

## Environmental Protection Agency

## Pt. 51, Subpt. S, App. D

(3) *Second-chance preconditioning mode.* The mode timer shall start (mt=0) when engine speed is between 2200 and 2800 rpm. The mode shall continue for an elapsed time of 180 seconds (mt=180). If the engine speed falls below 2200 rpm or exceeds 2800 rpm for more than five seconds in any one excursion, or 15 seconds over all excursions, the mode timer shall reset to zero and resume timing.

(4) *Second-chance idle mode—(i) Ford Motor Company and Honda vehicles.* The engines of 1981–1987 Ford Motor Company vehicles and 1984–1985 Honda Preludes shall be shut off for not more than 10 seconds and then shall be restarted. The probe may be removed from the tailpipe or the sample pump turned off if necessary to reduce analyzer fouling during the restart procedure. This procedure may also be used for 1988–1989 Ford Motor Company vehicles but should not be used for other vehicles.

(ii) The mode timer shall start (mt=0) when the vehicle engine speed is between 350 and 1100 rpm. If the engine exceeds 1100 rpm or falls below 350 rpm the mode timer shall reset to zero and resume timing. The minimum second-chance idle mode length shall be determined as described in paragraph (VI)(d)(4)(iii) of this appendix. The maximum second-chance idle mode length shall be 90 seconds elapsed time (mt=90).

(iii) The pass/fail analysis shall begin after an elapsed time of 10 seconds (mt=10). A pass or fail determination shall be made for the vehicle and the mode shall be terminated as follows:

(A) The vehicle shall pass the second-chance idle mode and the test shall be immediately terminated if, prior to an elapsed time of 30 seconds (mt=30), measured values are less than or equal to 100 ppm HC and 0.5 percent CO.

(B) The vehicle shall pass the second-chance idle mode and the test shall be terminated at the end of an elapsed time of 30 seconds (mt=30) if, prior to that time, the criteria of paragraph (VI)(d)(4)(iii)(A) of this appendix are not satisfied, and the measured values are less than or equal to the applicable short test standards as described in paragraph (VI)(a)(2) of this appendix.

(C) The vehicle shall pass the second-chance idle mode and the test shall be immediately terminated if, at any point between an elapsed time of 30 seconds (mt=30) and 90 seconds (mt=90), measured values are less than or equal to the applicable short test standards described in paragraph (VI)(a)(2) of this appendix.

(D) The vehicle shall fail the second-chance idle mode and the test shall be terminated if none of the provisions of paragraphs (VI)(d)(4)(iii) (A), (B), and (C) of this appen-

dix is satisfied by an elapsed time of 90 seconds (mt=90).

[ 57 FR 52987, Nov. 5, 1992, as amended at 61 FR 40946, Aug. 6, 1996]

### APPENDIX C TO SUBPART S OF PART 51— STEADY-STATE SHORT TEST STANDARDS

#### (I) *Short Test Standards for 1981 and Later Model Year Light-Duty Vehicles*

For 1981 and later model year light-duty vehicles for which any of the test procedures described in appendix B to this subpart are utilized to establish Emissions Performance Warranty eligibility (i.e., 1981 and later model year light-duty vehicles at low altitude and 1982 and later model year vehicles at high altitude to which high altitude certification standards of 1.5 gpm HC and 15 gpm CO or less apply), short test emissions for all tests and test modes shall not exceed:

- (a) Hydrocarbons: 220 ppm as hexane.
- (b) Carbon monoxide: 1.2%.

#### (II) *Short Test Standards for 1981 and Later Model Year Light-Duty Trucks*

For 1981 and later model year light-duty trucks for which any of the test procedures described in appendix B to this subpart are utilized to establish Emissions Performance Warranty eligibility (i.e., 1981 and later model year light-duty trucks at low altitude and 1982 and later model year trucks at high altitude to which high altitude certification standards of 2.0 gpm HC and 26 gpm CO or less apply), short test emissions for all tests and test modes shall not exceed:

- (a) Hydrocarbons: 220 ppm as hexane.
- (b) Carbon monoxide: 1.2%.

### APPENDIX D TO SUBPART S OF PART 51— STEADY-STATE SHORT TEST EQUIPMENT

#### (I) *Steady-State Test Exhaust Analysis System*

(a) *Sampling system—(1) General requirements.* The sampling system for steady-state short tests shall, at a minimum, consist of a tailpipe probe, a flexible sample line, a water removal system, particulate trap, sample pump, flow control components, tachometer or dynamometer, analyzers for HC, CO, and CO<sub>2</sub>, and digital displays for exhaust concentrations of HC, CO, and CO<sub>2</sub>, and engine rpm. Materials that are in contact with the gases sampled shall not contaminate or change the character of the gases to be analyzed, including gases from alcohol fueled vehicles. The probe shall be capable of being inserted to a depth of at least ten inches into the tailpipe of the vehicle being tested, or into an extension boot if one is used. A digital display for dynamometer speed and load shall be included if the test procedures described in appendix B to this subpart, paragraphs (III) and (V), are conducted. Minimum