
Air

 **Acceleration Simulation Mode Test
Procedures, Emission Standards, Quality
Control Requirements, and Equipment
Specifications**

Technical Guidance



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§85.1 Test Standards and Calculations

(a) Emissions Standards

(1) Start-up ASM Standards. Start-up standards should be used during the first cycle of the program. The exhaust emissions standards for the following model years and vehicle types are cross-referenced by the number in the column in §85.1(a)(3), as noted in the column headings:

(i) Light Duty Vehicles.

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1994+ Tier 1	1	21	41
1991-1995	2	22	42
1983-1990	4	23	43
1981-1982	4	26	43
1980	4	26	48
1977-1979	11	30	48
1975-1976	11	30	50
1973-1974	13	34	50
1968-1972	13	34	51

(ii) High-Altitude Light Duty Vehicles.

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1983-1984	4	26	43
1982	4	29	43

(iii) Light Duty Trucks 1 (less than 6000 pounds GVWR).

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1994+ Tier 1 ≤3750 LVW	1	21	41
1994+ Tier 1 >3750 LVW	2	22	42
1991-1995	5	26	43
1988-1990	7	29	44
1984-1987	7	29	49
1979-1983	11	31	49
1975-1978	12	32	50
1973-1974	13	34	50
1968-1972	13	34	51

(iv) High-Altitude Light Duty Trucks 1 (less than 6000 pounds GVWR).

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
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1991+	6	28	43
1988-1990	9	30	44
1984-1987	9	30	49
1982-1983	12	33	49

(v) Light Duty Trucks 2 (greater than 6000 pounds GVWR).

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1994+ Tier 1 ≤5750 LVW	2	22	42
1994+ Tier 1 >5750 LVW	5	26	45
1991-1995	5	26	46
1988-1990	7	29	47
1984-1987	7	29	49
1979-1983	11	31	49
1975-1978	12	32	50
1973-1974	13	34	50
1968-1972	13	34	51

(vi) High-Altitude Light Duty Trucks 2 (greater than 6000 pounds GVWR).

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1991+	6	28	46
1988-1990	9	30	47
1984-1987	9	30	49
1982-1983	12	33	49

(2) Final ASM Standards. The following exhaust emissions standards are designed to achieve the emission reduction credits issued by EPA. They should only be used after at least one cycle of operation using the start-up standards in §85.1(a)(1). The exhaust emissions standards for the following model years and vehicle types are cross-referenced by the number in the column in §85.1(a)(3), as noted in the column headings:

(i) Light Duty Vehicles.

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1994+ Tier 1	1	21	41
1983-1995	1	21	41
1981-1982	1	23	41
1980	1	23	45
1977-1979	6	27	45
1975-1976	6	27	48
1973-1974	10	32	48
1968-1972	10	32	49

(ii) High-Altitude Light Duty Vehicles.

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1983-1984	2	23	41
1982	2	23	41

(iii) Light Duty Trucks 1 (less than 6000 pounds GVWR).

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1994+ Tier 1	1	21	41
1988-1995	3	24	42
1984-1987	3	24	46
1979-1983	8	28	46
1975-1978	9	29	48
1973-1974	10	32	48
1968-1972	10	32	49

(iv) High-Altitude Light Duty Trucks 1 (less than 6000 pounds GVWR).

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1988+	4	26	42
1984-1987	4	26	46
1982-1983	9	30	46

(v) Light Duty Trucks 2 (greater than 6000 pounds GVWR).

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1994+ Tier 1	1	21	41
1988-1995	3	24	44
1984-1987	3	24	46
1979-1983	8	28	46
1975-1978	9	29	48
1973-1974	10	32	48
1968-1972	10	32	49

(vi) High-Altitude Light Duty Trucks 2 (greater than 6000 pounds GVWR).

<u>Model Years</u>	<u>Hydrocarbons</u> Table §85.1 (a)(3)(i)	<u>Carbon Monoxide</u> Table §85.1 (a)(3)(ii)	<u>Oxides of Nitrogen</u> Table §85.1 (a)(3)(iii)
1988+	4	26	44
1984-1987	4	26	46
1982-1983	9	30	46

(b) Test Score Calculation

(1) Exhaust Gas Measurement Calculation.

