

Environmental Protection Agency

§ 86.130-96

(iii) If all these requirements are met, the following calculations shall be performed to determine a profile for liquid fuel temperatures and, if applicable, for vapor temperatures:

$$T_{i, \text{profile}} = T_i - T_o.$$

Where:

(A) $T_{i, \text{profile}}$ = the series of temperatures that comprise the relative temperature profile.

(B) T_i = the series of observed liquid fuel or vapor temperatures during the drive.

(C) T_o = the liquid fuel or vapor temperature observed at the start of the specified driving schedule.

(iv) The relative temperature profile consists of the set of temperatures at each 1-minute interval. If temperatures are sampled more frequently than once per minute, the temperature data points may represent a rolling average of temperatures sampled for up to one-minute intervals. If multiple valid test runs are conducted for any model, then all the collected data shall be used to calculate a composite profile, based on the average temperatures at each point. The absolute temperature profile is determined by adding 95 °F (35 °C) to each point of the relative profile. Other methodologies for developing corrected liquid fuel and vapor space temperature profiles may be used if demonstrated to yield equivalent results and approved in advance by the Administrator.

(v) Manufacturers may use a lower initial fuel temperature for the running loss test, if approved in advance by the Administrator. To demonstrate the need for such an adjustment, manufacturers would be expected to determine the maximum fuel temperature experienced by a vehicle during an extended park or after driving one UDSS cycle when exposed to the ambient conditions described in paragraph (d)(3) of this section. To use this provision, manufacturers would have to show maximum fuel temperatures no greater than 92 °F.

[56 FR 25775, June 5, 1991, as amended at 58 FR 16033, Mar. 24, 1993; 59 FR 39649, Aug. 3, 1994; 60 FR 43891, Aug. 23, 1995; 65 FR 59956, Oct. 6, 2000]

§ 86.130-00 Test sequence; general requirements.

Applicability. Section 86.130-96 (a) through (d) is applicable to vehicles tested for the FTP test. Paragraph (e) of this section is applicable to vehicles tested for the SFTP supplemental tests of air conditioning (SC03) and aggressive driving (US06). Paragraph (f) of this section is applicable to all emission testing. Section 86.130-00 includes text that specifies requirements that differ from § 86.130-96. Where a paragraph in § 86.130-96 is identical and applicable to § 86.130-00, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.130-96.”

(a)-(d) [Reserved]. For guidance see § 86.130-96.

(e) The supplemental tests for exhaust emissions related to aggressive driving (US06) and air conditioning (SC03) use are conducted as stand-alone tests as described in §§ 86.158-00, 86.159-00, and 86.160-00. These tests may be performed in any sequence that maintains the appropriate preconditioning requirements for these tests as specified in § 86.132-00.

(f) If tests are invalidated after collection of emission data from previous test segments, the test may be repeated to collect only those data points needed to complete emission measurements. Compliance with emission standards may be determined by combining emission measurements from different test runs. If any emission measurements are repeated, the new measurements supersede previous values.

[61 FR 54893, Oct. 22, 1996]

§ 86.130-96 Test sequence; general requirements.

(a)(1) *Gasoline- and methanol-fueled vehicles.* The test sequence shown in figure B96-10 shows the steps encountered as the test vehicle undergoes the procedures subsequently described to determine conformity with the standards set forth. The full three-diurnal sequence depicted in figure B96-10 tests vehicles for all sources of evaporative emissions. The supplemental two-diurnal test sequence is designed to verify that vehicles sufficiently purge their