ignition engines:

$$f_a = \left( \frac{99}{p_s} \right)^{1,2} \times \left( \frac{T_a}{298} \right)^{0,6} \quad (3)$$

## 6.2. Engines with charge air-cooling

The charge air temperature shall be recorded and shall be, at the rated speed and full load, within  $\pm 5$  K of the maximum charge air temperature specified by the manufacturer. The temperature of the cooling medium shall be at least 293 K (20 °C).

If a test laboratory system or external blower is used, the coolant flow rate shall be set to achieve a charge air temperature within  $\pm 5$  K of the maximum charge air temperature specified by the manufacturer at the rated speed and full load. Coolant temperature and coolant flow rate of the charge air cooler at the above set point shall not be changed for the whole test cycle, unless this results in unrepresentative overcooling of the charge air. The charge air cooler volume shall be based upon good engineering practice and shall be representative of the production engine's in-use installation. The laboratory system shall be designed to minimise accumulation of condensate. Any accumulated condensate shall be drained and all drains shall be completely closed before emission testing.

If the engine manufacturer specifies pressure-drop limits across the charge-air cooling system, it shall be ensured that the pressure drop across the charge-air cooling system at engine conditions specified by the manufacturer is within the manufacturer's specified limit(s). The pressure drop shall be measured at the manufacturer's specified locations.

## 6.3. Engine power

The basis of specific emissions measurement is engine power and cycle work as determined in accordance with paragraphs 6.3.1 to 6.3.5.



### 6.3.1. General engine installation

The engine shall be tested with the auxiliaries/equipment listed in Appendix 7.

If auxiliaries/equipment are not installed as required, their power shall be taken into account in accordance with paragraphs 6.3.2 to 6.3.5.

### 6.3.2. Auxiliaries/equipment to be fitted for the emissions test

If it is inappropriate to install the auxiliaries/equipment required according to Appendix 7 on the test bench, the power absorbed by them shall be determined and subtracted from the measured engine power (reference and actual) over the whole engine speed range of the WHTC and over the test speeds of the WHSC.

### 6.3.3. Auxiliaries/equipment to be removed for the test

Where the auxiliaries/equipment not required according to Appendix 7 cannot be removed, the power absorbed by them may be determined and added to the measured engine power (reference and actual) over the whole engine speed range of the WHTC and over the test speeds of the WHSC. If this value is greater than 3 per cent of the maximum power at the test speed it shall be demonstrated to the type approval authority.

### 6.3.4. Determination of auxiliary power

The power absorbed by the auxiliaries/equipment needs only be determined, if

(a) auxiliaries/equipment required according to Appendix 7, are not fitted to the engine

and/or

(b) auxiliaries/equipment not required according to Appendix 7, are fitted to the engine.

The values of auxiliary power and the measurement/calculation method for determining auxiliary power shall be submitted by the engine manufacturer for the whole operating area of the test cycles, and approved by the type approval authority.

### 6.3.5. Engine cycle work

The calculation of reference and actual cycle work (see paragraphs 7.4.8 and 7.8.6) shall be based upon engine power according to paragraph 6.3.1. In this case,  $P_f$  and  $P_r$  of equation 4 are zero, and  $P$  equals  $P_m$ .

If auxiliaries/equipment are installed according to paragraphs 6.3.2 and/or 6.3.3, the power absorbed by them shall be used to correct each instantaneous cycle power value  $P_{m,i}$ , as follows:

$$P_i = P_{m,i} - P_{f,i} + P_{r,i} \quad (4)$$

where:

$P_{m,i}$  is the measured engine power, kW

$P_{f,i}$  is the power absorbed by auxiliaries/equipment to be fitted, kW

$P_{r,i}$  is the power absorbed by auxiliaries/equipment to be removed, kW

#### 6.4. Engine air intake system

An engine air intake system or a test laboratory system shall be used presenting an air intake restriction within  $\pm 300$  Pa of the maximum value specified by the manufacturer for a clean air cleaner at the rated speed and full load. The static differential pressure of the restriction shall be measured at the location specified by the manufacturer.

#### 6.5. Engine exhaust system

An engine exhaust system or a test laboratory system shall be used presenting an exhaust backpressure within 80 to 100 per cent of the maximum value specified by the manufacturer at the rated speed and full load. If the maximum restriction is 5 kPa or less, the set point shall be no less than 1,0 kPa from the maximum. The exhaust system shall conform to the requirements for exhaust gas sampling, as set out in paragraphs 9.3.10 and 9.3.11.

#### 6.6. Engine with exhaust after-treatment system

If the engine is equipped with an exhaust after-treatment system, the exhaust pipe shall have the same diameter as found in-use, or as specified by the manufacturer, for at least four pipe diameters upstream of the expansion section containing the after-treatment device. The distance from the exhaust manifold flange or turbocharger outlet to the exhaust after-treatment system shall be the same as in the vehicle configuration or within the distance specifications of the manufacturer. The exhaust backpressure or restriction shall follow the same criteria as above, and may be set with a valve. For variable-restriction after-treatment devices, the maximum exhaust restriction is defined at the after-treatment condition (de-greening/aging and regeneration/loading level) specified by the manufacturer. If the maximum restriction is 5 kPa or less, the set point shall be no less than 1,0 kPa from the maximum. The after-treatment container may be removed during dummy tests and during engine mapping, and replaced with an equivalent container having an inactive catalyst support.

The emissions measured on the test cycle shall be representative of the emissions in the field. In the case of an engine equipped with a exhaust after-treatment system that requires the consumption of a reagent, the reagent used for all tests shall be declared by the manufacturer.

Engines equipped with exhaust after-treatment systems with continuous regeneration do not require a special test procedure, but the regeneration process needs to be demonstrated according to paragraph 6.6.1.

For engines equipped with exhaust after-treatment systems that are regenerated on a periodic basis, as described in paragraph 6.6.2, emission results shall be adjusted to account for regeneration events. In this case, the average emission depends on the frequency of the regeneration event in terms of fraction of tests during which the regeneration occurs.

##### 6.6.1. Continuous regeneration

The emissions shall be measured on an after-treatment system that has been stabilised so as to result in repeatable emissions behaviour. The regeneration process shall occur at least once during the WHTC hot start test and the manufacturer shall declare the normal conditions under which regeneration occurs (soot load, temperature, exhaust back-pressure, etc.).

In order to demonstrate that the regeneration process is continuous, at least three WHTC hot start tests shall be conducted. For the purpose of this demonstration, the engine shall be warmed up in accordance with paragraph 7.4.1, the engine be soaked according to paragraph 7.6.3 and the first WHTC hot start test be run. The subsequent hot start tests shall be started after soaking according to paragraph 7.6.3. During the tests, exhaust temperatures and pressures shall be recorded (temperature before and after the after-treatment system, exhaust back pressure, etc.).

If the conditions declared by the manufacturer occur during the tests and the results of the three (or more) WHTC hot start tests do not scatter by more than  $\pm 25$  per cent or 0,005 g/kWh, whichever is greater, the after-treatment system is considered to be of the continuous regeneration type, and the general test provisions of paragraph 7.6 (WHTC) and paragraph 7.7 (WHSC) apply.

If the exhaust after-treatment system has a security mode that shifts to a periodic regeneration mode, it shall be checked according to paragraph 6.6.2. For that specific case, the applicable emission limits may be exceeded and would not be weighted.

#### 6.6.2. Periodic regeneration

For an exhaust after-treatment based on a periodic regeneration process, the emissions shall be measured on at least three WHTC hot start tests, one with and two without a regeneration event on a stabilised after-treatment system, and the results be weighted in accordance with equation 5.

The regeneration process shall occur at least once during the WHTC hot start test. The engine may be equipped with a switch capable of preventing or permitting the regeneration process provided this operation has no effect on the original engine calibration.

The manufacturer shall declare the normal parameter conditions under which the regeneration process occurs (soot load, temperature, exhaust back-pressure, etc.) and its duration. The manufacturer shall also provide the frequency of the regeneration event in terms of number of tests during which the regeneration occurs compared to number of tests without regeneration. The exact procedure to determine this frequency shall be based upon in use data using good engineering judgement, and shall be agreed by the type approval or certification authority.

The manufacturer shall provide an after-treatment system that has been loaded in order to achieve regeneration during a WHTC test. For the purpose of this testing, the engine shall be warmed up in accordance with paragraph 7.4.1, the engine be soaked according to paragraph 7.6.3 and the WHTC hot start test be started. Regeneration shall not occur during the engine warm-up.

Average specific emissions between regeneration phases shall be determined from the arithmetic mean of several approximately equidistant WHTC hot start test results (g/kWh). As a minimum, at least one WHTC hot start test as close as possible prior to a regeneration test and one WHTC hot start test immediately after a regeneration test shall be conducted. As an alternative, the manufacturer may provide data to show that the emissions remain constant ( $\pm 25$  per cent or 0,005 g/kWh, whichever is greater) between regeneration phases. In this case, the emissions of only one WHTC hot start test may be used.

During the regeneration test, all the data needed to detect regeneration shall be recorded (CO or NO<sub>x</sub> emissions, temperature before and after the after-treatment system, exhaust back pressure, etc.).

During the regeneration test, the applicable emission limits may be exceeded.

The test procedure is schematically shown in figure 2.

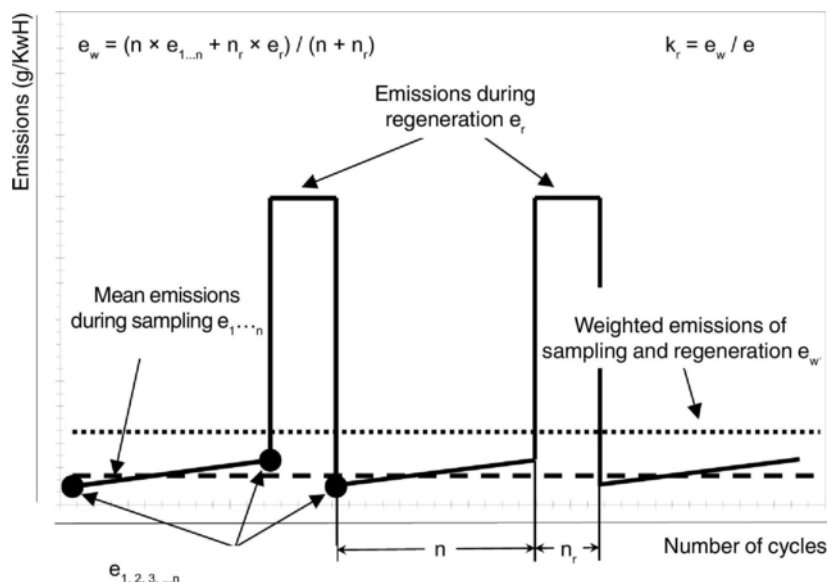


Figure 2

#### Scheme of periodic regeneration

The WHTC hot start emissions shall be weighted as follows:

$$e_w = \frac{n \times \bar{e} + n_r \times \bar{e}_r}{n + n_r} \quad (5)$$

where:

- $n$  is the number of WHTC hot start tests without regeneration
- $n_r$  is the number of WHTC hot start tests with regeneration (minimum one test)
- $\bar{e}$  is the average specific emission without regeneration, g/kWh
- $\bar{e}_r$  is the average specific emission with regeneration, g/kWh

For the determination of  $\bar{e}_r$ , the following provisions apply:

- (a) If regeneration takes more than one hot start WHTC, consecutive full hot start WHTC tests shall be conducted and emissions continued to be measured without soaking and without shutting the engine off, until regeneration is completed, and the average of the hot start WHTC tests be calculated.
- (b) If regeneration is completed during any hot start WHTC, the test shall be continued over its entire length.

In agreement with the type approval authority, the regeneration adjustment factors may be applied either multiplicative (c) or additive (d) based upon good engineering analysis.

- (c) The multiplicative adjustment factors shall be calculated as follows:

$$k_{r,u} = \frac{e_w}{e} \text{ (upward)} \quad (6)$$

$$k_{r,d} = \frac{e_w}{e_r} \text{ (downward)} \quad (6a)$$

- (d) The additive adjustment factors shall be calculated as follows:

$$k_{r,u} = e_w - e \text{ (upward)} \quad (7)$$

$$k_{r,d} = e_w - e_r \text{ (downward)} \quad (8)$$

With reference to the specific emission calculations in paragraph 8.6.3, the regeneration adjustment factors shall be applied, as follows:

- (e) for a test without regeneration,  $k_{r,u}$  shall be multiplied with or be added to, respectively, the specific emission  $e$  in equations 69 or 70,
- (f) for a test with regeneration,  $k_{r,d}$  shall be multiplied with or be subtracted from, respectively, the specific emission  $e$  in equations 69 or 70.

At the request of the manufacturer, the regeneration adjustment factors

- (g) may be extended to other members of the same engine family,
- (h) may be extended to other engine families using the same after-treatment system with the prior approval of the type approval or certification authority based on technical evidence to be supplied by the manufacturer, that the emissions are similar.

#### 6.7. Cooling system

An engine cooling system with sufficient capacity to maintain the engine at normal operating temperatures prescribed by the manufacturer shall be used.

#### 6.8. Lubricating oil

The lubricating oil shall be specified by the manufacturer and be representative of lubricating oil available on the market; the specifications of the lubricating oil used for the test shall be recorded and presented with the results of the test.

#### 6.9. Specification of the reference fuel

The reference fuel is specified in Appendix 2 of this Annex for CI engines and in Annexes 6 and 7 for CNG and LPG fuelled engines.

The fuel temperature shall be in accordance with the manufacturer's recommendations.

#### 6.10. Crankcase emissions

No crankcase emissions shall be discharged directly into the ambient atmosphere, with the following exception: engines equipped with turbochargers, pumps, blowers, or superchargers for air induction may discharge crankcase emissions to the ambient atmosphere if the emissions are added to the exhaust emissions (either physically or mathematically) during all emission testing. Manufacturers taking advantage of this exception shall install the engines so that all crankcase emission can be routed into the emissions sampling system.

For the purpose of this paragraph, crankcase emissions that are routed into the exhaust upstream of exhaust after-treatment during all operation are not considered to be discharged directly into the ambient atmosphere.

Open crankcase emissions shall be routed into the exhaust system for emission measurement, as follows:

- (a) The tubing materials shall be smooth-walled, electrically conductive, and not reactive with crankcase emissions. Tube lengths shall be minimised as far as possible.
- (b) The number of bends in the laboratory crankcase tubing shall be minimised, and the radius of any unavoidable bend shall be maximised.
- (c) The laboratory crankcase exhaust tubing shall be heated, thin-walled or insulated and shall meet the engine manufacturer's specifications for crankcase back pressure.
- (d) The crankcase exhaust tubing shall connect into the raw exhaust downstream of any after-treatment system, downstream of any installed exhaust restriction, and sufficiently upstream of any sample probes to ensure complete mixing with the engine's exhaust before sampling. The crankcase exhaust tube shall extend into the free stream of exhaust to avoid boundary-layer effects and to promote mixing. The crankcase exhaust tube's outlet may orient in any direction relative to the raw exhaust flow.

## 7. TEST PROCEDURES

### 7.1. Principles of emissions measurement

To measure the specific emissions, the engine shall be operated over the test cycles defined in paragraphs 7.2.1 and 7.2.2. The measurement of specific emissions requires the determination of the mass of components in the exhaust and the corresponding engine cycle work. The components are determined by the sampling methods described in paragraphs 7.1.1 and 7.1.2.

#### 7.1.1. Continuous sampling

In continuous sampling, the component's concentration is measured continuously from raw or dilute exhaust. This concentration is multiplied by the continuous (raw or dilute) exhaust flow rate at the emission sampling location to determine the component's mass flow rate. The component's emission is continuously summed over the test cycle. This sum is the total mass of the emitted component.

#### 7.1.2. Batch sampling

In batch sampling, a sample of raw or dilute exhaust is continuously extracted and stored for later measurement. The extracted sample shall be proportional to the raw or dilute exhaust flow rate. Examples of batch sampling are collecting diluted gaseous components in a bag and collecting particulate matter (PM) on a filter. The batch sampled concentrations are multiplied by the total exhaust mass or mass flow (raw or dilute) from which it was extracted during the test cycle. This product is the total mass or mass flow of the emitted component. To calculate the PM concentration, the PM deposited onto a filter from proportionally extracted exhaust shall be divided by the amount of filtered exhaust.

### 7.1.3. Measurement procedures

This annex applies two measurement procedures that are functionally equivalent. Both procedures may be used for both the WHTC and the WHSC test cycle:

- (a) the gaseous components are sampled continuously in the raw exhaust gas, and the particulates are determined using a partial flow dilution system;
- (b) the gaseous components and the particulates are determined using a full flow dilution system (CVS system).

Any combination of the two principles (e.g. raw gaseous measurement and full flow particulate measurement) is permitted.

### 7.2. Test cycles

#### 7.2.1. Transient test cycle WHTC

The transient test cycle WHTC is listed in Appendix 1 as a second-by-second sequence of normalised speed and torque values. In order to perform the test on an engine test cell, the normalised values shall be converted to the actual values for the individual engine under test based on the engine-mapping curve. The conversion is referred to as denormalisation, and the test cycle so developed as the reference cycle of the engine to be tested. With those reference speed and torque values, the cycle shall be run on the test cell, and the actual speed, torque and power values shall be recorded. In order to validate the test run, a regression analysis between reference and actual speed, torque and power values shall be conducted upon completion of the test.

For calculation of the brake specific emissions, the actual cycle work shall be calculated by integrating actual engine power over the cycle. For cycle validation, the actual cycle work shall be within prescribed limits of the reference cycle work.

For the gaseous pollutants, continuous sampling (raw or dilute exhaust gas) or batch sampling (dilute exhaust gas) may be used. The particulate sample shall be diluted with a conditioned diluent (such as ambient air), and collected on a single suitable filter. The WHTC is shown schematically in figure 3.

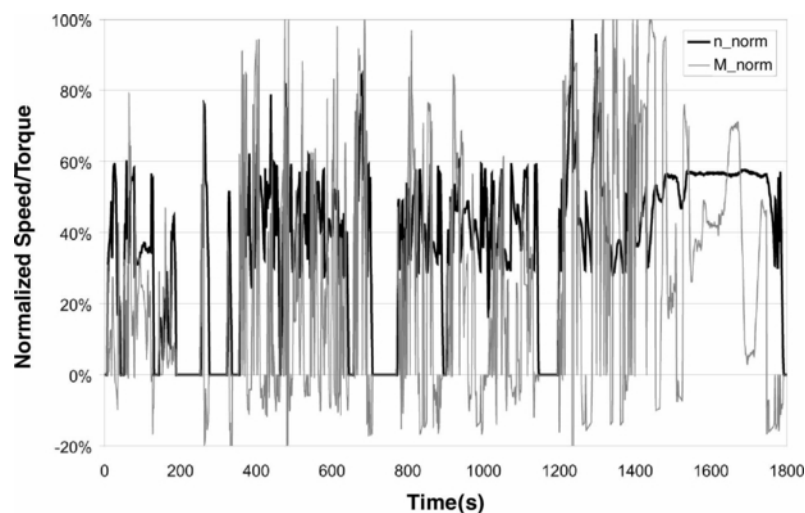


Figure 3

WHTC test cycle

### 7.2.2. Ramped steady state test cycle WHSC

The ramped steady state test cycle WHSC consists of a number of normalised speed and load modes which shall be converted to the reference values for the individual engine under test based on the engine-mapping curve. The engine shall be operated for the prescribed time in each mode, whereby engine speed and load shall be changed linearly within  $20 \pm 1$  seconds. In order to validate the test run, a regression analysis between reference and actual speed, torque and power values shall be conducted upon completion of the test.

The concentration of each gaseous pollutant, exhaust flow and power output shall be determined over the test cycle. The gaseous pollutants may be recorded continuously or sampled into a sampling bag. The particulate sample shall be diluted with a conditioned diluent (such as ambient air). One sample over the complete test procedure shall be taken, and collected on a single suitable filter.

For calculation of the brake specific emissions, the actual cycle work shall be calculated by integrating actual engine power over the cycle.

The WHSC is shown in table 1. Except for mode 1, the start of each mode is defined as the beginning of the ramp from the previous mode.

Table 1

**WHSC test cycle**

Mode	Normalised speed (per cent)	Normalised torque (per cent)	Mode length(s) incl. 20 s ramp
1	0	0	210
2	55	100	50
3	55	25	250
4	55	70	75
5	35	100	50
6	25	25	200
7	45	70	75
8	45	25	150
9	55	50	125
10	75	100	50
11	35	50	200
12	35	25	250
13	0	0	210
Sum			1 895

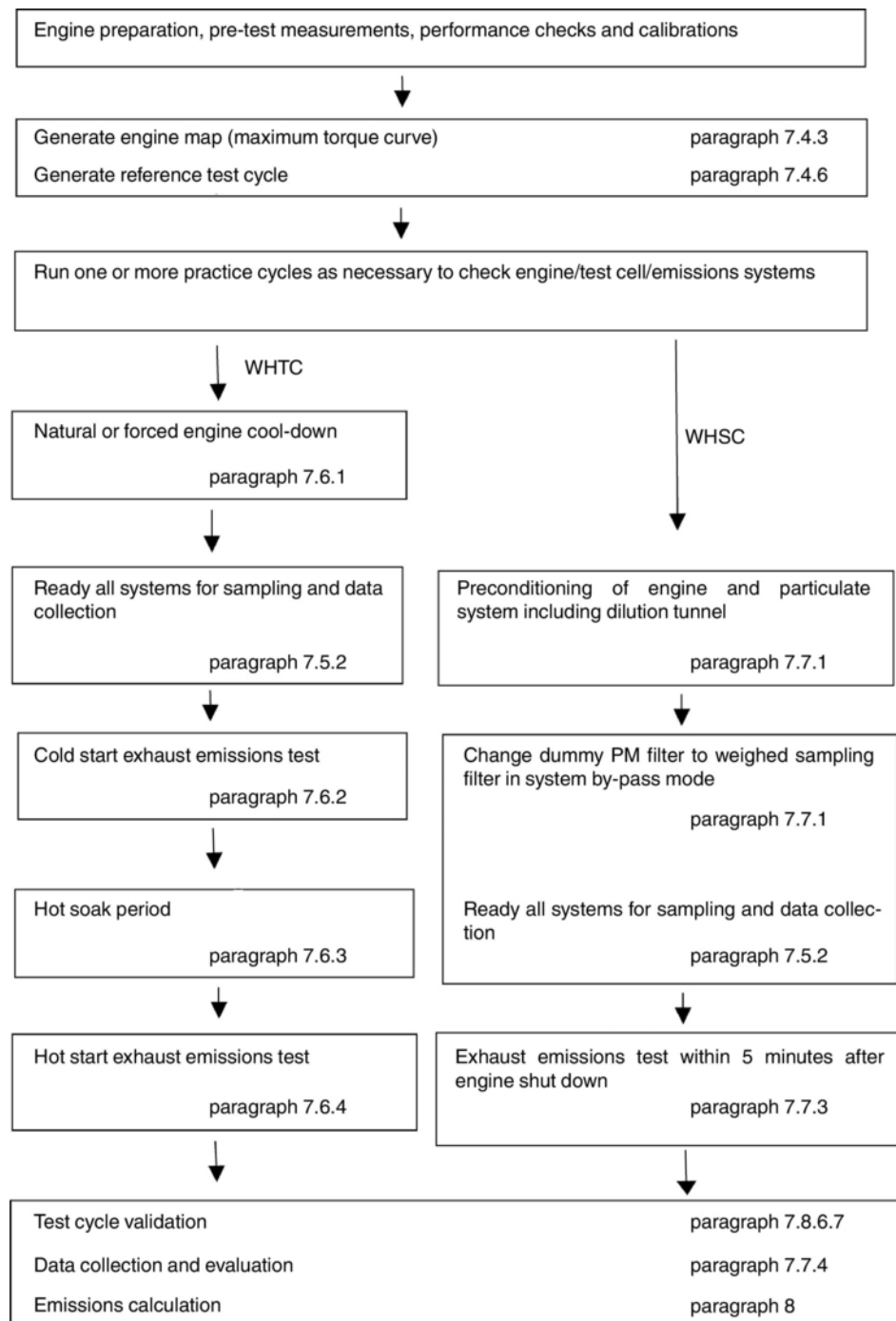
### 7.3. General test sequence

The following flow chart outlines the general guidance that should be followed during testing. The details of each step are described in the relevant paragraphs. Deviations from the guidance are permitted where appropriate, but the specific requirements of the relevant paragraphs are mandatory.

For the WHTC, the test procedure consists of a cold start test following either natural or forced cool-down of the engine, a hot soak period and a hot start test.



For the WHSC, the test procedure consists of a hot start test following engine preconditioning at WHSC mode 9.



#### 7.4. Engine mapping and reference cycle

Pre-test engine measurements, pre-test engine performance checks and pre-test system calibrations shall be made prior to the engine mapping procedure in line with the general test sequence shown in paragraph 7.3.

As basis for WHTC and WHSC reference cycle generation, the engine shall be mapped under full load operation for determining the speed vs. maximum torque and speed vs. maximum power curves. The mapping curve shall be used for denormalising engine speed (paragraph 7.4.6) and engine torque (paragraph 7.4.7).

#### 7.4.1. Engine warm-up

The engine shall be warmed up between 75 per cent and 100 per cent of its maximum power or according to the recommendation of the manufacturer and good engineering judgment. Towards the end of the warm up it shall be operated in order to stabilise the engine coolant and lube oil temperatures to within  $\pm 2$  per cent of its mean values for at least 2 minutes or until the engine thermostat controls engine temperature.

#### 7.4.2. Determination of the mapping speed range

The minimum and maximum mapping speeds are defined as follows:

Minimum mapping speed = idle speed

Maximum mapping speed =  $n_{hi} \times 1,02$  or speed where full load torque drops off to zero, whichever is smaller.

#### 7.4.3. Engine mapping curve

When the engine is stabilised according to paragraph 7.4.1, the engine mapping shall be performed according to the following procedure.

- (a) The engine shall be unloaded and operated at idle speed.
- (b) The engine shall be operated with maximum operator demand at minimum mapping speed.
- (c) The engine speed shall be increased at an average rate of  $8 \pm 1 \text{ min}^{-1}/\text{s}$  from minimum to maximum mapping speed, or at a constant rate such that it takes 4 to 6 min to sweep from minimum to maximum mapping speed. Engine speed and torque points shall be recorded at a sample rate of at least one point per second.

When selecting option (b) in paragraph 7.4.7 for determining negative reference torque, the mapping curve may directly continue with minimum operator demand from maximum to minimum mapping speed.

#### 7.4.4. Alternate mapping

If a manufacturer believes that the above mapping techniques are unsafe or unrepresentative for any given engine, alternate mapping techniques may be used. These alternate techniques shall satisfy the intent of the specified mapping procedures to determine the maximum available torque at all engine speeds achieved during the test cycles. Deviations from the mapping techniques specified in this paragraph for reasons of safety or representativeness shall be approved by the type approval authority along with the justification for their use. In no case, however, the torque curve shall be run by descending engine speeds for governed or turbocharged engines.

#### 7.4.5. Replicate tests

An engine need not be mapped before each and every test cycle. An engine shall be remapped prior to a test cycle if:

- (a) an unreasonable amount of time has transpired since the last map, as determined by engineering judgement, or
- (b) physical changes or recalibrations have been made to the engine which potentially affect engine performance.

#### 7.4.6. Denormalisation of engine speed

For generating the reference cycles, the normalised speeds of Appendix 1 (WHTC) and table 1 (WHSC) shall be denormalised using the following equation:

$$n_{\text{ref}} = n_{\text{norm}} \times (0,45 \times n_{\text{lo}} + 0,45 \times n_{\text{pref}} + 0,1 \times n_{\text{hi}} - n_{\text{idle}}) \times 2,0327 + n_{\text{idle}} \quad (9)$$

For determination of  $n_{\text{pref}}$ , the integral of the maximum torque shall be calculated from  $n_{\text{idle}}$  to  $n_{95h}$  from the engine mapping curve, as determined in accordance with paragraph 7.4.3.

The engine speeds in figures 4 and 5 are defined, as follows:

$n_{\text{lo}}$  is the lowest speed where the power is 55 per cent of maximum power

$n_{\text{pref}}$  is the engine speed where the integral of max. mapped torque is 51 per cent of the whole integral between  $n_{\text{idle}}$  and  $n_{95h}$

$n_{\text{hi}}$  is the highest speed where the power is 70 per cent of maximum power

$n_{\text{idle}}$  is the idle speed

$n_{95h}$  is the highest speed where the power is 95 per cent of maximum power

For engines (mainly positive ignition engines) with a steep governor droop curve, where fuel cut off does not permit to operate the engine up to  $n_{\text{hi}}$  or  $n_{95h}$ , the following provisions apply:

$n_{\text{hi}}$  in equation 9 is replaced with  $n_{\text{Pmax}} \times 1,02$

$n_{95h}$  is replaced with  $n_{\text{Pmax}} \times 1,02$

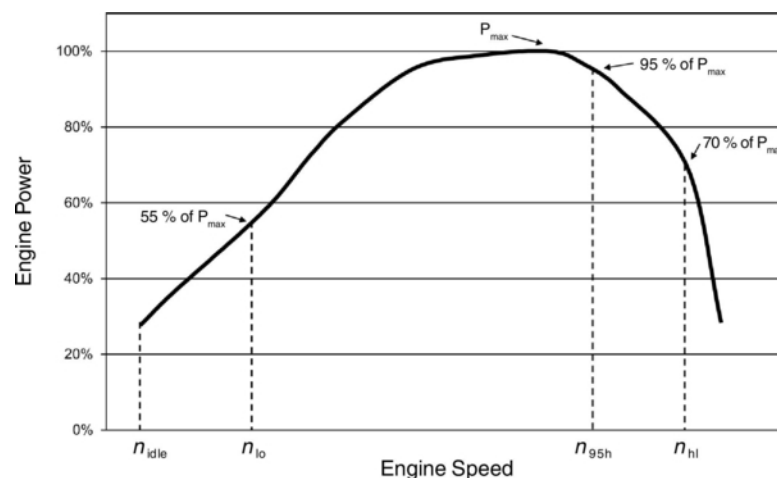


Figure 4

**Definition of test speeds**

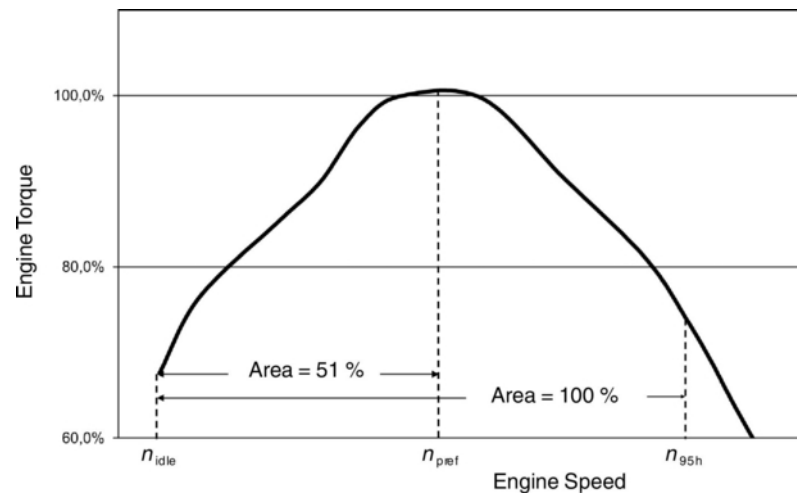


Figure 5

Definition of  $n_{pref}$ 

## 7.4.7. Denormalisation of engine torque

The torque values in the engine dynamometer schedule of Appendix 1 (WHTC) and in table 1 (WHSC) are normalised to the maximum torque at the respective speed. For generating the reference cycles, the torque values for each individual reference speed value as determined in paragraph 7.4.6 shall be denormalised, using the mapping curve determined according to paragraph 7.4.3, as follows:

$$M_{ref,i} = \frac{M_{norm,i}}{100} \times M_{max,i} + M_{f,i} - M_{r,i} \quad (10)$$

where:

- $M_{norm,i}$  is the normalised torque, per cent
- $M_{max,i}$  is the maximum torque from the mapping curve, Nm
- $M_{f,i}$  is the torque absorbed by auxiliaries/equipment to be fitted, Nm
- $M_{r,i}$  is the torque absorbed by auxiliaries/equipment to be removed, Nm

If auxiliaries/equipment are fitted in accordance with paragraph 6.3.1 and Appendix 7,  $M_f$  and  $M_r$  are zero.

The negative torque values of the motoring points (m in Appendix 1) shall take on, for purposes of reference cycle generation, reference values determined in either of the following ways:

- (a) negative 40 per cent of the positive torque available at the associated speed point;
- (b) mapping of the negative torque required to motor the engine from maximum to minimum mapping speed;
- (c) determination of the negative torque required to motor the engine at idle and at  $n_{hi}$  and linear interpolation between these two points.

#### 7.4.8. Calculation of reference cycle work

Reference cycle work shall be determined over the test cycle by synchronously calculating instantaneous values for engine power from reference speed and reference torque, as determined in paragraphs 7.4.6 and 7.4.7. Instantaneous engine power values shall be integrated over the test cycle to calculate the reference cycle work  $W_{\text{ref}}$  (kWh). If auxiliaries are not fitted in accordance with paragraph 6.3.1, the instantaneous power values shall be corrected using equation (4) in paragraph 6.3.5.

The same methodology shall be used for integrating both reference and actual engine power. If values are to be determined between adjacent reference or adjacent measured values, linear interpolation shall be used. In integrating the actual cycle work, any negative torque values shall be set equal to zero and included. If integration is performed at a frequency of less than 5 Hz, and if, during a given time segment, the torque value changes from positive to negative or negative to positive, the negative portion shall be computed and set equal to zero. The positive portion shall be included in the integrated value.

#### 7.5. Pre-test procedures

##### 7.5.1. Installation of the measurement equipment

The instrumentation and sample probes shall be installed as required. The tailpipe shall be connected to the full flow dilution system, if used.

##### 7.5.2. Preparation of measurement equipment for sampling

The following steps shall be taken before emission sampling begins:

- (a) Leak checks shall be performed within 8 hours prior to emission sampling according to paragraph 9.3.4.
- (b) For batch sampling, clean storage media shall be connected, such as evacuated bags.
- (c) All measurement instruments shall be started according to the instrument manufacturer's instructions and good engineering judgment.
- (d) Dilution systems, sample pumps, cooling fans, and the data-collection system shall be started.
- (e) The sample flow rates shall be adjusted to desired levels, using bypass flow, if desired.
- (f) Heat exchangers in the sampling system shall be pre-heated or pre-cooled to within their operating temperature ranges for a test.
- (g) Heated or cooled components such as sample lines, filters, coolers, and pumps shall be allowed to stabilise at their operating temperatures.
- (h) Exhaust dilution system flow shall be switched on at least 10 minutes before a test sequence.
- (i) Any electronic integrating devices shall be zeroed or re-zeroed, before the start of any test interval.

#### 7.5.3. Checking the gas analysers

Gas analyser ranges shall be selected. Emission analysers with automatic or manual range switching are permitted. During the test cycle, the range of the emission analysers shall not be switched. At the same time the gains of an analyser's analogue operational amplifier(s) may not be switched during the test cycle.

Zero and span response shall be determined for all analysers using internationally-traceable gases that meet the specifications of paragraph 9.3.3. FID analysers shall be spanned on a carbon number basis of one (C1).

#### 7.5.4. Preparation of the particulate sampling filter

At least one hour before the test, the filter shall be placed in a petri dish, which is protected against dust contamination and allows air exchange, and placed in a weighing chamber for stabilisation. At the end of the stabilisation period, the filter shall be weighed and the tare weight shall be recorded. The filter shall then be stored in a closed petri dish or sealed filter holder until needed for testing. The filter shall be used within eight hours of its removal from the weighing chamber.

#### 7.5.5. Adjustment of the dilution system

The total diluted exhaust gas flow of a full flow dilution system or the diluted exhaust gas flow through a partial flow dilution system shall be set to eliminate water condensation in the system, and to obtain a filter face temperature between 315 K (42 °C) and 325 K (52 °C).

#### 7.5.6. Starting the particulate sampling system

The particulate sampling system shall be started and operated on by-pass. The particulate background level of the diluent may be determined by sampling the diluent prior to the entrance of the exhaust gas into the dilution tunnel. The measurement may be done prior to or after the test. If the measurement is done both at the beginning and at the end of the cycle, the values may be averaged. If a different sampling system is used for background measurement, the measurement shall be done in parallel to the test run.

### 7.6. WHTC cycle run

#### 7.6.1. Engine cool-down

A natural or forced cool-down procedure may be applied. For forced cool-down, good engineering judgment shall be used to set up systems to send cooling air across the engine, to send cool oil through the engine lubrication system, to remove heat from the coolant through the engine cooling system, and to remove heat from an exhaust after-treatment system. In the case of a forced after-treatment system cool down, cooling air shall not be applied until the after-treatment system has cooled below its catalytic activation temperature. Any cooling procedure that results in unrepresentative emissions is not permitted.

#### 7.6.2. Cold start test

The cold-start test shall be started when the temperatures of the engine's lubricant, coolant, and after-treatment systems are all between 293 and 303 K (20 and 30 °C). The engine shall be started using one of the following methods:

- (a) the engine shall be started as recommended in the owners manual using a production starter motor and adequately charged battery or a suitable power supply, or
- (b) the engine shall be started by using the dynamometer. The engine shall be motored within  $\pm 25$  per cent of its typical in-use cranking speed. Cranking shall be stopped within 1 second after the engine is running. If the engine does not start after 15 seconds of cranking, cranking shall be stopped and the reason for the failure to start determined, unless the owners manual or the service-repair manual describes the longer cranking time as normal.

7.6.3. Hot soak period

Immediately upon completion of the cold start test, the engine shall be conditioned for the hot start test using a  $10 \pm 1$  minutes hot soak period.

7.6.4. Hot start test

The engine shall be started at the end of the hot soak period as defined in paragraph 7.6.3. using the starting methods given in paragraph 7.6.2.

7.6.5. Test sequence

The test sequence of both cold start and hot start test shall commence at the start of the engine. After the engine is running, cycle control shall be initiated so that engine operation matches the first set point of the cycle.

The WHTC shall be performed according to the reference cycle as set out in paragraph 7.4. Engine speed and torque command set points shall be issued at 5 Hz (10 Hz recommended) or greater. The set points shall be calculated by linear interpolation between the 1 Hz set points of the reference cycle. Actual engine speed and torque shall be recorded at least once every second during the test cycle (1 Hz), and the signals may be electronically filtered.

7.6.6. Collection of emission relevant data

At the start of the test sequence, the measuring equipment shall be started, simultaneously:

- (a) start collecting or analysing diluent air, if a full flow dilution system is used;
- (b) start collecting or analysing raw or diluted exhaust gas, depending on the method used;
- (c) start measuring the amount of diluted exhaust gas and the required temperatures and pressures;
- (d) start recording the exhaust gas mass flow rate, if raw exhaust gas analysis is used;
- (e) start recording the feedback data of speed and torque of the dynamometer.

If raw exhaust measurement is used, the emission concentrations ((NM)HC, CO and NO<sub>x</sub>) and the exhaust gas mass flow rate shall be measured continuously and stored with at least 2 Hz on a computer system. All other data may be recorded with a sample rate of at least 1 Hz. For analogue analysers the response shall be recorded, and the calibration data may be applied online or offline during the data evaluation.

If a full flow dilution system is used, HC and NO<sub>x</sub> shall be measured continuously in the dilution tunnel with a frequency of at least 2 Hz. The average concentrations shall be determined by integrating the analyser signals over the test cycle. The system response time shall be no greater than 20 s, and shall be coordinated with CVS flow fluctuations and sampling time/test cycle offsets, if necessary. CO, CO<sub>2</sub>, and NMHC may be determined by integration of continuous measurement signals or by analysing the concentrations in the sample bag, collected over the cycle. The concentrations of the gaseous pollutants in the diluent shall be determined prior to the point where the exhaust enters into the dilution tunnel by integration or by collecting into the background bag. All other parameters that need to be measured shall be recorded with a minimum of one measurement per second (1 Hz).

#### 7.6.7. Particulate sampling

At the start of the test sequence, the particulate sampling system shall be switched from by-pass to collecting particulates.

If a partial flow dilution system is used, the sample pump(s) shall be controlled, so that the flow rate through the particulate sample probe or transfer tube is maintained proportional to the exhaust mass flow rate as determined in accordance with paragraph 9.4.6.1.