- (i) Measurement Start. The analysis and recording of exhaust gas concentrations shall begin 15 seconds after the applicable test mode begins, or sooner if the system response time (to 100%) is less than 15 seconds. The analysis and recording of exhaust gas concentrations shall not begin sooner than the time period equivalent to the response time of the slowest transducer.
- (ii) Sample Rate. Exhaust gas concentrations shall be analyzed at a minimum rate of once per second.
- (iii) Emission Measurement Calculations. Partial stream (concentration) emissions shall be calculated based on a running 10 second average. The values used for HC(j), CO(j), and NO(j) are the raw (uncorrected) tailpipe concentrations.

$$(A) \text{ AvgHC} = \frac{\sum_{j-10}^j \text{HC}(j) * \text{DCF}(j)}{10}$$

$$(B) \text{ AvgCO} = \frac{\sum_{j-10}^j \text{CO}(j) * \text{DCF}(j)}{10}$$

$$(C) \text{ AvgNO} = \frac{\sum_{j-10}^j \text{NO}(j) * \text{DCF}(j)}{10}$$

- (iv) Dilution Correction Factor. The analyzer software shall multiply the raw emissions values by the Dilution Correction Factor (DCF) during any valid ASM emissions test. The DCF accounts for exhaust sample dilution (either intentional or unintentional) during an emissions test. The analyzer software shall calculate the DCF using the following procedure, and shall select the appropriate vehicle fuel formula. If the calculated DCF exceeds 3.0 then a default value of 3.0 shall be used.

$$(A) \quad X = \frac{[\text{CO}_2]_{\text{measured}}}{[\text{CO}_2]_{\text{measured}} + [\text{CO}]_{\text{measured}}}$$

Where [CO₂]_{measured} and [CO]_{measured} are the instantaneous ASM emissions test readings.

(B) Calculate [CO₂]_{adjusted} using the following formulas.

(1) For Gasoline:

$$[\text{CO}_2]_{\text{adjusted}} = \left[\frac{X}{4.644 + 1.88X} \right] * 100$$

(2) For Methanol or Ethanol:

$$[\text{CO}_2]_{\text{adjusted}} = \left[\frac{X}{4.73 + 1.88X} \right] * 100$$

(3) For Compressed Natural Gas (CNG):

$$[\text{CO}_2]_{\text{adjusted}} = \left[\frac{X}{6.64 + 1.88X} \right] * 100$$

(4) For Liquid Propane Gas (LPG):

$$[\text{CO}_2]_{\text{adjusted}} = \left[\frac{X}{5.39 + 1.88X} \right] * 100$$

(C) Calculate the DCF using the following formula:

$$\text{DCF} = \frac{[\text{CO}_2]_{\text{adjusted}}}{[\text{CO}_2]_{\text{measured}}}$$

(v) NO Humidity Correction Factor. The NO measurement shall be adjusted based on relative humidity using a correction factor K_h , calculated as follows:

(A) $K_h = \frac{1}{1 - 0.0047(H-75)}$

(B) $H =$ Absolute humidity in grains of water per pound of dry air.

$$= \frac{(43.478)Ra * Pd}{P_B - (Pd * Ra / 100)}$$

(C) $Ra =$ Relative humidity of the ambient air, percent.

(D) $Pd =$ Saturated vapor pressure, mm Hg at the ambient dry bulb temperature. If the temperature is above 86_F, then it shall be used in lieu of the higher temperature, until EPA supplies final correction factors.

(E) $P_B =$ Barometric pressure, mm Hg.

(2) Pass/Fail Determination. A pass or fail determination shall be made for each applicable test mode based on a comparison of the applicable test standards and the measured value for HC, CO, and NO as described in §85.1(b)(1)(iii). A vehicle shall pass the test mode if the emission values for HC, CO, and NO are simultaneously below or equal to the applicable short test standards for all three pollutants. A vehicle shall fail the test mode if the values for HC, CO, or NO, or any combination of the three, are above the applicable standards at the expiration of the test time.

