

appropriate to consider when selecting the engine to test:

- (1) Maximum fueling rates.
- (2) Maximum in-use engine speed (governed or ungoverned, as applicable).
- (3) Highest sales volume.
- (c) We may select any engine configuration within the engine family for our testing.

**§ 1065.405 Preparing and servicing a test engine.**

- (a) If you are testing an emission-data engine for certification, make sure you have built it to represent production engines.
- (b) Run the test engine, with all emission-control systems operating, long enough to stabilize emission levels. If you accumulate 50 hours of operation, you may consider emission levels stable without measurement.
- (c) Do not service the test engine before you stabilize emission levels, unless we approve other maintenance in advance. This prohibition does not apply to your recommended oil and filter changes for newly produced engines, or to idle-speed adjustments.
- (d) Select engine operation for accumulating operating hours on your test engines to represent normal in-use operation for the engine family.
- (e) If you need more than 50 hours to stabilize emission levels, record your reasons and the method you use to do this. Give us these records if we ask for them.

EFFECTIVE DATE NOTE: At 69 FR 39261, June 29, 2004, § 1065.405 is amended by revising paragraph (b), effective Aug. 30, 2004. For the convenience of the user, the revised text is set forth as follows:

**§ 1065.405 Preparing and servicing a test engine.**

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(b) Run the test engine, with all emission-control systems operating, long enough to stabilize emission levels.

- (1) For SI engines, if you accumulate 50 hours of operation, you may consider emission levels stable without measurement.
- (2) For CI engines, if you accumulate 125 hours of operation, you may consider emission levels stable without measurement.

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**§ 1065.410 Service limits for stabilized test engines.**

(a) After you stabilize the test engine's emission levels, you may do scheduled maintenance, other than during emission testing, as the standard-setting part specifies.

(b) You may not do any unscheduled maintenance to the test engine or its emission-control system or fuel system without our advance approval. Un-scheduled maintenance includes adjusting, repairing, removing, disassembling, cleaning, or replacing the test engine. We may approve routine maintenance that is not scheduled such as maintaining the proper oil level.

(1) We may approve other unscheduled maintenance if all of the following occur:

- (i) You determine that a part failure or system malfunction (or the associated repair) does not make the engine unrepresentative of production engines in the field and does not require anyone to access the combustion chamber.
- (ii) Something clearly malfunctions (such as persistent misfire, engine stall, overheating, fluid leakage, or loss of oil pressure) and needs maintenance or repair.
- (iii) You give us a chance to verify the extent of the malfunction before you do the maintenance.

(2) If we determine that a part's failure or a system's malfunction (or the associated repair) has made the engine unrepresentative of production engines, you may no longer use it as a test engine.

(3) You may not do unscheduled maintenance based on emission measurements from the test engine.

(4) Unless we approve otherwise in advance, you may not use equipment, instruments, or tools to identify bad engine components unless you specify they should be used for scheduled maintenance on production engines. In this case, if they are not generally available, you must also make them available at dealerships and other service outlets.

(c) If you do maintenance that might affect emissions, you must completely test the engine for emissions before and after the maintenance, unless we waive this requirement.