If a full flow dilution system is used, the sample pump(s) shall be adjusted so that the flow rate through the particulate sample probe or transfer tube is maintained at a value within  $\pm 2,5$  per cent of the set flow rate. If flow compensation (i.e. proportional control of sample flow) is used, it shall be demonstrated that the ratio of main tunnel flow to particulate sample flow does not change by more than  $\pm 2,5$  per cent of its set value (except for the first 10 seconds of sampling). The average temperature and pressure at the gas meter(s) or flow instrumentation inlet shall be recorded. If the set flow rate cannot be maintained over the complete cycle within  $\pm 2,5$  per cent because of high particulate loading on the filter, the test shall be voided. The test shall be rerun using a lower sample flow rate.

#### 7.6.8. Engine stalling and equipment malfunction

If the engine stalls anywhere during the cold start test, the test shall be voided. The engine shall be preconditioned and restarted according to the requirements of paragraph 7.6.2, and the test repeated.

If the engine stalls anywhere during the hot start test, the hot start test shall be voided. The engine shall be soaked according to paragraph 7.6.3, and the hot start test repeated. In this case, the cold start test need not be repeated.

If a malfunction occurs in any of the required test equipment during the test cycle, the test shall be voided and repeated in line with the above provisions.

### 7.7. WHSC cycle run

#### 7.7.1. Preconditioning the dilution system and the engine

The dilution system and the engine shall be started and warmed up in accordance with paragraph 7.4.1. After warm-up, the engine and sampling system shall be preconditioned by operating the engine at mode 9 (see paragraph 7.2.2, table 1) for a minimum of 10 minutes while simultaneously operating the dilution system. Dummy particulate emissions samples may be collected. Those sample filters need not be stabilised or weighed, and may be discarded. Flow rates shall be set at the approximate flow rates selected for testing. The engine shall be shut off after preconditioning.

#### 7.7.2. Engine starting

5  $\pm$  1 minutes after completion of preconditioning at mode 9 as described in paragraph 7.7.1, the engine shall be started according to the manufacturer's recommended starting procedure in the owner's manual, using either a production starter motor or the dynamometer in accordance with paragraph 7.6.2.

#### 7.7.3. Test sequence

The test sequence shall commence after the engine is running and within one minute after engine operation is controlled to match the first mode of the cycle (idle).

The WHSC shall be performed according to the order of test modes listed in table 1 of paragraph 7.2.2.



#### 7.7.4. Collection of emission relevant data

At the start of the test sequence, the measuring equipment shall be started, simultaneously:

- (a) start collecting or analysing diluent, if a full flow dilution system is used;
- (b) start collecting or analysing raw or diluted exhaust gas, depending on the method used;
- (c) start measuring the amount of diluted exhaust gas and the required temperatures and pressures;
- (d) start recording the exhaust gas mass flow rate, if raw exhaust gas analysis is used;
- (e) start recording the feedback data of speed and torque of the dynamometer.

If raw exhaust measurement is used, the emission concentrations ((NM)HC, CO and NO<sub>x</sub>) and the exhaust gas mass flow rate shall be measured continuously and stored with at least 2 Hz on a computer system. All other data may be recorded with a sample rate of at least 1 Hz. For analogue analysers the response shall be recorded, and the calibration data may be applied online or offline during the data evaluation.

If a full flow dilution system is used, HC and NO<sub>x</sub> shall be measured continuously in the dilution tunnel with a frequency of at least 2 Hz. The average concentrations shall be determined by integrating the analyser signals over the test cycle. The system response time shall be no greater than 20 s, and shall be coordinated with CVS flow fluctuations and sampling time/test cycle offsets, if necessary. CO, CO<sub>2</sub>, and NMHC may be determined by integration of continuous measurement signals or by analysing the concentrations in the sample bag, collected over the cycle. The concentrations of the gaseous pollutants in the diluent shall be determined prior to the point where the exhaust enters into the dilution tunnel by integration or by collecting into the background bag. All other parameters that need to be measured shall be recorded with a minimum of one measurement per second (1 Hz).

#### 7.7.5. Particulate sampling

At the start of the test sequence, the particulate sampling system shall be switched from by-pass to collecting particulates. If a partial flow dilution system is used, the sample pump(s) shall be controlled, so that the flow rate through the particulate sample probe or transfer tube is maintained proportional to the exhaust mass flow rate as determined in accordance with paragraph 9.4.6.1.

If a full flow dilution system is used, the sample pump(s) shall be adjusted so that the flow rate through the particulate sample probe or transfer tube is maintained at a value within  $\pm 2,5$  per cent of the set flow rate. If flow compensation (i.e. proportional control of sample flow) is used, it shall be demonstrated that the ratio of main tunnel flow to particulate sample flow does not change by more than  $\pm 2,5$  per cent of its set value (except for the first 10 seconds of sampling). The average temperature and pressure at the gas meter(s) or flow instrumentation inlet shall be recorded. If the set flow rate cannot be maintained over the complete cycle within  $\pm 2,5$  per cent because of high particulate loading on the filter, the test shall be voided. The test shall be rerun using a lower sample flow rate.

7.7.6. Engine stalling and equipment malfunction

If the engine stalls anywhere during the cycle, the test shall be voided. The engine shall be preconditioned according to paragraph 7.7.1 and restarted according to paragraph 7.7.2, and the test repeated.

If a malfunction occurs in any of the required test equipment during the test cycle, the test shall be voided and repeated in line with the above provisions.

7.8. Post-test procedures

7.8.1. Operations after test

At the completion of the test, the measurement of the exhaust gas mass flow rate, the diluted exhaust gas volume, the gas flow into the collecting bags and the particulate sample pump shall be stopped. For an integrating analyser system, sampling shall continue until system response times have elapsed.

7.8.2. Verification of proportional sampling

For any proportional batch sample, such as a bag sample or PM sample, it shall be verified that proportional sampling was maintained according to paragraphs 7.6.7 and 7.7.5. Any sample that does not fulfil the requirements shall be voided.

7.8.3. PM conditioning and weighing

The particulate filter shall be placed into covered or sealed containers or the filter holders shall be closed, in order to protect the sample filters against ambient contamination. Thus protected, the filter shall be returned to the weighing chamber. The filter shall be conditioned for at least one hour, and then weighed according to paragraph 9.4.5. The gross weight of the filter shall be recorded.

7.8.4. Drift verification

As soon as practical but no later than 30 minutes after the test cycle is complete or during the soak period, the zero and span responses of the gaseous analyser ranges used shall be determined. For the purpose of this paragraph, test cycle is defined as follows:

- (a) for the WHTC: the complete sequence cold — soak — hot;
- (b) for the WHTC hot start test (paragraph 6.6): the sequence soak — hot;
- (c) for the multiple regeneration WHTC hot start test (paragraph 6.6): the total number of hot start tests;
- (d) for the WHSC: the test cycle.

The following provisions apply for analyser drift:

- (a) the pre-test zero and span and post-test zero and span responses may be directly inserted into equation 66 of paragraph 8.6.1 without determining drift;
- (b) if the drift difference between the pre-test and post-test results is less than 1 per cent of full scale, the measured concentrations may be used uncorrected or may be corrected for drift according to paragraph 8.6.1;
- (c) if the drift difference between the pre-test and post-test results is equal to or greater than 1 per cent of full scale, the test shall be voided or the measured concentrations shall be corrected for drift according to paragraph 8.6.1.

#### 7.8.5. Analysis of gaseous bag sampling

As soon as practical, the following shall be performed:

- (a) gaseous bag samples shall be analysed no later than 30 minutes after the hot start test is complete or during the soak period for the cold start test;
- (b) background samples shall be analysed no later than 60 minutes after the hot start test is complete.

#### 7.8.6. Validation of cycle work

Before calculating actual cycle work, any points recorded during engine starting shall be omitted. Actual cycle work shall be determined over the test cycle by synchronously using actual speed and actual torque values to calculate instantaneous values for engine power. Instantaneous engine power values shall be integrated over the test cycle to calculate the actual cycle work  $W_{act}$  (kWh). If auxiliaries/equipment are not fitted in accordance with paragraph 6.3.1, the instantaneous power values shall be corrected using equation (4) in paragraph 6.3.5.

The same methodology as described in paragraph 7.4.8 shall be used for integrating actual engine power.

The actual cycle work  $W_{act}$  is used for comparison to the reference cycle work  $W_{ref}$  and for calculating the brake specific emissions (see paragraph 8.6.3).

$W_{act}$  shall be between 85 per cent and 105 per cent of  $W_{ref}$ .

#### 7.8.7. Validation statistics of the test cycle

Linear regressions of the actual values ( $n_{act}$ ,  $M_{act}$ ,  $P_{act}$ ) on the reference values ( $n_{ref}$ ,  $M_{ref}$ ,  $P_{ref}$ ) shall be performed for both the WHTC and the WHSC.

To minimise the biasing effect of the time lag between the actual and reference cycle values, the entire engine speed and torque actual signal sequence may be advanced or delayed in time with respect to the reference speed and torque sequence. If the actual signals are shifted, both speed and torque shall be shifted the same amount in the same direction.

The method of least squares shall be used, with the best-fit equation having the form:

$$y = a_1 x + a_0 \quad (11)$$

where:

- $y$  is the actual value of speed ( $\text{min}^{-1}$ ), torque (Nm), or power (kW)
- $a_1$  is the slope of the regression line
- $x$  is the reference value of speed ( $\text{min}^{-1}$ ), torque (Nm), or power (kW)
- $a_0$  is the y intercept of the regression line

The standard error of estimate (SEE) of  $y$  on  $x$  and the coefficient of determination ( $r^2$ ) shall be calculated for each regression line.

It is recommended that this analysis be performed at 1 Hz. For a test to be considered valid, the criteria of table 2 (WHTC) or table 3 (WHSC) shall be met.

Table 2

**Regression line tolerances for the WHTC**

	Speed	Torque	Power
Standard error of estimate (SEE) of y on x	maximum 5 per cent of maximum test speed	maximum 10 per cent of maximum engine torque	maximum 10 per cent of maximum engine power
Slope of the regression line, $a_1$	0,95 to 1,03	0,83 – 1,03	0,89 – 1,03
Coefficient of determination, $r^2$	minimum 0,970	minimum 0,850	minimum 0,910
y intercept of the regression line, $a_0$	maximum 10 per cent of idle speed	$\pm 20$ Nm or $\pm 2$ per cent of maximum torque whichever is greater	$\pm 4$ kW or $\pm 2$ per cent of maximum power whichever is greater

Table 3

**Regression line tolerances for the WHSC**

	Speed	Torque	Power
Standard error of estimate (SEE) of y on x	maximum 1 per cent of maximum test speed	maximum 2 per cent of maximum engine torque	maximum 2 per cent of maximum engine power
Slope of the regression line, $a_1$	0,99 to 1,01	0,98 – 1,02	0,98 – 1,02
Coefficient of determination, $r^2$	minimum 0,990	minimum 0,950	minimum 0,950
y intercept of the regression line, $a_0$	maximum 1 per cent of maximum test speed	$\pm 20$ Nm or $\pm 2$ per cent of maximum torque whichever is greater	$\pm 4$ kW or $\pm 2$ per cent of maximum power whichever is greater

For regression purposes only, point omissions are permitted where noted in table 4 before doing the regression calculation. However, those points shall not be omitted for the calculation of cycle work and emissions. Point omission may be applied to the whole or to any part of the cycle.

Table 4

**Permitted point omissions from regression analysis**

Event	Conditions	Permitted point omissions
Minimum operator demand (idle point)	$n_{ref} = 0$ per cent and $M_{ref} = 0$ per cent and $M_{act} > (M_{ref} - 0,02 M_{max. mapped torque})$ and $M_{act} < (M_{ref} + 0,02 M_{max. mapped torque})$	speed and power
Minimum operator demand (motoring point)	$M_{ref} < 0$ per cent	power and torque

Event	Conditions	Permitted point omissions
Minimum operator demand	$n_{act} \leq 1,02 n_{ref}$ and $M_{act} > M_{ref}$ or $n_{act} > n_{ref}$ and $M_{act} \leq M_{ref}$ or $n_{act} > 1,02 n_{ref}$ and $M_{ref} < M_{act} \leq (M_{ref} + 0,02 M_{max. mapped torque})$	power and either torque or speed
Maximum operator demand	$n_{act} < n_{ref}$ and $M_{act} \geq M_{ref}$ or $n_{act} \geq 0,98 n_{ref}$ and $M_{act} < M_{ref}$ or $n_{act} < 0,98 n_{ref}$ and $M_{ref} > M_{act} \geq (M_{ref} - 0,02 M_{max. mapped torque})$	power and either torque or speed

## 8. EMISSION CALCULATION

The final test result shall be rounded in one step to the number of places to the right of the decimal point indicated by the applicable emission standard plus one additional significant figure, in accordance with ASTM E 29-06B. No rounding of intermediate values leading to the final break-specific emission result is permitted.

Examples of the calculation procedures are given in Appendix 6.

Emissions calculation on a molar basis, in accordance with Annex 7 of gtr No [xx] concerning the exhaust emission test protocol for Non-Road Mobile Machinery (NRMM), is permitted with the prior agreement of the type approval authority.

### 8.1. Dry/wet correction

If the emissions are measured on a dry basis, the measured concentration shall be converted to a wet basis according to the following equation:

$$c_w = k_w \cdot c_d \quad (12)$$

where:

$c_d$  is the dry concentration in ppm or per cent volume

$k_w$  is the dry/wet correction factor ( $k_{w,a}$ ,  $k_{w,e}$ , or  $k_{w,d}$  depending on respective equation used)

#### 8.1.1. Raw exhaust gas

$$k_{w,a} = \left( 1 - \frac{1,2442 \times H_a + 111,19 \times w_{ALF} \times \frac{q_{mf,i}}{q_{mad,i}}}{773,4 + 1,2442 \times H_a + \frac{q_{mf,i}}{q_{mad,i}} \times k_{f,w} \times 1000} \right) \times 1,008 \quad (13)$$

or

$$k_{w,a} = \left( 1 - \frac{1,2442 \times H_a + 111,19 \times w_{ALF} \times \frac{q_{mf,i}}{q_{mad,i}}}{773,4 + 1,2442 \times H_a + \frac{q_{mf,i}}{q_{mad,i}} \times k_{f,w} \times 1000} \right) / \left( 1 - \frac{p_r}{p_b} \right) \quad (14)$$

or

$$k_{w,a} = \left( \frac{1}{1 + \alpha \times 0,005 \times (c_{CO_2} + c_{CO})} - k_{w1} \right) \times 1,008 \quad (15)$$

with

$$k_{f,w} = 0,055594 \times w_{ALF} + 0,0080021 \times w_{DEL} + 0,0070046 \times w_{EPS} \quad (16)$$

and

$$k_{w1} = \frac{1,608 \times H_a}{1000 + (1,608 \times H_a)} \quad (17)$$

where:

$H_a$	is the intake air humidity, g water per kg dry air
$w_{ALF}$	is the hydrogen content of the fuel, per cent mass
$q_{mf,i}$	is the instantaneous fuel mass flow rate, kg/s
$q_{mad,i}$	is the instantaneous dry intake air mass flow rate, kg/s
$p_r$	is the water vapour pressure after cooling bath, kPa
$p_b$	is the total atmospheric pressure, kPa
$w_{DEL}$	is the nitrogen content of the fuel, per cent mass
$w_{EPS}$	is the oxygen content of the fuel, per cent mass
$\alpha$	is the molar hydrogen ratio of the fuel
$c_{CO_2}$	is the dry $CO_2$ concentration, per cent
$c_{CO}$	is the dry $CO$ concentration, per cent

Equations (13) and (14) are principally identical with the factor 1,008 in equations (13) and (15) being an approximation for the more accurate denominator in equation (14).

#### 8.1.2. Diluted exhaust gas

$$k_{w,c} = \left[ \left( 1 - \frac{\alpha \times c_{CO_2w}}{200} \right) - k_{w2} \right] \times 1,008 \quad (18)$$

or

$$k_{w,c} = \left[ \left( \frac{1 - k_{w2}}{1 + \frac{\alpha \times c_{CO_2d}}{200}} \right) \right] \times 1,008 \quad (19)$$

with

$$k_{w2} = \frac{1,608 \times \left[ H_d \times \left( 1 - \frac{1}{D} \right) + H_a \times \frac{1}{D} \right]}{1000 + \left\{ 1,608 \times \left[ H_d \times \left( 1 - \frac{1}{D} \right) + H_a \times \left( \frac{1}{D} \right) \right] \right\}} \quad (20)$$

where:

- $a$  is the molar hydrogen ratio of the fuel
- $c_{\text{CO}_2\text{w}}$  is the wet  $\text{CO}_2$  concentration, per cent
- $c_{\text{CO}_2\text{d}}$  is the dry  $\text{CO}_2$  concentration, per cent
- $H_d$  is the diluent humidity, g water per kg dry air
- $H_a$  is the intake air humidity, g water per kg dry air
- $D$  is the dilution factor (see paragraph 8.5.2.3.2)

#### 8.1.3. Diluent

$$k_{w,d} = (1 - k_{w3}) \times 1,008 \quad (21)$$

with

$$k_{w3} = \frac{1,608 \times H_d}{1000 + (1,608 \times H_d)} \quad (22)$$

where:

- $H_d$  is the diluent humidity, g water per kg dry air

#### 8.2. $\text{NO}_x$ correction for humidity

As the  $\text{NO}_x$  emission depends on ambient air conditions, the  $\text{NO}_x$  concentration shall be corrected for humidity with the factors given in paragraph 8.2.1 or 8.2.2. The intake air humidity  $H_a$  may be derived from relative humidity measurement, dew point measurement, vapour pressure measurement or dry/wet bulb measurement using generally accepted equations.

##### 8.2.1. Compression-ignition engines

$$k_{h,D} = \frac{15,698 \times H_d}{1000} + 0,832 \quad (23)$$

where:

- $H_a$  is the intake air humidity, g water per kg dry air

##### 8.2.2. Positive ignition engines

$$k_{h,G} = 0,6272 + 44,030 \times 10^{-3} \times H_a - 0,862 \times 10^{-3} \times H_a^2 \quad (24)$$

where:

- $H_a$  is the intake air humidity, g water per kg dry air

## 8.3. Particulate filter buoyancy correction

The sampling filter mass shall be corrected for its buoyancy in air. The buoyancy correction depends on sampling filter density, air density and the density of the balance calibration weight, and does not account for the buoyancy of the PM itself. The buoyancy correction shall be applied to both tare filter mass and gross filter mass.

If the density of the filter material is not known, the following densities shall be used:

- (a) teflon coated glass fiber filter: 2 300 kg/m<sup>3</sup>
- (b) teflon membrane filter: 2 144 kg/m<sup>3</sup>
- (c) teflon membrane filter with polymethylpentene support ring: 920 kg/m<sup>3</sup>

For stainless steel calibration weights, a density of 8 000 kg/m<sup>3</sup> shall be used. If the material of the calibration weight is different, its density shall be known.

The following equation shall be used:

$$m_f = m_{\text{uncor}} \times \left( \frac{1 - \frac{\rho_a}{\rho_w}}{1 - \frac{\rho_a}{\rho_f}} \right) \quad (25)$$

with

$$\rho_a = \frac{p_b \times 28,836}{8,3144 \times T_a} \quad (26)$$

where:

- $m_{\text{uncor}}$  is the uncorrected particulate filter mass, mg
- $\rho_a$  is the density of the air, kg/m<sup>3</sup>
- $\rho_w$  is the density of balance calibration weight, kg/m<sup>3</sup>
- $\rho_f$  is the density of the particulate sampling filter, kg/m<sup>3</sup>
- $p_b$  is the total atmospheric pressure, kPa
- $T_a$  is the air temperature in the balance environment, K
- 28,836 is the molar mass of the air at reference humidity (282,5 K), g/mol
- 8,3144 is the molar gas constant

The particulate sample mass  $m_p$  used in paragraphs 8.4.3 and 8.5.3 shall be calculated as follows:

$$m_p = m_{f,G} - m_{f,T} \quad (27)$$

where:

- $m_{f,G}$  is the buoyancy corrected gross particulate filter mass, mg
- $m_{f,T}$  is the buoyancy corrected tare particulate filter mass, mg



#### 8.4. Partial flow dilution (PFS) and raw gaseous measurement

The instantaneous concentration signals of the gaseous components are used for the calculation of the mass emissions by multiplication with the instantaneous exhaust mass flow rate. The exhaust mass flow rate may be measured directly, or calculated using the methods of intake air and fuel flow measurement, tracer method or intake air and air/fuel ratio measurement. Special attention shall be paid to the response times of the different instruments. These differences shall be accounted for by time aligning the signals. For particulates, the exhaust mass flow rate signals are used for controlling the partial flow dilution system to take a sample proportional to the exhaust mass flow rate. The quality of proportionality shall be checked by applying a regression analysis between sample and exhaust flow in accordance with paragraph 9.4.6.1. The complete test set up is schematically shown in figure 6.

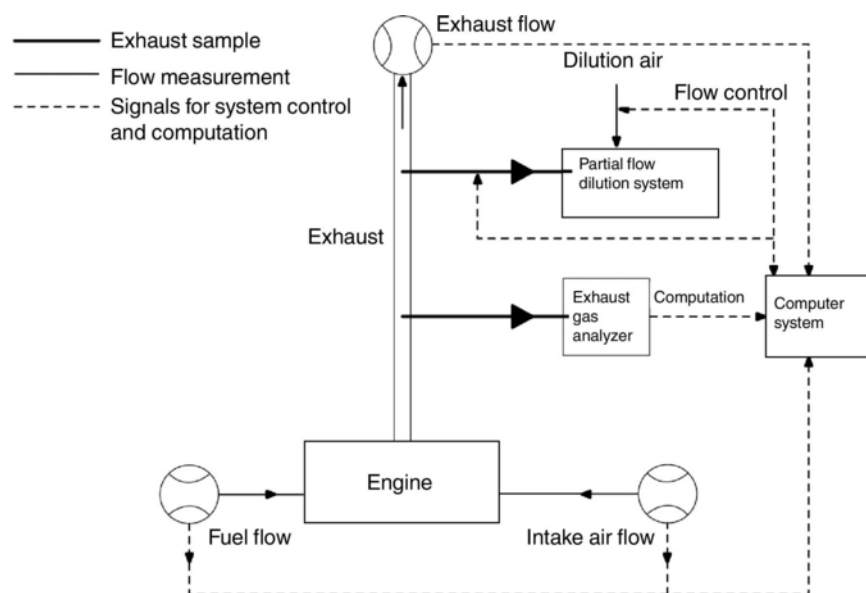


Figure 6

Scheme of raw/partial flow measurement system

##### 8.4.1. Determination of exhaust gas mass flow

###### 8.4.1.1. Introduction

For calculation of the emissions in the raw exhaust gas and for controlling of a partial flow dilution system, it is necessary to know the exhaust gas mass flow rate. For the determination of the exhaust mass flow rate, either of the methods described in paragraphs 8.4.1.3 to 8.4.1.7 may be used.

###### 8.4.1.2. Response time

For the purpose of emissions calculation, the response time of either method described in paragraphs 8.4.1.3 to 8.4.1.7 shall be equal to or less than the analyser response time of  $\leq 10$  s, as required in paragraph 9.3.5.

For the purpose of controlling of a partial flow dilution system, a faster response is required. For partial flow dilution systems with online control, the response time shall be  $\leq 0,3$  s. For partial flow dilution systems with look-ahead control based on a pre-recorded test run, the response time of the exhaust flow measurement system shall be  $\leq 5$  s with a rise time of  $\leq 1$  s. The system response time shall be specified by the instrument manufacturer. The combined response time requirements for the exhaust gas flow and partial flow dilution system are indicated in paragraph 9.4.6.1.

#### 8.4.1.3. Direct measurement method

Direct measurement of the instantaneous exhaust flow shall be done by systems, such as:

- (a) pressure differential devices, like flow nozzle, (details see ISO 5167);
- (b) ultrasonic flowmeter;
- (c) vortex flowmeter.

Precautions shall be taken to avoid measurement errors which will impact emission value errors. Such precautions include the careful installation of the device in the engine exhaust system according to the instrument manufacturers' recommendations and to good engineering practice. Especially, engine performance and emissions shall not be affected by the installation of the device.

The flowmeters shall meet the linearity requirements of paragraph 9.2.

#### 8.4.1.4. Air and fuel measurement method

This involves measurement of the airflow and the fuel flow with suitable flowmeters. The calculation of the instantaneous exhaust gas flow shall be as follows:

$$q_{mew,i} = q_{maw,i} + q_{mf,i} \quad (28)$$

where:

- $q_{mew,i}$  is the instantaneous exhaust mass flow rate, kg/s
- $q_{maw,i}$  is the instantaneous intake air mass flow rate, kg/s
- $q_{mf,i}$  is the instantaneous fuel mass flow rate, kg/s

The flowmeters shall meet the linearity requirements of paragraph 9.2, but shall be accurate enough to also meet the linearity requirements for the exhaust gas flow.

#### 8.4.1.5. Tracer measurement method

This involves measurement of the concentration of a tracer gas in the exhaust.

A known amount of an inert gas (e.g. pure helium) shall be injected into the exhaust gas flow as a tracer. The gas is mixed and diluted by the exhaust gas, but shall not react in the exhaust pipe. The concentration of the gas shall then be measured in the exhaust gas sample.

In order to ensure complete mixing of the tracer gas, the exhaust gas sampling probe shall be located at least 1 m or 30 times the diameter of the exhaust pipe, whichever is larger, downstream of the tracer gas injection point. The sampling probe may be located closer to the injection point if complete mixing is verified by comparing the tracer gas concentration with the reference concentration when the tracer gas is injected upstream of the engine.

The tracer gas flow rate shall be set so that the tracer gas concentration at engine idle speed after mixing becomes lower than the full scale of the trace gas analyser.

The calculation of the exhaust gas flow shall be as follows:

$$q_{mew,i} = \frac{q_{vt} \times \rho_e}{60 \times (c_{mix,i} - c_b)} \quad (29)$$

where:

- $q_{mew,i}$  is the instantaneous exhaust mass flow rate, kg/s
- $q_{vt}$  is tracer gas flow rate, cm<sup>3</sup>/min
- $c_{mix,i}$  is the instantaneous concentration of the tracer gas after mixing, ppm
- $\rho_e$  is the density of the exhaust gas, kg/m<sup>3</sup> (cf. table 4)
- $c_b$  is the background concentration of the tracer gas in the intake air, ppm

The background concentration of the tracer gas ( $c_b$ ) may be determined by averaging the background concentration measured immediately before the test run and after the test run.

When the background concentration is less than 1 per cent of the concentration of the tracer gas after mixing ( $c_{mix,i}$ ) at maximum exhaust flow, the background concentration may be neglected.

The total system shall meet the linearity requirements for the exhaust gas flow of paragraph 9.2.

#### 8.4.1.6. Airflow and air to fuel ratio measurement method

This involves exhaust mass calculation from the air flow and the air to fuel ratio. The calculation of the instantaneous exhaust gas mass flow is as follows:

$$q_{mew,i} = q_{maw,i} \times \left( 1 + \frac{1}{A/F_{st} \times \lambda_i} \right) \quad (30)$$

with

$$A/F_{st} = \frac{138,0 \times \left( 1 + \frac{\alpha}{4} - \frac{\varepsilon}{2} + \gamma \right)}{12,011 + 1,00794 \times \alpha + 15,9994 \times \varepsilon + 14,0067 \times \delta + 32,065 \times \gamma} \quad (31)$$

$$\lambda_i = \frac{\left( 100 - \frac{c_{COd} \times 10^{-4}}{2} - c_{HCw} \times 10^{-4} \right) + \left( \frac{\alpha}{4} \times \frac{1 - \frac{2 \times c_{COd} \times 10^{-4}}{3,5 \times c_{CO2d}} - \frac{\varepsilon}{2} - \frac{\delta}{2}}{1 + \frac{c_{CO} \times 10^{-4}}{3,5 \times c_{CO2d}}} \right) \times (c_{CO2d} + c_{COd} \times 10^{-4})}{4,764 \times \left( 1 + \frac{\alpha}{4} - \frac{\varepsilon}{2} + \gamma \right) \times (c_{CO2d} + c_{COd} \times 10^{-4} + c_{HCw} \times 10^{-4})} \quad (32)$$

where:

- $q_{maw,i}$  is the instantaneous intake air mass flow rate, kg/s
- $A/F_{st}$  is the stoichiometric air to fuel ratio, kg/kg
- $\lambda_i$  is the instantaneous excess air ratio
- $c_{CO2d}$  is the dry CO<sub>2</sub> concentration, per cent
- $c_{COd}$  is the dry CO concentration, ppm
- $c_{HCw}$  is the wet HC concentration, ppm

Airflowmeter and analysers shall meet the linearity requirements of paragraph 9.2, and the total system shall meet the linearity requirements for the exhaust gas flow of paragraph 9.2.

If an air to fuel ratio measurement equipment such as a zirconia-type sensor is used for the measurement of the excess air ratio, it shall meet the specifications of paragraph 9.3.2.7.

#### 8.4.1.7. Carbon balance method

This involves exhaust mass calculation from the fuel flow and the gaseous exhaust components that include carbon. The calculation of the instantaneous exhaust gas mass flow is as follows:

$$q_{mew,i} = q_{mf,i} \times \left( \frac{w_{BET}^2 \times 1,4}{(1,0828 \times w_{BET} + k_{fd} \times k_c) \times k_c} \left( 1 + \frac{H_a}{1000} \right) + 1 \right) \quad (33)$$

with

$$k_c = (c_{CO2d} - c_{CO2d,a}) \times 0,5441 + \frac{c_{COd}}{18,522} + \frac{c_{HCw}}{17,355} \quad (34)$$

and

$$k_{fd} = -0,055594 \times w_{ALF} + 0,0080021 \times w_{DEL} + 0,0070046 \times w_{EPS} \quad (35)$$

where:

$q_{mf,i}$	is the instantaneous fuel mass flow rate, kg/s
$H_a$	is the intake air humidity, g water per kg dry air
$w_{BET}$	is the carbon content of the fuel, per cent mass
$w_{ALF}$	is the hydrogen content of the fuel, per cent mass
$w_{DEL}$	is the nitrogen content of the fuel, per cent mass
$w_{EPS}$	is the oxygen content of the fuel, per cent mass
$c_{CO2d}$	is the dry CO <sub>2</sub> concentration, per cent
$c_{CO2d,a}$	is the dry CO <sub>2</sub> concentration of the intake air, per cent
$c_{CO}$	is the dry CO concentration, ppm
$c_{HCw}$	is the wet HC concentration, ppm

#### 8.4.2. Determination of the gaseous components

##### 8.4.2.1. Introduction

The gaseous components in the raw exhaust gas emitted by the engine submitted for testing shall be measured with the measurement and sampling systems described in paragraph 9.3 and Appendix 3. The data evaluation is described in paragraph 8.4.2.2.

Two calculation procedures are described in paragraphs 8.4.2.3 and 8.4.2.4, which are equivalent for the reference fuel of Appendix 2. The procedure in paragraph 8.4.2.3 is more straightforward, since it uses tabulated  $u$  values for the ratio between component and exhaust gas density. The procedure in paragraph 8.4.2.4 is more accurate for fuel qualities that deviate from the specifications in Appendix 2, but requires elementary analysis of the fuel composition.

## 8.4.2.2. Data evaluation

The emission relevant data shall be recorded and stored in accordance with paragraph 7.6.6.

For calculation of the mass emission of the gaseous components, the traces of the recorded concentrations and the trace of the exhaust gas mass flow rate shall be time aligned by the transformation time as defined in paragraph 3.1.30. Therefore, the response time of each gaseous emissions analyser and of the exhaust gas mass flow system shall be determined according to paragraphs 8.4.1.2 and 9.3.5, respectively, and recorded.

## 8.4.2.3. Calculation of mass emission based on tabulated values

The mass of the pollutants (g/test) shall be determined by calculating the instantaneous mass emissions from the raw concentrations of the pollutants and the exhaust gas mass flow, aligned for the transformation time as determined in accordance with paragraph 8.4.2.2, integrating the instantaneous values over the cycle, and multiplying the integrated values with the  $u$  values from table 5. If measured on a dry basis, the dry/wet correction according to paragraph 8.1 shall be applied to the instantaneous concentration values before any further calculation is done.

For the calculation of  $\text{NO}_x$ , the mass emission shall be multiplied, where applicable, with the humidity correction factor  $k_{h,D}$ , or  $k_{h,G}$ , as determined according to paragraph 8.2.

The following equation shall be applied:

$$m_{\text{gas}} = u_{\text{gas}} \times \sum_{i=1}^{i=n} c_{\text{gas},i} \times q_{\text{mew},i} \times \frac{1}{f} \quad (\text{in g/test}) \quad (36)$$

where:

- $u_{\text{gas}}$  is the respective value of the exhaust component from table 5
- $c_{\text{gas},i}$  is the instantaneous concentration of the component in the exhaust gas, ppm
- $q_{\text{mew},i}$  is the instantaneous exhaust mass flow, kg/s
- $f$  is the data sampling rate, Hz
- $n$  is the number of measurements

Table 5

Raw exhaust gas  $u$  values and component densities

Fuel	$\rho_e$	Gas					
		$\text{NO}_x$	CO	HC	$\text{CO}_2$	$\text{O}_2$	$\text{CH}_4$
		$\rho_{\text{gas}} [\text{kg/m}^3]$					
		2,053	1,250	( <sup>a</sup> )	1,9636	1,4277	0,716
		$u_{\text{gas}}^{(b)}$					
Diesel	1,2943	0,001586	0,000966	0,000479	0,001517	0,001103	0,000553
Ethanol	1,2757	0,001609	0,000980	0,000805	0,001539	0,001119	0,000561
CNG ( <sup>c</sup> )	1,2661	0,001621	0,000987	0,000528 ( <sup>d</sup> )	0,001551	0,001128	0,000565
Propane	1,2805	0,001603	0,000976	0,000512	0,001533	0,001115	0,000559
Butane	1,2832	0,001600	0,000974	0,000505	0,001530	0,001113	0,000558
LPG ( <sup>e</sup> )	1,2811	0,001602	0,000976	0,000510	0,001533	0,001115	0,000559

(<sup>a</sup>) depending on fuel.

(<sup>b</sup>) at  $\lambda = 2$ , dry air, 273 K, 101,3 kPa.

(<sup>c</sup>)  $u$  accurate within 0,2 % for mass composition of: C = 66 - 76 %; H = 22 - 25 %; N = 0 - 12 %.

(<sup>d</sup>) NMHC on the basis of  $\text{CH}_{2,93}$  (for total HC the  $u_{\text{gas}}$  coefficient of  $\text{CH}_4$  shall be used).

(<sup>e</sup>)  $u$  accurate within 0,2 % for mass composition of: C3 = 70 - 90 %; C4 = 10 - 30 %.

## 8.4.2.4. Calculation of mass emission based on exact equations

The mass of the pollutants (g/test) shall be determined by calculating the instantaneous mass emissions from the raw concentrations of the pollutants, the  $u$  values and the exhaust gas mass flow, aligned for the transformation time as determined in accordance with paragraph 8.4.2.2 and integrating the instantaneous values over the cycle. If measured on a dry basis, the dry/wet correction according to paragraph 8.1 shall be applied to the instantaneous concentration values before any further calculation is done.

For the calculation of  $\text{NO}_x$ , the mass emission shall be multiplied with the humidity correction factor  $k_{h,D}$ , or  $k_{h,G}$ , as determined according to paragraph 8.2.

The following equation shall be applied:

$$m_{\text{gas}} = \sum_{i=1}^{i=n} u_{\text{gas},i} \times c_{\text{gas},i} \times q_{\text{mew},i} \times \frac{1}{f} \quad (\text{in g/test}) \quad (37)$$

where:

- $u_{\text{gas},i}$  is calculated from equation 38 or 39
- $c_{\text{gas},i}$  is the instantaneous concentration of the component in the exhaust gas, ppm
- $q_{\text{mew},i}$  is the instantaneous exhaust mass flow, kg/s
- $f$  is the data sampling rate, Hz
- $n$  is the number of measurements

The instantaneous  $u$  values shall be calculated as follows:

$$u_{\text{gas},i} = M_{\text{gas}} / (M_{e,i} \times 1000) \quad (38)$$

or

$$u_{\text{gas},i} = \rho_{\text{gas}} / (\rho_{e,i} \times 1000) \quad (39)$$

with

$$\rho_{\text{gas}} = M_{\text{gas}} / 22,414 \quad (40)$$

where:

- $M_{\text{gas}}$  is the molar mass of the gas component, g/mol (cf. Appendix 6)
- $M_{e,i}$  is the instantaneous molar mass of the exhaust gas, g/mol
- $\rho_{\text{gas}}$  is the density of the gas component, kg/m<sup>3</sup>
- $\rho_{e,i}$  is the instantaneous density of the exhaust gas, kg/m<sup>3</sup>

The molar mass of the exhaust,  $M_e$ , shall be derived for a general fuel composition  $\text{CH}_\alpha\text{O}_\varepsilon\text{N}_\delta\text{S}_\gamma$  under the assumption of complete combustion, as follows:

$$M_{e,i} = \frac{1 + \frac{q_{mf,i}}{q_{maw,i}}}{\frac{q_{mf,i}}{q_{maw,i}} \times \frac{\frac{\alpha}{4} + \frac{\varepsilon}{2} + \frac{\delta}{2}}{12,011 + 1,00794 \times \alpha + 15,9994 \times \varepsilon + 14,0067 \times \delta + 32,065 \times \gamma} + \frac{\frac{H_a \times 10^{-3}}{2 \times 1,00794 + 15,9994} + \frac{1}{M_a}}{1 + H_a \times 10^{-3}}} \quad (41)$$

where:

- $q_{maw,i}$  is the instantaneous intake air mass flow rate on wet basis, kg/s
- $q_{mf,i}$  is the instantaneous fuel mass flow rate, kg/s
- $H_a$  is the intake air humidity, g water per kg dry air
- $M_a$  is the molar mass of the dry intake air = 28,965 g/mol

The exhaust density  $\rho_e$  shall be derived, as follows:

$$\rho_{e,i} = \frac{1000 + H_a + 1000 \times (q_{mf,i} / q_{mad,i})}{773,4 + 1,2434 \times H_a + k_{fw} \times 1000 \times (q_{mf,i} / q_{mad,i})} \quad (42)$$

where:

- $q_{mad,i}$  is the instantaneous intake air mass flow rate on dry basis, kg/s
- $q_{mf,i}$  is the instantaneous fuel mass flow rate, kg/s
- $H_a$  is the intake air humidity, g water per kg dry air
- $k_{fw}$  is the fuel specific factor of wet exhaust (equation 16) in paragraph 8.1.1.

#### 8.4.3. Particulate determination

##### 8.4.3.1. Data evaluation

The particulate mass shall be calculated according to equation 27 of paragraph 8.3. For the evaluation of the particulate concentration, the total sample mass ( $m_{sep}$ ) through the filter over the test cycle shall be recorded.

With the prior approval of the type approval authority, the particulate mass may be corrected for the particulate level of the diluent, as determined in paragraph 7.5.6, in line with good engineering practice and the specific design features of the particulate measurement system used.

##### 8.4.3.2. Calculation of mass emission

Depending on system design, the mass of particulates (g/test) shall be calculated by either of the methods in paragraphs 8.4.3.2.1 or 8.4.3.2.2 after buoyancy correction of the particulate sample filter according to paragraph 8.3.

##### 8.4.3.2.1. Calculation based on sample ratio

$$m_{PM} = m_p / (r_s \times 1000) \quad (43)$$

where:

- $m_p$  is the particulate mass sampled over the cycle, mg
- $r_s$  is the average sample ratio over the test cycle

with

$$r_s = \frac{m_{se}}{m_{ew}} \times \frac{m_{sep}}{m_{sed}} \quad (44)$$

where:

- $m_{se}$  is the sample mass over the cycle, kg
- $m_{ew}$  is the total exhaust mass flow over the cycle, kg
- $m_{sep}$  is the mass of diluted exhaust gas passing the particulate collection filters, kg
- $m_{sed}$  is the mass of diluted exhaust gas passing the dilution tunnel, kg

In case of the total sampling type system,  $m_{sep}$  and  $m_{sed}$  are identical.

