

§ 86.1327-98

maximum inside diameter of 6.0 in (15 cm).

(B) Short sections (altogether not to exceed 20 percent of the entire tube length) of flexible tubing at connection points are allowed.

[58 FR 16064, Mar. 24, 1993, as amended at 59 FR 48533, Sept. 21, 1994; 60 FR 34374, June 30, 1995; 62 FR 47130, Sept. 5, 1997]

§ 86.1327-98 Engine dynamometer test procedures; overview.

Section 86.1327-98 includes text that specifies requirements that differ from § 86.1327-96. Where a paragraph in § 86.1327-96 is identical and applicable to § 86.1327-98, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.1327-96”.

(a) through (d)(3) [Reserved]. For guidance see § 86.1327-96.

(d)(4) Additional accessories (e.g., oil cooler, alternators, air compressors, etc.) may be installed or their loading simulated if typical of the in-use application. This loading shall be parasitic in nature and, if used, shall be applied during all engine testing operations, including mapping. The accessory work performed shall not be included in the integrated work used in emissions calculations.

(d)(5) through (f) [Reserved]. For guidance see § 86.1327-96.

[62 FR 47130, Sept. 5, 1997]

§ 86.1330-84 Test sequence; general requirements.

(a) The test sequence shown in Figure N84-10 shows the major steps of the test procedure.

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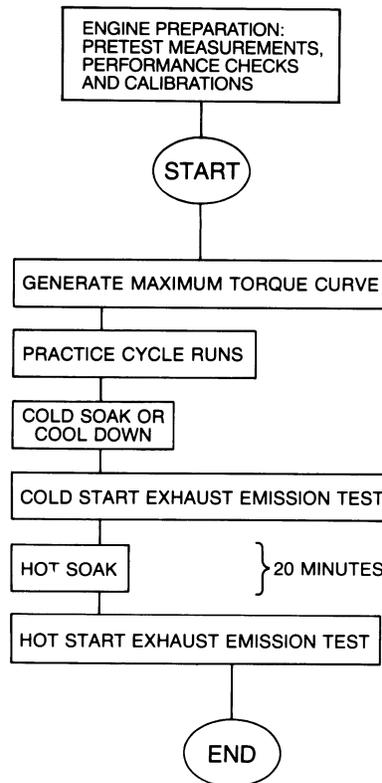


FIGURE N84-10— TEST SEQUENCE

(b) *Control of Air Temperature.* (1) The temperature of the CVS dilution air shall be maintained above 68 °F (20 °C) for Otto cycle engines and between 68 °F and 86 °F (20 °C and 30 °C) for diesel cycle engines throughout the test sequence, except as permitted by § 86.1335-84.

(2) For engines with auxiliary emission control devices which sense or detect ambient air temperature and operate at 68 °F or higher, the test cell ambient air temperature and the temperature of the engine intake air shall be maintained at 77 °F ±9 °F (25 °C ±5 °C) throughout the test sequence. For engines with auxiliary emission control devices which are temperature dependent and operate at 68 °F or higher, the temperature of the engine intake air shall be maintained at 77 °F ±9 °F (25 °C ±5 °C) throughout the test sequence.