## 8.4.3.2.2. Calculation based on dilution ratio

$$m_{PM} = \frac{m_p}{m_{sep}} \times \frac{m_{edf}}{1000} \quad (45)$$

where:

- $m_p$  is the particulate mass sampled over the cycle, mg  
 $m_{sep}$  is the mass of diluted exhaust gas passing the particulate collection filters, kg  
 $m_{edf}$  is the mass of equivalent diluted exhaust gas over the cycle, kg

The total mass of equivalent diluted exhaust gas mass over the cycle shall be determined as follows:

$$m_{edf} = \sum_{i=1}^{i=n} q_{medf,i} \times \frac{1}{f} \quad (46)$$

$$q_{medf,i} = q_{mew,i} \times r_{d,i} \quad (47)$$

$$r_{d,i} = \frac{q_{mdew,i}}{(q_{mdew,i} - q_{mdw,i})} \quad (48)$$

where:

- $q_{medf,i}$  is the instantaneous equivalent diluted exhaust mass flow rate, kg/s  
 $q_{mew,i}$  is the instantaneous exhaust mass flow rate, kg/s  
 $r_{d,i}$  is the instantaneous dilution ratio  
 $q_{mdew,i}$  is the instantaneous diluted exhaust mass flow rate, kg/s  
 $q_{mdw,i}$  is the instantaneous diluent mass flow rate, kg/s  
 $f$  is the data sampling rate, Hz  
 $n$  is the number of measurements

## 8.5. Full flow dilution measurement (CVS)

The concentration signals, either by integration over the cycle or by bag sampling, of the gaseous components shall be used for the calculation of the mass emissions by multiplication with the diluted exhaust mass flow rate. The exhaust mass flow rate shall be measured with a constant volume sampling (CVS) system, which may use a positive displacement pump (PDP), a critical flow venturi (CFV) or a subsonic venturi (SSV) with or without flow compensation.

For bag sampling and particulate sampling, a proportional sample shall be taken from the diluted exhaust gas of the CVS system. For a system without flow compensation, the ratio of sample flow to CVS flow shall not vary by more than  $\pm 2,5$  per cent from the set point of the test. For a system with flow compensation, each individual flow rate shall be constant within  $\pm 2,5$  per cent of its respective target flow rate.



The complete test set up is schematically shown in figure 7.

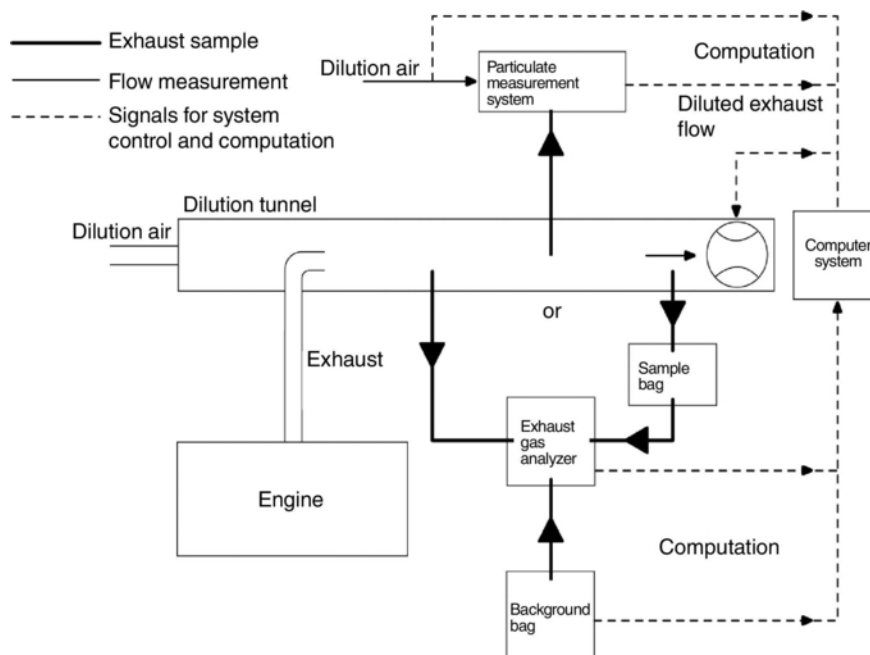


Figure 7

Scheme of full flow measurement system

#### 8.5.1. Determination of the diluted exhaust gas flow

##### 8.5.1.1. Introduction

For calculation of the emissions in the diluted exhaust gas, it is necessary to know the diluted exhaust gas mass flow rate. The total diluted exhaust gas flow over the cycle (kg/test) shall be calculated from the measurement values over the cycle and the corresponding calibration data of the flow measurement device ( $V_0$  for PDP,  $K_V$  for CFV,  $C_d$  for SSV) by either of the methods described in paragraphs 8.5.1.2 to 8.5.1.4. If the total sample flow of particulates ( $m_{sep}$ ) exceeds 0,5 per cent of the total CVS flow ( $m_{ed}$ ), the CVS flow shall be corrected for  $m_{sep}$  or the particulate sample flow shall be returned to the CVS prior to the flow measuring device.

##### 8.5.1.2. PDP-CVS system

The calculation of the mass flow over the cycle is as follows, if the temperature of the diluted exhaust is kept within  $\pm 6$  K over the cycle by using a heat exchanger:

$$m_{ed} = 1,293 \times V_0 \times n_p \times p_p \times 273 / (101,3 \times T) \quad (49)$$

where:

$V_0$  is the volume of gas pumped per revolution under test conditions,  $m^3/\text{rev}$

$n_p$  is the total revolutions of pump per test

$p_p$  is the absolute pressure at pump inlet, kPa

$T$  is the average temperature of the diluted exhaust gas at pump inlet, K

If a system with flow compensation is used (i.e. without heat exchanger), the instantaneous mass emissions shall be calculated and integrated over the cycle. In this case, the instantaneous mass of the diluted exhaust gas shall be calculated as follows:

$$m_{ed,i} = 1,293 \times V_0 \times n_{p,i} \times p_p \times 273 / (101,3 \times T) \quad (50)$$

where:

$n_{p,i}$  is the total revolutions of pump per time interval

#### 8.5.1.3. CFV-CVS system

The calculation of the mass flow over the cycle is as follows, if the temperature of the diluted exhaust is kept within  $\pm 11$  K over the cycle by using a heat exchanger:

$$m_{ed} = 1,293 \times t \times K_v \times p_p / T^{0,5} \quad (51)$$

where:

$t$  is the cycle time, s

$K_v$  is the calibration coefficient of the critical flow venturi for standard conditions,

$p_p$  is the absolute pressure at venturi inlet, kPa

$T$  is the absolute temperature at venturi inlet, K

If a system with flow compensation is used (i.e. without heat exchanger), the instantaneous mass emissions shall be calculated and integrated over the cycle. In this case, the instantaneous mass of the diluted exhaust gas shall be calculated as follows:

$$m_{ed,i} = 1,293 \times \Delta t_i \times K_v \times p_p / T^{0,5} \quad (52)$$

where:

$\Delta t_i$  is the time interval, s

#### 8.5.1.4. SSV-CVS system

The calculation of the mass flow over the cycle shall be as follows, if the temperature of the diluted exhaust is kept within  $\pm 11$  K over the cycle by using a heat exchanger:

$$m_{ed} = 1,293 \times Q_{SSV} \quad (53)$$

with

$$Q_{SSV} = A_0 d_v^2 C_d p_p \sqrt{\left[ \frac{1}{T} (r_p^{1,4286} - r_p^{1,7143}) \cdot \left( \frac{1}{1 - r_D^4 r_p^{1,4286}} \right) \right]} \quad (54)$$

where:

$$A_0 \text{ is } 0,006111 \text{ in SI units of } \left( \frac{m^3}{\min} \right) \left( \frac{K^{\frac{1}{2}}}{kPa} \right) \left( \frac{1}{mm^2} \right)$$

$d_v$  is the diameter of the SSV throat, m

$C_d$  is the discharge coefficient of the SSV

$p_p$  is the absolute pressure at venturi inlet, kPa

$T$  is the temperature at the venturi inlet, K

$r_p$  is the ratio of the SSV throat to inlet absolute static pressure,  $1 - \frac{\Delta p}{P_a}$

$r_D$  is the ratio of the SSV throat diameter,  $d$ , to the inlet pipe inner diameter  $D$

If a system with flow compensation is used (i.e. without heat exchanger), the instantaneous mass emissions shall be calculated and integrated over the cycle. In this case, the instantaneous mass of the diluted exhaust gas shall be calculated as follows:

$$m_{ed} = 1,293 \times Q_{ssv} \times \Delta t_i \quad (55)$$

where:

$\Delta t_i$  is the time interval, s

The real time calculation shall be initialised with either a reasonable value for  $C_d$ , such as 0,98, or a reasonable value of  $Q_{ssv}$ . If the calculation is initialised with  $Q_{ssv}$ , the initial value of  $Q_{ssv}$  shall be used to evaluate the Reynolds number.

During all emissions tests, the Reynolds number at the SSV throat shall be in the range of Reynolds numbers used to derive the calibration curve developed in paragraph 9.5.4.

#### 8.5.2. Determination of the gaseous components

##### 8.5.2.1. Introduction

The gaseous components in the diluted exhaust gas emitted by the engine submitted for testing shall be measured by the methods described in Appendix 3. Dilution of the exhaust shall be done with filtered ambient air, synthetic air or nitrogen. The flow capacity of the full flow system shall be large enough to completely eliminate water condensation in the dilution and sampling systems. Data evaluation and calculation procedures are described in paragraphs 8.5.2.2 and 8.5.2.3.

##### 8.5.2.2. Data evaluation

The emission relevant data shall be recorded and stored in accordance with paragraph 7.6.6.

##### 8.5.2.3. Calculation of mass emission

###### 8.5.2.3.1. Systems with constant mass flow

For systems with heat exchanger, the mass of the pollutants shall be determined from the following equation:

$$m_{gas} = u_{gas} \times c_{gas} \times m_{ed} \text{ (in g/test)} \quad (56)$$

where:

$u_{gas}$  is the respective value of the exhaust component from table 6

$c_{gas}$  is the average background corrected concentration of the component, ppm

$m_{ed}$  is the total diluted exhaust mass over the cycle, kg

If measured on a dry basis, the dry/wet correction according to paragraph 8.1 shall be applied.

For the calculation of  $NO_x$ , the mass emission shall be multiplied, if applicable, with the humidity correction factor  $k_{h,D}$ , or  $k_{h,G}$ , as determined according to paragraph 8.2.

The  $u$  values are given in table 6. For calculating the  $u_{\text{gas}}$  values, the density of the diluted exhaust gas has been assumed to be equal to air density. Therefore, the  $u_{\text{gas}}$  values are identical for single gas components, but different for HC.

Table 6

**Diluted exhaust gas  $u$  values and component densities**

Fuel	$\rho_{\text{de}}$	Gas					
		NO <sub>x</sub>	CO	HC	CO <sub>2</sub>	O <sub>2</sub>	CH <sub>4</sub>
		$\rho_{\text{gas}}$ [kg/m <sup>3</sup> ]					
		2,053	1,250	( <sup>a</sup> )	1,9636	1,4277	0,716
		$u_{\text{gas}}$ ( <sup>b</sup> )					
Diesel	1,293	0,001588	0,000967	0,000480	0,001519	0,001104	0,000553
Ethanol	1,293	0,001588	0,000967	0,000795	0,001519	0,001104	0,000553
CNG ( <sup>c</sup> )	1,293	0,001588	0,000967	0,000517 ( <sup>d</sup> )	0,001519	0,001104	0,000553
Propane	1,293	0,001588	0,000967	0,000507	0,001519	0,001104	0,000553
Butane	1,293	0,001588	0,000967	0,000501	0,001519	0,001104	0,000553
LPG ( <sup>e</sup> )	1,293	0,001588	0,000967	0,000505	0,001519	0,001104	0,000553

(<sup>a</sup>) depending on fuel.

(<sup>b</sup>) at  $\lambda = 2$ , dry air, 273 K, 101,3 kPa.

(<sup>c</sup>)  $u$  accurate within 0,2 % for mass composition of: C = 66 - 76 %; H = 22 - 25 %; N = 0 - 12 %.

(<sup>d</sup>) NMHC on the basis of CH<sub>2,93</sub> (for total HC the  $u_{\text{gas}}$  coefficient of CH<sub>4</sub> shall be used).

(<sup>e</sup>)  $u$  accurate within 0,2 % for mass composition of: C3 = 70 - 90 %; C4 = 10 - 30 %.

Alternatively, the  $u$  values may be calculated using the exact calculation method generally described in paragraph 8.4.2.4, as follows:

$$u_{\text{gas}} = \frac{M_{\text{gas}}}{M_{\text{d}} \times \left(1 - \frac{1}{D}\right) + M_{\text{e}} \times \left(\frac{1}{D}\right)} \quad (57)$$

where:

$M_{\text{gas}}$  is the molar mass of the gas component, g/mol (cf. Appendix 6)

$M_{\text{e}}$  is the molar mass of the exhaust gas, g/mol

$M_{\text{d}}$  is the molar mass of the diluent = 28,965 g/mol

$D$  is the dilution factor (see paragraph 8.5.2.3.2)

#### 8.5.2.3.2. Determination of the background corrected concentrations

The average background concentration of the gaseous pollutants in the diluent shall be subtracted from the measured concentrations to get the net concentrations of the pollutants. The average values of the background concentrations can be determined by the sample bag method or by continuous measurement with integration. The following equation shall be used:

$$c_{\text{gas}} = c_{\text{gas,e}} - c_{\text{d}} \times (1 - (1/D)) \quad (58)$$

where:

$c_{\text{gas,e}}$  is the concentration of the component measured in the diluted exhaust gas, ppm

$c_{\text{d}}$  is the concentration of the component measured in the diluent, ppm

$D$  is the dilution factor

The dilution factor shall be calculated as follows:

(a) for diesel and LPG fuelled gas engines

$$D = \frac{F_S}{c_{\text{CO}_2,e} + (c_{\text{HC},e} + c_{\text{CO},e}) \times 10^{-4}} \quad (59)$$

(b) for NG fuelled gas engines

$$D = \frac{F_S}{c_{\text{CO}_2,e} + (c_{\text{NMHC},e} + c_{\text{CO},e}) \times 10^{-4}} \quad (60)$$

where:

$c_{\text{CO}_2,e}$  is the wet concentration of  $\text{CO}_2$  in the diluted exhaust gas, per cent vol

$c_{\text{HC},e}$  is the wet concentration of HC in the diluted exhaust gas, ppm C1

$c_{\text{NMHC},e}$  is the wet concentration of NMHC in the diluted exhaust gas, ppm C1

$c_{\text{CO},e}$  is the wet concentration of CO in the diluted exhaust gas, ppm

$F_S$  is the stoichiometric factor

The stoichiometric factor shall be calculated as follows:

$$F_S = 100 \times \frac{1}{1 + \frac{a}{2} + 3,76 \times \left(1 + \frac{a}{4}\right)} \quad (61)$$

where:

$a$  is the molar hydrogen ratio of the fuel (H/C)

Alternatively, if the fuel composition is not known, the following stoichiometric factors may be used:

$F_S$  (diesel) = 13,4

$F_S$  (LPG) = 11,6

$F_S$  (NG) = 9,5

#### 8.5.2.3.3. Systems with flow compensation

For systems without heat exchanger, the mass of the pollutants (g/test) shall be determined by calculating the instantaneous mass emissions and integrating the instantaneous values over the cycle. Also, the background correction shall be applied directly to the instantaneous concentration value. The following equation shall be applied:

$$m_{\text{gas}} = \sum_{i=1}^n [(m_{\text{ed},i} \times c_{\text{gas},e} \times u_{\text{gas}})] - [(m_{\text{ed}} \times c_d \times (1 - 1/D) \times u_{\text{gas}})] \quad (62)$$

where:

$c_{\text{gas},e}$  is the concentration of the component measured in the diluted exhaust gas, ppm

$c_d$  is the concentration of the component measured in the diluent, ppm

$m_{\text{ed},i}$  is the instantaneous mass of the diluted exhaust gas, kg

$m_{\text{ed}}$  is the total mass of diluted exhaust gas over the cycle, kg

$u_{\text{gas}}$  is the tabulated value from table 6

$D$  is the dilution factor

## 8.5.3. Particulate determination

## 8.5.3.1. Calculation of mass emission

The particulate mass (g/test) shall be calculated after buoyancy correction of the particulate sample filter according to paragraph 8.3, as follows:

$$m_{PM} = \frac{m_p}{m_{sep}} \times \frac{m_{ed}}{1000} \quad (63)$$

where:

$m_p$  is the particulate mass sampled over the cycle, mg

$m_{sep}$  is the mass of diluted exhaust gas passing the particulate collection filters, kg

$m_{ed}$  is the mass of diluted exhaust gas over the cycle, kg

with

$$m_{sep} = m_{set} - m_{ssd} \quad (64)$$

where:

$m_{set}$  is the mass of double diluted exhaust gas through particulate filter, kg

$m_{ssd}$  is the mass of secondary diluent, kg

If the particulate background level of the diluent is determined in accordance with paragraph 7.5.6, the particulate mass may be background corrected. In this case, the particulate mass (g/test) shall be calculated as follows:

$$m_{PM} = \left[ \frac{m_p}{m_{sep}} - \left( \frac{m_b}{m_{sd}} \times \left( 1 - \frac{1}{D} \right) \right) \right] \times \frac{m_{ed}}{1000} \quad (65)$$

where:

$m_{sep}$  is the mass of diluted exhaust gas passing the particulate collection filters, kg

$m_{ed}$  is the mass of diluted exhaust gas over the cycle, kg

$m_{sd}$  is the mass of diluent sampled by background particulate sampler, kg

$m_b$  is the mass of the collected background particulates of the diluent, mg

$D$  is the dilution factor as determined in paragraph 8.5.2.3.2.

## 8.6. General calculations

## 8.6.1. Drift correction

With respect to drift verification in paragraph 7.8.4, the corrected concentration value shall be calculated as follows:

$$c_{cor} = c_{ref,z} + (c_{ref,s} - c_{ref,z}) \left( \frac{2 \cdot c_{gas} - (c_{pre,z} + c_{post,z})}{(c_{pre,s} + c_{post,s}) - (c_{pre,z} + c_{post,z})} \right) \quad (66)$$

where:

$c_{ref,z}$  is the reference concentration of the zero gas (usually zero), ppm

$c_{ref,s}$  is the reference concentration of the span gas, ppm

$c_{\text{pre,z}}$	is the pre-test analyser concentration of the zero gas, ppm
$c_{\text{pre,s}}$	is the pre-test analyser concentration of the span gas, ppm,
$c_{\text{post,z}}$	is the post-test analyser concentration of the zero gas, ppm,
$c_{\text{post,s}}$	is the post-test analyser concentration of the span gas, ppm
$c_{\text{gas}}$	is the sample gas concentration, ppm

Two sets of specific emission results shall be calculated for each component in accordance with paragraph 8.6.3, after any other corrections have been applied. One set shall be calculated using uncorrected concentrations and another set shall be calculated using the concentrations corrected for drift according to equation 66.

Depending on the measurement system and calculation method used, the uncorrected emissions results shall be calculated with equations 36, 37 56, 57 or 62, respectively. For calculation of the corrected emissions,  $c_{\text{gas}}$  in equations 36, 37 56, 57 or 62, respectively, shall be replaced with  $c_{\text{cor}}$  of equation 66. If instantaneous concentration values  $c_{\text{gas,i}}$  are used in the respective equation, the corrected value shall also be applied as instantaneous value  $c_{\text{cor,i}}$ . In equation 57, the correction shall be applied to both the measured and the background concentration.

The comparison shall be made as a percentage of the uncorrected results. The difference between the uncorrected and the corrected brake-specific emission values shall be within  $\pm 4$  per cent of the uncorrected brake-specific emission values or within  $\pm 4$  per cent of the respective limit value, whichever is greater. If the drift is greater than 4 per cent, the test shall be voided.

If drift correction is applied, only the drift-corrected emission results shall be used when reporting emissions.

#### 8.6.2. Calculation of NMHC and $\text{CH}_4$

The calculation of NMHC and  $\text{CH}_4$  depends on the calibration method used. The FID for the measurement without NMC (lower path of Appendix 3, figure 11), shall be calibrated with propane. For the calibration of the FID in series with NMC (upper path of Appendix 3, figure 11), the following methods are permitted.

- (a) calibration gas — propane; propane bypasses NMC,
- (b) calibration gas — methane; methane passes through NMC

The concentration of NMHC and  $\text{CH}_4$  shall be calculated as follows for (a):

$$c_{\text{NMHC}} = \frac{c_{\text{HC(w/NMC)}} - c_{\text{HC(w/oNMC)}} \times (1 - E_E)}{r_h \times (E_E - E_M)} \quad (67)$$

$$c_{\text{CH}_4} = \frac{c_{\text{HC(w/oNMC)}} \times (1 - E_M) - c_{\text{HC(w/NMC)}}}{E_E - E_M} \quad (68)$$

The concentration of NMHC and  $\text{CH}_4$  shall be calculated as follows for (b):

$$c_{\text{NMHC}} = \frac{c_{\text{HC(w/oNMC)}} \times (1 - E_M) - c_{\text{HC(w/NMC)}} \times r_h \times (1 - E_M)}{E_E - E_M} \quad (67a)$$

$$c_{CH4} = \frac{c_{HC(w/NMC)} \times r_h \times (1 - E_M) - c_{HC(w/oNMC)} \times (1 - E_E)}{r_h \times (E_E - E_M)} \quad (68a)$$

where:

$c_{HC(w/NMC)}$  is the HC concentration with sample gas flowing through the NMC, ppm

$c_{HC(w/oNMC)}$  is the HC concentration with sample gas bypassing the NMC, ppm

$r_h$  is the methane response factor as determined per paragraph 9.3.7.2.

$E_M$  is the methane efficiency as determined per paragraph 9.3.8.1.

$E_E$  is the ethane efficiency as determined per paragraph 9.3.8.2.

If  $r_h < 1,05$ , it may be omitted in equations 67, 67a and 68a.

### 8.6.3. Calculation of the specific emissions

The specific emissions  $e_{gas}$  or  $e_{PM}$  (g/kWh) shall be calculated for each individual component in the following ways depending on the type of test cycle.

For the WHSC, hot WHTC, or cold WHTC, the following equation shall be applied:

$$e = \frac{m}{W_{act}} \quad (69)$$

where:

$m$  is the mass emission of the component, g/test

$W_{act}$  is the actual cycle work as determined according to paragraph 7.8.6, kWh

For the WHTC, the final test result shall be a weighted average from cold start test and hot start test according to the following equation:

$$e = \frac{(0,14 \times m_{cold}) + (0,86 \times m_{hot})}{(0,14 \times W_{act,cold}) + (0,86 \times W_{act,hot})} \quad (70)$$

where:

$m_{cold}$  is the mass emission of the component on the cold start test, g/test

$m_{hot}$  is the mass emission of the component on the hot start test, g/test

$W_{act,cold}$  is the actual cycle work on the cold start test, kWh

$W_{act,hot}$  is the actual cycle work on the hot start test, kWh

If periodic regeneration in accordance with paragraph 6.6.2 applies, the regeneration adjustment factors  $k_{r,u}$  or  $k_{r,d}$  shall be multiplied with or be added to, respectively, the specific emissions result  $e$  as determined in equations 69 and 70.

## 9. EQUIPMENT SPECIFICATION AND VERIFICATION

This annex does not contain details of flow, pressure, and temperature measuring equipment or systems. Instead, only the linearity requirements of such equipment or systems necessary for conducting an emissions test are given in paragraph 9.2.



### 9.1. Dynamometer specification

An engine dynamometer with adequate characteristics to perform the appropriate test cycle described in paragraphs 7.2.1 and 7.2.2 shall be used.

The instrumentation for torque and speed measurement shall allow the measurement accuracy of the shaft power as needed to comply with the cycle validation criteria. Additional calculations may be necessary. The accuracy of the measuring equipment shall be such that the linearity requirements given in paragraph 9.2, table 7 are not exceeded.

### 9.2. Linearity requirements

The calibration of all measuring instruments and systems shall be traceable to national (international) standards. The measuring instruments and systems shall comply with the linearity requirements given in table 7. The linearity verification according to paragraph 9.2.1 shall be performed for the gas analysers at least every 3 months or whenever a system repair or change is made that could influence calibration. For the other instruments and systems, the linearity verification shall be done as required by internal audit procedures, by the instrument manufacturer or in accordance with ISO 9000 requirements.

Table 7

**Linearity requirements of instruments and measurement systems**

Measurement system	$ x_{\min} \cdot (a_1 - 1) + a_0 $	Slope $a_1$	Standard error SEE	Coefficient of determination $r^2$
Engine speed	$\leq 0,05 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Engine torque	$\leq 1 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Fuel flow	$\leq 1 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Airflow	$\leq 1 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Exhaust gas flow	$\leq 1 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Diluent flow	$\leq 1 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Diluted exhaust gas flow	$\leq 1 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Sample flow	$\leq 1 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Gas analysers	$\leq 0,5 \text{ \% max}$	0,99 – 1,01	$\leq 1 \text{ \% max}$	$\geq 0,998$
Gas dividers	$\leq 0,5 \text{ \% max}$	0,98 – 1,02	$\leq 2 \text{ \% max}$	$\geq 0,990$
Temperatures	$\leq 1 \text{ \% max}$	0,99 – 1,01	$\leq 1 \text{ \% max}$	$\geq 0,998$
Pressures	$\leq 1 \text{ \% max}$	0,99 – 1,01	$\leq 1 \text{ \% max}$	$\geq 0,998$
PM balance	$\leq 1 \text{ \% max}$	0,99 – 1,01	$\leq 1 \text{ \% max}$	$\geq 0,998$

#### 9.2.1. Linearity verification

##### 9.2.1.1. Introduction

A linearity verification shall be performed for each measurement system listed in table 7. At least 10 reference values, or as specified otherwise, shall be introduced to the measurement system, and the measured values shall be compared to the reference values by using a least squares linear regression in accordance with equation 11. The maximum limits in table 6 refer to the maximum values expected during testing.

##### 9.2.1.2. General requirements

The measurement systems shall be warmed up according to the recommendations of the instrument manufacturer. The measurement systems shall be operated at their specified temperatures, pressures and flows.

#### 9.2.1.3. Procedure

The linearity verification shall be run for each normally used operating range with the following steps:

- (a) The instrument shall be set at zero by introducing a zero signal. For gas analysers, purified synthetic air (or nitrogen) shall be introduced directly to the analyser port.
- (b) The instrument shall be spanned by introducing a span signal. For gas analysers, an appropriate span gas shall be introduced directly to the analyser port.
- (c) The zero procedure of (a) shall be repeated.
- (d) The verification shall be established by introducing at least 10 reference values (including zero) that are within the range from zero to the highest values expected during emission testing. For gas analysers, known gas concentrations in accordance with paragraph 9.3.3.2 shall be introduced directly to the analyser port.
- (e) At a recording frequency of at least 1 Hz, the reference values shall be measured and the measured values recorded for 30 s.
- (f) The arithmetic mean values over the 30 s period shall be used to calculate the least squares linear regression parameters according to equation 11 in paragraph 7.8.7.
- (g) The linear regression parameters shall meet the requirements of paragraph 9.2, table 7.
- (h) The zero setting shall be rechecked and the verification procedure repeated, if necessary.

### 9.3. Gaseous emissions measurement and sampling system

#### 9.3.1. Analyser specifications

##### 9.3.1.1. General

The analysers shall have a measuring range and response time appropriate for the accuracy required to measure the concentrations of the exhaust gas components under transient and steady state conditions.

The electromagnetic compatibility (EMC) of the equipment shall be on a level as to minimise additional errors.

##### 9.3.1.2. Accuracy

The accuracy, defined as the deviation of the analyser reading from the reference value, shall not exceed  $\pm 2$  per cent of the reading or  $\pm 0,3$  per cent of full scale whichever is larger.

##### 9.3.1.3. Precision

The precision, defined as 2,5 times the standard deviation of 10 repetitive responses to a given calibration or span gas, shall be no greater than 1 per cent of full scale concentration for each range used above 155 ppm (or ppm C) or 2 per cent of each range used below 155 ppm (or ppm C).

## 9.3.1.4. Noise

The analyser peak-to-peak response to zero and calibration or span gases over any 10 seconds period shall not exceed 2 per cent of full scale on all ranges used.

## 9.3.1.5. Zero drift

The drift of the zero response shall be specified by the instrument manufacturer.

## 9.3.1.6. Span drift

The drift of the span response shall be specified by the instrument manufacturer.

## 9.3.1.7. Rise time

The rise time of the analyser installed in the measurement system shall not exceed 2,5 s.

## 9.3.1.8. Gas drying

Exhaust gases may be measured wet or dry. A gas-drying device, if used, shall have a minimal effect on the composition of the measured gases. Chemical dryers are not an acceptable method of removing water from the sample.

## 9.3.2. Gas analysers

## 9.3.2.1. Introduction

Paragraphs 9.3.2.2 to 9.3.2.7 describe the measurement principles to be used. A detailed description of the measurement systems is given in Appendix 3. The gases to be measured shall be analysed with the following instruments. For non-linear analysers, the use of linearising circuits is permitted.

## 9.3.2.2. Carbon monoxide (CO) analysis

The carbon monoxide analyser shall be of the non-dispersive infrared (NDIR) absorption type.

9.3.2.3. Carbon dioxide (CO<sub>2</sub>) analysis

The carbon dioxide analyser shall be of the non-dispersive infrared (NDIR) absorption type.

## 9.3.2.4. Hydrocarbon (HC) analysis

The hydrocarbon analyser shall be of the heated flame ionisation detector (HFID) type with detector, valves, pipework, etc. heated so as to maintain a gas temperature of  $463\text{ K} \pm 10\text{ K}$  ( $190 \pm 10\text{ }^{\circ}\text{C}$ ). Optionally, for NG fuelled and PI engines, the hydrocarbon analyser may be of the non-heated flame ionisation detector (FID) type depending upon the method used (see Appendix 3, paragraph A.3.1.3).

9.3.2.5. Methane (CH<sub>4</sub>) and non-methane hydrocarbon (NMHC) analysis

The determination of the methane and non-methane hydrocarbon fraction shall be performed with a heated non-methane cutter (NMC) and two FID's as per Appendix 3, paragraph A.3.1.4 and paragraph A.3.1.5. The concentration of the components shall be determined as per paragraph 8.6.2.

#### 9.3.2.6. Oxides of nitrogen (NO<sub>x</sub>) analysis

Two measurement instruments are specified for NO<sub>x</sub> measurement and either instrument may be used provided it meets the criteria specified in paragraphs 9.3.2.6.1 or 9.3.2.6.2, respectively. For the determination of system equivalency of an alternate measurement procedure in accordance with paragraph 5.1.1, only the CLD is permitted.

##### 9.3.2.6.1. Chemiluminescent detector (CLD)

If measured on a dry basis, the oxides of nitrogen analyser shall be of the chemiluminescent detector (CLD) or heated chemiluminescent detector (HCLD) type with a NO<sub>2</sub>/NO converter. If measured on a wet basis, a HCLD with converter maintained above 328 K (55 °C) shall be used, provided the water quench check (see paragraph 9.3.9.2.2) is satisfied. For both CLD and HCLD, the sampling path shall be maintained at a wall temperature of 328 K to 473 K (55 °C to 200 °C) up to the converter for dry measurement and up to the analyser for wet measurement.

##### 9.3.2.6.2. Non-dispersive ultraviolet detector (NDUV)

A non-dispersive ultraviolet (NDUV) analyser shall be used to measure NO<sub>x</sub> concentration. If the NDUV analyser measures only NO, a NO<sub>2</sub>/NO converter shall be placed upstream of the NDUV analyser. The NDUV temperature shall be maintained to prevent aqueous condensation, unless a sample dryer is installed upstream of the NO<sub>2</sub>/NO converter, if used, or upstream of the analyser.

#### 9.3.2.7. Air to fuel measurement

The air to fuel measurement equipment used to determine the exhaust gas flow as specified in paragraph 8.4.1.6 shall be a wide range air to fuel ratio sensor or lambda sensor of Zirconia type. The sensor shall be mounted directly on the exhaust pipe where the exhaust gas temperature is high enough to eliminate water condensation.

The accuracy of the sensor with incorporated electronics shall be within:

± 3 per cent of reading	for	$\lambda < 2$
± 5 per cent of reading	for	$2 \leq \lambda < 5$
± 10 per cent of reading	for	$5 \leq \lambda$

To fulfill the accuracy specified above, the sensor shall be calibrated as specified by the instrument manufacturer.

#### 9.3.3. Gases

The shelf life of all gases shall be respected.

##### 9.3.3.1. Pure gases

The required purity of the gases is defined by the contamination limits given below. The following gases shall be available for operation:

###### (a) For raw exhaust gas

Purified nitrogen

(Contamination  $\leq 1$  ppm Cl,  $\leq 1$  ppm CO,  $\leq 400$  ppm CO<sub>2</sub>,  $\leq 0,1$  ppm NO)

Purified oxygen

(Purity  $> 99,5$  per cent vol O<sub>2</sub>)

Hydrogen-helium mixture (FID burner fuel)

( $40 \pm 1$  per cent hydrogen, balance helium)

(Contamination  $\leq 1$  ppm C1,  $\leq 400$  ppm CO<sub>2</sub>)

Purified synthetic air

(Contamination  $\leq 1$  ppm C1,  $\leq 1$  ppm CO,  $\leq 400$  ppm CO<sub>2</sub>,  $\leq 0,1$  ppm NO)

(Oxygen content between 18-21 per cent vol.)

(b) For dilute exhaust gas (optionally for raw exhaust gas)

Purified nitrogen

(Contamination  $\leq 0,05$  ppm C1,  $\leq 1$  ppm CO,  $\leq 10$  ppm CO<sub>2</sub>,  $\leq 0,02$  ppm NO)

Purified oxygen

(Purity  $> 99,5$  per cent vol O<sub>2</sub>)

Hydrogen-helium mixture (FID burner fuel)

( $40 \pm 1$  per cent hydrogen, balance helium)

(Contamination  $\leq 0,05$  ppm C1,  $\leq 10$  ppm CO<sub>2</sub>)

Purified synthetic air

(Contamination  $\leq 0,05$  ppm C1,  $\leq 1$  ppm CO,  $\leq 10$  ppm CO<sub>2</sub>,  $\leq 0,02$  ppm NO)

(Oxygen content between 20,5 - 21,5 per cent vol.)

If gas bottles are not available, a gas purifier may be used, if contamination levels can be demonstrated.

#### 9.3.3.2. Calibration and span gases

Mixtures of gases having the following chemical compositions shall be available, if applicable. Other gas combinations are allowed provided the gases do not react with one another. The expiration date of the calibration gases stated by the manufacturer shall be recorded.

C<sub>3</sub>H<sub>8</sub> and purified synthetic air (see paragraph 9.3.3.1);

CO and purified nitrogen;

NO and purified nitrogen;

NO<sub>2</sub> and purified synthetic air;

CO<sub>2</sub> and purified nitrogen;

CH<sub>4</sub> and purified synthetic air;

C<sub>2</sub>H<sub>6</sub> and purified synthetic air

The true concentration of a calibration and span gas shall be within  $\pm 1$  per cent of the nominal value, and shall be traceable to national or international standards. All concentrations of calibration gas shall be given on a volume basis (volume percent or volume ppm).

## 9.3.3.3. Gas dividers

The gases used for calibration and span may also be obtained by means of gas dividers (precision blending devices), diluting with purified N<sub>2</sub> or with purified synthetic air. The accuracy of the gas divider shall be such that the concentration of the blended calibration gases is accurate to within  $\pm 2$  per cent. This accuracy implies that primary gases used for blending shall be known to an accuracy of at least  $\pm 1$  per cent, traceable to national or international gas standards. The verification shall be performed at between 15 and 50 per cent of full scale for each calibration incorporating a gas divider. An additional verification may be performed using another calibration gas, if the first verification has failed.

Optionally, the blending device may be checked with an instrument which by nature is linear, e.g. using NO gas with a CLD. The span value of the instrument shall be adjusted with the span gas directly connected to the instrument. The gas divider shall be checked at the settings used and the nominal value shall be compared to the measured concentration of the instrument. This difference shall in each point be within  $\pm 1$  per cent of the nominal value.

For conducting the linearity verification according to paragraph 9.2.1, the gas divider shall be accurate to within  $\pm 1$  per cent.

## 9.3.3.4. Oxygen interference check gases

Oxygen interference check gases are a blend of propane, oxygen and nitrogen. They shall contain propane with 350 ppm C  $\pm$  75 ppm C hydrocarbon. The concentration value shall be determined to calibration gas tolerances by chromatographic analysis of total hydrocarbons plus impurities or by dynamic blending. The oxygen concentrations required for positive ignition and compression ignition engine testing are listed in table 8 with the remainder being purified nitrogen.

Table 8

**Oxygen interference check gases**

Type of engine	O <sub>2</sub> concentration (per cent)
Compression ignition	21 (20 to 22)
Compression and positive ignition	10 (9 to 11)
Compression and positive ignition	5 (4 to 6)
Positive ignition	0 (0 to 1)

## 9.3.4. Leak check

A system leak check shall be performed. The probe shall be disconnected from the exhaust system and the end plugged. The analyser pump shall be switched on. After an initial stabilisation period all flowmeters will read approximately zero in the absence of a leak. If not, the sampling lines shall be checked and the fault corrected.

The maximum allowable leakage rate on the vacuum side shall be 0,5 per cent of the in-use flow rate for the portion of the system being checked. The analyser flows and bypass flows may be used to estimate the in-use flow rates.

Alternatively, the system may be evacuated to a pressure of at least 20 kPa vacuum (80 kPa absolute). After an initial stabilisation period the pressure increase  $\Delta p$  (kPa/min) in the system shall not exceed:

$$\Delta p = p / V_s \times 0,005 \times q_{vs} \quad (71)$$

where:

$V_s$  is the system volume, l

$q_{vs}$  is the system flow rate, l/min

Another method is the introduction of a concentration step change at the beginning of the sampling line by switching from zero to span gas. If for a correctly calibrated analyser after an adequate period of time the reading is  $\leq 99$  per cent compared to the introduced concentration, this points to a leakage problem that shall be corrected.

#### 9.3.5. Response time check of the analytical system

The system settings for the response time evaluation shall be exactly the same as during measurement of the test run (i.e. pressure, flow rates, filter settings on the analysers and all other response time influences). The response time determination shall be done with gas switching directly at the inlet of the sample probe. The gas switching shall be done in less than 0,1 s. The gases used for the test shall cause a concentration change of at least 60 per cent full scale (FS).

The concentration trace of each single gas component shall be recorded. The response time is defined to be the difference in time between the gas switching and the appropriate change of the recorded concentration. The system response time ( $t_{90}$ ) consists of the delay time to the measuring detector and the rise time of the detector. The delay time is defined as the time from the change ( $t_0$ ) until the response is 10 per cent of the final reading ( $t_{10}$ ). The rise time is defined as the time between 10 per cent and 90 per cent response of the final reading ( $t_{90} - t_{10}$ ).

For time alignment of the analyser and exhaust flow signals, the transformation time is defined as the time from the change ( $t_0$ ) until the response is 50 per cent of the final reading ( $t_{50}$ ).

The system response time shall be  $\leq 10$  s with a rise time of  $\leq 2,5$  s in accordance with paragraph 9.3.1.7 for all limited components (CO, NO<sub>x</sub>, HC or NMHC) and all ranges used. When using a NMC for the measurement of NMHC, the system response time may exceed 10 s.

#### 9.3.6. Efficiency test of NO<sub>x</sub> converter

The efficiency of the converter used for the conversion of NO<sub>2</sub> into NO is tested as given in paragraphs 9.3.6.1 to 9.3.6.8 (see figure 8).

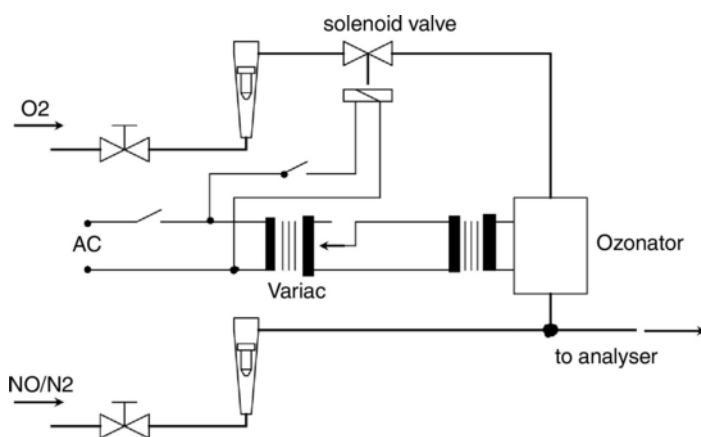


Figure 8

Scheme of NO<sub>2</sub> converter efficiency device

##### 9.3.6.1. Test setup

Using the test setup as schematically shown in figure 8 and the procedure below, the efficiency of the converter shall be tested by means of an ozonator.

#### 9.3.6.2. Calibration

The CLD and the HCLD shall be calibrated in the most common operating range following the manufacturer's specifications using zero and span gas (the NO content of which shall amount to about 80 per cent of the operating range and the NO<sub>2</sub> concentration of the gas mixture to less than 5 per cent of the NO concentration). The NO<sub>x</sub> analyser shall be in the NO mode so that the span gas does not pass through the converter. The indicated concentration has to be recorded.

#### 9.3.6.3. Calculation

The per cent efficiency of the converter shall be calculated as follows:

$$E_{\text{NO}_x} = \left( 1 + \frac{a - b}{c - d} \right) \times 100 \quad (72)$$

where:

- a* is the NO<sub>x</sub> concentration according to paragraph 9.3.6.6.
- b* is the NO<sub>x</sub> concentration according to paragraph 9.3.6.7.
- c* is the NO concentration according to paragraph 9.3.6.4.
- d* is the NO concentration according to paragraph 9.3.6.5.

#### 9.3.6.4. Adding of oxygen

Via a T-fitting, oxygen or zero air shall be added continuously to the gas flow until the concentration indicated is about 20 per cent less than the indicated calibration concentration given in paragraph 9.3.6.2 (the analyser is in the NO mode).

The indicated concentration (*c*) shall be recorded. The ozonator is kept deactivated throughout the process.

#### 9.3.6.5. Activation of the ozonator

The ozonator shall be activated to generate enough ozone to bring the NO concentration down to about 20 per cent (minimum 10 per cent) of the calibration concentration given in paragraph 9.3.6.2. The indicated concentration (*d*) shall be recorded (the analyser is in the NO mode).

#### 9.3.6.6. NO<sub>x</sub> mode

The NO analyser shall be switched to the NO<sub>x</sub> mode so that the gas mixture (consisting of NO, NO<sub>2</sub>, O<sub>2</sub> and N<sub>2</sub>) now passes through the converter. The indicated concentration (*a*) shall be recorded (the analyser is in the NO<sub>x</sub> mode).

#### 9.3.6.7. Deactivation of the ozonator

The ozonator is now deactivated. The mixture of gases described in paragraph 9.3.6.6 passes through the converter into the detector. The indicated concentration (*b*) shall be recorded (the analyser is in the NO<sub>x</sub> mode).

#### 9.3.6.8. NO mode

Switched to NO mode with the ozonator deactivated, the flow of oxygen or synthetic air shall be shut off. The NO<sub>x</sub> reading of the analyser shall not deviate by more than  $\pm 5$  per cent from the value measured according to paragraph 9.3.6.2 (the analyser is in the NO mode).

#### 9.3.6.9. Test interval

The efficiency of the converter shall be tested at least once per month.



#### 9.3.6.10. Efficiency requirement

The efficiency of the converter  $E_{\text{NO}_x}$  shall not be less than 95 per cent.

If, with the analyser in the most common range, the ozonator cannot give a reduction from 80 per cent to 20 per cent according to paragraph 9.3.6.5, the highest range which will give the reduction shall be used.

#### 9.3.7. Adjustment of the FID

##### 9.3.7.1. Optimisation of the detector response

The FID shall be adjusted as specified by the instrument manufacturer. A propane in air span gas shall be used to optimise the response on the most common operating range.

With the fuel and airflow rates set at the manufacturer's recommendations, a  $350 \pm 75$  ppm C span gas shall be introduced to the analyser. The response at a given fuel flow shall be determined from the difference between the span gas response and the zero gas response. The fuel flow shall be incrementally adjusted above and below the manufacturer's specification. The span and zero response at these fuel flows shall be recorded. The difference between the span and zero response shall be plotted and the fuel flow adjusted to the rich side of the curve. This is the initial flow rate setting which may need further optimisation depending on the results of the hydrocarbon response factors and the oxygen interference check according to paragraphs 9.3.7.2 and 9.3.7.3. If the oxygen interference or the hydrocarbon response factors do not meet the following specifications, the airflow shall be incrementally adjusted above and below the manufacturer's specifications, repeating paragraphs 9.3.7.2 and 9.3.7.3 for each flow.

The optimisation may optionally be conducted using the procedures outlined in SAE paper No 770141.

##### 9.3.7.2. Hydrocarbon response factors

A linearity verification of the analyser shall be performed using propane in air and purified synthetic air according to paragraph 9.2.1.3.

Response factors shall be determined when introducing an analyser into service and after major service intervals. The response factor ( $r_h$ ) for a particular hydrocarbon species is the ratio of the FID C1 reading to the gas concentration in the cylinder expressed by ppm C1.

The concentration of the test gas shall be at a level to give a response of approximately 80 per cent of full scale. The concentration shall be known to an accuracy of  $\pm 2$  per cent in reference to a gravimetric standard expressed in volume. In addition, the gas cylinder shall be preconditioned for 24 hours at a temperature of  $298 \text{ K} \pm 5 \text{ K}$  ( $25^\circ\text{C} \pm 5^\circ\text{C}$ ).

The test gases to be used and the relative response factor ranges are as follows:

- |  |                           |
|--|---------------------------|
| (a) methane and purified synthetic air   | $1,00 \leq r_h \leq 1,15$ |
| (b) propylene and purified synthetic air | $0,90 \leq r_h \leq 1,1$  |
| (c) toluene and purified synthetic air   | $0,90 \leq r_h \leq 1,1$  |

These values are relative to a  $r_h$  of 1 for propane and purified synthetic air.

## 9.3.7.3. Oxygen interference check

For raw exhaust gas analysers only, the oxygen interference check shall be performed when introducing an analyser into service and after major service intervals.

A measuring range shall be chosen where the oxygen interference check gases will fall in the upper 50 per cent. The test shall be conducted with the oven temperature set as required. Oxygen interference check gas specifications are found in paragraph 9.3.3.4.

- (a) the analyser shall be set at zero;
- (b) the analyser shall be spanned with the 0 per cent oxygen blend for positive ignition engines. Compression ignition engine instruments shall be spanned with the 21 per cent oxygen blend;
- (c) the zero response shall be rechecked. If it has changed by more than 0,5 per cent of full scale, steps (a) and (b) of this paragraph shall be repeated;
- (d) the 5 per cent and 10 per cent oxygen interference check gases shall be introduced;
- (e) the zero response shall be rechecked. If it has changed by more than  $\pm 1$  per cent of full scale, the test shall be repeated;
- (f) the oxygen interference  $E_{O_2}$  shall be calculated for each mixture in step (d) as follows:

$$E_{O_2} = (c_{\text{ref,d}} - c) \times 100 / c_{\text{ref,d}} \quad (73)$$

with the analyser response being

$$c = \frac{c_{\text{ref,b}} \times c_{\text{FS,b}}}{c_{\text{m,b}}} \times \frac{c_{\text{m,d}}}{c_{\text{FS,d}}} \quad (74)$$

where:

- $c_{\text{ref,b}}$  is the reference HC concentration in step (b), ppm C
- $c_{\text{ref,d}}$  is the reference HC concentration in step (d), ppm C
- $c_{\text{FS,b}}$  is the full scale HC concentration in step (b), ppm C
- $c_{\text{FS,d}}$  is the full scale HC concentration in step (d), ppm C
- $c_{\text{m,b}}$  is the measured HC concentration in step (b), ppm C
- $c_{\text{m,d}}$  is the measured HC concentration in step (d), ppm C

- (g) The oxygen interference  $E_{O_2}$  shall be less than  $\pm 1,5$  per cent for all required oxygen interference check gases prior to testing.
- (h) If the oxygen interference  $E_{O_2}$  is greater than  $\pm 1,5$  per cent, corrective action may be taken by incrementally adjusting the airflow above and below the manufacturer's specifications, the fuel flow and the sample flow.
- (i) The oxygen interference shall be repeated for each new setting.

## 9.3.8. Efficiency of the non-methane cutter (NMC)

The NMC is used for the removal of the non-methane hydrocarbons from the sample gas by oxidising all hydrocarbons except methane. Ideally, the conversion for methane is 0 per cent, and for the other hydrocarbons represented by ethane is 100 per cent. For the accurate measurement of NMHC, the two efficiencies shall be determined and used for the calculation of the NMHC emission mass flow rate (see paragraph 8.5.2).

## 9.3.8.1. Methane efficiency

Methane calibration gas shall be flown through the FID with and without bypassing the NMC and the two concentrations recorded. The efficiency shall be determined as follows:

$$E_M = 1 - \frac{c_{\text{HC(w/NMC)}}}{c_{\text{HC(w/oNMC)}}} \quad (75)$$

where:

$c_{\text{HC(w/NMC)}}$  is the HC concentration with CH<sub>4</sub> flowing through the NMC, ppm C

$c_{\text{HC(w/oNMC)}}$  is the HC concentration with CH<sub>4</sub> bypassing the NMC, ppm C

## 9.3.8.2. Ethane efficiency

Ethane calibration gas shall be flown through the FID with and without bypassing the NMC and the two concentrations recorded. The efficiency shall be determined as follows:

$$E_E = 1 - \frac{c_{\text{HC(w/NMC)}}}{c_{\text{HC(w/oNMC)}}} \quad (76)$$

where:

$c_{\text{HC(w/NMC)}}$  is the HC concentration with C<sub>2</sub>H<sub>6</sub> flowing through the NMC, ppm C

$c_{\text{HC(w/oNMC)}}$  is the HC concentration with C<sub>2</sub>H<sub>6</sub> bypassing the NMC, ppm C

## 9.3.9. Interference effects

Other gases than the one being analysed can interfere with the reading in several ways. Positive interference occurs in NDIR instruments where the interfering gas gives the same effect as the gas being measured, but to a lesser degree. Negative interference occurs in NDIR instruments by the interfering gas broadening the absorption band of the measured gas, and in CLD instruments by the interfering gas quenching the reaction. The interference checks in paragraphs 9.3.9.1 and 9.3.9.3 shall be performed prior to an analyser's initial use and after major service intervals.

## 9.3.9.1. CO analyser interference check

Water and CO<sub>2</sub> can interfere with the CO analyser performance. Therefore, a CO<sub>2</sub> span gas having a concentration of 80 to 100 per cent of full scale of the maximum operating range used during testing shall be bubbled through water at room temperature and the analyser response recorded. The analyser response shall not be more than 2 per cent of the mean CO concentration expected during testing.

Interference procedures for CO<sub>2</sub> and H<sub>2</sub>O may also be run separately. If the CO<sub>2</sub> and H<sub>2</sub>O levels used are higher than the maximum levels expected during testing, each observed interference value shall be scaled down by multiplying the observed interference by the ratio of the maximum expected concentration value to the actual value used during this procedure. Separate interference procedures concentrations of H<sub>2</sub>O that are lower than the maximum levels expected during testing may be run, but the observed H<sub>2</sub>O interference shall be scaled up by multiplying the observed interference by the ratio of the maximum expected H<sub>2</sub>O concentration value to the actual value used during this procedure. The sum of the two scaled interference values shall meet the tolerance specified in this paragraph.

### 9.3.9.2. NO<sub>x</sub> analyser quench checks for CLD analyser

The two gases of concern for CLD (and HCLD) analysers are CO<sub>2</sub> and water vapour. Quench responses to these gases are proportional to their concentrations, and therefore require test techniques to determine the quench at the highest expected concentrations experienced during testing. If the CLD analyser uses quench compensation algorithms that utilise H<sub>2</sub>O and/or CO<sub>2</sub> measurement instruments, quench shall be evaluated with these instruments active and with the compensation algorithms applied.

#### 9.3.9.2.1. CO<sub>2</sub> quench check

A CO<sub>2</sub> span gas having a concentration of 80 to 100 per cent of full scale of the maximum operating range shall be passed through the NDIR analyser and the CO<sub>2</sub> value recorded as A. It shall then be diluted approximately 50 per cent with NO span gas and passed through the NDIR and CLD, with the CO<sub>2</sub> and NO values recorded as B and C, respectively. The CO<sub>2</sub> shall then be shut off and only the NO span gas be passed through the (H)CLD and the NO value recorded as D.

The per cent quench shall be calculated as follows:

$$E_{\text{CO}_2} = \left[ 1 - \left( \frac{C \times A}{(D \times A) - (D \times B)} \right) \right] \times 100 \quad (77)$$

where:

- A is the undiluted CO<sub>2</sub> concentration measured with NDIR, per cent
- B is the diluted CO<sub>2</sub> concentration measured with NDIR, per cent
- C is the diluted NO concentration measured with (H)CLD, ppm
- D is the undiluted NO concentration measured with (H)CLD, ppm

Alternative methods of diluting and quantifying of CO<sub>2</sub> and NO span gas values such as dynamic mixing/blending are permitted with the approval of the type approval authority.

#### 9.3.9.2.2. Water quench check

This check applies to wet gas concentration measurements only. Calculation of water quench shall consider dilution of the NO span gas with water vapour and scaling of water vapour concentration of the mixture to that expected during testing.

A NO span gas having a concentration of 80 per cent to 100 per cent of full scale of the normal operating range shall be passed through the (H) CLD and the NO value recorded as D. The NO span gas shall then be bubbled through water at room temperature and passed through the (H) CLD and the NO value recorded as C. The water temperature shall be determined and recorded as F. The mixture's saturation vapour pressure that corresponds to the bubbler water temperature (F) shall be determined and recorded as G.

The water vapour concentration (in per cent) of the mixture shall be calculated as follows:

$$H = 100 \times (G / p_b) \quad (78)$$

and recorded as H. The expected diluted NO span gas (in water vapour) concentration shall be calculated as follows:

$$D_e = D \times (1 - H / 100) \quad (79)$$

and recorded as  $D_e$ . For diesel exhaust, the maximum exhaust water vapour concentration (in per cent) expected during testing shall be estimated, under the assumption of a fuel H/C ratio of 1,8/1, from the maximum  $\text{CO}_2$  concentration in the exhaust gas A as follows:

$$H_m = 0,9 \times A \quad (80)$$

and recorded as  $H_m$

The per cent water quench shall be calculated as follows:

$$E_{\text{H}_2\text{O}} = 100 \times ((D_e - C) / D_e) \times (H_m / H) \quad (81)$$

where:

$D_e$  De is the expected diluted NO concentration, ppm

C is the measured diluted NO concentration, ppm

$H_m$  is the maximum water vapour concentration, per cent

H is the actual water vapour concentration, per cent

#### 9.3.9.2.3. Maximum allowable quench

The combined  $\text{CO}_2$  and water quench shall not exceed 2 per cent of full scale.

#### 9.3.9.3. $\text{NO}_x$ analyser quench check for NDUV analyser

Hydrocarbons and  $\text{H}_2\text{O}$  can positively interfere with a NDUV analyser by causing a response similar to  $\text{NO}_x$ . If the NDUV analyser uses compensation algorithms that utilise measurements of other gases to meet this interference verification, simultaneously such measurements shall be conducted to test the algorithms during the analyser interference verification.

##### 9.3.9.3.1. Procedure

The NDUV analyser shall be started, operated, zeroed, and spanned according to the instrument manufacturer's instructions. It is recommended to extract engine exhaust to perform this verification. A CLD shall be used to quantify  $\text{NO}_x$  in the exhaust. The CLD response shall be used as the reference value. Also HC shall be measured in the exhaust with a FID analyser. The FID response shall be used as the reference hydrocarbon value.

Upstream of any sample dryer, if used during testing, the engine exhaust shall be introduced into the NDUV analyser. Time shall be allowed for the analyser response to stabilise. Stabilisation time may include time to purge the transfer line and to account for analyser response. While all analysers measure the sample's concentration, 30 s of sampled data shall be recorded, and the arithmetic means for the three analysers calculated.

The CLD mean value shall be subtracted from the NDUV mean value. This difference shall be multiplied by the ratio of the expected mean HC concentration to the HC concentration measured during the verification, as follows:

$$E_{\text{HC}/\text{H}_2\text{O}} = (c_{\text{NO}_x,\text{CLD}} - c_{\text{NO}_x,\text{NDUV}}) \times \left( \frac{c_{\text{HC},e}}{c_{\text{HC},m}} \right) \quad (82)$$

where

$c_{\text{NO}_x,\text{CLD}}$  is the measured  $\text{NO}_x$  concentration with CLD, ppm

$c_{\text{NO}_x,\text{NDUV}}$  is the measured  $\text{NO}_x$  concentration with NDUV, ppm

$c_{\text{HC},e}$  is the expected max. HC concentration, ppm

$c_{\text{HC},m}$  is the measured HC concentration, ppm

#### 9.3.9.3.2. Maximum allowable quench

The combined HC and water quench shall not exceed 2 per cent of the NO<sub>x</sub> concentration expected during testing.

#### 9.3.9.4. Sample dryer

A sample dryer removes water, which can otherwise interfere with a NO<sub>x</sub> measurement.

##### 9.3.9.4.1. Sample dryer efficiency

For dry CLD analysers, it shall be demonstrated that for the highest expected water vapour concentration  $H_m$  (see paragraph 9.3.9.2.2), the sample dryer maintains CLD humidity at  $\leq 5$  g water/kg dry air (or about 0,008 per cent H<sub>2</sub>O), which is 100 per cent relative humidity at 3,9 °C and 101,3 kPa. This humidity specification is also equivalent to about 25 per cent relative humidity at 25 °C and 101,3 kPa. This may be demonstrated by measuring the temperature at the outlet of a thermal dehumidifier, or by measuring humidity at a point just upstream of the CLD. Humidity of the CLD exhaust might also be measured as long as the only flow into the CLD is the flow from the dehumidifier.

##### 9.3.9.4.2. Sample dryer NO<sub>2</sub> penetration

Liquid water remaining in an improperly designed sample dryer can remove NO<sub>2</sub> from the sample. If a sample dryer is used in combination with an NDUV analyser without an NO<sub>2</sub>/NO converter upstream, it could therefore remove NO<sub>2</sub> from the sample prior NO<sub>x</sub> measurement.

The sample dryer shall allow for measuring at least 95 per cent of the total NO<sub>2</sub> at the maximum expected concentration of NO<sub>2</sub>.

#### 9.3.10. Sampling for raw gaseous emissions, if applicable

The gaseous emissions sampling probes shall be fitted at least 0,5 m or 3 times the diameter of the exhaust pipe — whichever is the larger — upstream of the exit of the exhaust gas system but sufficiently close to the engine as to ensure an exhaust gas temperature of at least 343 K (70 °C) at the probe.

In the case of a multi-cylinder engine with a branched exhaust manifold, the inlet of the probe shall be located sufficiently far downstream so as to ensure that the sample is representative of the average exhaust emissions from all cylinders. In multi-cylinder engines having distinct groups of manifolds, such as in a “Vee” engine configuration, it is recommended to combine the manifolds upstream of the sampling probe. If this is not practical, it is permissible to acquire a sample from the group with the highest CO<sub>2</sub> emission. For exhaust emission calculation the total exhaust mass flow shall be used.

If the engine is equipped with an exhaust after-treatment system, the exhaust sample shall be taken downstream of the exhaust after-treatment system.

#### 9.3.11. Sampling for dilute gaseous emissions, if applicable

The exhaust pipe between the engine and the full flow dilution system shall conform to the requirements laid down in Appendix 3. The gaseous emissions sample probe(s) shall be installed in the dilution tunnel at a point where the diluent and exhaust gas are well mixed, and in close proximity to the particulates sampling probe.

Sampling can generally be done in two ways:

- (a) the emissions are sampled into a sampling bag over the cycle and measured after completion of the test; for HC, the sample bag shall be heated to  $464 \pm 11$  K ( $191 \pm 11$  °C), for NO<sub>x</sub>, the sample bag temperature shall be above the dew point temperature;
- (b) the emissions are sampled continuously and integrated over the cycle.

The background concentration shall be determined upstream of the dilution tunnel according to (a) or (b), and shall be subtracted from the emissions concentration according to paragraph 8.5.2.3.2.

9.4. Particulate measurement and sampling system

9.4.1. General specifications

To determine the mass of the particulates, a particulate dilution and sampling system, a particulate sampling filter, a microgram balance, and a temperature and humidity controlled weighing chamber, are required. The particulate sampling system shall be designed to ensure a representative sample of the particulates proportional to the exhaust flow.

9.4.2. General requirements of the dilution system

The determination of the particulates requires dilution of the sample with filtered ambient air, synthetic air or nitrogen (the diluent). The dilution system shall be set as follows:

- (a) completely eliminate water condensation in the dilution and sampling systems;
- (b) maintain the temperature of the diluted exhaust gas between 315 K (42 °C) and 325 K (52 °C) within 20 cm upstream or downstream of the filter holder(s);
- (c) the diluent temperature shall be between 293 K and 325 K (20 °C to 52 °C) in close proximity to the entrance into the dilution tunnel;
- (d) the minimum dilution ratio shall be within the range of 5:1 to 7:1 and at least 2:1 for the primary dilution stage based on the maximum engine exhaust flow rate;
- (e) for a partial flow dilution system, the residence time in the system from the point of diluent introduction to the filter holder(s) shall be between 0,5 and 5 seconds;
- (f) for a full flow dilution system, the overall residence time in the system from the point of diluent introduction to the filter holder(s) shall be between 1 and 5 seconds, and the residence time in the secondary dilution system, if used, from the point of secondary diluent introduction to the filter holder(s) shall be at least 0,5 seconds.

Dehumidifying the diluent before entering the dilution system is permitted, and especially useful if diluent humidity is high.

9.4.3. Particulate sampling

9.4.3.1. Partial flow dilution system

The particulate sampling probe shall be installed in close proximity to the gaseous emissions sampling probe, but sufficiently distant as to not cause interference. Therefore, the installation provisions of paragraph 9.3.10 also apply to particulate sampling. The sampling line shall conform to the requirements laid down in Appendix 3.

In the case of a multi-cylinder engine with a branched exhaust manifold, the inlet of the probe shall be located sufficiently far downstream so as to ensure that the sample is representative of the average exhaust emissions from all cylinders. In multi-cylinder engines having distinct groups of manifolds, such as in a "Vee" engine configuration, it is recommended to combine the manifolds upstream of the sampling probe. If this is not practical, it is permissible to acquire a sample from the group with the highest particulate emission. For exhaust emission calculation the total exhaust mass flow of the manifold shall be used.

#### 9.4.3.2. Full flow dilution system

The particulate sampling probe shall be installed in close proximity to the gaseous emissions sampling probe, but sufficiently distant as to not cause interference, in the dilution tunnel. Therefore, the installation provisions of paragraph 9.3.11 also apply to particulate sampling. The sampling line shall conform to the requirements laid down in Appendix 3.

#### 9.4.4. Particulate sampling filters

The diluted exhaust shall be sampled by a filter that meets the requirements of paragraphs 9.4.4.1 to 9.4.4.3 during the test sequence.

##### 9.4.4.1. Filter specification

All filter types shall have a 0,3 µm DOP (di-octylphthalate) collection efficiency of at least 99 per cent. The filter material shall be either:

- (a) fluorocarbon (PTFE) coated glass fibre, or
- (b) fluorocarbon (PTFE) membrane.

##### 9.4.4.2. Filter size

The filter shall be circular with a nominal diameter of 47 mm (tolerance of  $46,50 \pm 0,6$  mm) and an exposed diameter (filter stain diameter) of at least 38 mm.

##### 9.4.4.3. Filter face velocity

The face velocity through the filter shall be between 0,90 and 1,00 m/s with less than 5 per cent of the recorded flow values exceeding this range. If the total PM mass on the filter exceeds 400 µg, the filter face velocity may be reduced to 0,50 m/s. The face velocity shall be calculated as the volumetric flow rate of the sample at the pressure upstream of the filter and temperature of the filter face, divided by the filter's exposed area.

#### 9.4.5. Weighing chamber and analytical balance specifications

The chamber (or room) environment shall be free of any ambient contaminants (such as dust, aerosol, or semi-volatile material) that could contaminate the particulate filters. The weighing room shall meet the required specifications for at least 60 min before weighing filters.

##### 9.4.5.1. Weighing chamber conditions

The temperature of the chamber (or room) in which the particulate filters are conditioned and weighed shall be maintained to within  $295 \text{ K} \pm 1 \text{ K}$  ( $22 \text{ °C} \pm 1 \text{ °C}$ ) during all filter conditioning and weighing. The humidity shall be maintained to a dew point of  $282,5 \text{ K} \pm 1 \text{ K}$  ( $9,5 \text{ °C} \pm 1 \text{ °C}$ ).

If the stabilisation and weighing environments are separate, the temperature of the stabilisation environment shall be maintained at a tolerance of  $295 \text{ K} \pm 3 \text{ K}$  ( $22 \text{ °C} \pm 3 \text{ °C}$ ), but the dew point requirement remains at  $282,5 \text{ K} \pm 1 \text{ K}$  ( $9,5 \text{ °C} \pm 1 \text{ °C}$ ).

Humidity and ambient temperature shall be recorded.



#### 9.4.5.2. Reference filter weighing

At least two unused reference filters shall be weighed within 12 hours of, but preferably at the same time as the sample filter weighing. They shall be the same material as the sample filters. Buoyancy correction shall be applied to the weighings.

If the weight of any of the reference filters changes between sample filter weighings by more than 10 µg, all sample filters shall be discarded and the emissions test repeated.

The reference filters shall be periodically replaced based on good engineering judgement, but at least once per year.

#### 9.4.5.3. Analytical balance

The analytical balance used to determine the filter weight shall meet the linearity verification criterion of paragraph 9.2, table 7. This implies a precision (standard deviation) of at least 2 µg and a resolution of at least 1 µg (1 digit = 1 µg).

In order to ensure accurate filter weighing, it is recommended that the balance be installed as follows:

- (a) installed on a vibration-isolation platform to isolate it from external noise and vibration;
- (b) shielded from convective airflow with a static-dissipating draft shield that is electrically grounded.

#### 9.4.5.4. Elimination of static electricity effects

The filter shall be neutralised prior to weighing, e.g. by a Polonium neutraliser or a device of similar effect. If a PTFE membrane filter is used, the static electricity shall be measured and is recommended to be within  $\pm 2,0$  V of neutral.

Static electric charge shall be minimised in the balance environment. Possible methods are as follows:

- (a) the balance shall be electrically grounded;
- (b) stainless steel tweezers shall be used if PM samples are handled manually;
- (c) tweezers shall be grounded with a grounding strap, or a grounding strap shall be provided for the operator such that the grounding strap shares a common ground with the balance. Grounding straps shall have an appropriate resistor to protect operators from accidental shock.

#### 9.4.5.5. Additional specifications

All parts of the dilution system and the sampling system from the exhaust pipe up to the filter holder, which are in contact with raw and diluted exhaust gas, shall be designed to minimise deposition or alteration of the particulates. All parts shall be made of electrically conductive materials that do not react with exhaust gas components, and shall be electrically grounded to prevent electrostatic effects.

#### 9.4.5.6. Calibration of the flow measurement instrumentation

Each flowmeter used in a particulate sampling and partial flow dilution system shall be subjected to the linearity verification, as described in paragraph 9.2.1, as often as necessary to fulfil the accuracy requirements of this gtr. For the flow reference values, an accurate flowmeter traceable to international and/or national standards shall be used. For differential flow measurement calibration see paragraph 9.4.6.2.

#### 9.4.6. Special requirements for the partial flow dilution system

The partial flow dilution system has to be designed to extract a proportional raw exhaust sample from the engine exhaust stream, thus responding to excursions in the exhaust stream flow rate. For this it is essential that the dilution ratio or the sampling ratio  $r_d$  or  $r_s$  be determined such that the accuracy requirements of paragraph 9.4.6.2 are fulfilled.

##### 9.4.6.1. System response time

For the control of a partial flow dilution system, a fast system response is required. The transformation time for the system shall be determined by the procedure in paragraph 9.4.6.6. If the combined transformation time of the exhaust flow measurement (see paragraph 8.3.1.2) and the partial flow system is  $\leq 0,3$  s, online control shall be used. If the transformation time exceeds 0,3 s, look ahead control based on a pre-recorded test run shall be used. In this case, the combined rise time shall be  $\leq 1$  s and the combined delay time  $\leq 10$  s.

The total system response shall be designed as to ensure a representative sample of the particulates,  $q_{mp,i}$ , proportional to the exhaust mass flow. To determine the proportionality, a regression analysis of  $q_{mp,i}$  versus  $q_{mew,i}$  shall be conducted on a minimum 5 Hz data acquisition rate, and the following criteria shall be met:

- (a) the coefficient of determination  $r^2$  of the linear regression between  $q_{mp,i}$  and  $q_{mew,i}$  shall not be less than 0,95;
- (b) the standard error of estimate of  $q_{mp,i}$  on  $q_{mew,i}$  shall not exceed 5 per cent of  $q_{mp}$  maximum;
- (c)  $q_{mp}$  intercept of the regression line shall not exceed  $\pm 2$  per cent of  $q_{mp}$  maximum.

Look-ahead control is required if the combined transformation times of the particulate system,  $t_{50,P}$  and of the exhaust mass flow signal,  $t_{50,F}$  are  $> 0,3$  s. In this case, a pre-test shall be run, and the exhaust mass flow signal of the pre-test be used for controlling the sample flow into the particulate system. A correct control of the partial dilution system is obtained, if the time trace of  $q_{mew,pre}$  of the pre-test, which controls  $q_{mp}$ , is shifted by a "look-ahead" time of  $t_{50,P} + t_{50,F}$ .

For establishing the correlation between  $q_{mp,i}$  and  $q_{mew,i}$  the data taken during the actual test shall be used, with  $q_{mew,i}$  time aligned by  $t_{50,F}$  relative to  $q_{mp,i}$  (no contribution from  $t_{50,P}$  to the time alignment). That is, the time shift between  $q_{mew}$  and  $q_{mp}$  is the difference in their transformation times that were determined in paragraph 9.4.6.6.

##### 9.4.6.2. Specifications for differential flow measurement

For partial flow dilution systems, the accuracy of the sample flow  $q_{mp}$  is of special concern, if not measured directly, but determined by differential flow measurement:

$$q_{mp} = q_{mdew} - q_{mdw} \quad (83)$$

In this case, the maximum error of the difference shall be such that the accuracy of  $q_{mp}$  is within  $\pm 5$  per cent when the dilution ratio is less than 15. It can be calculated by taking root-mean-square of the errors of each instrument.

Acceptable accuracies of  $q_{mp}$  can be obtained by either of the following methods:

- (a) the absolute accuracies of  $q_{mdew}$  and  $q_{mdw}$  are  $\pm 0,2$  per cent which guarantees an accuracy of  $q_{mp}$  of  $\leq 5$  per cent at a dilution ratio of 15. However, greater errors will occur at higher dilution ratios;

- (b) calibration of  $q_{mdw}$  relative to  $q_{mdew}$  is carried out such that the same accuracies for  $q_{mp}$  as in (a) are obtained. For details see paragraph 9.4.6.2;
- (c) the accuracy of  $q_{mp}$  is determined indirectly from the accuracy of the dilution ratio as determined by a tracer gas, e.g. CO<sub>2</sub>. Accuracies equivalent to method (a) for  $q_{mp}$  are required;
- (d) the absolute accuracy of  $q_{mdew}$  and  $q_{mdw}$  is within  $\pm 2$  per cent of full scale, the maximum error of the difference between  $q_{mdew}$  and  $q_{mdw}$  is within 0,2 per cent, and the linearity error is within  $\pm 0,2$  per cent of the highest  $q_{mdew}$  observed during the test.

#### 9.4.6.3. Calibration of differential flow measurement

The flowmeter or the flow measurement instrumentation shall be calibrated in one of the following procedures, such that the probe flow  $q_{mp}$  into the tunnel shall fulfil the accuracy requirements of paragraph 9.4.6.2:

- (a) The flowmeter for  $q_{mdw}$  shall be connected in series to the flowmeter for  $q_{mdew}$ , the difference between the two flowmeters shall be calibrated for at least 5 set points with flow values equally spaced between the lowest  $q_{mdw}$  value used during the test and the value of  $q_{mdew}$  used during the test. The dilution tunnel may be bypassed.
- (b) A calibrated flow device shall be connected in series to the flowmeter for  $q_{mdew}$  and the accuracy shall be checked for the value used for the test. The calibrated flow device shall be connected in series to the flowmeter for  $q_{mdw}$ , and the accuracy shall be checked for at least 5 settings corresponding to dilution ratio between 3 and 50, relative to  $q_{mdew}$  used during the test.
- (c) The transfer tube (TT) shall be disconnected from the exhaust, and a calibrated flow-measuring device with a suitable range to measure  $q_{mp}$  shall be connected to the transfer tube.  $q_{mdew}$  shall be set to the value used during the test, and  $q_{mdw}$  shall be sequentially set to at least 5 values corresponding to dilution ratios between 3 and 50. Alternatively, a special calibration flow path may be provided, in which the tunnel is bypassed, but the total and dilution airflow through the corresponding meters as in the actual test.
- (d) A tracer gas shall be fed into the exhaust transfer tube TT. This tracer gas may be a component of the exhaust gas, like CO<sub>2</sub> or NO<sub>x</sub>. After dilution in the tunnel the tracer gas component shall be measured. This shall be carried out for 5 dilution ratios between 3 and 50. The accuracy of the sample flow shall be determined from the dilution ratio  $r_d$ :

$$q_{mp} = q_{mdew} - r_d \quad (84)$$

The accuracies of the gas analysers shall be taken into account to guarantee the accuracy of  $q_{mp}$ .

#### 9.4.6.4. Carbon flow check

A carbon flow check using actual exhaust is strongly recommended for detecting measurement and control problems and verifying the proper operation of the partial flow system. The carbon flow check should be run at least each time a new engine is installed, or something significant is changed in the test cell configuration.

The engine shall be operated at peak torque load and speed or any other steady state mode that produces 5 per cent or more of CO<sub>2</sub>. The partial flow sampling system shall be operated with a dilution factor of about 15 to 1.

If a carbon flow check is conducted, the procedure given in Appendix 5 shall be applied. The carbon flow rates shall be calculated according to equations 80 to 82 in Appendix 5. All carbon flow rates should agree to within 3 per cent.

#### 9.4.6.5. Pre-test check

A pre-test check shall be performed within 2 hours before the test run in the following way.

The accuracy of the flowmeters shall be checked by the same method as used for calibration (see paragraph 9.4.6.2) for at least two points, including flow values of  $q_{mdw}$  that correspond to dilution ratios between 5 and 15 for the  $q_{mdew}$  value used during the test.

If it can be demonstrated by records of the calibration procedure under paragraph 9.4.6.2 that the flowmeter calibration is stable over a longer period of time, the pre-test check may be omitted.

#### 9.4.6.6. Determination of the transformation time

The system settings for the transformation time evaluation shall be exactly the same as during measurement of the test run. The transformation time shall be determined by the following method.

An independent reference flowmeter with a measurement range appropriate for the probe flow shall be put in series with and closely coupled to the probe. This flowmeter shall have a transformation time of less than 100 ms for the flow step size used in the response time measurement, with flow restriction sufficiently low as to not affect the dynamic performance of the partial flow dilution system, and consistent with good engineering practice.

A step change shall be introduced to the exhaust flow (or airflow if exhaust flow is calculated) input of the partial flow dilution system, from a low flow to at least 90 per cent of maximum exhaust flow. The trigger for the step change shall be the same one used to start the look-ahead control in actual testing. The exhaust flow step stimulus and the flowmeter response shall be recorded at a sample rate of at least 10 Hz.

From this data, the transformation time shall be determined for the partial flow dilution system, which is the time from the initiation of the step stimulus to the 50 per cent point of the flowmeter response. In a similar manner, the transformation times of the  $q_{mp}$  signal of the partial flow dilution system and of the  $q_{mew,i}$  signal of the exhaust flowmeter shall be determined. These signals are used in the regression checks performed after each test (see paragraph 9.4.6.1)

The calculation shall be repeated for at least 5 rise and fall stimuli, and the results shall be averaged. The internal transformation time (< 100 ms) of the reference flowmeter shall be subtracted from this value. This is the "look-ahead" value of the partial flow dilution system, which shall be applied in accordance with paragraph 9.4.6.1.

### 9.5. Calibration of the CVS system

#### 9.5.1. General

The CVS system shall be calibrated by using an accurate flowmeter and a restricting device. The flow through the system shall be measured at different restriction settings, and the control parameters of the system shall be measured and related to the flow.

Various types of flowmeters may be used, e.g. calibrated venturi, calibrated laminar flowmeter, calibrated turbine meter.

#### 9.5.2. Calibration of the positive displacement pump (PDP)

All the parameters related to the pump shall be simultaneously measured along with the parameters related to a calibration venturi which is connected in series with the pump. The calculated flow rate (in  $m^3/s$  at pump inlet, absolute pressure and temperature) shall be plotted versus a correlation function which is the value of a specific combination of pump parameters. The linear equation which relates the pump flow and the correlation function shall be determined. If a CVS has a multiple speed drive, the calibration shall be performed for each range used.

Temperature stability shall be maintained during calibration.

Leaks in all the connections and ducting between the calibration venturi and the CVS pump shall be maintained lower than 0,3 per cent of the lowest flow point (highest restriction and lowest PDP speed point).

#### 9.5.2.1. Data analysis

The airflow rate ( $q_{vCVS}$ ) at each restriction setting (minimum 6 settings) shall be calculated in standard  $m^3/s$  from the flowmeter data using the manufacturer's prescribed method. The airflow rate shall then be converted to pump flow ( $V_0$ ) in  $m^3/rev$  at absolute pump inlet temperature and pressure as follows:

$$V_0 = \frac{q_{vCVS}}{n} \times \frac{T}{273} \times \frac{101,3}{p_p} \quad (85)$$

where:

$q_{vCVS}$  is the airflow rate at standard conditions (101,3 kPa, 273 K),  $m^3/s$   
 $T$  is the temperature at pump inlet, K  
 $p_p$  is the absolute pressure at pump inlet, kPa  
 $n$  is the pump speed, rev/s

To account for the interaction of pressure variations at the pump and the pump slip rate, the correlation function ( $X_0$ ) between pump speed, pressure differential from pump inlet to pump outlet and absolute pump outlet pressure shall be calculated as follows:

$$X_0 = \frac{1}{n} \times \sqrt{\frac{\Delta p_p}{p_p}} \quad (86)$$

where:

$\Delta p_p$  is the pressure differential from pump inlet to pump outlet, kPa  
 $p_p$  is the absolute outlet pressure at pump outlet, kPa

A linear least-square fit shall be performed to generate the calibration equation as follows:

$$V_0 = D_0 - m \times X_0 \quad (87)$$

$D_0$  and  $m$  are the intercept and slope, respectively, describing the regression lines.

For a CVS system with multiple speeds, the calibration curves generated for the different pump flow ranges shall be approximately parallel, and the intercept values ( $D_0$ ) shall increase as the pump flow range decreases.

The calculated values from the equation shall be within  $\pm 0,5$  per cent of the measured value of  $V_0$ . Values of  $m$  will vary from one pump to another. Particulate influx over time will cause the pump slip to decrease, as reflected by lower values for  $m$ . Therefore, calibration shall be performed at pump start-up, after major maintenance, and if the total system verification indicates a change of the slip rate.

### 9.5.3. Calibration of the critical flow venturi (CFV)

Calibration of the CFV is based upon the flow equation for a critical venturi. Gas flow is a function of venturi inlet pressure and temperature.

To determine the range of critical flow,  $K_v$  shall be plotted as a function of venturi inlet pressure. For critical (choked) flow,  $K_v$  will have a relatively constant value. As pressure decreases (vacuum increases), the venturi becomes unchoked and  $K_v$  decreases, which indicates that the CFV is operated outside the permissible range.

#### 9.5.3.1. Data analysis

The airflow rate ( $q_{vCVS}$ ) at each restriction setting (minimum 8 settings) shall be calculated in standard  $m^3/s$  from the flowmeter data using the manufacturer's prescribed method. The calibration coefficient shall be calculated from the calibration data for each setting as follows:

$$K_v = \frac{q_{vCVS} \times \sqrt{T}}{p_p} \quad (88)$$

where:

$q_{vCVS}$  is the airflow rate at standard conditions (101,3 kPa, 273 K),  $m^3/s$

$T$  is the temperature at the venturi inlet, K

$p_p$  is the absolute pressure at venturi inlet, kPa

The average  $K_v$  and the standard deviation shall be calculated. The standard deviation shall not exceed  $\pm 0,3$  per cent of the average  $K_v$ .

### 9.5.4. Calibration of the subsonic venturi (SSV)

Calibration of the SSV is based upon the flow equation for a subsonic venturi. Gas flow is a function of inlet pressure and temperature, pressure drop between the SSV inlet and throat, as shown in equation 43 (see paragraph 8.5.1.4).

#### 9.5.4.1. Data analysis

The airflow rate ( $Q_{SSV}$ ) at each restriction setting (minimum 16 settings) shall be calculated in standard  $m^3/s$  from the flowmeter data using the manufacturer's prescribed method. The discharge coefficient shall be calculated from the calibration data for each setting as follows:

$$C_d = \frac{Q_{SSV}}{d_v^2 \times p_p \times \sqrt{\left[ \frac{1}{T} \times (r_p^{1,4286} - r_p^{1,7143}) \times \left( \frac{1}{1 - r_D^4 \times r_p^{1,4286}} \right) \right]}} \quad (89)$$

where:

$Q_{SSV}$  is the airflow rate at standard conditions (101,3 kPa, 273 K),  $m^3/s$

$T$  is the temperature at the venturi inlet, K

$d_v$  is the diameter of the SSV throat, m

$r_p$  is the ratio of the SSV throat to inlet absolute static pressure  $= 1 - \frac{\Delta p}{p_p}$

$r_D$  is the ratio of the SSV throat diameter,  $d_v$ , to the inlet pipe inner diameter  $D$

To determine the range of subsonic flow,  $C_d$  shall be plotted as a function of Reynolds number  $Re$ , at the SSV throat. The  $Re$  at the SSV throat shall be calculated with the following equation:

$$Re = A_1 \times \frac{Q_{SSV}}{d_v \times \mu} \quad (90)$$

with

$$\mu = \frac{b \times T^{1,5}}{S + T} \quad (91)$$

where:

$A_1$  is 25,55152 in SI units of  $\left(\frac{1}{m^3}\right)\left(\frac{\text{min}}{s}\right)\left(\frac{mm}{m}\right)$

$Q_{SSV}$  is the airflow rate at standard conditions (101,3 kPa, 273 K),  $m^3/s$

$d_v$  is the diameter of the SSV throat, m

$\mu$  is the absolute or dynamic viscosity of the gas, kg/ms

$b$  is  $1,458 \times 10^6$  (empirical constant),  $\text{kg/ms K}^{0,5}$

$S$  is 110,4 (empirical constant), K

Because  $Q_{SSV}$  is an input to the  $Re$  equation, the calculations shall be started with an initial guess for  $Q_{SSV}$  or  $C_d$  of the calibration venturi, and repeated until  $Q_{SSV}$  converges. The convergence method shall be accurate to 0,1 per cent of point or better.

For a minimum of sixteen points in the region of subsonic flow, the calculated values of  $C_d$  from the resulting calibration curve fit equation shall be within  $\pm 0,5$  per cent of the measured  $C_d$  for each calibration point.

#### 9.5.5. Total system verification

The total accuracy of the CVS sampling system and analytical system shall be determined by introducing a known mass of a pollutant gas into the system while it is being operated in the normal manner. The pollutant is analysed, and the mass calculated according to paragraph 8.5.2.4 except in the case of propane where a  $u$  factor of 0,000472 is used in place of 0,000480 for HC. Either of the following two techniques shall be used.

##### 9.5.5.1. Metering with a critical flow orifice

A known quantity of pure gas (carbon monoxide or propane) shall be fed into the CVS system through a calibrated critical orifice. If the inlet pressure is high enough, the flow rate, which is adjusted by means of the critical flow orifice, is independent of the orifice outlet pressure (critical flow). The CVS system shall be operated as in a normal exhaust emission test for about 5 to 10 minutes. A gas sample shall be analysed with the usual equipment (sampling bag or integrating method), and the mass of the gas calculated.

The mass so determined shall be within  $\pm 3$  per cent of the known mass of the gas injected.

##### 9.5.5.2. Metering by means of a gravimetric technique

The mass of a small cylinder filled with carbon monoxide or propane shall be determined with a precision of  $\pm 0,01$  g. For about 5 to 10 minutes, the CVS system shall be operated as in a normal exhaust emission test, while carbon monoxide or propane is injected into the system. The quantity of pure gas discharged shall be determined by means of differential weighing. A gas sample shall be analysed with the usual equipment (sampling bag or integrating method), and the mass of the gas calculated.

The mass so determined shall be within  $\pm 3$  per cent of the known mass of the gas injected.

## APPENDIX 1

## WHTC ENGINE DYNAMOMETER SCHEDULE

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
1	0,0	0,0	50	0,0	13,1	99	35,6	25,2
2	0,0	0,0	51	13,1	30,1	100	36,1	24,8
3	0,0	0,0	52	26,3	25,5	101	36,3	24,0
4	0,0	0,0	53	35,0	32,2	102	36,2	23,6
5	0,0	0,0	54	41,7	14,3	103	36,2	23,5
6	0,0	0,0	55	42,2	0,0	104	36,8	22,7
7	1,5	8,9	56	42,8	11,6	105	37,2	20,9
8	15,8	30,9	57	51,0	20,9	106	37,0	19,2
9	27,4	1,3	58	60,0	9,6	107	36,3	18,4
10	32,6	0,7	59	49,4	0,0	108	35,4	17,6
11	34,8	1,2	60	38,9	16,6	109	35,2	14,9
12	36,2	7,4	61	43,4	30,8	110	35,4	9,9
13	37,1	6,2	62	49,4	14,2	111	35,5	4,3
14	37,9	10,2	63	40,5	0,0	112	35,2	6,6
15	39,6	12,3	64	31,5	43,5	113	34,9	10,0
16	42,3	12,5	65	36,6	78,2	114	34,7	25,1
17	45,3	12,6	66	40,8	67,6	115	34,4	29,3
18	48,6	6,0	67	44,7	59,1	116	34,5	20,7
19	40,8	0,0	68	48,3	52,0	117	35,2	16,6
20	33,0	16,3	69	51,9	63,8	118	35,8	16,2
21	42,5	27,4	70	54,7	27,9	119	35,6	20,3
22	49,3	26,7	71	55,3	18,3	120	35,3	22,5
23	54,0	18,0	72	55,1	16,3	121	35,3	23,4
24	57,1	12,9	73	54,8	11,1	122	34,7	11,9
25	58,9	8,6	74	54,7	11,5	123	45,5	0,0
26	59,3	6,0	75	54,8	17,5	124	56,3	m
27	59,0	4,9	76	55,6	18,0	125	46,2	m
28	57,9	m	77	57,0	14,1	126	50,1	0,0
29	55,7	m	78	58,1	7,0	127	54,0	m
30	52,1	m	79	43,3	0,0	128	40,5	m
31	46,4	m	80	28,5	25,0	129	27,0	m
32	38,6	m	81	30,4	47,8	130	13,5	m
33	29,0	m	82	32,1	39,2	131	0,0	0,0
34	20,8	m	83	32,7	39,3	132	0,0	0,0
35	16,9	m	84	32,4	17,3	133	0,0	0,0
36	16,9	42,5	85	31,6	11,4	134	0,0	0,0
37	18,8	38,4	86	31,1	10,2	135	0,0	0,0
38	20,7	32,9	87	31,1	19,5	136	0,0	0,0
39	21,0	0,0	88	31,4	22,5	137	0,0	0,0
40	19,1	0,0	89	31,6	22,9	138	0,0	0,0
41	13,7	0,0	90	31,6	24,3	139	0,0	0,0
42	2,2	0,0	91	31,9	26,9	140	0,0	0,0
43	0,0	0,0	92	32,4	30,6	141	0,0	0,0
44	0,0	0,0	93	32,8	32,7	142	0,0	4,9
45	0,0	0,0	94	33,7	32,5	143	0,0	7,3
46	0,0	0,0	95	34,4	29,5	144	4,4	28,7
47	0,0	0,0	96	34,3	26,5	145	11,1	26,4
48	0,0	0,0	97	34,4	24,7	146	15,0	9,4
49	0,0	0,0	98	35,0	24,9	147	15,9	0,0



Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
148	15,3	0,0	201	0,0	0,0	254	9,4	13,6
149	14,2	0,0	202	0,0	0,0	255	22,2	16,9
150	13,2	0,0	203	0,0	0,0	256	33,0	53,5
151	11,6	0,0	204	0,0	0,0	257	43,7	22,1
152	8,4	0,0	205	0,0	0,0	258	39,8	0,0
153	5,4	0,0	206	0,0	0,0	259	36,0	45,7
154	4,3	5,6	207	0,0	0,0	260	47,6	75,9
155	5,8	24,4	208	0,0	0,0	261	61,2	70,4
156	9,7	20,7	209	0,0	0,0	262	72,3	70,4
157	13,6	21,1	210	0,0	0,0	263	76,0	m
158	15,6	21,5	211	0,0	0,0	264	74,3	m
159	16,5	21,9	212	0,0	0,0	265	68,5	m
160	18,0	22,3	213	0,0	0,0	266	61,0	m
161	21,1	46,9	214	0,0	0,0	267	56,0	m
162	25,2	33,6	215	0,0	0,0	268	54,0	m
163	28,1	16,6	216	0,0	0,0	269	53,0	m
164	28,8	7,0	217	0,0	0,0	270	50,8	m
165	27,5	5,0	218	0,0	0,0	271	46,8	m
166	23,1	3,0	219	0,0	0,0	272	41,7	m
167	16,9	1,9	220	0,0	0,0	273	35,9	m
168	12,2	2,6	221	0,0	0,0	274	29,2	m
169	9,9	3,2	222	0,0	0,0	275	20,7	m
170	9,1	4,0	223	0,0	0,0	276	10,1	m
171	8,8	3,8	224	0,0	0,0	277	0,0	m
172	8,5	12,2	225	0,0	0,0	278	0,0	0,0
173	8,2	29,4	226	0,0	0,0	279	0,0	0,0
174	9,6	20,1	227	0,0	0,0	280	0,0	0,0
175	14,7	16,3	228	0,0	0,0	281	0,0	0,0
176	24,5	8,7	229	0,0	0,0	282	0,0	0,0
177	39,4	3,3	230	0,0	0,0	283	0,0	0,0
178	39,0	2,9	231	0,0	0,0	284	0,0	0,0
179	38,5	5,9	232	0,0	0,0	285	0,0	0,0
180	42,4	8,0	233	0,0	0,0	286	0,0	0,0
181	38,2	6,0	234	0,0	0,0	287	0,0	0,0
182	41,4	3,8	235	0,0	0,0	288	0,0	0,0
183	44,6	5,4	236	0,0	0,0	289	0,0	0,0
184	38,8	8,2	237	0,0	0,0	290	0,0	0,0
185	37,5	8,9	238	0,0	0,0	291	0,0	0,0
186	35,4	7,3	239	0,0	0,0	292	0,0	0,0
187	28,4	7,0	240	0,0	0,0	293	0,0	0,0
188	14,8	7,0	241	0,0	0,0	294	0,0	0,0
189	0,0	5,9	242	0,0	0,0	295	0,0	0,0
190	0,0	0,0	243	0,0	0,0	296	0,0	0,0
191	0,0	0,0	244	0,0	0,0	297	0,0	0,0
192	0,0	0,0	245	0,0	0,0	298	0,0	0,0
193	0,0	0,0	246	0,0	0,0	299	0,0	0,0
194	0,0	0,0	247	0,0	0,0	300	0,0	0,0
195	0,0	0,0	248	0,0	0,0	301	0,0	0,0
196	0,0	0,0	249	0,0	0,0	302	0,0	0,0
197	0,0	0,0	250	0,0	0,0	303	0,0	0,0
198	0,0	0,0	251	0,0	0,0	304	0,0	0,0
199	0,0	0,0	252	0,0	0,0	305	0,0	0,0
200	0,0	0,0	253	0,0	31,6	306	0,0	0,0

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
307	0,0	0,0	360	38,8	0,0	413	53,1	m
308	0,0	0,0	361	30,0	37,0	414	51,8	m
309	0,0	0,0	362	37,0	63,6	415	50,3	m
310	0,0	0,0	363	45,5	90,8	416	48,4	m
311	0,0	0,0	364	54,5	40,9	417	45,9	m
312	0,0	0,0	365	45,9	0,0	418	43,1	m
313	0,0	0,0	366	37,2	47,5	419	40,1	m
314	0,0	0,0	367	44,5	84,4	420	37,4	m
315	0,0	0,0	368	51,7	32,4	421	35,1	m
316	0,0	0,0	369	58,1	15,2	422	32,8	m
317	0,0	0,0	370	45,9	0,0	423	45,3	0,0
318	0,0	0,0	371	33,6	35,8	424	57,8	m
319	0,0	0,0	372	36,9	67,0	425	50,6	m
320	0,0	0,0	373	40,2	84,7	426	41,6	m
321	0,0	0,0	374	43,4	84,3	427	47,9	0,0
322	0,0	0,0	375	45,7	84,3	428	54,2	m
323	0,0	0,0	376	46,5	m	429	48,1	m
324	4,5	41,0	377	46,1	m	430	47,0	31,3
325	17,2	38,9	378	43,9	m	431	49,0	38,3
326	30,1	36,8	379	39,3	m	432	52,0	40,1
327	41,0	34,7	380	47,0	m	433	53,3	14,5
328	50,0	32,6	381	54,6	m	434	52,6	0,8
329	51,4	0,1	382	62,0	m	435	49,8	m
330	47,8	m	383	52,0	m	436	51,0	18,6
331	40,2	m	384	43,0	m	437	56,9	38,9
332	32,0	m	385	33,9	m	438	67,2	45,0
333	24,4	m	386	28,4	m	439	78,6	21,5
334	16,8	m	387	25,5	m	440	65,5	0,0
335	8,1	m	388	24,6	11,0	441	52,4	31,3
336	0,0	m	389	25,2	14,7	442	56,4	60,1
337	0,0	0,0	390	28,6	28,4	443	59,7	29,2
338	0,0	0,0	391	35,5	65,0	444	45,1	0,0
339	0,0	0,0	392	43,8	75,3	445	30,6	4,2
340	0,0	0,0	393	51,2	34,2	446	30,9	8,4
341	0,0	0,0	394	40,7	0,0	447	30,5	4,3
342	0,0	0,0	395	30,3	45,4	448	44,6	0,0
343	0,0	0,0	396	34,2	83,1	449	58,8	m
344	0,0	0,0	397	37,6	85,3	450	55,1	m
345	0,0	0,0	398	40,8	87,5	451	50,6	m
346	0,0	0,0	399	44,8	89,7	452	45,3	m
347	0,0	0,0	400	50,6	91,9	453	39,3	m
348	0,0	0,0	401	57,6	94,1	454	49,1	0,0
349	0,0	0,0	402	64,6	44,6	455	58,8	m
350	0,0	0,0	403	51,6	0,0	456	50,7	m
351	0,0	0,0	404	38,7	37,4	457	42,4	m
352	0,0	0,0	405	42,4	70,3	458	44,1	0,0
353	0,0	0,0	406	46,5	89,1	459	45,7	m
354	0,0	0,5	407	50,6	93,9	460	32,5	m
355	0,0	4,9	408	53,8	33,0	461	20,7	m
356	9,2	61,3	409	55,5	20,3	462	10,0	m
357	22,4	40,4	410	55,8	5,2	463	0,0	0,0
358	36,5	50,1	411	55,4	m	464	0,0	1,5
359	47,7	21,0	412	54,4	m	465	0,9	41,1

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
466	7,0	46,3	519	30,4	25,1	572	40,7	39,7
467	12,8	48,5	520	32,6	60,5	573	43,8	37,1
468	17,0	50,7	521	35,4	72,7	574	48,1	39,1
469	20,9	52,9	522	38,4	88,2	575	52,0	22,0
470	26,7	55,0	523	41,0	65,1	576	54,7	13,2
471	35,5	57,2	524	42,9	25,6	577	56,4	13,2
472	46,9	23,8	525	44,2	15,8	578	57,5	6,6
473	44,5	0,0	526	44,9	2,9	579	42,6	0,0
474	42,1	45,7	527	45,1	m	580	27,7	10,9
475	55,6	77,4	528	44,8	m	581	28,5	21,3
476	68,8	100,0	529	43,9	m	582	29,2	23,9
477	81,7	47,9	530	42,4	m	583	29,5	15,2
478	71,2	0,0	531	40,2	m	584	29,7	8,8
479	60,7	38,3	532	37,1	m	585	30,4	20,8
480	68,8	72,7	533	47,0	0,0	586	31,9	22,9
481	75,0	m	534	57,0	m	587	34,3	61,4
482	61,3	m	535	45,1	m	588	37,2	76,6
483	53,5	m	536	32,6	m	589	40,1	27,5
484	45,9	58,0	537	46,8	0,0	590	42,3	25,4
485	48,1	80,0	538	61,5	m	591	43,5	32,0
486	49,4	97,9	539	56,7	m	592	43,8	6,0
487	49,7	m	540	46,9	m	593	43,5	m
488	48,7	m	541	37,5	m	594	42,8	m
489	45,5	m	542	30,3	m	595	41,7	m
490	40,4	m	543	27,3	32,3	596	40,4	m
491	49,7	0,0	544	30,8	60,3	597	39,3	m
492	59,0	m	545	41,2	62,3	598	38,9	12,9
493	48,9	m	546	36,0	0,0	599	39,0	18,4
494	40,0	m	547	30,8	32,3	600	39,7	39,2
495	33,5	m	548	33,9	60,3	601	41,4	60,0
496	30,0	m	549	34,6	38,4	602	43,7	54,5
497	29,1	12,0	550	37,0	16,6	603	46,2	64,2
498	29,3	40,4	551	42,7	62,3	604	48,8	73,3
499	30,4	29,3	552	50,4	28,1	605	51,0	82,3
500	32,2	15,4	553	40,1	0,0	606	52,1	0,0
501	33,9	15,8	554	29,9	8,0	607	52,0	m
502	35,3	14,9	555	32,5	15,0	608	50,9	m
503	36,4	15,1	556	34,6	63,1	609	49,4	m
504	38,0	15,3	557	36,7	58,0	610	47,8	m
505	40,3	50,9	558	39,4	52,9	611	46,6	m
506	43,0	39,7	559	42,8	47,8	612	47,3	35,3
507	45,5	20,6	560	46,8	42,7	613	49,2	74,1
508	47,3	20,6	561	50,7	27,5	614	51,1	95,2
509	48,8	22,1	562	53,4	20,7	615	51,7	m
510	50,1	22,1	563	54,2	13,1	616	50,8	m
511	51,4	42,4	564	54,2	0,4	617	47,3	m
512	52,5	31,9	565	53,4	0,0	618	41,8	m
513	53,7	21,6	566	51,4	m	619	36,4	m
514	55,1	11,6	567	48,7	m	620	30,9	m
515	56,8	5,7	568	45,6	m	621	25,5	37,1
516	42,4	0,0	569	42,4	m	622	33,8	38,4
517	27,9	8,2	570	40,4	m	623	42,1	m
518	29,0	15,9	571	39,8	5,8	624	34,1	m

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
625	33,0	37,1	678	81,8	78,2	731	0,0	0,0
626	36,4	38,4	679	84,1	39,0	732	0,0	0,0
627	43,3	17,1	680	69,6	0,0	733	0,0	0,0
628	35,7	0,0	681	55,0	25,2	734	0,0	0,0
629	28,1	11,6	682	55,8	49,9	735	0,0	0,0
630	36,5	19,2	683	56,7	46,4	736	0,0	0,0
631	45,2	8,3	684	57,6	76,3	737	0,0	0,0
632	36,5	0,0	685	58,4	92,7	738	0,0	0,0
633	27,9	32,6	686	59,3	99,9	739	0,0	0,0
634	31,5	59,6	687	60,1	95,0	740	0,0	0,0
635	34,4	65,2	688	61,0	46,7	741	0,0	0,0
636	37,0	59,6	689	46,6	0,0	742	0,0	0,0
637	39,0	49,0	690	32,3	34,6	743	0,0	0,0
638	40,2	m	691	32,7	68,6	744	0,0	0,0
639	39,8	m	692	32,6	67,0	745	0,0	0,0
640	36,0	m	693	31,3	m	746	0,0	0,0
641	29,7	m	694	28,1	m	747	0,0	0,0
642	21,5	m	695	43,0	0,0	748	0,0	0,0
643	14,1	m	696	58,0	m	749	0,0	0,0
644	0,0	0,0	697	58,9	m	750	0,0	0,0
645	0,0	0,0	698	49,4	m	751	0,0	0,0
646	0,0	0,0	699	41,5	m	752	0,0	0,0
647	0,0	0,0	700	48,4	0,0	753	0,0	0,0
648	0,0	0,0	701	55,3	m	754	0,0	0,0
649	0,0	0,0	702	41,8	m	755	0,0	0,0
650	0,0	0,0	703	31,6	m	756	0,0	0,0
651	0,0	0,0	704	24,6	m	757	0,0	0,0
652	0,0	0,0	705	15,2	m	758	0,0	0,0
653	0,0	0,0	706	7,0	m	759	0,0	0,0
654	0,0	0,0	707	0,0	0,0	760	0,0	0,0
655	0,0	0,0	708	0,0	0,0	761	0,0	0,0
656	0,0	3,4	709	0,0	0,0	762	0,0	0,0
657	1,4	22,0	710	0,0	0,0	763	0,0	0,0
658	10,1	45,3	711	0,0	0,0	764	0,0	0,0
659	21,5	10,0	712	0,0	0,0	765	0,0	0,0
660	32,2	0,0	713	0,0	0,0	766	0,0	0,0
661	42,3	46,0	714	0,0	0,0	767	0,0	0,0
662	57,1	74,1	715	0,0	0,0	768	0,0	0,0
663	72,1	34,2	716	0,0	0,0	769	0,0	0,0
664	66,9	0,0	717	0,0	0,0	770	0,0	0,0
665	60,4	41,8	718	0,0	0,0	771	0,0	22,0
666	69,1	79,0	719	0,0	0,0	772	4,5	25,8
667	77,1	38,3	720	0,0	0,0	773	15,5	42,8
668	63,1	0,0	721	0,0	0,0	774	30,5	46,8
669	49,1	47,9	722	0,0	0,0	775	45,5	29,3
670	53,4	91,3	723	0,0	0,0	776	49,2	13,6
671	57,5	85,7	724	0,0	0,0	777	39,5	0,0
672	61,5	89,2	725	0,0	0,0	778	29,7	15,1
673	65,5	85,9	726	0,0	0,0	779	34,8	26,9
674	69,5	89,5	727	0,0	0,0	780	40,0	13,6
675	73,1	75,5	728	0,0	0,0	781	42,2	m
676	76,2	73,6	729	0,0	0,0	782	42,1	m
677	79,1	75,6	730	0,0	0,0	783	40,8	m

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
784	37,7	37,6	837	44,5	m	890	26,6	m
785	47,0	35,0	838	40,9	m	891	20,0	m
786	48,8	33,4	839	38,1	m	892	13,3	m
787	41,7	m	840	37,2	42,7	893	6,7	m
788	27,7	m	841	37,5	70,8	894	0,0	0,0
789	17,2	m	842	39,1	48,6	895	0,0	0,0
790	14,0	37,6	843	41,3	0,1	896	0,0	0,0
791	18,4	25,0	844	42,3	m	897	0,0	0,0
792	27,6	17,7	845	42,0	m	898	0,0	0,0
793	39,8	6,8	846	40,8	m	899	0,0	0,0
794	34,3	0,0	847	38,6	m	900	0,0	0,0
795	28,7	26,5	848	35,5	m	901	0,0	5,8
796	41,5	40,9	849	32,1	m	902	2,5	27,9
797	53,7	17,5	850	29,6	m	903	12,4	29,0
798	42,4	0,0	851	28,8	39,9	904	19,4	30,1
799	31,2	27,3	852	29,2	52,9	905	29,3	31,2
800	32,3	53,2	853	30,9	76,1	906	37,1	10,4
801	34,5	60,6	854	34,3	76,5	907	40,6	4,9
802	37,6	68,0	855	38,3	75,5	908	35,8	0,0
803	41,2	75,4	856	42,5	74,8	909	30,9	7,6
804	45,8	82,8	857	46,6	74,2	910	35,4	13,8
805	52,3	38,2	858	50,7	76,2	911	36,5	11,1
806	42,5	0,0	859	54,8	75,1	912	40,8	48,5
807	32,6	30,5	860	58,7	36,3	913	49,8	3,7
808	35,0	57,9	861	45,2	0,0	914	41,2	0,0
809	36,0	77,3	862	31,8	37,2	915	32,7	29,7
810	37,1	96,8	863	33,8	71,2	916	39,4	52,1
811	39,6	80,8	864	35,5	46,4	917	48,8	22,7
812	43,4	78,3	865	36,6	33,6	918	41,6	0,0
813	47,2	73,4	866	37,2	20,0	919	34,5	46,6
814	49,6	66,9	867	37,2	m	920	39,7	84,4
815	50,2	62,0	868	37,0	m	921	44,7	83,2
816	50,2	57,7	869	36,6	m	922	49,5	78,9
817	50,6	62,1	870	36,0	m	923	52,3	83,8
818	52,3	62,9	871	35,4	m	924	53,4	77,7
819	54,8	37,5	872	34,7	m	925	52,1	69,6
820	57,0	18,3	873	34,1	m	926	47,9	63,6
821	42,3	0,0	874	33,6	m	927	46,4	55,2
822	27,6	29,1	875	33,3	m	928	46,5	53,6
823	28,4	57,0	876	33,1	m	929	46,4	62,3
824	29,1	51,8	877	32,7	m	930	46,1	58,2
825	29,6	35,3	878	31,4	m	931	46,2	61,8
826	29,7	33,3	879	45,0	0,0	932	47,3	62,3
827	29,8	17,7	880	58,5	m	933	49,3	57,1
828	29,5	m	881	53,7	m	934	52,6	58,1
829	28,9	m	882	47,5	m	935	56,3	56,0
830	43,0	0,0	883	40,6	m	936	59,9	27,2
831	57,1	m	884	34,1	m	937	45,8	0,0
832	57,7	m	885	45,3	0,0	938	31,8	28,8
833	56,0	m	886	56,4	m	939	32,7	56,5
834	53,8	m	887	51,0	m	940	33,4	62,8
835	51,2	m	888	44,5	m	941	34,6	68,2
836	48,1	m	889	36,4	m	942	35,8	68,6

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
943	38,6	65,0	996	53,5	m	1049	28,2	15,7
944	42,3	61,9	997	47,8	m	1050	29,2	30,5
945	44,1	65,3	998	41,9	m	1051	31,1	52,6
946	45,3	63,2	999	35,9	m	1052	33,4	60,7
947	46,5	30,6	1000	44,3	0,0	1053	35,0	61,4
948	46,7	11,1	1001	52,6	m	1054	35,3	18,2
949	45,9	16,1	1002	43,4	m	1055	35,2	14,9
950	45,6	21,8	1003	50,6	0,0	1056	34,9	11,7
951	45,9	24,2	1004	57,8	m	1057	34,5	12,9
952	46,5	24,7	1005	51,6	m	1058	34,1	15,5
953	46,7	24,7	1006	44,8	m	1059	33,5	m
954	46,8	28,2	1007	48,6	0,0	1060	31,8	m
955	47,2	31,2	1008	52,4	m	1061	30,1	m
956	47,6	29,6	1009	45,4	m	1062	29,6	10,3
957	48,2	31,2	1010	37,2	m	1063	30,0	26,5
958	48,6	33,5	1011	26,3	m	1064	31,0	18,8
959	48,8	m	1012	17,9	m	1065	31,5	26,5
960	47,6	m	1013	16,2	1,9	1066	31,7	m
961	46,3	m	1014	17,8	7,5	1067	31,5	m
962	45,2	m	1015	25,2	18,0	1068	30,6	m
963	43,5	m	1016	39,7	6,5	1069	30,0	m
964	41,4	m	1017	38,6	0,0	1070	30,0	m
965	40,3	m	1018	37,4	5,4	1071	29,4	m
966	39,4	m	1019	43,4	9,7	1072	44,3	0,0
967	38,0	m	1020	46,9	15,7	1073	59,2	m
968	36,3	m	1021	52,5	13,1	1074	58,3	m
969	35,3	5,8	1022	56,2	6,3	1075	57,1	m
970	35,4	30,2	1023	44,0	0,0	1076	55,4	m
971	36,6	55,6	1024	31,8	20,9	1077	53,5	m
972	38,6	48,5	1025	38,7	36,3	1078	51,5	m
973	39,9	41,8	1026	47,7	47,5	1079	49,7	m
974	40,3	38,2	1027	54,5	22,0	1080	47,9	m
975	40,8	35,0	1028	41,3	0,0	1081	46,4	m
976	41,9	32,4	1029	28,1	26,8	1082	45,5	m
977	43,2	26,4	1030	31,6	49,2	1083	45,2	m
978	43,5	m	1031	34,5	39,5	1084	44,3	m
979	42,9	m	1032	36,4	24,0	1085	43,6	m
980	41,5	m	1033	36,7	m	1086	43,1	m
981	40,9	m	1034	35,5	m	1087	42,5	25,6
982	40,5	m	1035	33,8	m	1088	43,3	25,7
983	39,5	m	1036	33,7	19,8	1089	46,3	24,0
984	38,3	m	1037	35,3	35,1	1090	47,8	20,6
985	36,9	m	1038	38,0	33,9	1091	47,2	3,8
986	35,4	m	1039	40,1	34,5	1092	45,6	4,4
987	34,5	m	1040	42,2	40,4	1093	44,6	4,1
988	33,9	m	1041	45,2	44,0	1094	44,1	m
989	32,6	m	1042	48,3	35,9	1095	42,9	m
990	30,9	m	1043	50,1	29,6	1096	40,9	m
991	29,9	m	1044	52,3	38,5	1097	39,2	m
992	29,2	m	1045	55,3	57,7	1098	37,0	m
993	44,1	0,0	1046	57,0	50,7	1099	35,1	2,0
994	59,1	m	1047	57,7	25,2	1100	35,6	43,3
995	56,8	m	1048	42,9	0,0	1101	38,7	47,6

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
1102	41,3	40,4	1155	0,0	0,0	1208	44,9	0,0
1103	42,6	45,7	1156	0,0	0,0	1209	34,9	47,4
1104	43,9	43,3	1157	0,0	0,0	1210	42,7	82,7
1105	46,9	41,2	1158	0,0	0,0	1211	52,0	81,2
1106	52,4	40,1	1159	0,0	0,0	1212	61,8	82,7
1107	56,3	39,3	1160	0,0	0,0	1213	71,3	39,1
1108	57,4	25,5	1161	0,0	0,0	1214	58,1	0,0
1109	57,2	25,4	1162	0,0	0,0	1215	44,9	42,5
1110	57,0	25,4	1163	0,0	0,0	1216	46,3	83,3
1111	56,8	25,3	1164	0,0	0,0	1217	46,8	74,1
1112	56,3	25,3	1165	0,0	0,0	1218	48,1	75,7
1113	55,6	25,2	1166	0,0	0,0	1219	50,5	75,8
1114	56,2	25,2	1167	0,0	0,0	1220	53,6	76,7
1115	58,0	12,4	1168	0,0	0,0	1221	56,9	77,1
1116	43,4	0,0	1169	0,0	0,0	1222	60,2	78,7
1117	28,8	26,2	1170	0,0	0,0	1223	63,7	78,0
1118	30,9	49,9	1171	0,0	0,0	1224	67,2	79,6
1119	32,3	40,5	1172	0,0	0,0	1225	70,7	80,9
1120	32,5	12,4	1173	0,0	0,0	1226	74,1	81,1
1121	32,4	12,2	1174	0,0	0,0	1227	77,5	83,6
1122	32,1	6,4	1175	0,0	0,0	1228	80,8	85,6
1123	31,0	12,4	1176	0,0	0,0	1229	84,1	81,6
1124	30,1	18,5	1177	0,0	0,0	1230	87,4	88,3
1125	30,4	35,6	1178	0,0	0,0	1231	90,5	91,9
1126	31,2	30,1	1179	0,0	0,0	1232	93,5	94,1
1127	31,5	30,8	1180	0,0	0,0	1233	96,8	96,6
1128	31,5	26,9	1181	0,0	0,0	1234	100,0	m
1129	31,7	33,9	1182	0,0	0,0	1235	96,0	m
1130	32,0	29,9	1183	0,0	0,0	1236	81,9	m
1131	32,1	m	1184	0,0	0,0	1237	68,1	m
1132	31,4	m	1185	0,0	0,0	1238	58,1	84,7
1133	30,3	m	1186	0,0	0,0	1239	58,5	85,4
1134	29,8	m	1187	0,0	0,0	1240	59,5	85,6
1135	44,3	0,0	1188	0,0	0,0	1241	61,0	86,6
1136	58,9	m	1189	0,0	0,0	1242	62,6	86,8
1137	52,1	m	1190	0,0	0,0	1243	64,1	87,6
1138	44,1	m	1191	0,0	0,0	1244	65,4	87,5
1139	51,7	0,0	1192	0,0	0,0	1245	66,7	87,8
1140	59,2	m	1193	0,0	0,0	1246	68,1	43,5
1141	47,2	m	1194	0,0	0,0	1247	55,2	0,0
1142	35,1	0,0	1195	0,0	0,0	1248	42,3	37,2
1143	23,1	m	1196	0,0	20,4	1249	43,0	73,6
1144	13,1	m	1197	12,6	41,2	1250	43,5	65,1
1145	5,0	m	1198	27,3	20,4	1251	43,8	53,1
1146	0,0	0,0	1199	40,4	7,6	1252	43,9	54,6
1147	0,0	0,0	1200	46,1	m	1253	43,9	41,2
1148	0,0	0,0	1201	44,6	m	1254	43,8	34,8
1149	0,0	0,0	1202	42,7	14,7	1255	43,6	30,3
1150	0,0	0,0	1203	42,9	7,3	1256	43,3	21,9
1151	0,0	0,0	1204	36,1	0,0	1257	42,8	19,9
1152	0,0	0,0	1205	29,3	15,0	1258	42,3	m
1153	0,0	0,0	1206	43,8	22,6	1259	41,4	m
1154	0,0	0,0	1207	54,9	9,9	1260	40,2	m

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
1261	38,7	m	1314	51,0	100,0	1367	29,9	m
1262	37,1	m	1315	51,9	100,0	1368	28,7	m
1263	35,6	m	1316	52,6	100,0	1369	29,0	58,6
1264	34,2	m	1317	52,8	32,4	1370	29,7	88,5
1265	32,9	m	1318	47,7	0,0	1371	31,0	86,3
1266	31,8	m	1319	42,6	27,4	1372	31,8	43,4
1267	30,7	m	1320	42,1	53,5	1373	31,7	m
1268	29,6	m	1321	41,8	44,5	1374	29,9	m
1269	40,4	0,0	1322	41,4	41,1	1375	40,2	0,0
1270	51,2	m	1323	41,0	21,0	1376	50,4	m
1271	49,6	m	1324	40,3	0,0	1377	47,9	m
1272	48,0	m	1325	39,3	1,0	1378	45,0	m
1273	46,4	m	1326	38,3	15,2	1379	43,0	m
1274	45,0	m	1327	37,6	57,8	1380	40,6	m
1275	43,6	m	1328	37,3	73,2	1381	55,5	0,0
1276	42,3	m	1329	37,3	59,8	1382	70,4	41,7
1277	41,0	m	1330	37,4	52,2	1383	73,4	83,2
1278	39,6	m	1331	37,4	16,9	1384	74,0	83,7
1279	38,3	m	1332	37,1	34,3	1385	74,9	41,7
1280	37,1	m	1333	36,7	51,9	1386	60,0	0,0
1281	35,9	m	1334	36,2	25,3	1387	45,1	41,6
1282	34,6	m	1335	35,6	m	1388	47,7	84,2
1283	33,0	m	1336	34,6	m	1389	50,4	50,2
1284	31,1	m	1337	33,2	m	1390	53,0	26,1
1285	29,2	m	1338	31,6	m	1391	59,5	0,0
1286	43,3	0,0	1339	30,1	m	1392	66,2	38,4
1287	57,4	32,8	1340	28,8	m	1393	66,4	76,7
1288	59,9	65,4	1341	28,0	29,5	1394	67,6	100,0
1289	61,9	76,1	1342	28,6	100,0	1395	68,4	76,6
1290	65,6	73,7	1343	28,8	97,3	1396	68,2	47,2
1291	69,9	79,3	1344	28,8	73,4	1397	69,0	81,4
1292	74,1	81,3	1345	29,6	56,9	1398	69,7	40,6
1293	78,3	83,2	1346	30,3	91,7	1399	54,7	0,0
1294	82,6	86,0	1347	31,0	90,5	1400	39,8	19,9
1295	87,0	89,5	1348	31,8	81,7	1401	36,3	40,0
1296	91,2	90,8	1349	32,6	79,5	1402	36,7	59,4
1297	95,3	45,9	1350	33,5	86,9	1403	36,6	77,5
1298	81,0	0,0	1351	34,6	100,0	1404	36,8	94,3
1299	66,6	38,2	1352	35,6	78,7	1405	36,8	100,0
1300	67,9	75,5	1353	36,4	50,5	1406	36,4	100,0
1301	68,4	80,5	1354	37,0	57,0	1407	36,3	79,7
1302	69,0	85,5	1355	37,3	69,1	1408	36,7	49,5
1303	70,0	85,2	1356	37,6	49,5	1409	36,6	39,3
1304	71,6	85,9	1357	37,8	44,4	1410	37,3	62,8
1305	73,3	86,2	1358	37,8	43,4	1411	38,1	73,4
1306	74,8	86,5	1359	37,8	34,8	1412	39,0	72,9
1307	76,3	42,9	1360	37,6	24,0	1413	40,2	72,0
1308	63,3	0,0	1361	37,2	m	1414	41,5	71,2
1309	50,4	21,2	1362	36,3	m	1415	42,9	77,3
1310	50,6	42,3	1363	35,1	m	1416	44,4	76,6
1311	50,6	53,7	1364	33,7	m	1417	45,4	43,1
1312	50,4	90,1	1365	32,4	m	1418	45,3	53,9
1313	50,5	97,1	1366	31,1	m	1419	45,1	64,8



Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
1420	46,5	74,2	1473	50,4	83,4	1526	48,8	23,0
1421	47,7	75,2	1474	51,4	90,6	1527	49,1	67,9
1422	48,1	75,5	1475	52,3	93,8	1528	49,4	73,7
1423	48,6	75,8	1476	53,3	94,0	1529	49,8	75,0
1424	48,9	76,3	1477	54,2	94,1	1530	50,4	75,8
1425	49,9	75,5	1478	54,9	94,3	1531	51,4	73,9
1426	50,4	75,2	1479	55,7	94,6	1532	52,3	72,2
1427	51,1	74,6	1480	56,1	94,9	1533	53,3	71,2
1428	51,9	75,0	1481	56,3	86,2	1534	54,6	71,2
1429	52,7	37,2	1482	56,2	64,1	1535	55,4	68,7
1430	41,6	0,0	1483	56,0	46,1	1536	56,7	67,0
1431	30,4	36,6	1484	56,2	33,4	1537	57,2	64,6
1432	30,5	73,2	1485	56,5	23,6	1538	57,3	61,9
1433	30,3	81,6	1486	56,3	18,6	1539	57,0	59,5
1434	30,4	89,3	1487	55,7	16,2	1540	56,7	57,0
1435	31,5	90,4	1488	56,0	15,9	1541	56,7	69,8
1436	32,7	88,5	1489	55,9	21,8	1542	56,8	58,5
1437	33,7	97,2	1490	55,8	20,9	1543	56,8	47,2
1438	35,2	99,7	1491	55,4	18,4	1544	57,0	38,5
1439	36,3	98,8	1492	55,7	25,1	1545	57,0	32,8
1440	37,7	100,0	1493	56,0	27,7	1546	56,8	30,2
1441	39,2	100,0	1494	55,8	22,4	1547	57,0	27,0
1442	40,9	100,0	1495	56,1	20,0	1548	56,9	26,2
1443	42,4	99,5	1496	55,7	17,4	1549	56,7	26,2
1444	43,8	98,7	1497	55,9	20,9	1550	57,0	26,6
1445	45,4	97,3	1498	56,0	22,9	1551	56,7	27,8
1446	47,0	96,6	1499	56,0	21,1	1552	56,7	29,7
1447	47,8	96,2	1500	55,1	19,2	1553	56,8	32,1
1448	48,8	96,3	1501	55,6	24,2	1554	56,5	34,9
1449	50,5	95,1	1502	55,4	25,6	1555	56,6	34,9
1450	51,0	95,9	1503	55,7	24,7	1556	56,3	35,8
1451	52,0	94,3	1504	55,9	24,0	1557	56,6	36,6
1452	52,6	94,6	1505	55,4	23,5	1558	56,2	37,6
1453	53,0	65,5	1506	55,7	30,9	1559	56,6	38,2
1454	53,2	0,0	1507	55,4	42,5	1560	56,2	37,9
1455	53,2	m	1508	55,3	25,8	1561	56,6	37,5
1456	52,6	m	1509	55,4	1,3	1562	56,4	36,7
1457	52,1	m	1510	55,0	m	1563	56,5	34,8
1458	51,8	m	1511	54,4	m	1564	56,5	35,8
1459	51,3	m	1512	54,2	m	1565	56,5	36,2
1460	50,7	m	1513	53,5	m	1566	56,5	36,7
1461	50,7	m	1514	52,4	m	1567	56,7	37,8
1462	49,8	m	1515	51,8	m	1568	56,7	37,8
1463	49,4	m	1516	50,7	m	1569	56,6	36,6
1464	49,3	m	1517	49,9	m	1570	56,8	36,1
1465	49,1	m	1518	49,1	m	1571	56,5	36,8
1466	49,1	m	1519	47,7	m	1572	56,9	35,9
1467	49,1	8,3	1520	47,3	m	1573	56,7	35,0
1468	48,9	16,8	1521	46,9	m	1574	56,5	36,0
1469	48,8	21,3	1522	46,9	m	1575	56,4	36,5
1470	49,1	22,1	1523	47,2	m	1576	56,5	38,0
1471	49,4	26,3	1524	47,8	m	1577	56,5	39,9
1472	49,8	39,2	1525	48,2	0,0	1578	56,4	42,1

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
1579	56,5	47,0	1632	56,7	44,9	1685	57,5	25,9
1580	56,4	48,0	1633	56,6	45,2	1686	57,5	20,7
1581	56,1	49,1	1634	56,8	46,0	1687	57,6	16,4
1582	56,4	48,9	1635	56,5	46,6	1688	57,6	12,4
1583	56,4	48,2	1636	56,6	48,3	1689	57,6	8,9
1584	56,5	48,3	1637	56,4	48,6	1690	57,5	8,0
1585	56,5	47,9	1638	56,6	50,3	1691	57,5	5,8
1586	56,6	46,8	1639	56,3	51,9	1692	57,3	5,8
1587	56,6	46,2	1640	56,5	54,1	1693	57,6	5,5
1588	56,5	44,4	1641	56,3	54,9	1694	57,3	4,5
1589	56,8	42,9	1642	56,4	55,0	1695	57,2	3,2
1590	56,5	42,8	1643	56,4	56,2	1696	57,2	3,1
1591	56,7	43,2	1644	56,2	58,6	1697	57,3	4,9
1592	56,5	42,8	1645	56,2	59,1	1698	57,3	4,2
1593	56,9	42,2	1646	56,2	62,5	1699	56,9	5,5
1594	56,5	43,1	1647	56,4	62,8	1700	57,1	5,1
1595	56,5	42,9	1648	56,0	64,7	1701	57,0	5,2
1596	56,7	42,7	1649	56,4	65,6	1702	56,9	5,5
1597	56,6	41,5	1650	56,2	67,7	1703	56,6	5,4
1598	56,9	41,8	1651	55,9	68,9	1704	57,1	6,1
1599	56,6	41,9	1652	56,1	68,9	1705	56,7	5,7
1600	56,7	42,6	1653	55,8	69,5	1706	56,8	5,8
1601	56,7	42,6	1654	56,0	69,8	1707	57,0	6,1
1602	56,7	41,5	1655	56,2	69,3	1708	56,7	5,9
1603	56,7	42,2	1656	56,2	69,8	1709	57,0	6,6
1604	56,5	42,2	1657	56,4	69,2	1710	56,9	6,4
1605	56,8	41,9	1658	56,3	68,7	1711	56,7	6,7
1606	56,5	42,0	1659	56,2	69,4	1712	56,9	6,9
1607	56,7	42,1	1660	56,2	69,5	1713	56,8	5,6
1608	56,4	41,9	1661	56,2	70,0	1714	56,6	5,1
1609	56,7	42,9	1662	56,4	69,7	1715	56,6	6,5
1610	56,7	41,8	1663	56,2	70,2	1716	56,5	10,0
1611	56,7	41,9	1664	56,4	70,5	1717	56,6	12,4
1612	56,8	42,0	1665	56,1	70,5	1718	56,5	14,5
1613	56,7	41,5	1666	56,5	69,7	1719	56,6	16,3
1614	56,6	41,9	1667	56,2	69,3	1720	56,3	18,1
1615	56,8	41,6	1668	56,5	70,9	1721	56,6	20,7
1616	56,6	41,6	1669	56,4	70,8	1722	56,1	22,6
1617	56,9	42,0	1670	56,3	71,1	1723	56,3	25,8
1618	56,7	40,7	1671	56,4	71,0	1724	56,4	27,7
1619	56,7	39,3	1672	56,7	68,6	1725	56,0	29,7
1620	56,5	41,4	1673	56,8	68,6	1726	56,1	32,6
1621	56,4	44,9	1674	56,6	68,0	1727	55,9	34,9
1622	56,8	45,2	1675	56,8	65,1	1728	55,9	36,4
1623	56,6	43,6	1676	56,9	60,9	1729	56,0	39,2
1624	56,8	42,2	1677	57,1	57,4	1730	55,9	41,4
1625	56,5	42,3	1678	57,1	54,3	1731	55,5	44,2
1626	56,5	44,4	1679	57,0	48,6	1732	55,9	46,4
1627	56,9	45,1	1680	57,4	44,1	1733	55,8	48,3
1628	56,4	45,0	1681	57,4	40,2	1734	55,6	49,1
1629	56,7	46,3	1682	57,6	36,9	1735	55,8	49,3
1630	56,7	45,5	1683	57,5	34,2	1736	55,9	47,7
1631	56,8	45,0	1684	57,4	31,1	1737	55,9	47,4

Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque	Time	Norm. speed	Norm. torque
s	per cent	per cent	s	per cent	per cent	s	per cent	per cent
1738	55,8	46,9	1759	46,8	m	1780	44,0	m
1739	56,1	46,8	1760	45,7	m	1781	37,6	m
1740	56,1	45,8	1761	44,8	m	1782	47,2	0,0
1741	56,2	46,0	1762	43,9	m	1783	56,8	m
1742	56,3	45,9	1763	42,9	m	1784	47,5	m
1743	56,3	45,9	1764	41,5	m	1785	42,9	m
1744	56,2	44,6	1765	39,5	m	1786	31,6	m
1745	56,2	46,0	1766	36,7	m	1787	25,8	m
1746	56,4	46,2	1767	33,8	m	1788	19,9	m
1747	55,8	m	1768	31,0	m	1789	14,0	m
1748	55,5	m	1769	40,0	0,0	1790	8,1	m
1749	55,0	m	1770	49,1	m	1791	2,2	m
1750	54,1	m	1771	46,2	m	1792	0,0	0,0
1751	54,0	m	1772	43,1	m	1793	0,0	0,0
1752	53,3	m	1773	39,9	m	1794	0,0	0,0
1753	52,6	m	1774	36,6	m	1795	0,0	0,0
1754	51,8	m	1775	33,6	m	1796	0,0	0,0
1755	50,7	m	1776	30,5	m	1797	0,0	0,0
1756	49,9	m	1777	42,8	0,0	1798	0,0	0,0
1757	49,1	m	1778	55,2	m	1799	0,0	0,0
1758	47,7	m	1779	49,9	m	1800	0,0	0,0

m = motoring

## APPENDIX 2

## DIESEL REFERENCE FUEL

Parameter	Unit	Limits <sup>(1)</sup>		Test method <sup>(5)</sup>
		Minimum	Maximum	
Cetene number		52	54	ISO 5165
Density at 15 °C	kg/m <sup>3</sup>	833	837	ISO 3675
Distillation:				
— 50 per cent vol.	°C	245		ISO 3405
— 95 per cent vol.	°C	345	350	
— final boiling point	°C		370	
Flash point	°C	55		ISO 2719
Cold filter plugging point	°C		– 5	EN 116
Kinematic viscosity at 40 °C	mm <sup>2</sup> /s	2,3	3,3	ISO 3104
Polycyclic aromatic hydrocarbons	per cent m/m	2,0	6,0	EN 12916
Conradson carbon residue (10 per cent DR)	per cent m/m		0,2	ISO 10370
Ash content	per cent m/m		0,01	EN-ISO 6245
Water content	per cent m/m		0,02	EN-ISO 12937
Sulfur content	mg/kg		10	EN-ISO 14596
Copper corrosion at 50 °C			1	EN-ISO 2160
Lubricity (HFRR at 60 °C)	µm		400	CEC F-06-A-96
Neutralisation number	mg KOH/g		0,02	
Oxidation stability @ 110 °C <sup>(2)</sup> <sup>(3)</sup>	h	20		EN 14112
FAME <sup>(4)</sup>	per cent v/v	4,5	5,5	EN 14078

<sup>(1)</sup> The values quoted in the specification are “true values”. In establishment of their limit values the terms of ISO 4259 “Petroleum products — Determination and application of precision data in relation to methods of test.” have been applied and in fixing a minimum value, a minimum difference of 2R above zero has been taken into account; in fixing a maximum and minimum value, the minimum difference is 4R (R = reproducibility).

Notwithstanding this measure, which is necessary for statistical reasons, the manufacturer of fuels should nevertheless aim at a zero value where the stipulated maximum value is 2R and at the mean value in the case of quotations of maximum and minimum limits. Should it be necessary to clarify the question as to whether a fuel meets the requirements of the specifications, the terms of ISO 4259 should be applied.

<sup>(2)</sup> Even though oxidation stability is controlled, it is likely that shelf life will be limited. Advice shall be sought from the supplier as to storage conditions and life.

<sup>(3)</sup> Oxidation stability can be demonstrated by EN-ISO 12205 or by EN 14112. This requirement shall be revised based on CEN/TC19 evaluations of oxidative stability performance and test limits.

<sup>(4)</sup> FAME quality according EN 14214 (ASTM D 6751).

<sup>(5)</sup> The latest version of the respective test method applies.

## APPENDIX 3

## MEASUREMENT EQUIPMENT

A.3.1. This Appendix contains the basic requirements and the general descriptions of the sampling and analysing systems for gaseous and particulate emissions measurement. Since various configurations can produce equivalent results, exact conformance with the figures of this Appendix is not required. Components such as instruments, valves, solenoids, pumps, flow devices and switches may be used to provide additional information and coordinate the functions of the component systems. Other components which are not needed to maintain the accuracy on some systems may be excluded if their exclusion is based upon good engineering judgement.

## A.3.1.1. Analytical system

## A.3.1.2. Description of the analytical system

Analytical system for the determination of the gaseous emissions in the raw exhaust gas (figure 9) or in the diluted exhaust gas (figure 10) are described based on the use of:

- (a) HFID or FID analyser for the measurement of hydrocarbons;
- (b) NDIR analysers for the measurement of carbon monoxide and carbon dioxide;
- (c) HCLD or CLD analyser for the measurement of the oxides of nitrogen.

The sample for all components should be taken with one sampling probe and internally split to the different analysers. Optionally, two sampling probes located in close proximity may be used. Care shall be taken that no unintended condensation of exhaust components (including water and sulphuric acid) occurs at any point of the analytical system.

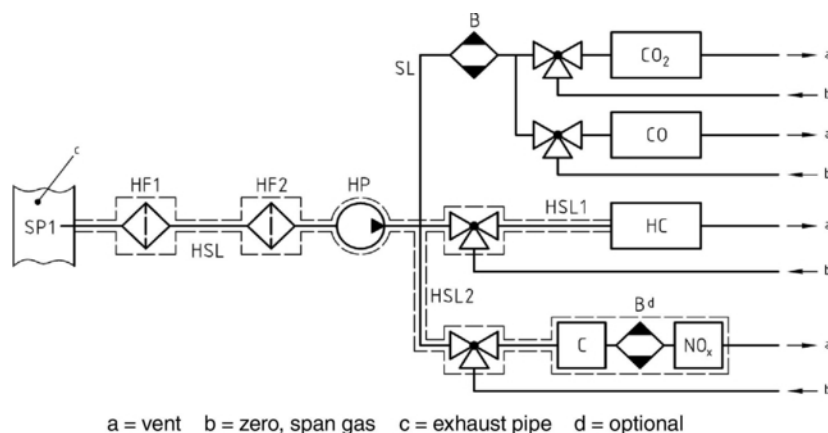


Figure 9

Schematic flow diagram of raw exhaust gas analysis system for CO, CO<sub>2</sub>, NO<sub>x</sub>, HC

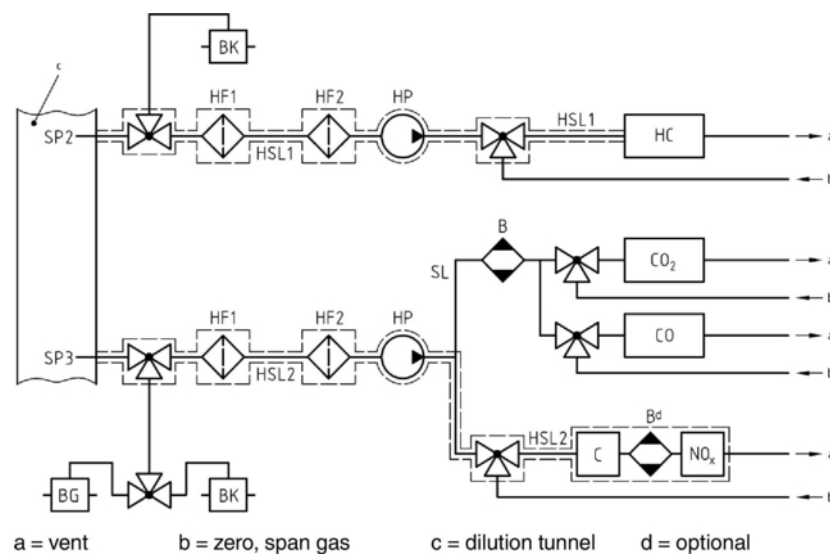


Figure 10

Schematic flow diagram of diluted exhaust gas analysis system for CO, CO<sub>2</sub>, NO<sub>x</sub>, HC

## A.3.1.3. Components of figures 9 and 10

EP Exhaust pipe

SP Raw exhaust gas sampling probe (figure 9 only)

A stainless steel straight closed end multi-hole probe is recommended. The inside diameter shall not be greater than the inside diameter of the sampling line. The wall thickness of the probe shall not be greater than 1 mm. There shall be a minimum of 3 holes in 3 different radial planes sized to sample approximately the same flow. The probe shall extend across at least 80 per cent of the diameter of the exhaust pipe. One or two sampling probes may be used.

SP2 Dilute exhaust gas HC sampling probe (figure 10 only)

The probe shall:

- be defined as the first 254 mm to 762 mm of the heated sampling line HSL1,
- have a 5 mm minimum inside diameter,
- be installed in the dilution tunnel DT (figure 15) at a point where the diluent and exhaust gas are well mixed (i.e. approximately 10 tunnel diameters downstream of the point where the exhaust enters the dilution tunnel),
- be sufficiently distant (radially) from other probes and the tunnel wall so as to be free from the influence of any wakes or eddies,
- be heated so as to increase the gas stream temperature to  $463\text{ K} \pm 10\text{ K}$  ( $190\text{ °C} \pm 10\text{ °C}$ ) at the exit of the probe, or to  $385\text{ K} \pm 10\text{ K}$  ( $112\text{ °C} \pm 10\text{ °C}$ ) for positive ignition engines,
- non-heated in case of FID measurement (cold).

SP3 Dilute exhaust gas CO, CO<sub>2</sub>, NO<sub>x</sub> sampling probe (figure 10 only)

The probe shall:

- (a) be in the same plane as SP2,
- (b) be sufficiently distant (radially) from other probes and the tunnel wall so as to be free from the influence of any wakes or eddies,
- (c) be heated and insulated over its entire length to a minimum temperature of 328 K (55 °C) to prevent water condensation.

HF1 Heated pre-filter (optional)

The temperature shall be the same as HSL1.

HF2 Heated filter

The filter shall extract any solid particles from the gas sample prior to the analyser. The temperature shall be the same as HSL1. The filter shall be changed as needed.

HSL1 Heated sampling line

The sampling line provides a gas sample from a single probe to the split point(s) and the HC analyser.

The sampling line shall:

- (a) have a 4 mm minimum and a 13,5 mm maximum inside diameter;
- (b) be made of stainless steel or PTFE;
- (c) maintain a wall temperature of  $463\text{ K} \pm 10\text{ K}$  ( $190\text{ °C} \pm 10\text{ °C}$ ) as measured at every separately controlled heated section, if the temperature of the exhaust gas at the sampling probe is equal to or below 463 K (190 °C);
- (d) maintain a wall temperature greater than 453 K (180 °C), if the temperature of the exhaust gas at the sampling probe is above 463 K (190 °C);
- (e) maintain a gas temperature of  $463\text{ K} \pm 10\text{ K}$  ( $190\text{ °C} \pm 10\text{ °C}$ ) immediately before the heated filter HF2 and the HFID.

HSL2 Heated NO<sub>x</sub> sampling line

The sampling line shall:

- (a) maintain a wall temperature of 328 K to 473 K (55 °C to 200 °C), up to the converter for dry measurement, and up to the analyser for wet measurement;
- (b) be made of stainless steel or PTFE.

HP Heated sampling pump

The pump shall be heated to the temperature of HSL.

SL Sampling line for CO and CO<sub>2</sub>

The line shall be made of PTFE or stainless steel. It may be heated or unheated.

HC HFID analyser

Heated flame ionisation detector (HFID) or flame ionisation detector (FID) for the determination of the hydrocarbons. The temperature of the HFID shall be kept at 453 K to 473 K (180 °C to 200 °C).

CO, CO<sub>2</sub> NDIR analyser

NDIR analysers for the determination of carbon monoxide and carbon dioxide (optional for the determination of the dilution ratio for PT measurement).

NO<sub>x</sub> CLD analyser or NDUV analyser

CLD, HCLD or NDUV analyser for the determination of the oxides of nitrogen. If a HCLD is used it shall be kept at a temperature of 328 K to 473 K (55 °C to 200 °C).

B Sample dryer (optional for NO measurement)

To cool and condense water from the exhaust sample. It is optional if the analyser is free from water vapour interference as determined in paragraph 9.3.9.2.2. If water is removed by condensation, the sample gas temperature or dew point shall be monitored either within the water trap or downstream. The sample gas temperature or dew point shall not exceed 280 K (7 °C). Chemical dryers are not allowed for removing water from the sample.

BK Background bag (optional; figure 10 only)

For the measurement of the background concentrations.

BG Sample bag (optional; figure 10 only)

For the measurement of the sample concentrations.

#### A.3.1.4. Non-methane cutter method (NMC)

The cutter oxidises all hydrocarbons except CH<sub>4</sub> to CO<sub>2</sub> and H<sub>2</sub>O, so that by passing the sample through the NMC only CH<sub>4</sub> is detected by the HFID. In addition to the usual HC sampling train (see figures 9 and 10), a second HC sampling train shall be installed equipped with a cutter as laid out in figure 11. This allows simultaneous measurement of total HC, CH<sub>4</sub> and NMHC.

The cutter shall be characterised at or above 600 K (327 °C) prior to test work with respect to its catalytic effect on CH<sub>4</sub> and C<sub>2</sub>H<sub>6</sub> at H<sub>2</sub>O values representative of exhaust stream conditions. The dew point and O<sub>2</sub> level of the sampled exhaust stream shall be known. The relative response of the FID to CH<sub>4</sub> and C<sub>2</sub>H<sub>6</sub> shall be determined in accordance with paragraph 9.3.8.

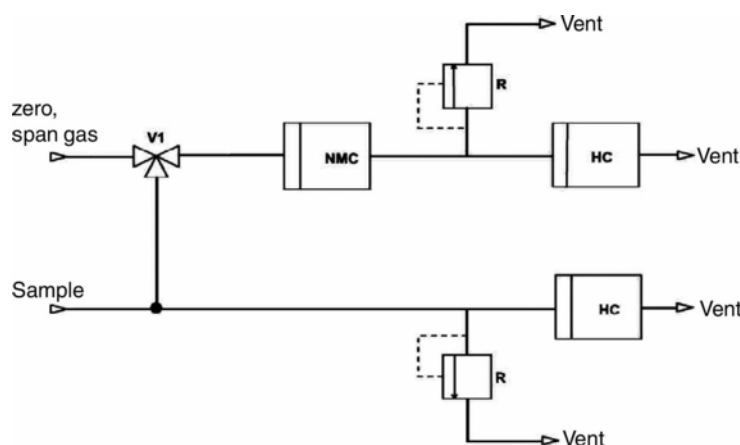


Figure 11

Schematic flow diagram of methane analysis with the NMC



## A.3.1.5. Components of figure 11

NMC Non-methane cutter

To oxidise all hydrocarbons except methane

HC

Heated flame ionisation detector (HFID) or flame ionisation detector (FID) to measure the HC and CH<sub>4</sub> concentrations. The temperature of the HFID shall be kept at 453 K to 473 K (180 °C to 200 °C).

V1 Selector valve

To select zero and span gas

R Pressure regulator

To control the pressure in the sampling line and the flow to the HFID

## A.3.2. Dilution and particulate sampling system

## A.3.2.1. Description of partial flow system

A dilution system is described based upon the dilution of a part of the exhaust stream. Splitting of the exhaust stream and the following dilution process may be done by different dilution system types. For subsequent collection of the particulates, the entire dilute exhaust gas or only a portion of the dilute exhaust gas is passed to the particulate sampling system. The first method is referred to as total sampling type, the second method as fractional sampling type. The calculation of the dilution ratio depends upon the type of system used.

With the total sampling system as shown in figure 12, raw exhaust gas is transferred from the exhaust pipe (EP) to the dilution tunnel (DT) through the sampling probe (SP) and the transfer tube (TT). The total flow through the tunnel is adjusted with the flow controller FC2 and the sampling pump (P) of the particulate sampling system (see figure 16). The dilution airflow is controlled by the flow controller FC1, which may use  $q_{mew}$  or  $q_{maw}$  and  $q_{mf}$  as command signals, for the desired exhaust split. The sample flow into DT is the difference of the total flow and the dilution airflow. The dilution airflow rate is measured with the flow measurement device FM1, the total flow rate with the flow measurement device FM3 of the particulate sampling system (see figure 16). The dilution ratio is calculated from these two flow rates.

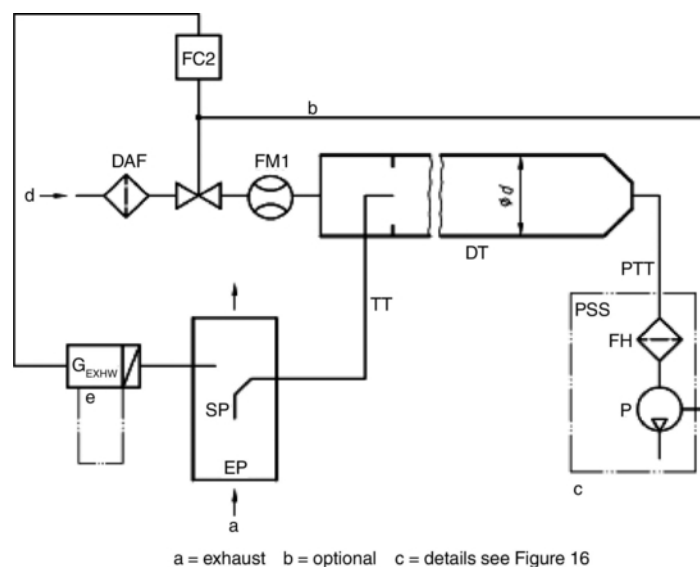


Figure 12

Scheme of partial flow dilution system (total sampling type)

With the fractional sampling system as shown in figure 13, raw exhaust gas is transferred from the exhaust pipe EP to the dilution tunnel DT through the sampling probe SP and the transfer tube TT. The total flow through the tunnel is adjusted with the flow controller FC1 connected either to the dilution airflow or to the suction blower for the total tunnel flow. The flow controller FC1 may use  $q_{mew}$  or  $q_{maw}$  and  $q_{mf}$  as command signals for the desired exhaust split. The sample flow into DT is the difference of the total flow and the dilution airflow. The dilution airflow rate is measured with the flow measurement device FM1, the total flow rate with the flow measurement device FM2. The dilution ratio is calculated from these two flow rates. From DT, a particulate sample is taken with the particulate sampling system (see figure 16).

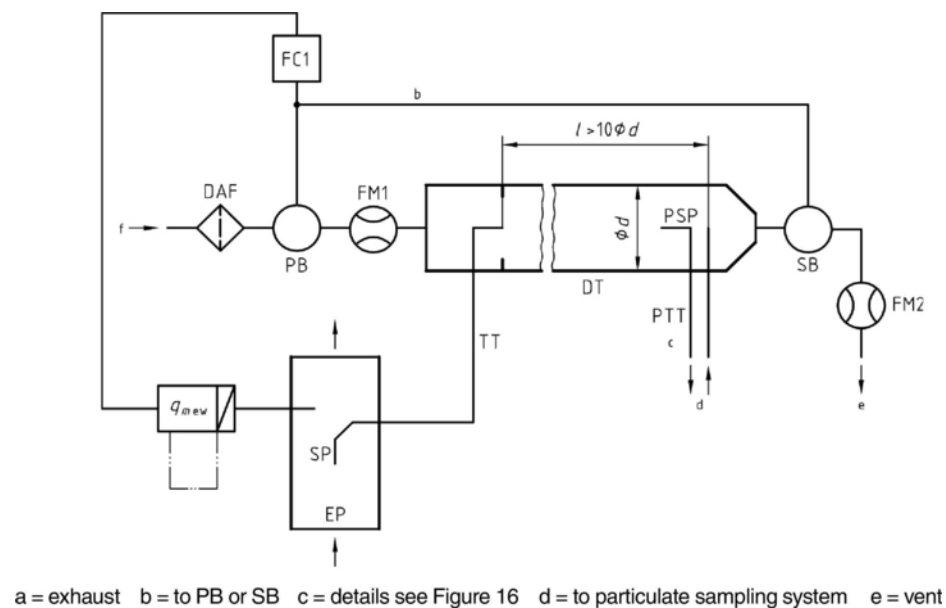


Figure 13

#### Scheme of partial flow dilution system (fractional sampling type)

#### A.3.2.2. Components of figures 12 and 13

EP Exhaust pipe

The exhaust pipe may be insulated. To reduce the thermal inertia of the exhaust pipe a thickness to diameter ratio of 0,015 or less is recommended. The use of flexible sections shall be limited to a length to diameter ratio of 12 or less. Bends shall be minimised to reduce inertial deposition. If the system includes a test bed silencer the silencer may also be insulated. It is recommended to have a straight pipe of 6 pipe diameters upstream and 3 pipe diameters downstream of the tip of the probe.

SP Sampling probe

The type of probe shall be either of the following

- (a) open tube facing upstream on the exhaust pipe centreline;
- (b) open tube facing downstream on the exhaust pipe centreline;

- (c) multiple hole probe as described under SP in paragraph A.3.1.3;
- (d) hatted probe facing upstream on the exhaust pipe centreline as shown in figure 14.

The minimum inside diameter of the probe tip shall be 4 mm. The minimum diameter ratio between exhaust pipe and probe shall be 4.

When using probe type (a), an inertial pre-classifier (cyclone or impactor) with at 50 per cent cut point between 2,5 and 10  $\mu\text{m}$  shall be installed immediately upstream of the filter holder.

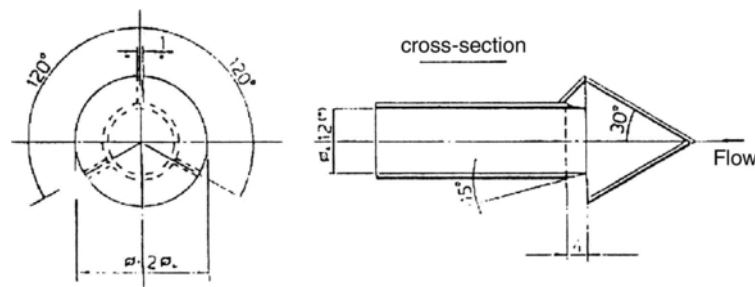


Figure 14

#### Scheme of hatted probe

TT Exhaust transfer tube

The transfer tube shall be as short as possible, but:

- (a) not more than 0,26 m in length, if insulated for 80 per cent of the total length, as measured between the end of the probe and the dilution stage,

or

- (b) not more than 1 m in length, if heated above 150 °C for 90 per cent of the total length, as measured between the end of the probe and the dilution stage.

It shall be equal to or greater than the probe diameter, but not more than 25 mm in diameter, and exiting on the centreline of the dilution tunnel and pointing downstream.

With respect to (a), insulation shall be done with material with a maximum thermal conductivity of 0,05 W/mK with a radial insulation thickness corresponding to the diameter of the probe.

FC1 Flow controller

A flow controller shall be used to control the dilution airflow through the pressure blower PB and/or the suction blower SB. It may be connected to the exhaust flow sensor signals specified in paragraph 8.4.1. The flow controller may be installed upstream or downstream of the respective blower. When using a pressurised air supply, FC1 directly controls the airflow.

FM1 Flow measurement device

Gas meter or other flow instrumentation to measure the dilution airflow. FM1 is optional if the pressure blower PB is calibrated to measure the flow.

DAF      Diluent filter

The diluent (ambient air, synthetic air, or nitrogen) shall be filtered with a high-efficiency (HEPA) filter that has an initial minimum collection efficiency of 99,97 per cent according to EN 1822-1 (filter class H14 or better), ASTM F 1471-93 or equivalent standard.

FM2      Flow measurement device (fractional sampling type, figure 13 only)

Gas meter or other flow instrumentation to measure the diluted exhaust gas flow. FM2 is optional if the suction blower SB is calibrated to measure the flow.

PB      Pressure blower (fractional sampling type, figure 13 only)

To control the dilution airflow rate, PB may be connected to the flow controllers FC1 or FC2. PB is not required when using a butterfly valve. PB may be used to measure the dilution airflow, if calibrated.

SB      Suction blower (fractional sampling type, figure 13 only)

SB may be used to measure the diluted exhaust gas flow, if calibrated.

DT      Dilution tunnel (partial flow)

The dilution tunnel:

- (a) shall be of a sufficient length to cause complete mixing of the exhaust and diluent under turbulent flow conditions (Reynolds number,  $Re$ , greater than 4 000, where  $Re$  is based on the inside diameter of the dilution tunnel) for a fractional sampling system, i.e. complete mixing is not required for a total sampling system,
- (b) shall be constructed of stainless steel,
- (c) may be heated to no greater than 325 K (52 °C) wall temperature,
- (d) may be insulated.

PSP      Particulate sampling probe (fractional sampling type, figure 13 only)

The particulate sampling probe is the leading section of the particulate transfer tube PTT (see paragraph A.3.2.6) and:

- (a) shall be installed facing upstream at a point where the diluent and exhaust gas are well mixed, i.e. on the dilution tunnel DT centreline approximately 10 tunnel diameters downstream of the point where the exhaust enters the dilution tunnel,
- (b) shall be 8 mm in minimum inside diameter,
- (c) may be heated to no greater than 325 K (52 °C) wall temperature by direct heating or by diluent pre-heating, provided the diluent temperature does not exceed 325 K (52 °C) prior to the introduction of the exhaust into the dilution tunnel,
- (d) may be insulated.

### A.3.2.3. Description of full flow dilution system

A dilution system is described based upon the dilution of the total amount of raw exhaust gas in the dilution tunnel DT using the CVS (constant volume sampling) concept, and is shown in figure 15.

The diluted exhaust gas flow rate shall be measured either with a positive displacement pump (PDP), with a critical flow venturi (CFV) or with a subsonic venturi (SSV). A heat exchanger (HE) or electronic flow compensation (EFC) may be used for proportional particulate sampling and for flow determination. Since particulate mass determination is based on the total diluted exhaust gas flow, it is not necessary to calculate the dilution ratio.

For subsequent collection of the particulates, a sample of the dilute exhaust gas shall be passed to the double dilution particulate sampling system (see figure 17). Although partly a dilution system, the double dilution system is described as a modification of a particulate sampling system, since it shares most of the parts with a typical particulate sampling system.

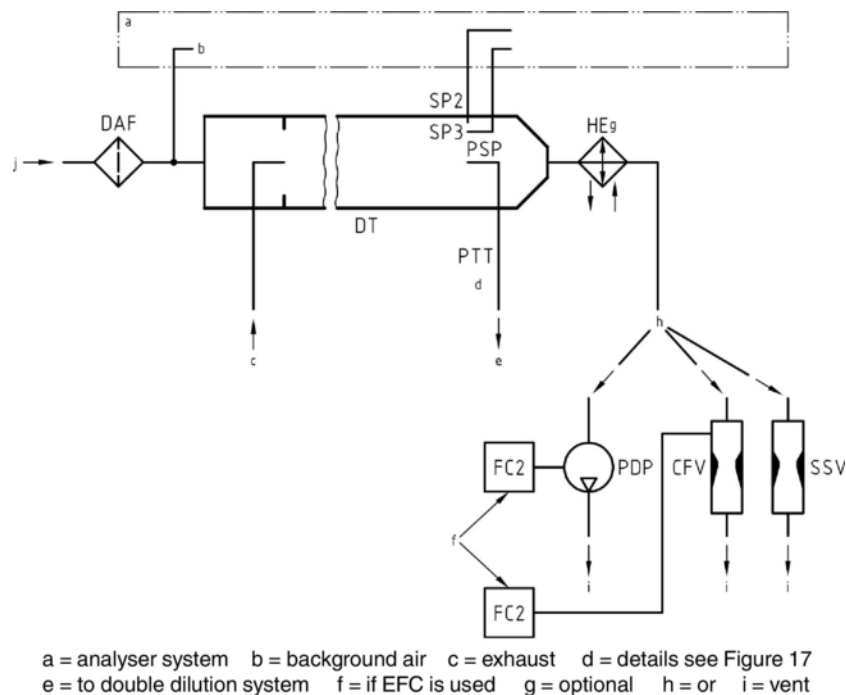


Figure 15

### Scheme of full flow dilution system (CVS)

### A.3.2.4. Components of figure 15

EP      Exhaust pipe

The exhaust pipe length from the exit of the engine exhaust manifold, turbocharger outlet or after-treatment device to the dilution tunnel shall be not more than 10 m. If the system exceeds 4 m in length, then all tubing in excess of 4 m shall be insulated, except for an in-line smoke meter, if used. The radial thickness of the insulation shall be at least 25 mm. The thermal conductivity of the insulating material shall have a value no greater than 0,1 W/mK measured at 673 K. To reduce the thermal inertia of the exhaust pipe a thickness-to-diameter ratio of 0,015 or less is recommended. The use of flexible sections shall be limited to a length-to-diameter ratio of 12 or less.

PDP      Positive displacement pump

The PDP meters total diluted exhaust flow from the number of the pump revolutions and the pump displacement. The exhaust system backpressure shall not be artificially lowered by the PDP or diluent inlet system. Static exhaust backpressure measured with the PDP system operating shall remain within  $\pm 1,5$  kPa of the static pressure measured without connection to the PDP at identical engine speed and load. The gas mixture temperature immediately ahead of the PDP shall be within  $\pm 6$  K of the average operating temperature observed during the test, when no flow compensation (EFC) is used. Flow compensation is only permitted, if the temperature at the inlet to the PDP does not exceed 323 K (50 °C).

CFV      Critical flow venturi

CFV measures total diluted exhaust flow by maintaining the flow at choked conditions (critical flow). Static exhaust backpressure measured with the CFV system operating shall remain within  $\pm 1,5$  kPa of the static pressure measured without connection to the CFV at identical engine speed and load. The gas mixture temperature immediately ahead of the CFV shall be within  $\pm 11$  K of the average operating temperature observed during the test, when no flow compensation (EFC) is used.

SSV      Subsonic venturi

SSV measures total diluted exhaust flow by using the gas flow function of a subsonic venturi in dependence of inlet pressure and temperature and pressure drop between venturi inlet and throat. Static exhaust backpressure measured with the SSV system operating shall remain within  $\pm 1,5$  kPa of the static pressure measured without connection to the SSV at identical engine speed and load. The gas mixture temperature immediately ahead of the SSV shall be within  $\pm 11$  K of the average operating temperature observed during the test, when no flow compensation (EFC) is used.

HE      Heat exchanger (optional)

The heat exchanger shall be of sufficient capacity to maintain the temperature within the limits required above. If EFC is used, the heat exchanger is not required.

EFC      Electronic flow compensation (optional)

If the temperature at the inlet to the PDP, CFV or SSV is not kept within the limits stated above, a flow compensation system is required for continuous measurement of the flow rate and control of the proportional sampling into the double dilution system. For that purpose, the continuously measured flow rate signals are used to maintain the proportionality of the sample flow rate through the particulate filters of the double dilution system (see figure 17) within  $\pm 2,5$  per cent.

DT      Dilution tunnel (full flow)

The dilution tunnel

- (a) shall be small enough in diameter to cause turbulent flow (Reynolds number,  $Re$ , greater than 4 000, where  $Re$  is based on the inside diameter of the dilution tunnel) and of sufficient length to cause complete mixing of the exhaust and diluent,
- (b) may be insulated,
- (c) may be heated up to a wall temperature sufficient to eliminate aqueous condensation.

The engine exhaust shall be directed downstream at the point where it is introduced into the dilution tunnel, and thoroughly mixed. A mixing orifice may be used.

For the double dilution system, a sample from the dilution tunnel is transferred to the secondary dilution tunnel where it is further diluted, and then passed through the sampling filters (figure 17). The secondary dilution system shall provide sufficient secondary diluent to maintain the doubly diluted exhaust stream at a temperature between 315 K (42 °C) and 325 K (52 °C) immediately before the particulate filter.

DAF      Diluent filter

The diluent (ambient air, synthetic air, or nitrogen) shall be filtered with a high-efficiency (HEPA) filter that has an initial minimum collection efficiency of 99,97 per cent according to EN 1822-1 (filter class H14 or better), ASTM F 1471-93 or equivalent standard.

PSP      Particulate sampling probe

The probe is the leading section of PTT and

- (a) shall be installed facing upstream at a point where the diluent and exhaust gases are well mixed, i.e. on the dilution tunnel DT centreline of the dilution systems, approximately 10 tunnel diameters downstream of the point where the exhaust enters the dilution tunnel;
- (b) shall be of 8 mm minimum inside diameter;
- (c) may be heated to no greater than 325 K (52 °C) wall temperature by direct heating or by diluent pre-heating, provided the air temperature does not exceed 325 K (52 °C) prior to the introduction of the exhaust in the dilution tunnel;
- (d) may be insulated.

#### A.3.2.5. Description of particulate sampling system

The particulate sampling system is required for collecting the particulates on the particulate filter and is shown in figures 16 and 17. In the case of total sampling partial flow dilution, which consists of passing the entire diluted exhaust sample through the filters, the dilution and sampling systems usually form an integral unit (see figure 12). In the case of fractional sampling partial flow dilution or full flow dilution, which consists of passing through the filters only a portion of the diluted exhaust, the dilution and sampling systems usually form different units.

For a partial flow dilution system, a sample of the diluted exhaust gas is taken from the dilution tunnel DT through the particulate sampling probe PSP and the particulate transfer tube PTT by means of the sampling pump P, as shown in figure 16. The sample is passed through the filter holder(s) FH that contain the particulate sampling filters. The sample flow rate is controlled by the flow controller FC3.

For of full flow dilution system, a double dilution particulate sampling system shall be used, as shown in figure 17. A sample of the diluted exhaust gas is transferred from the dilution tunnel DT through the particulate sampling probe PSP and the particulate transfer tube PTT to the secondary dilution tunnel SDT, where it is diluted once more. The sample is then passed through the filter holder(s) FH that contain the particulate sampling filters. The dilution airflow rate is usually constant whereas the sample flow rate is controlled by the flow controller FC3. If electronic flow compensation EFC (see figure 15) is used, the total diluted exhaust gas flow is used as command signal for FC3.

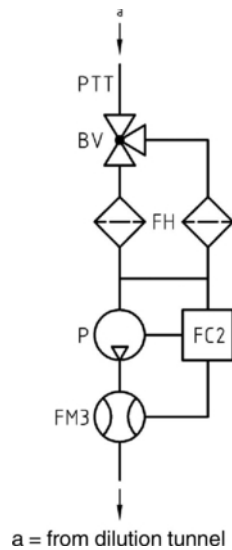


Figure 16

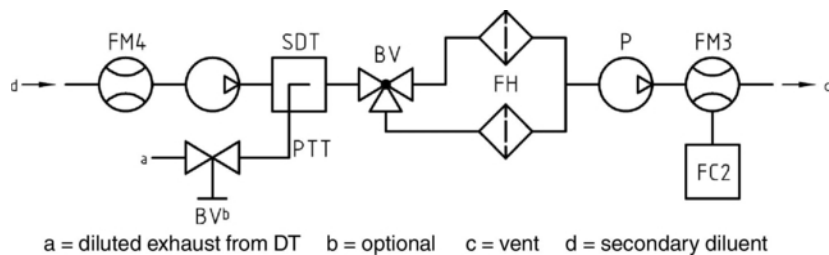
**Scheme of particulate sampling system**

Figure 17

**Scheme of double dilution particulate sampling system**

#### A.3.2.6. Components of figures 16 (partial flow system only) and 17 (full flow system only)

PTT      Particulate transfer tube

The transfer tube:

- (a) shall be inert with respect to PM,
- (b) may be heated to no greater than 325 K (52 °C) wall temperature,
- (c) may be insulated.

SDT      Secondary dilution tunnel (figure 17 only)

The secondary dilution tunnel:

- (a) shall be of sufficient length and diameter so as to comply with the residence time requirements of paragraph 9.4.2(f);
- (b) may be heated to no greater than 325 K (52 °C) wall temperature;
- (c) may be insulated.



FH Filter holder

The filter holder:

- (a) shall have a 12,5° (from centre) divergent cone angle to transition from the transfer line diameter to the exposed diameter of the filter face;
- (b) may be heated to no greater than 325 K (52 °C) wall temperature;
- (c) may be insulated.

Multiple filter changers (auto changers) are acceptable, as long as there is no interaction between sampling filters.

PTFE membrane filters shall be installed in a specific cassette within the filter holder.

An inertial pre-classifier with a 50 per cent cut point between 2,5 µm and 10 µm shall be installed immediately upstream of the filter holder, if an open tube sampling probe facing upstream is used.

P Sampling pump

FC2 Flow controller

A flow controller shall be used for controlling the particulate sample flow rate.

FM3 Flow measurement device

Gas meter or flow instrumentation to determine the particulate sample flow through the particulate filter. It may be installed upstream or downstream of the sampling pump P.

FM4 Flow measurement device

Gas meter or flow instrumentation to determine the secondary dilution airflow through the particulate filter.

BV Ball valve (optional)

The ball valve shall have an inside diameter not less than the inside diameter of the particulate transfer tube PTT, and a switching time of less than 0,5 s.

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## APPENDIX 4

## STATISTICS

## A.4.1. Mean value and standard deviation

The arithmetic mean value shall be calculated as follows:

$$\bar{x} = \frac{\sum_{i=1}^n x_i}{n} \quad (92)$$

The standard deviation shall be calculated as follows:

$$s = \sqrt{\frac{\sum_{i=1}^n (x_i - \bar{x})^2}{n - 1}} \quad (93)$$

## A.4.2. Regression analysis

The slope of the regression shall be calculated as follows:

$$a_1 = \frac{\sum_{i=1}^n (y_i - \bar{y}) \times (x_i - \bar{x})}{\sum_{i=1}^n (x_i - \bar{x})^2} \quad (94)$$

The y intercept of the regression shall be calculated as follows:

$$a_0 = \bar{y} - (a_1 \times \bar{x}) \quad (95)$$

The standard error of estimate (SEE) shall be calculated as follows:

$$SEE = \frac{\sqrt{\sum_{i=1}^n [y_i - a_0 - (a_1 \times x_i)]^2}}{n - 2} \quad (96)$$

The coefficient of determination shall be calculated as follows:

$$r^2 = 1 - \frac{\sum_{i=1}^n [y_i - a_0 - (a_1 \times x_i)]^2}{\sum_{i=1}^n (y_i - \bar{y})^2} \quad (97)$$

## A.4.3. Determination of system equivalency

The determination of system equivalency according to paragraph 5.1.1 shall be based on a 7 sample pair (or larger) correlation study between the candidate system and one of the accepted reference systems of this Annex using the appropriate test cycle(s). The equivalency criteria to be applied shall be the F-test and the two-sided Student t-test.

This statistical method examines the hypothesis that the sample standard deviation and sample mean value for an emission measured with the candidate system do not differ from the sample standard deviation and sample mean value for that emission measured with the reference system. The hypothesis shall be tested on the basis of a 10 per cent significance level of the  $F$  and  $t$  values. The critical  $F$  and  $t$  values for 7 to 10 sample pairs are given in table 9. If the  $F$  and  $t$  values calculated according to the equation below are greater than the critical  $F$  and  $t$  values, the candidate system is not equivalent.

The following procedure shall be followed. The subscripts  $R$  and  $C$  refer to the reference and candidate system, respectively:

- (a) Conduct at least 7 tests with the candidate and reference systems operated in parallel. The number of tests is referred to as  $n_R$  and  $n_C$ .
- (b) Calculate the mean values  $\bar{x}_R$  and  $\bar{x}_C$  and the standard deviations  $s_R$  and  $s_C$ .
- (c) Calculate the  $F$  value, as follows:

$$F = \frac{s_{\text{major}}^2}{s_{\text{minor}}^2} \quad (98)$$

(the greater of the two standard deviations  $s_R$  or  $s_C$  shall be in the numerator)

- (d) Calculate the  $t$  value, as follows:

$$t = \frac{|\bar{x}_C - \bar{x}_R|}{\sqrt{s_C^2 / n_C + s_R^2 / n_R}} \quad (99)$$

- (e) Compare the calculated  $F$  and  $t$  values with the critical  $F$  and  $t$  values corresponding to the respective number of tests indicated in table 9. If larger sample sizes are selected, consult statistical tables for 10 per cent significance (90 per cent confidence) level.

- (f) Determine the degrees of freedom ( $df$ ), as follows:

$$\text{for the } F\text{-test:} \quad df1 = n_R - 1, df2 = n_C - 1 \quad (100)$$

$$\text{for the } t\text{-test:} \quad df = (n_C + n_R - 2) / 2 \quad (101)$$

- (g) Determine the equivalency, as follows:

- (i) if  $F < F_{\text{crit}}$  and  $t < t_{\text{crit}}$ , then the candidate system is equivalent to the reference system of this Annex
- (ii) if  $F \geq F_{\text{crit}}$  or  $t \geq t_{\text{crit}}$ , then the candidate system is different from the reference system of this Annex

Table 9

**$t$  and  $F$  values for selected sample sizes**

Sample Size	F-test		t-test	
	$df$	$F_{\text{crit}}$	$df$	$t_{\text{crit}}$
7	6,6	3,055	6	1,943
8	7,7	2,785	7	1,895
9	8,8	2,589	8	1,860
10	9,9	2,440	9	1,833

## APPENDIX 5

## CARBON FLOW CHECK

## A.5.1. Introduction

All but a tiny part of the carbon in the exhaust comes from the fuel, and all but a minimal part of this is manifest in the exhaust gas as CO<sub>2</sub>. This is the basis for a system verification check based on CO<sub>2</sub> measurements.

The flow of carbon into the exhaust measurement systems is determined from the fuel flow rate. The flow of carbon at various sampling points in the emissions and particulate sampling systems is determined from the CO<sub>2</sub> concentrations and gas flow rates at those points.

In this sense, the engine provides a known source of carbon flow, and observing the same carbon flow in the exhaust pipe and at the outlet of the partial flow PM sampling system verifies leak integrity and flow measurement accuracy. This check has the advantage that the components are operating under actual engine test conditions of temperature and flow.

Figure 18 shows the sampling points at which the carbon flows shall be checked. The specific equations for the carbon flows at each of the sample points are given below.

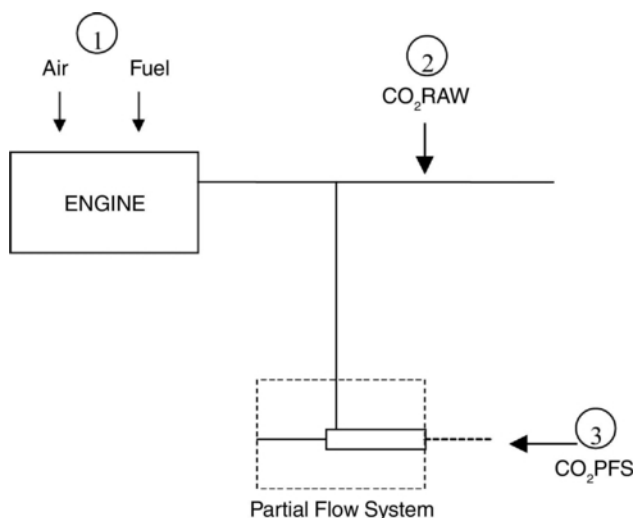


Figure 18

## Measuring points for carbon flow check

## A.5.2. Carbon flow rate into the engine (location 1)

The carbon mass flow rate into the engine for a fuel CH<sub>α</sub>O<sub>ε</sub> is given by:

$$q_{mCf} = \frac{12\beta}{12\beta + \alpha + 16\varepsilon} \times q_{mf} \quad (102)$$

where:

$q_{mf}$  is the fuel mass flow rate, kg/s

## A.5.3. Carbon flow rate in the raw exhaust (location 2)

The carbon mass flow rate in the exhaust pipe of the engine shall be determined from the raw CO<sub>2</sub> concentration and the exhaust gas mass flow rate:

$$q_{mCe} = \left( \frac{c_{CO_2,r} - c_{CO_2,a}}{100} \right) \times q_{mew} \times \frac{12,011}{M_e} \quad (103)$$

where:

$c_{CO_2,r}$  is the wet CO<sub>2</sub> concentration in the raw exhaust gas, per cent

$c_{CO_2,a}$  is the wet CO<sub>2</sub> concentration in the ambient air, per cent

$q_{mew}$  is the exhaust gas mass flow rate on wet basis, kg/s

$M_e$  is the molar mass of exhaust gas, g/mol

If CO<sub>2</sub> is measured on a dry basis it shall be converted to a wet basis according to paragraph 8.1.

## A.5.4. Carbon flow rate in the dilution system (location 3)

For the partial flow dilution system, the splitting ratio also needs to be taken into account. The carbon flow rate shall be determined from the dilute CO<sub>2</sub> concentration, the exhaust gas mass flow rate and the sample flow rate:

$$q_{mCp} = \left( \frac{c_{CO_2,d} - c_{CO_2,a}}{100} \right) \times q_{mdew} \times \frac{12,011}{M_e} \times \frac{q_{mew}}{q_{mp}} \quad (104)$$

where:

$c_{CO_2,d}$  is the wet CO<sub>2</sub> concentration in the dilute exhaust gas at the outlet of the dilution tunnel, per cent

$c_{CO_2,a}$  is the wet CO<sub>2</sub> concentration in the ambient air, per cent

$q_{mew}$  is the exhaust gas mass flow rate on wet basis, kg/s

$q_{mp}$  is the sample flow of exhaust gas into partial flow dilution system, kg/s

$M_e$  is the molar mass of exhaust gas, g/mol

If CO<sub>2</sub> is measured on a dry basis, it shall be converted to wet basis according to paragraph 8.1.

## A.5.5. Calculation of the molar mass of the exhaust gas

The molar mass of the exhaust gas shall be calculated according to equation 41 (see paragraph 8.4.2.4)

Alternatively, the following exhaust gas molar masses may be used:

$M_e$  (diesel) = 28,9 g/mol

$M_e$  (LPG) = 28,6 g/mol

$M_e$  (NG) = 28,3 g/mol

---

## APPENDIX 6

## EXAMPLE OF CALCULATION PROCEDURE

## A.6.1. Speed and torque denormalisation procedure

As an example, the following test point shall be denormalised:

per cent speed = 43 per cent

per cent torque = 82 per cent

Given the following values:

$n_{lo}$  = 1 015 min<sup>-1</sup>

$n_{hi}$  = 2 200 min<sup>-1</sup>

$n_{pref}$  = 1 300 min<sup>-1</sup>

$n_{idle}$  = 600 min<sup>-1</sup>

results in:

$$\begin{aligned} \text{actual speed} &= \frac{43 \times (0,45 \times 1015 + 0,45 \times 1300 + 0,1 \times 2200 - 600) \times 2,0327}{100} + 600 \\ &= 1\,178 \text{ min}^{-1} \end{aligned}$$

With the maximum torque of 700 Nm observed from the mapping curve at 1 178 min<sup>-1</sup>

$$\text{actual torque} = \frac{82 \times 700}{100} = 574 \text{ Nm}$$

## A.6.2. Basic data for stoichiometric calculations

Atomic mass of hydrogen	1,00794 g/atom
Atomic mass of carbon	12,011 g/atom
Atomic mass of sulphur	32,065 g/atom
Atomic mass of nitrogen	14,0067 g/atom
Atomic mass of oxygen	15,9994 g/atom
Atomic mass of argon	39,9 g/atom
Molar mass of water	18,01534 g/mol
Molar mass of carbon dioxide	44,01 g/mol
Molar mass of carbon monoxide	28,011 g/mol
Molar mass of oxygen	31,9988 g/mol
Molar mass of nitrogen	28,011 g/mol
Molar mass of nitric oxide	30,008 g/mol
Molar mass of nitrogen dioxide	46,01 g/mol
Molar mass of sulphur dioxide	64,066 g/mol
Molar mass of dry air	28,965 g/mol

Assuming no compressibility effects, all gases involved in the engine intake/combustion/exhaust process can be considered to be ideal and any volumetric calculations shall therefore be based on a molar volume of 22,414 l/mol according to Avogadro's hypothesis.

## A.6.3. Gaseous emissions (diesel fuel)

The measurement data of an individual point of the test cycle (data sampling rate of 1 Hz) for the calculation of the instantaneous mass emission are shown below. In this example, CO and NO<sub>x</sub> are measured on a dry basis, HC on a wet basis. The HC concentration is given in propane equivalent (C3) and has to be multiplied by 3 to result in the C1 equivalent. The calculation procedure is identical for the other points of the cycle.

The calculation example shows the rounded intermediate results of the different steps for better illustration. It should be noted that for actual calculation, rounding of intermediate results is not permitted (see paragraph 8).

$T_{a,i}$ (K)	$H_{a,i}$ (g/kg)	$W_{act}$ kWh	$q_{mew,i}$ (kg/s)	$q_{maw,i}$ (kg/s)	$q_{mf,i}$ (kg/s)	$c_{HC,i}$ (ppm)	$c_{CO,i}$ (ppm)	$c_{NOx,i}$ (ppm)
295	8,0	40	0,155	0,150	0,005	10	40	500

The following fuel composition is considered:

Component	Molar ratio	per cent mass
H	$\alpha = 1,8529$	$w_{ALF} = 13,45$
C	$\beta = 1,0000$	$w_{BET} = 86,50$
S	$\gamma = 0,0002$	$w_{GAM} = 0,050$
N	$\delta = 0,0000$	$w_{DEL} = 0,000$
O	$\varepsilon = 0,0000$	$w_{EPS} = 0,000$

Step 1: Dry/wet correction (paragraph 8.1):

Equation (16):  $k_f = 0,055584 \times 13,45 - 0,0001083 \times 86,5 - 0,0001562 \times 0,05 = 0,7382$

$$\text{Equation (13): } k_{w,a} = \left( 1 - \frac{1,2434 \times 8 + 111,12 \times 13,45 \times \frac{0,005}{0,148}}{773,4 + 1,2434 \times 8 + \frac{0,005}{0,148} \times 0,7382 \times 1000} \right) \times 1,008 = 0,9331$$

$$\begin{aligned} \text{Equation (12): } c_{CO,i} \text{ (wet)} &= 40 \times 0,9331 &= 37,3 \text{ ppm} \\ c_{NOx,i} \text{ (wet)} &= 500 \times 0,9331 &= 466,6 \text{ ppm} \end{aligned}$$

Step 2: NO<sub>x</sub> correction for temperature and humidity (paragraph 8.2.1):

$$\text{Equation (23): } k_{h,D} = \frac{15,698 \times 8,00}{1000} + 0,832 = 0,9576$$

Step 3: Calculation of the instantaneous emission of each individual point of the cycle (paragraph 8.4.2.3):

$$\begin{aligned} \text{Equation (36): } m_{HC,i} &= 10 \times 3 \times 0,155 &= 4,650 \\ m_{CO,i} &= 37,3 \times 0,155 &= 5,782 \\ m_{NOx,i} &= 466,6 \times 0,9576 \times 0,155 &= 69,26 \end{aligned}$$

Step 4: Calculation of the mass emission over the cycle by integration of the instantaneous emission values and the  $u$  values from table 5 (paragraph 8.4.2.3):

The following calculation is assumed for the WHTC cycle (1,800 s) and the same emission in each point of the cycle.

$$\begin{aligned}
 \text{Equation (36): } m_{\text{HC}} &= 0,000479 \times \sum_{i=1}^{1800} 4,650 &= 4,01 \text{ g/test} \\
 m_{\text{CO}} &= 0,000966 \times \sum_{i=1}^{1800} 5,782 &= 10,05 \text{ g/test} \\
 m_{\text{NOx}} &= 0,001586 \times \sum_{i=1}^{1800} 69,26 &= 197,72 \text{ g/test}
 \end{aligned}$$

Step 5: Calculation of the specific emissions (paragraph 8.6.3):

$$\begin{aligned}
 \text{Equation (69): } e_{\text{HC}} &= 4,01 / 40 &= 0,10 \text{ g/kWh} \\
 e_{\text{CO}} &= 10,05 / 40 &= 0,25 \text{ g/kWh} \\
 e_{\text{NOx}} &= 197,72 / 40 &= 4,94 \text{ g/kWh}
 \end{aligned}$$

#### A.6.4. Particulate Emission (diesel fuel)

$P_{b,b}$ (kPa)	$P_{b,a}$ (kPa)	$W_{\text{act}}$ (kWh)	$q_{\text{mew},i}$ (kg/s)	$q_{\text{mf},i}$ (kg/s)	$q_{\text{mdw},i}$ (kg/s)	$q_{\text{mdew},i}$ (kg/s)	$m_{\text{uncor},b}$ (mg)	$m_{\text{uncor},a}$ (mg)	$m_{\text{sep}}$ (kg)
99	100	40	0,155	0,005	0,0015	0,0020	90,0000	91,7000	1,515

Step 1: Calculation of  $m_{\text{edf}}$  (paragraph 8.4.3.2.2):

$$\begin{aligned}
 \text{Equation (48): } r_{d,i} &= \frac{0,002}{(0,002 - 0,0015)} &= 4 \\
 \text{Equation (47): } q_{\text{medf},i} &= 0,155 \times 4 &= 0,620 \text{ kg/s} \\
 \text{Equation (46): } m_{\text{edf}} &= \sum_{i=1}^{1800} 0,620 &= 1,116 \text{ kg/test}
 \end{aligned}$$

Step 2: Buoyancy correction of the particulate mass (paragraph 8.3)

Before test:

$$\begin{aligned}
 \text{Equation (26): } \rho_{a,b} &= \frac{99 \times 28,836}{8,3144 \times 295} &= 1,164 \text{ kg/m}^3 \\
 \text{Equation (25): } m_{f,T} &= 90,0000 \times \frac{(1 - 1,164 / 8000)}{(1 - 1,164 / 2300)} &= 90,0325 \text{ mg}
 \end{aligned}$$

After test:

$$\begin{aligned}
 \text{Equation (26): } \rho_{a,a} &= \frac{100 \times 28,836}{8,3144 \times 295} &= 1,176 \text{ kg/m}^3 \\
 \text{Equation (25): } m_{f,G} &= 91,7000 \times \frac{(1 - 1,176 / 8000)}{(1 - 1,176 / 2300)} &= 91,7334 \text{ mg} \\
 \text{Equation (27): } m_p &= 91,7334 \text{ mg} - 90,0325 \text{ mg} &= 1,7009 \text{ mg}
 \end{aligned}$$

Step 3: Calculation of the particulate mass emission (paragraph 8.4.3.2.2):

$$\text{Equation (45): } m_{\text{PM}} = \frac{1,7009 \times 1116}{1,515 \times 1000} = 1,253 \text{ g/test}$$

Step 4: Calculation of the specific emission (paragraph 8.6.3):

$$\text{Equation (69): } e_{\text{PM}} = 1,253 / 40 = 0,031 \text{ g/kWh}$$



## APPENDIX 7

## INSTALLATION OF AUXILIARIES AND EQUIPMENT FOR EMISSIONS TEST

Number	Auxiliaries	Fitted for emission test
1	Inlet system Inlet manifold Crankcase emission control system Control devices for dual induction inlet manifold system Air flow meter Air inlet duct work Air filter Inlet silencer Speed-limiting device	 Yes Yes Yes Yes Yes, or test cell equipment Yes, or test cell equipment Yes, or test cell equipment Yes
2	Induction-heating device of inlet manifold	Yes, if possible to be set in the most favourable condition
3	Exhaust system Exhaust manifold Connecting pipes Silencer Tail pipe Exhaust brake Pressure charging device	 Yes Yes Yes Yes No, or fully open Yes
4	Fuel supply pump	Yes
5	Equipment for gas engines Electronic control system, air flow meter, etc. Pressure reducer Evaporator Mixer	 Yes Yes Yes Yes
6	Fuel injection equipment Pre-filter Filter Pump High-pressure pipe Injector Air inlet valve Electronic control system, sensors, etc. Governor/control system Automatic full-load stop for the control rack depending on atmospheric conditions	 Yes Yes Yes Yes Yes Yes Yes Yes Yes
7	Liquid-cooling equipment Radiator Fan Fan cowl Water pump Thermostat	 No No No Yes Yes, may be fixed fully open

Number	Auxiliaries	Fitted for emission test
8	Air cooling	
	Cowl	No
	Fan or blower	No
	Temperature-regulating device	No
9	Electrical equipment	
	Generator	No
	Coil or coils	Yes
	Wiring	Yes
	Electronic control system	Yes
10	Intake air charging equipment	
	Compressor driven either directly by the engine and/or by the exhaust gases	Yes
	Charge air cooler	Yes, or test cell system
	Coolant pump or fan (engine-driven)	No
	Coolant flow control device	Yes
11	Anti-pollution device (exhaust after-treatment system)	Yes
12	Starting equipment	Yes, or test cell system
13	Lubricating oil pump	Yes'

Modify Annex 9B

The title, amend to read:

**‘TECHNICAL REQUIREMENTS FOR ON-BOARD DIAGNOSTIC SYSTEMS (OBD)’**

Paragraph 1, amend to read:

**‘1. APPLICABILITY**

This annex is applicable to diesel or gaseous-fuelled (NG or LPG) engines intended to be mounted in road vehicles, but is not applicable to dual-fuel or bi-fuelled engines.

Note: Annex 9B is applicable instead of Annex 9A upon decision of the Contracting Parties, provided that Annex 4B is also applied. Nevertheless, in the case a Contracting Party decides to apply this Annex, some requirements of Annex 9A may still remain applicable at the explicit request of that Contracting Party, provided that these requirements are not in contradiction to the specifications of this Annex.’

Paragraph 3.35, amend to read:

‘3.35. “Warm-up cycle” means sufficient engine operation such that the coolant temperature has risen by at least 22 K (22 °C / 40 °F) from engine starting and reaches a minimum temperature of 333 K (60 °C / 140 °F) (²).’

Paragraph 3.36, amend to read:

**‘3.36. Abbreviations**

CV	Crankcase Ventilation
DOC	Diesel Oxidation Catalyst
DPF	Diesel Particulate Filter or Particulate Trap including catalysed DPFs and Continuously Regenerating Traps (CRT)
DTC	Diagnostic trouble code
EGR	Exhaust Gas Recirculation
HC	Hydrocarbon
LNT	Lean NO <sub>x</sub> Trap (or NO <sub>x</sub> absorber)
LPG	Liquefied Petroleum Gas
MECS	Malfunction Emission Control Strategy
NG	Natural Gas
NO <sub>x</sub>	Oxides of Nitrogen
OTL	OBD Threshold Limit
PM	Particulate Matter
SCR	Selective Catalytic Reduction
SW	Screen Wipers
TFF	Total Functional Failure monitoring
VGT	Variable Geometry Turbocharger
VVT	Variable Valve Timing’

Paragraph 4.3, amend to read:

‘4.3. Requirements for recording OBD information

When a malfunction ...

When a confirmed and active malfunction is no longer detected by the system during a complete operating sequence, it shall be given the previously active status by the start of the next operating sequence and keep that status until the OBD information associated with this malfunction is erased by a scan tool or erased from the computer memory according to paragraph 4.4.’

Paragraph 4.7.1.2, item (l), correct ‘active DTCs Class B1’ to read ‘active DTCs for Class B1’.

Paragraph 5.2.3, amend to read:

‘5.2.3. Low fuel level

Manufacturers may request approval to disable monitoring systems that are affected by low fuel level / pressure or running out of fuel (e.g. diagnosis of a malfunction of the fuelling system or misfiring) as follows:

	DIESEL	GAS	
		NG	LPG
(a) The low fuel level considered for such a disablement shall not exceed 100 litres or 20 per cent of the nominal capacity of the fuel tank, whichever is lower.	X		X
(b) The low fuel pressure in the tank considered for such a disablement shall not exceed 20 per cent of the nominal fuel pressure in the tank		X	

Add a new paragraph 5.2.8, to read:

‘5.2.8. Re-fuelling

After a refuelling, the manufacturer of a gaseous-fuelled vehicle may temporarily disable the OBD system when the system has to adapt to the recognition by the ECU of a change in the fuel quality and composition.

The OBD system shall be re-enabled as soon as the new fuel is recognised and the engine parameters are readjusted. This disablement shall be limited to a maximum of 10 minutes.’

Paragraph 6, amend to read (adding a new subparagraph (d)):

‘6. DEMONSTRATION REQUIREMENTS

...

(d) procedure for selecting the reference fuel in case of a gas engine’

Paragraph 6.3, amend to read:

‘6.3. Procedures for demonstrating the OBD performance

The manufacturer shall ...

In the following paragraphs the requirements for demonstrating the OBD performance are listed, including requirements for testing. The number of tests shall be four times the number of engine families considered within the emission OBD family, but shall not be less than 8.

The monitors selected shall reflect the different types of monitors mentioned in paragraph 4.2 (i.e. emission threshold monitoring, performance monitoring, total functional failure monitoring, or component monitoring) in a well balanced manner. The monitors selected shall also reflect the different items listed in Appendix 3 of this Annex in a well balanced manner.'

Paragraph 6.3.2, amend to read (correcting also footnote 10):

'6.3.2. Procedures for qualifying a deteriorated component (or system)

This paragraph applies to the cases where the malfunction selected for an OBD demonstration test is monitored against tailpipe emissions <sup>(10)</sup> (emission threshold monitoring — see paragraph 4.2) and it is required that the manufacturer demonstrates, by an emission test, the qualification of that deteriorated component.

<sup>(10)</sup> This paragraph will be extended to other monitors than emission threshold monitors at a later stage.'

Insert a new paragraph 6.5, to read:

'6.5. Procedure for selecting the reference fuel in case of a gas engine

Demonstration of the OBD performance and malfunction classification shall be performed by using one of the reference fuels mentioned in Annex 5 on which the engine is designed to operate.

The selection of this reference fuel is done by the type approval authority, who shall provide sufficient time for the test laboratory to supply the selected reference fuel.'

Paragraph 7.2, amend to read:

'7.2. Applicable tests

In the context of this Annex:

- (a) the emission test-cycle is the test-cycle used for the measurement of the regulated emissions when qualifying a deteriorated component or system,
- (b) the OBD test-cycle is the test-cycle used to demonstrate the capacity of the OBD monitors to detect malfunctions.'

Paragraph 7.2.2, amend to read (deleting the word 'Word-wide harmonised'):

'7.2.2. OBD test cycle

The OBD test-cycle considered in this Annex is the hot part of the WHTC cycle as described in Annex 4B.

On request of the manufacturer and after approval of the type approval authority, an alternative OBD test-cycle can be used (e.g. the cold part of the WHTC cycle) for a specific monitor. The request shall contain documentation (technical considerations, simulation, test results, etc.) showing that:

- (a) the requested test-cycle appropriate to demonstrate monitoring occurs under real world driving conditions, and,
- (b) the hot part of the WHTC cycle appears as less appropriate for the considered monitoring (e.g. fluid consumption monitoring).'

Paragraph 8.1.3, correct to read:

‘8.1.3. Documentation associated with the emission-OBD family

...

In addition, the manufacturer shall provide a list of all electronic input, output and identification of the communication protocol utilised by each emission-OBD family.’

Annex 9B, Appendix 2, correct the first paragraph to read:

‘This appendix aims at illustrating the requirements set in paragraphs 4.3 and 4.6.5 of this Annex.’

Annex 9B, Appendix 3, amend to read (inserting also a new item 15):

#### ‘MONITORING REQUIREMENTS

The items of this appendix list the systems or components required to be monitored by the OBD system, according to paragraph 4.2. Unless specified otherwise, the requirements apply to both diesel and gas engines.

##### ITEM 1

##### ELECTRIC / ELECTRONIC COMPONENTS MONITORING

Electric/electronic components used to control or monitor the emission control systems described in this appendix shall be subject to Component Monitoring according to the provisions of paragraph 4.2 of this Annex. This includes, but is not limited to, pressure sensors, temperature sensors, exhaust gas sensors and oxygen sensors when present, knock sensors, in-exhaust fuel or reagent injector(s), in-exhaust burners or heating elements, glow plugs, intake air heaters.

Wherever a feedback control loop exists, the OBD system shall monitor the system’s ability to maintain feedback control as designed (e.g. to enter feedback control within a manufacturer specified time interval, system fails to maintain feedback control, feedback control has used up all the adjustment allowed by the manufacturer) — component monitoring.

Note: These provisions apply to all electric-electronic components, even if they belong to any of the monitors described in the other items of this appendix.

##### ITEM 2

##### DPF SYSTEM

The OBD system shall monitor the following elements of the DPF system on engines so-equipped for proper operation:

- (a) DPF substrate: the presence of the DPF substrate — total functional failure monitoring
- (b) DPF performance: clogging of the DPF — total functional failure
- (c) DPF performance: filtering and regeneration processes (e.g. particulate accumulation during the filtering process and particulate removal during a forced regeneration process) — performance monitoring (for example, evaluation of measurable DPF properties such as backpressure or differential pressure, which may not detect all failure modes that reduce trapping efficiency).

## ITEM 3

## SELECTIVE CATALYTIC REDUCTION (SCR) MONITORING

For the purpose of this Item, SCR means selective catalytic reduction or other lean NO<sub>x</sub> catalyst device. The OBD system shall monitor the following elements of the SCR system on engines so-equipped for proper operation:

- (a) Active/intrusive reagent injection system: the system's ability to regulate reagent delivery properly, whether delivered via an in-exhaust injection or an in-cylinder injection — performance monitoring.
- (b) Active/intrusive reagent: the on-board availability of the reagent, the proper consumption of the reagent if a reagent other than fuel is used (e.g. urea) — performance monitoring.
- (c) Active/intrusive reagent: to the extent feasible the quality of the reagent if a reagent other than fuel is used (e.g. urea) — performance monitoring.
- (d) SCR catalyst conversion efficiency: the catalyst's SCR ability to convert NO<sub>x</sub> — emission threshold monitoring.

## ITEM 4

LEAN-NO<sub>x</sub> TRAP (LNT, OR NO<sub>x</sub> ADSORBER)

The OBD system shall monitor the following elements of the LNT system on engines so-equipped for proper operation:

- (a) LNT capability: the LNT system's ability to adsorb/store and convert NO<sub>x</sub> — performance monitoring.
- (b) LNT active/intrusive reagent injection system: the system's ability to regulate reagent delivery properly, whether delivered via an in-exhaust injection or an in-cylinder injection — performance monitoring.

## ITEM 5

## OXIDATION CATALYSTS (INCL. DIESEL OXIDATION CATALYST — DOC) MONITORING

This item applies to oxidation catalysts that are separate from other after-treatment systems. Those that are included in the canning of an after-treatment system are covered within the appropriate item of this appendix.

The OBD system shall monitor the following elements of the oxidation catalysts on engines so-equipped for proper operation:

- (a) HC conversion efficiency: the oxidation catalysts ability to convert HC upstream of other after-treatment devices — total functional failure monitoring.
- (b) HC conversion efficiency: the oxidation catalysts ability to convert HC downstream of other after-treatment devices — total functional failure monitoring.

## ITEM 6

## EXHAUST GAS RECIRCULATION (EGR) SYSTEM MONITORING

The OBD system shall monitor the following elements of the EGR system on engines so-equipped for proper operation:

	DIESEL	GAS
(a1) EGR low/high flow: the EGR system's ability to maintain the commanded EGR flow rate, detecting both "flow rate too low" and "flow rate too high" conditions – emission threshold monitoring.	X	
(a2) EGR low/high flow: the EGR system's ability to maintain the commanded EGR flow rate, detecting both "flow rate too low" and "flow rate too high" conditions — performance monitoring. (monitoring requirement to be further discussed)		X
(b) Slow response of the EGR actuator: the EGR system's ability to achieve the commanded flow rate within a manufacturer specified time interval following the command — performance monitoring.	X	X
(c) EGR cooler under cooling performance: the EGR cooler system's ability to achieve the manufacturer's specified cooling performance — performance monitoring.	X	X

## ITEM 7

## FUEL SYSTEM MONITORING

The OBD system shall monitor the following elements of the fuel system on engines so-equipped for proper operation:

	DIESEL	GAS
(a) Fuel system pressure control: fuel system ability to achieve the commanded fuel pressure in closed loop control — performance monitoring.	X	
(b) Fuel system pressure control: fuel system ability to achieve the commanded fuel pressure in closed loop control in the case where the system is so constructed that the pressure can be controlled independently of other parameters — performance monitoring.	X	
(c) Fuel injection timing: fuel system ability to achieve the commanded fuel timing for at least one of the injection events when the engine is equipped with the appropriate sensors — performance monitoring.	X	
(d) Fuel injection system: ability to maintain the desired air-fuel ratio (incl. but not limited to self adaptation features) — performance monitoring.		X

## ITEM 8

## AIR HANDLING AND TURBOCHARGER/BOOST PRESSURE CONTROL SYSTEM

The OBD system shall monitor the following elements of the Air Handling and Turbocharger/Boost Pressure Control System on engines so-equipped for proper operation:

	DIESEL	GAS
(a1) Turbo under/over boost: turbo boost system's ability to maintain the commanded boost pressure, detecting both "boost pressure too low" and "boost pressure too high" conditions — emission threshold monitoring.	X	
(a2) Turbo under/over boost: turbo boost system's ability to maintain the commanded boost pressure, detecting both "boost pressure too low" and "boost pressure too high" conditions — performance monitoring (monitoring requirement to be further discussed).		X
(b) Variable geometry turbo (VGT) slow response: VGT system's ability to achieve the commanded geometry within a manufacturer specified time-performance monitoring.	X	X
(c) Charge air cooling: Charge air cooling system efficiency — total functional failure.	X	X



## ITEM 9

## VARIABLE VALVE TIMING (VVT) SYSTEM

The OBD system shall monitor the following elements of the Variable Valve Timing (VVT) System on engines so-equipped for proper operation:

- (a) VVT target error: VVT system's ability to achieve the commanded valve timing — performance monitoring.
- (b) VVT slow response: VVT system's ability to achieve the commanded valve timing within a manufacturer specified time interval following the command-performance monitoring.

## ITEM 10

## MISFIRE MONITORING

	DIESEL	GAS
(a) No prescriptions.	X	
(b) Misfire that may cause catalyst damage (e.g. by monitoring a certain percentage of misfiring in a certain period of time) — performance monitoring (monitoring requirement to be further discussed together with items 6 and 8).		X

## ITEM 11

## CRANKCASE VENTILATION SYSTEM MONITORING

No prescriptions.

## ITEM 12

## ENGINE COOLING SYSTEM MONITORING

The OBD system shall monitor the following elements of the engine cooling system for proper operation:

- (a) Engine coolant temperature (thermostat): Stuck open thermostat. Manufacturers need not monitor the thermostat if its failure will not disable any other OBD monitors — total functional failure.

Manufacturers need not monitor the engine coolant temperature or the engine coolant temperature sensor if the engine coolant temperature or the engine coolant temperature sensor is not used to enable closed-loop/feedback control of any emissions control systems and/or will not disable any other monitor.

Manufacturers may suspend or delay the monitor for the time to reach close loop to enable temperature if the engine is subjected to conditions that could lead to false diagnosis (e.g. vehicle operation at idle for more than 50 to 75 per cent of the warm-up time).

## ITEM 13

## EXHAUST GAS AND OXYGEN SENSORS MONITORING

The OBD system shall monitor:

	DIESEL	GAS
(a) the electrical elements of the exhaust gas sensors on engines so-equipped for proper operation according to item 1 to this appendix — component monitoring.	X	X
(b) both the Primary and Secondary (fuel control) oxygen sensors. These sensors are considered as exhaust gas sensors to be monitored for proper operation according to item 1 to this appendix — component monitoring.		X

## ITEM 14

## IDLE SPEED CONTROL SYSTEM MONITORING

The OBD system shall monitor the electrical elements of the idle speed control systems on engines so-equipped for proper operation according to item 1 to this appendix.

## ITEM 15

## THREE-WAY CATALYST

The OBD system shall monitor the three-way catalyst on engines so-equipped for proper operation:

	DIESEL	GAS
(a) Three-way Catalyst Conversion efficiency: the catalyst ability to convert NO <sub>x</sub> and CO — performance monitoring.		X'

Annex 9B, Appendix 4, amend to read:

**'Technical compliance report**

This report ...

**FINAL COMPLIANCE REPORT**

The documentation package and the herewith described OBD system / emission OBD family comply with the requirements of the following regulation:

Regulation ... / version ... / enforcement date .... / type of fuel ...

...'

Annex 9B, Appendix 4, item 4, paragraph 1.1, the table, line 'Test information', amend 'Testing fuel' to read 'Reference fuel'.

Annex 9B, Appendix 5, table 3, amend to read:

Table 3

**Optional information, if used by the emission or the OBD system to enable or disable any OBD information**

	Freeze frame	Data stream
Fuel level or tank fuel pressure (as appropriate)	X	X
Engine oil temperature	X	X
Vehicle speed	X	X
Status of the fuel quality adaptation (active / not active) in case of gas engines		X
Engine control computer system voltage (for the main control chip)	X	X'

Annex 9B, Appendix 5, table 4, amend to read:

Table 4

**Optional information, if the engine is so equipped, senses or calculates the information**

	Freeze frame	Data stream
Absolute throttle position ...	X	X
...		
Oxygen sensor output		X
Secondary Oxygen sensor output (when fitted)		X
NO <sub>x</sub> sensor output		X'

Insert a new Annex 9C, to read:

‘ANNEX 9C

**Technical requirements for assessing the in-use performance of on-board diagnostic systems (OBD)**

1. APPLICABILITY

In its current version, this Annex is only applicable to road-vehicles equipped with a Diesel engine

2. (Reserved)

3. DEFINITIONS

3.1. “In-Use performance ratio”

The in-use performance ratio (IUPR) of a specific monitor  $m$  of the OBD system is:  $IUPR_m = \text{Numerator}_m / \text{Denominator}_m$

3.2. “Numerator”

The numerator of a specific monitor  $m$  ( $\text{Numerator}_m$ ) is a counter indicating the number of times a vehicle has been operated such that all monitoring conditions necessary for that specific monitor to detect a malfunction have been encountered.

3.3. “Denominator”

The denominator of a specific monitor  $m$  ( $\text{Denominator}_m$ ) is a counter indicating the number of vehicle driving events, taking into account conditions specific to that specific monitor.

3.4. “General Denominator”

The general denominator is a counter indicating the number of times a vehicle has been operated, taking into account general conditions.

3.5. “Ignition cycle counter”

The ignition cycle counter is a counter indicating the number of engine starts a vehicle has experienced.

3.6. “Engine start”

An engine start consists of ignition-On, cranking and start of combustion, and is completed when the engine speed reaches  $150 \text{ min}^{-1}$  below the normal, warmed-up idle speed.

3.7. “Driving cycle”

A driving cycle means a sequence consisting of an engine start, an operating period, an engine shut-off, and the time until the next engine start.

3.8. Abbreviations

IUPR      In-Use Performance Ratio

$IUPR_m$       In-Use Performance Ratio of a specific monitor  $m$

#### 4. GENERAL REQUIREMENTS

The OBD system shall have the capability of tracking and recording in-use performance data (paragraph 6) of the OBD monitors specified in this paragraph, of storing these data in computer memory and communicating them off-board upon request (paragraph 7).

The in-use performance data of a monitor consists of the numerator and denominator enabling the calculation of the IUPR.

##### 4.1. IUPR monitors

###### 4.1.1. Groups of monitors

Manufacturers shall implement software algorithms in the OBD system to individually track and report in-use performance data of the groups of monitors mentioned in Appendix 1 of this Annex.

Manufacturers are not required to implement software algorithms in the OBD system to individually track and report in-use performance data of monitors running continuously as defined in paragraph 4.2.3 of Annex 9B if these monitors are already part of one of the groups of monitors mentioned in Appendix 1 of this Annex.

In-use performance data of monitors associated to different exhaust lines or engine banks within a group of monitors shall be tracked and recorded separately as specified in paragraph 6 and reported as specified in paragraph 7.

###### 4.1.2. Multiple monitors

For each group of monitors which are required to be reported by paragraph 4.1.1, the OBD system shall separately track in-use performance data, as specified in paragraph 6, for each of the specific monitors belonging to that group.

##### 4.2. Limitation of the use of in-use performance data

In-use performance data of a single vehicle are used for the statistical evaluation of the in-use performance of the OBD system of a larger group of vehicles.

Contrary to other OBD data, in-use performance data cannot be used to draw conclusions concerning the road-worthiness of an individual vehicle.

#### 5. REQUIREMENTS FOR CALCULATING IN-USE PERFORMANCE RATIOS

##### 5.1. Calculation of the in-use performance ratio

For each monitor  $m$  considered in the present annex, the in-use performance ratio is calculated with the following formula:

$$\text{IUPR}_m = \text{Numerator}_m / \text{Denominator}_m$$

where the  $\text{Numerator}_m$  and  $\text{Denominator}_m$  are incremented according to the specifications of this paragraph.

###### 5.1.1. Requirements for the ratio when calculated and stored by system

Each  $\text{IUPR}_m$  ratio shall have a minimum value of zero and a maximum value of 7,99527 with a resolution of 0,000122 <sup>(1)</sup>.

<sup>(1)</sup> This value corresponds to a maximum hexadecimal value of 0xFFFF with a resolution of 0x1.

A ratio for a specific component shall be considered to be zero whenever the corresponding numerator is equal to zero and the corresponding denominator is not zero.

A ratio for a specific component shall be considered to be the maximum value of 7,99527 if the corresponding denominator is zero or if the actual value of the numerator divided by the denominator exceeds the maximum value of 7,99527.

## 5.2. Requirements for incrementing the numerator

The numerator shall not be incremented more than once per driving cycle.

The numerator for a specific monitor shall be incremented within 10 seconds if and only if the following criteria are satisfied on a single driving cycle:

- (a) Every monitoring condition necessary for the monitor of the specific component to detect a malfunction and store a potential DTC has been satisfied, including enable criteria, presence or absence of related DTCs, sufficient length of monitoring time, and diagnostic executive priority assignments (e.g. diagnostic "A" shall execute prior to diagnostic "B").

Note: For the purpose of incrementing the numerator of a specific monitor, it may not be sufficient to satisfy all the monitoring conditions necessary for that monitor to determine the absence of a malfunction.

- (b) For monitors that require multiple stages or events in a single driving cycle to detect a malfunction, every monitoring condition necessary for all events to have been completed shall be satisfied.
- (c) For monitors which are used for failure identification and that run only after a potential DTC has been stored, the numerator and denominator shall be the same as those of the monitor detecting the original malfunction.
- (d) For monitors that require an intrusive operation to further investigate the presence of a malfunction, the manufacturer may submit to the type approval authority an alternative way to increment the numerator. This alternative should be equivalent to that which would, had a malfunction been present, have permitted to increment the numerator.

For monitors that run or complete during engine-off operation, the numerator shall be incremented within 10 seconds after the monitor has completed during engine-off operation or during the first 10 seconds of engine start on the subsequent driving cycle.

## 5.3. Requirements for incrementing the denominator

### 5.3.1. General incrementing rules

The denominator shall be incremented once per driving cycle, if during this driving cycle

- (a) the general denominator is incremented as specified in paragraph 5.4, and
- (b) the denominator is not disabled according to paragraph 5.6, and
- (c) when applicable, the specific additional incrementing rules specified in paragraph 5.3.2 are met.

### 5.3.2. Additional monitor specific incrementing rules

#### 5.3.2.1. Specific denominator for evaporative system (reserved)

#### 5.3.2.2. Specific denominator for secondary air systems (reserved)

#### 5.3.2.3. Specific denominator for components/systems that operate at engine start-up only

In addition to the requirements of paragraph 5.3.1(a) and (b), the denominator(s) for monitors of components or systems that operate only at engine start-up shall be incremented if the component or strategy is commanded "on" for a time greater than or equal to 10 seconds.

For purposes of determining this commanded "on" time, the OBD system may not include time during intrusive operation of any of the components or strategies later in the same driving cycle solely for the purposes of monitoring.

#### 5.3.2.4. Specific denominator for components or systems that are not continuously commanded to function

In addition to the requirements of paragraph 5.3.1(a) and (b), the denominator(s) for monitors of components or systems that are not continuously commanded to function (e.g. Variable Valve Timing systems — VVT- or EGR valves), shall be incremented if that component or system is commanded to function (e.g. commanded "on", "open", "closed", "locked") on two or more occasions during the driving cycle, or for a cumulative time greater than or equal to 10 seconds, whichever occurs first.

#### 5.3.2.5. Specific denominator for DPF

In addition to the requirements of paragraph 5.3.1(a) and (b), in at least one driving cycle the denominator(s) for DPF shall be incremented if at least 800 cumulative kilometres of vehicle operation or alternatively at least 750 minutes of engine run time have been experienced since the last time the denominator was incremented.

#### 5.3.2.6. Specific denominator for oxidation catalysts

In addition to the requirements of paragraph 5.3.1(a) and (b), in at least one driving cycle the denominator(s) for monitors of oxidation catalyst used for the purpose of DPF active regeneration shall be incremented if a regeneration event is commanded for a time greater than or equal to 10 seconds.

#### 5.3.2.7. Specific denominator for hybrids (reserved)

### 5.4. Requirements for incrementing the general denominator

The general denominator shall be incremented within 10 seconds, if and only if, all the following criteria are satisfied on a single driving cycle:

- (a) Cumulative time since start of driving cycle is greater than or equal to 600 seconds while remaining:
  - (i) at an elevation of less than 2 500 meters above sea level; and
  - (ii) at an ambient temperature of greater than or equal to 266 K (– 7 degrees Celsius); and
  - (iii) at an ambient temperature of lower than or equal to 308 K (35 degrees Celsius).
- (b) Cumulative engine operation at or above  $1\,150\text{ min}^{-1}$  for greater than or equal to 300 seconds while under the conditions specified in the above subparagraph (a); as alternatives left to the manufacturer an engine operation at or above 15 per cent calculated load or a vehicle operation at or above 40 km/h may be used in lieu of the  $1\,150\text{ min}^{-1}$  criterion.
- (c) Continuous vehicle operation at idle (e.g. accelerator pedal released by driver and either vehicle speed less than or equal to 1,6 km/h or engine speed less than or equal to  $200\text{ min}^{-1}$  above normal warmed-up idle) for greater than or equal to 30 seconds while under the conditions specified in the above subparagraph (a).

5.5. Requirements for incrementing the ignition cycle counter

The ignition cycle counter shall be incremented once and only once per engine start.

5.6. Incrementing disablement of the numerators, of the denominators and of the general denominator

5.6.1. Within 10 seconds of a malfunction being detected (i.e. a potential or a confirmed and active DTC is stored), which disables a monitor, the OBD system shall disable further incrementing of the corresponding numerator and denominator for each monitor that is disabled.

When the malfunction is no longer detected (e.g. the potential DTC is erased through self-clearing or through a scan-tool command), incrementing of all corresponding numerators and denominators shall resume within 10 seconds.

5.6.2. Within 10 seconds of the start of operation of a Power Take-Off unit (PTO) that disables a monitor as permitted in paragraph 5.2.5 of Annex 9B, the OBD system shall disable further incrementing of the corresponding numerator and denominator for each monitor that is disabled.

When the PTO operation ends, incrementing of all corresponding numerators and denominators shall resume within 10 seconds.

5.6.3. In the case of a malfunction (i.e. a potential or confirmed and active DTC has been stored) preventing determination of whether the criteria for the Denominator<sub>m</sub> of a monitor m mentioned in paragraph 5.3 are satisfied <sup>(1)</sup>, the OBD system shall disable further incrementing the Numerator<sub>m</sub> and Denominator<sub>m</sub> within 10 seconds.

Incrementing the Numerator<sub>m</sub> and Denominator<sub>m</sub> shall resume within 10 seconds when the malfunction is no longer present (e.g. pending code erased through self-clearing or by a scan tool command).

5.6.4. In the case of a malfunction (i.e. a potential or confirmed and active DTC has been stored) preventing determination of whether the criteria for the General denominator mentioned in paragraph 5.4 are satisfied <sup>(2)</sup>, the OBD system shall disable further incrementing the general denominator within 10 seconds.

Incrementing the general denominator shall resume within 10 seconds when the malfunction is no longer present (e.g. pending code erased through self-clearing or by a scan tool command).

The general denominator may not be disabled from incrementing for any other condition.

6. REQUIREMENTS FOR TRACKING AND RECORDING IN-USE PERFORMANCE DATA

For each group of monitors listed in Appendix 1 to this Annex, the OBD system shall separately track numerators and denominators for each of the specific monitors listed in Appendix 3 of Annex 9B and belonging to that group.

It shall report only the corresponding numerator and denominator for the specific monitor that has the lowest numerical ratio.

If two or more specific monitors have identical ratios, the corresponding numerator and denominator for the specific monitor that has the highest denominator shall be reported for the specific group of monitors.

<sup>(1)</sup> E.g. vehicle speed / engine speed / calculated load, ambient temperature, elevation, idle operation, or time of operation.

<sup>(2)</sup> The manufacturer is allowed to use an additional on-board diagnostic display, such as a dashboard mounted video display device, for providing access to in-use performance data. Such an additional device is not subject to the requirements of this Annex.



In order to determine without bias the lowest ratio of a group, only the monitors specifically mentioned in that group shall be taken into consideration (e.g. a NO<sub>x</sub> sensor when used to perform one of the monitors listed in Annex 9B, Appendix 3, item 3 "SCR" will be taken into consideration into the "exhaust gas sensor" group of monitors and not in the "SCR" group of monitors).

The OBD system shall also track and report the general denominator and the ignition cycle counter.

Note: according to paragraph 4.1.1, manufacturers are not required to implement software algorithms in the OBD system to individually track and report numerators and denominators of monitors running continuously.

## 7. REQUIREMENTS FOR STORING AND COMMUNICATING IN-USE PERFORMANCE DATA

Communication of the in-use performance data is a new use-case and is not included in the three existing use-cases which are dedicated to the presence of possible malfunctions

### 7.1. Information about in-use performance data

The information about in-use performance data recorded by the OBD system shall be available upon off-board request according to paragraph 7.2.

This information will provide type approval authorities with in use performance data.

The OBD system shall provide all information (according to the applicable standard set in Appendix 6) for the external IUPR test equipment to assimilate the data and provide an inspector with the following information:

- (a) the VIN (vehicle identification number);
- (b) the numerator and denominator for each group of monitors recorded by the system according to paragraph 6;
- (c) the general denominator;
- (d) the value of the ignition cycle counter;
- (e) the total engine running hours.

This information shall be available through "read-only" access (i.e. no clearing).

### 7.2. Access to in-use performance data

Access to in-use performance data shall be provided only in accordance with the standards mentioned in Appendix 6 of Annex 9B and the following sub-paragraphs <sup>(1)</sup>.

Access to the in-use performance data shall not be dependent on any access code or other device or method obtainable only from the manufacturer or its suppliers. Interpretation of the in-use performance data shall not require any unique decoding information, unless that information is publicly available.

The access method (i.e. the access point/node) to in-use performance data shall be the same as the one used to retrieve all OBD information. This method shall permit access to the complete in-use performance data required by this Annex.

<sup>(1)</sup> The manufacturer is allowed to use an additional on-board diagnostic display, such as a dashboard mounted video display device, for providing access to in-use performance data. Such an additional device is not subject to the requirements of this Annex.

7.3. Reinitialising in-use performance data

7.3.1. Reset to zero

Each number shall be reset to zero only when a non-volatile random access memory (NVRAM) reset occurs (e.g. reprogramming event). Numbers may not be reset to zero under any other circumstances including when a scan tool command to clear fault codes is received.

7.3.2. Reset in case of memory overflow

If either the numerator or denominator for a specific monitor reaches  $65\,535 \pm 2$ , both numbers shall be divided by two before either is incremented again to avoid overflow problems.

If the ignition cycle counter reaches the maximum value of  $65\,535 \pm 2$ , the ignition cycle counter may rollover and increment to zero on the next ignition cycle to avoid overflow problems.

If the general denominator reaches the maximum value of  $65\,535 \pm 2$ , the general denominator may rollover and increment to zero on the next driving cycle that meets the general denominator definition to avoid overflow problems.

---

## APPENDIX 1

**GROUPS OF MONITORS**

The groups of monitors considered in this Annex are the following:

A. Oxidation catalysts

The monitors specific to that group are those listed in item 5 of Appendix 3 to Annex 9B.

B. Selective Catalytical Reduction systems (SCR)

The monitors specific to that group are those listed in item 3 of Appendix 3 to Annex 9B.

C. Exhaust gas and oxygen sensors

The monitors specific to that group are those listed in item 13 of Appendix 3 to Annex 9B.

D. EGR systems and VVT

The monitors specific to that group are those listed in items 6 and 9 and of Appendix 3 to Annex 9B.

E. DPF systems

The monitors specific to that group are those listed in item 2 of Appendix 3 to Annex 9B.

F. Boost pressure control system

The monitors specific to that group are those listed in item 8 of Appendix 3 to Annex 9B.

G. NO<sub>x</sub> adsorber

The monitors specific to that group are those listed in item 4 of Appendix 3 to Annex 9B.

H. Three-way catalyst

The monitors specific to that group are those listed in item 15 of Appendix 3 to Annex 9B.

I. Evaporative systems (reserved)

J. Secondary Air system (reserved)

A specific monitor shall belong only to one of these groups.'

Insert a new Annex 10, to read:

‘ANNEX 10

**TECHNICAL REQUIREMENTS ON OFF-CYCLE EMISSIONS (OCE)**

1. APPLICABILITY

This annex establishes performance-based off-cycle emission requirements and a prohibition on defeat strategies for heavy-duty engines and vehicles so as to achieve effective control of emissions under a broad range of engine and ambient operating conditions encountered during normal in-use vehicle operation.

2. Reserved <sup>(1)</sup>

3. DEFINITIONS

- 3.1. “Auxiliary Emission Strategy” (AES) means an emission strategy that becomes active and replaces or modifies a base emission strategy for a specific purpose or purposes and in response to a specific set of ambient and/or operating conditions and only remains operational as long as those conditions exist.
- 3.2. “Base Emission Strategy” (BES) means an emission strategy that is active throughout the speed and load operating range of the engine unless an AES is activated.
- 3.3. “Defeat strategy” means an emission strategy that does not meet the performance requirements for a base and/or auxiliary emission strategy as specified in this Annex.
- 3.4. “Element of design” means:
  - (a) the engine system;
  - (b) any control system, including: computer software; electronic control systems; and computer logic;
  - (c) any control system calibration; or
  - (d) the results of any interaction of systems.
- 3.5. “Emission strategy” means an element or set of elements of design that is incorporated into the overall design of an engine system or vehicle and used in controlling emissions.
- 3.6. “Emission control system” means the elements of design and emission strategies developed or calibrated for the purpose of controlling emissions.
- 3.7. “Engine family” means a manufacturer’s grouping of engines as defined in gtr No 4 <sup>(2)</sup>.
- 3.8. “Engine starting” means the process from the initiation of engine cranking until the engine reaches a speed  $150 \text{ min}^{-1}$  below the normal, warmed up idle speed (as determined in the drive position for vehicles equipped with an automatic transmission).

<sup>(1)</sup> The numbering of this Annex is consistent with the numbering of the gtr on OCE. However, some paragraphs of the OCE gtr are not needed in this Annex.

<sup>(2)</sup> Test Procedures for Compression-Ignition (CI) Engines and Positive-Ignition (PI) Engines Fuelled with Natural Gas (NG) or Liquefied Petroleum Gas (LPG) with regard to the Emission of Pollutants (established in the Global Registry on 15 November 2006). References to gtr No 4 relate to the document established on 15 November 2006. Later changes to the WHDC gtr will have to be reevaluated as to their applicability to this Annex.

- 3.9. "Engine system" means the engine, the emission control system and the communication interface (hardware and messages) between the engine electronic control unit(s) and any other powertrain or vehicle control unit.
- 3.10. "Engine warm-up" means sufficient vehicle operation such that the coolant temperature reaches a minimum temperature of at least 70 °C.
- 3.11. "Periodic regeneration" means the regeneration process of an exhaust after-treatment system that occurs periodically in typically less than 100 hours of normal engine operation.
- 3.12. "Rated speed" means the maximum full load speed allowed by the governor as specified by the manufacturer in his sales and service literature, or, if such a governor is not present, the speed at which the maximum power is obtained from the engine, as specified by the manufacturer in his sales and service literature.
- 3.13. "Regulated emissions" means "gaseous pollutants" defined as carbon monoxide, hydrocarbons and/or non-methane hydrocarbons (assuming a ratio of  $\text{CH}_{1,85}$  for diesel,  $\text{CH}_{2,525}$  for LPG and  $\text{CH}_{2,93}$  for NG, and an assumed molecule  $\text{CH}_3\text{O}_{0,5}$  for ethanol fuelled diesel engines), methane (assuming a ratio of  $\text{CH}_4$  for NG) and oxides of nitrogen (expressed in nitrogen dioxide ( $\text{NO}_2$ ) equivalent) and "particulate matter" (PM) defined as any material collected on a specified filter medium after diluting exhaust with clean filtered air to a temperature between 315 K (42 °C) and 325 K (52 °C), as measured at a point immediately upstream of the filter, this is primarily carbon, condensed hydrocarbons, and sulphates with associated water.

#### 4. GENERAL REQUIREMENTS

Any engine system and any element of design liable to affect the emission of regulated pollutants shall be designed, constructed, assembled and installed so as to enable the engine and vehicle to comply with the provisions of this Annex.

##### 4.1. Prohibition of defeat strategies

Engine systems and vehicles shall not be equipped with a defeat strategy.

##### 4.2. World-harmonised Not-To-Exceed emission requirement

This annex requires that engine systems and vehicles comply with the WNTe emission limit values described in paragraph 5.2. For laboratory based testing according to paragraph 7.4, no test result shall exceed the emissions limits specified in paragraph 5.2.

#### 5. PERFORMANCE REQUIREMENTS

##### 5.1. Emission strategies

Emission strategies shall be designed so as to enable the engine system, in normal use, to comply with the provisions of this Annex. Normal use is not restricted to the conditions of use as specified in paragraph 6.

##### 5.1.1. Requirements for Base Emission Strategies (BES)

A BES shall not discriminate between operation on an applicable type approval or certification test and other operation and provide a lesser level of emission control under conditions not substantially included in the applicable type approval or certification tests.

### 5.1.2. Requirements for Auxiliary Emission Strategies (AES)

An AES shall not reduce the effectiveness of the emission control relative to a BES under conditions that may reasonably be expected to be encountered in normal vehicle operation and use, unless the AES satisfies one the following specific exceptions:

- (a) Its operation is substantially included in the applicable type approval or certification tests, including the WNTe provisions of paragraph 7;
- (b) It is activated for the purposes of protecting the engine and/or vehicle from damage or accident;
- (c) It is only activated during engine starting or warm up as defined in this Annex;
- (d) Its operation is used to trade-off the control of one type of regulated emissions in order to maintain control of another type of regulated emissions under specific ambient or operating conditions not substantially included in the type approval or certification tests. The overall affect of such an AES shall be to compensate for the effects of extreme ambient conditions in a manner that provides acceptable control of all regulated emissions.

### 5.2. World-harmonised Not-To-Exceed limits for gaseous and particulate exhaust emissions

5.2.1. Exhaust emissions shall not exceed the applicable WNTe emission limits specified in paragraph 5.2.2 when the engine is operated in accordance with the conditions and procedures set out in paragraphs 6 and 7.

5.2.2. The applicable WNTe emission limits are determined, as follows:

WNTe Emission Limit = WHTC Emission Limit + WNTe Component

Where:

“WHTC Emission Limit” is the emission limit (EL) to which the engine is certified pursuant to the WHDC gtr; and

“WNTe Component” is determined by equations 1 to 4 in paragraph 5.2.3.

5.2.3. The applicable WNTe components shall be determined using the following equations, when the ELs are expressed in g/kWh:

$$\text{For NO}_x: \quad \text{WNTe Component} = 0,25 \times \text{EL} + 0,1 \quad (1)$$

$$\text{For HC:} \quad \text{WNTe Component} = 0,15 \times \text{EL} + 0,07 \quad (2)$$

$$\text{For CO:} \quad \text{WNTe Component} = 0,20 \times \text{EL} + 0,2 \quad (3)$$

$$\text{For PM:} \quad \text{WNTe Component} = 0,25 \times \text{EL} + 0,003 \quad (4)$$

Where the applicable ELs are expressed in units other than units of g/kWh, the additive constants in the equations shall be converted from g/kWh to the appropriate units.

The WNTe component shall be rounded to the number of places to the right of the decimal point indicated by the applicable EL in accordance with the rounding method of ASTM E 29-06.

## 6. APPLICABLE AMBIENT AND OPERATING CONDITIONS

The WNTe emission limits shall apply at:

- (a) All atmospheric pressures greater than or equal to 82,5 kPa;
- (b) All temperatures less than or equal to the temperature determined by equation 5 at the specified atmospheric pressure:

$$T = -0,4514 \times (101,3 - p_b) + 311 \quad (5)$$

Where:

T is the ambient air temperature, K

p<sub>b</sub> is the atmospheric pressure, kPa

- (c) All engine coolant temperature above 343 K (70 °C).

The applicable ambient atmospheric pressure and temperature conditions are shown in figure 1.

WNTe Atmospheric Pressure and Temperature Range

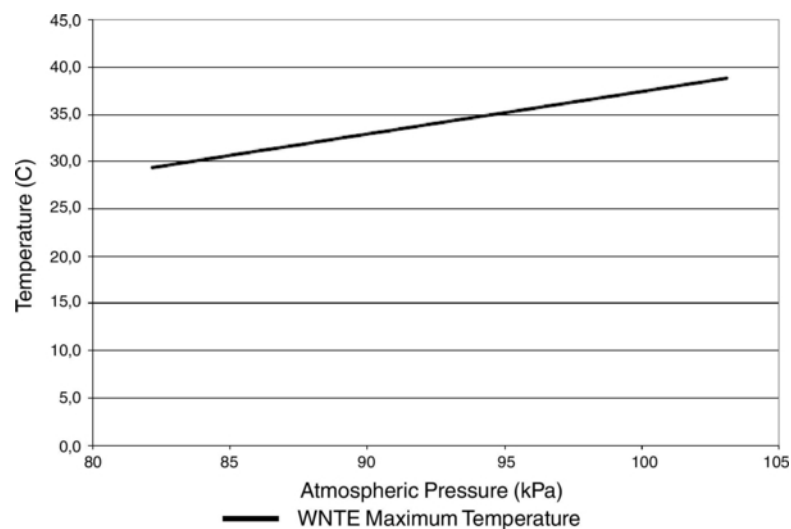


Figure 1

**Illustration of atmospheric pressure and temperature conditions**

## 7. WORLD-HARMONISED NOT-TO-EXCEED METHODOLOGY

### 7.1. World-harmonised Not-To-Exceed control area

The WNTe control area consists of the engine speed and load points defined in paragraphs 7.1.1 through 7.1.6. Figure 2 is an example illustration of the WNTe control area.

#### 7.1.1. Engine speed range

The WNTe control area shall include all operating speeds between the 30<sup>th</sup> percentile cumulative speed distribution over the WHTC test cycle, including idle, (n<sub>30</sub>) and the highest speed where 70 per cent of the maximum power occurs (n<sub>hi</sub>). Figure 3 is an example of the WNTe cumulative speed frequency distribution for a specific engine.

#### 7.1.2. Engine torque range

The WNTe control area shall include all engine load points with a torque value greater than or equal to 30 per cent of the maximum torque value produced by the engine.

### 7.1.3. Engine power range

Notwithstanding the provisions of paragraphs 7.1.1 and 7.1.2, speed and load points below 30 per cent of the maximum power value produced by the engine shall be excluded from the WNTe Control Area for all emissions.

### 7.1.4. Application of engine family concept

In principal, any engine within a family with a unique torque/power curve will have its individual WNTe control area. For in-use testing, the individual WNTe control area of the respective engine shall apply. For type approval (certification) testing under the engine family concept of the WHDC gtr the manufacturer may optionally apply a single WNTe control area for the engine family under the following provisions:

- (a) A single engine speed range of the WNTe control area may be used; if the measured engine speeds  $n_{30}$  and  $n_{hi}$  are within  $\pm 3$  per cent of the engine speeds as declared by the manufacturer. If the tolerance is exceeded for any of the engine speeds, the measured engine speeds shall be used for determining the WNTe control area;
- (b) A single engine torque/power range of the WNTe control area may be used, if it covers the full range from the highest to the lowest rating of the family. Alternatively, grouping of engine ratings into different WNTe control areas is permitted.

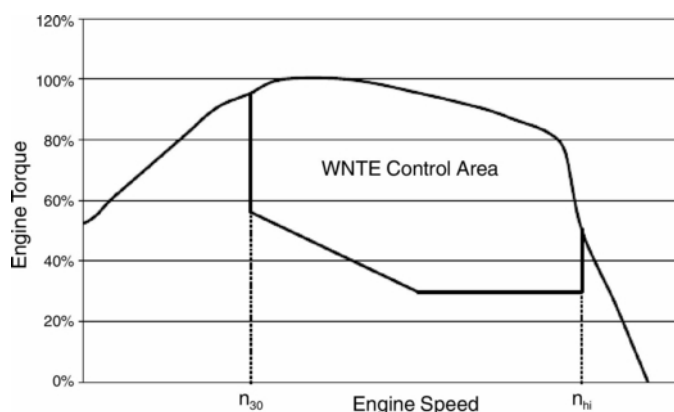


Figure 2

Example WNTe control area

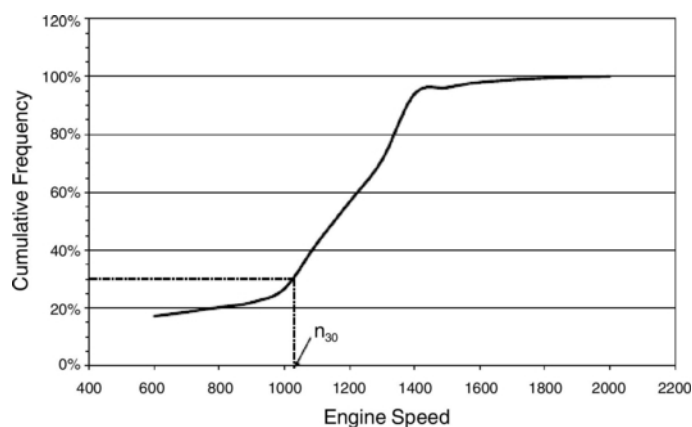


Figure 3

Example of WNTe cumulative speed frequency distribution



#### 7.1.5. Compliance exclusion from certain WNTe operating points

The manufacturer may request that the approval authority excludes operating points from the WNTe control area defined in paragraphs 7.1.1 through 7.1.4 during the certification/type approval. The approval authority may grant this exclusion if the manufacturer can demonstrate that the engine is never capable of operating at such points when used in any vehicle combination.

#### 7.2. Minimum World-harmonised Not-To-Exceed event duration and data sampling frequency

7.2.1. To determine compliance with the WNTe emissions limits specified paragraph 5.2, the engine shall be operated within the WNTe control area defined in paragraph 7.1 and its emissions shall be measured and integrated over a minimum period of 30 seconds. A WNTe event is defined as a single set of integrated emissions over the period of time. For example, if the engine operates for 65 consecutive seconds within the WNTe control area and ambient conditions this would constitute a single WNTe event and the emissions would be averaged over the full 65 second period. In the case of laboratory testing, the integrating period of time of 7,5 seconds shall apply.

7.2.2. For engines equipped with emission controls that include periodic regeneration events, if a regeneration event occurs during the WNTe test, then the averaging period shall be at least as long as the time between the events multiplied by the number of full regeneration events within the sampling period. This requirement only applies for engines that send an electronic signal indicating the start of the regeneration event.

7.2.3. A WNTe event is a sequence of data collected at the frequency of at least 1 Hz during engine operation in the WNTe control area for the minimum event duration or longer. The measured emission data shall be averaged over the duration of each WNTe event.

#### 7.3. World-harmonised Not-To-Exceed in-use testing

Where the provisions of this Annex are used as basis for in-use testing, the engine shall be operated under actual in-use conditions. The test results out of the total data set that comply with the provisions of paragraphs 6, 7.1 and 7.2 shall be used for determining compliance with the WNTe emission limits specified in paragraph 5.2. It is understood that emission during some WNTe events may not be expected to comply with the WNTe emission limits. Therefore, statistical methods should be defined and implemented for determining compliance that are consistent with paragraphs 7.2 and 7.3.

#### 7.4. World-harmonised Not-To-Exceed laboratory testing

Where the provisions of this Annex are used as the basis for laboratory testing the following provision shall apply:

7.4.1. The specific mass emissions of regulated pollutants shall be determined on the basis of randomly defined test points distributed across the WNTe control area. All the test points shall be contained within 3 randomly selected grid cells imposed over the control area. The grid shall comprise of 9 cells for engines with a rated speed less than 3 000 min<sup>-1</sup> and 12 cells for engines with a rated speed greater than or equal to 3 000 min<sup>-1</sup>. The grids are defined as follows:

- (a) The outer boundaries of the grid are aligned to the WNTe control area;
- (b) 2 vertical lines spaced at equal distance between engine speeds  $n_{30}$  and  $n_{hi}$  for 9 cell grids, or 3 vertical lines spaced at equal distance between engine speeds  $n_{30}$  and  $n_{hi}$  for 12 cell grids; and
- (c) 2 lines spaced at equal distance of engine torque (1/2) at each vertical line within the WNTe control area.

Examples of the grids applied to specific engines are shown in Figures 5 and 6.

- 7.4.2. The 3 selected grid cells shall each include 5 random test points, so a total of 15 random points shall be tested within the WNTe control area. Each cell shall be tested sequentially; therefore all 5 points in one grid cell are tested before transiting to the next grid cell. The test points are combined into a single ramped steady state cycle.
- 7.4.3. The order in which each of the grid cells are tested, and the order of testing the points within the grid cell, shall be randomly determined. The 3 grid cells to be tested, the 15 test points, the order of testing the grid cells, and the order of the points within a grid cell shall be selected by the Type Approval or Certification Authority using acknowledged statistical methods of randomisation.
- 7.4.4. The average specific mass emissions of regulated gaseous pollutants shall not exceed the WNTe limit values specified in paragraph 5.2 when measured over any of the cycles in a grid cell with 5 test points.
- 7.4.5. The average specific mass emissions of regulated particulate pollutants shall not exceed the WNTe limit values specified in paragraph 5.2 when measured over the whole 15 test point cycle.
- 7.5. Laboratory test procedure
- 7.5.1. After completion of the WHSC cycle, the engine shall be preconditioned at mode 9 of the WHSC for a period of three minutes. The test sequence shall start immediately after completion of the preconditioning phase.
- 7.5.2. The engine shall be operated for 2 minutes at each random test point. This time includes the preceding ramp from the previous steady state point. The transitions between the test points shall be linear for engine speed and load and shall last  $20 \pm 1$  seconds.
- 7.5.3. The total test time from start until finish shall be 30 minutes. The test of each set of 5 selected random points in a grid cell shall be 10 minutes, measured from the start of the entry ramp to the 1st point until the end of the steady state measurement at the 5th point. Figure 5 illustrates the sequence of the test procedure.
- 7.5.4. The WNTe laboratory test shall meet the validation statistics of paragraph 7.7.2 of the WHDC gtr.
- 7.5.5. The measurement of the emissions shall be carried out in accordance with paragraph 7.8 of WHDC gtr.
- 7.5.6. The calculation of the test results shall be carried out in accordance with paragraph 8 of WHDC gtr.

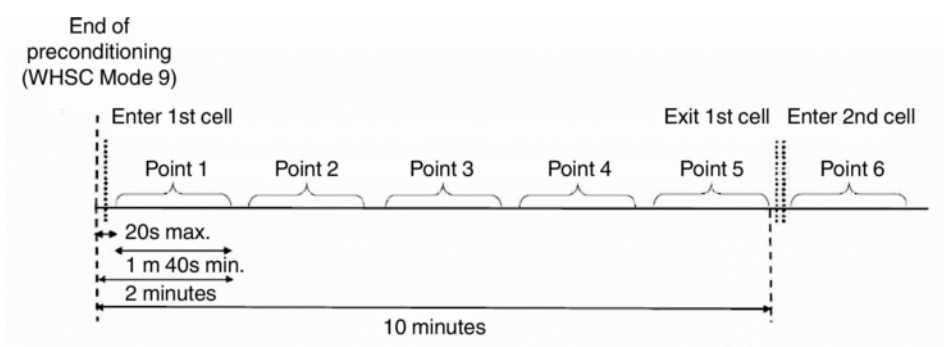
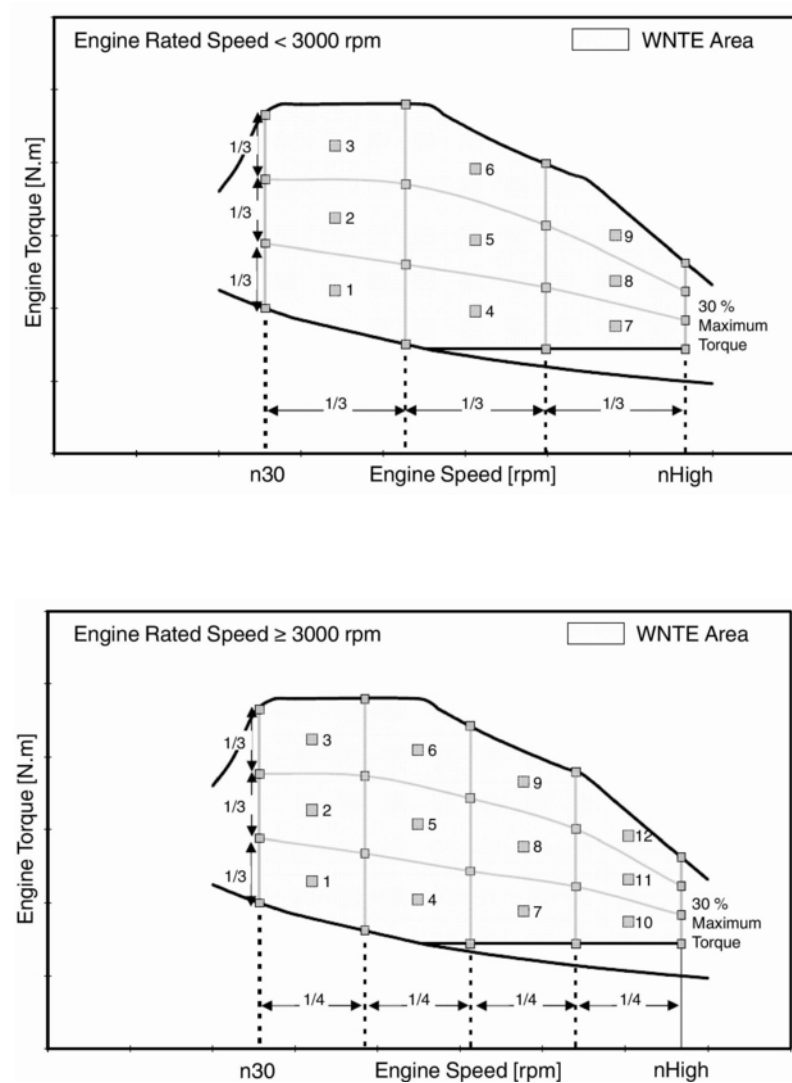


Figure 4

Schematic example of the start of the WNTe test cycle



Figures 5 and 6

**WNTe test cycle grids****7.6. Rounding**

Each final test result shall be rounded in one step to the number of places to the right of the decimal point indicated by the applicable WHDC emission standard plus one additional significant figure, in accordance with ASTM E 29-06. No rounding of intermediate values leading to the final brake specific emission result is permitted.

**8. WORLD-HARMONISED NOT-TO-EXCEED DEFICIENCIES**

The concept of a deficiency is to allow an engine or vehicle to be certified as compliant with a regulation even though specific requirements, limited in scope, are not fully met. WNTe deficiency provision would allow a manufacturer to apply for relief from the WNTe emission requirements under limited conditions, such as extreme ambient temperatures and/or severe operation where vehicles do not accumulate significant mileage.

**9. WORLD-HARMONISED NOT-TO-EXCEED EXEMPTIONS**

The concept of a WNTe exemption is a set of technical conditions under which the WNTe emission limits set out in this Annex would not apply. A WNTe exemption shall apply to all engine and vehicle manufacturers.

It may be decided to provide a WNTe exemption, in particular with the introduction of more stringent emission limits. For example a WNTe exemption may be necessary if the Approval Authority determines that certain engine or vehicle operation within the WNTe control area cannot achieve the WNTe emission limits. In such a case, the Approval Authority may determine that it is not necessary for engine manufacturers to request a WNTe deficiency for such operation, and that the granting of a WNTe exemption is appropriate. The Approval Authority can determine both the scope of the exemption with respect to the WNTe requirements, as well as the period of time for which the exemption is applicable.

#### 10. STATEMENT OF OFF-CYCLE EMISSION COMPLIANCE

In the application for certification or type approval, the manufacturer shall provide a statement that the engine family or vehicle complies with the requirements of this Annex. In addition to this statement, compliance with the WNTe limits shall be verified through additional tests and certification procedures defined by the Contracting Parties.

##### 10.1. Example statement of Off-Cycle Emission compliance

The following is an example compliance statement:

“(Name of manufacturer) attests that the engines within this engine family comply with all requirements of this Annex. (Name of manufacturer) makes this statement in good faith, after having performed an appropriate engineering evaluation of the emissions performance of the engines within the engine family over the applicable range of operating and ambient conditions.”

##### 10.2. Basis for Off-Cycle Emission compliance statement

The manufacturer shall maintain records at the manufacturer's facility which contain all test data, engineering analyses, and other information which provides the basis for the OCE compliance statement. The manufacturer shall provide such information to the Certification or Type Approval Authority upon request.

#### 11. DOCUMENTATION

The Approval Authority may decide to require that the manufacturer provides a documentation package. This should describe any element of design and emission control strategy of the engine system and the means by which it controls its output variables, whether that control is direct or indirect.

The information may include a full description of the emission control strategy. In addition, this could include information on the operation of all AES and BES, including a description of the parameters that are modified by any AES and the boundary conditions under which the AES operate, and indication of which AES and BES are likely to be active under the conditions of the test procedures in this Annex.’

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