§85.2 Test Procedures

(a) General Requirements.

- (1) Vehicle Characterization. The following information shall be determined for the vehicle being tested and used to automatically select the dynamometer power absorption settings:
 - (i) Vehicle type: LDGV, LDGT1, LDGT2, HDGT, and others as needed
 - (ii) Chassis model year
 - (iii) Make
 - (iv) Model
 - (v) Number of cylinders
 - (vi) Cubic inch or liters displacement of the engine
 - (vii) Transmission type
 - (viii) Equivalent Test Weight.
- (2) Ambient Conditions. The ambient temperature, absolute humidity, and barometric pressure shall be recorded continuously during the test cycle or as a single set of readings up to 4 minutes before the start of the driving cycle.
- (3) Restart. If shut off, the vehicle shall be restarted as soon as possible before the test and shall be running for at least 30 seconds prior to the start of the ASM driving cycle.
- (4) Void Test Conditions. The test shall immediately end and any exhaust gas measurements shall be voided if the instantaneous measured concentration of CO plus CO₂ falls below six percent or the vehicle's engine stalls at any time during the test sequence.
- (5) Vehicle Brakes. The vehicle's brakes shall not be applied during the test modes. If the vehicles brakes are applied during testing the mode timer shall be reset to zero (tt = 0).
- (6) Test Termination. The test shall be aborted or terminated upon reaching the overall maximum test time.

(b) Vehicle Pre-inspection and Preparation.

- (1) Accessories. All accessories (air conditioning, heat, defogger, radio, automatic traction control if switchable, etc.) shall be turned off (if necessary, by the inspector).
- (2) Exhaust Leaks. The vehicle shall be inspected for exhaust leaks. Audio assessment while blocking exhaust flow, or gas measurement of carbon dioxide or other gases shall be acceptable. Vehicles with leaking exhaust systems shall be rejected from testing.

- (3) Fluid Leaks. The vehicle shall be inspected for fluid leaks. Vehicles with leaking engine oil, transmission fluid, or coolant shall be rejected from testing.
- (4) Mechanical Condition. Vehicles with obvious mechanical problems (engine, transmission, brakes, or exhaust) that either create a safety hazard or could bias test results shall be rejected from testing.
- (5) Operating Temperature. The vehicle shall be at normal operating temperature prior to the start of the test. The vehicle temperature gauge, if equipped and operating, shall be checked to assess temperature. Vehicles in overheated condition shall be rejected from testing.
- (6) Tire Condition. Vehicles shall be rejected from testing if tread indicators, tire cords, bubbles, cuts, or other damage are visible. Vehicles shall be rejected from testing if they have space-saver spare tires or if they do not have reasonably sized tires on the drive axle or axles. Vehicles may be rejected if they have different sized tires on the drive axle or axles. In test-and-repair facilities, drive wheel tires shall be checked with a gauge for adequate tire pressure. In test-only facilities, drive wheel tires shall be visually checked for adequate pressure level. Drive wheel tires that appear low shall be inflated to approximately 30 psi, or to tire side wall pressure, or vehicle manufacturer's recommendation. Alternatively, vehicles with apparent low tire pressure may be rejected from testing.
- (7) Gear Selection. The vehicle shall be operated during each mode of the test with the gear selector in drive for automatic transmissions and in second (or third if more appropriate) for manual transmissions for the loaded modes.
- (8) Roll Rotation. The vehicle shall be maneuvered onto the dynamometer with the drive wheels positioned on the dynamometer rolls. Prior to test initiation, the rolls shall be rotated until the vehicle laterally stabilizes on the dynamometer. Vehicles that cannot be stabilized on the dynamometer shall be rejected from testing. Drive wheel tires shall be dried if necessary to prevent slippage.
- (9) Vehicle Restraint. Testing shall not begin until the vehicle is restrained. Any restraint system shall meet the requirements of §85.3(a)(5)(ii). In addition, the parking brake shall be set for front wheel drive vehicles prior to the start of the test, unless parking brake functions on front axle or if is automatically disengaged when in gear.
- (10) Vehicle Conditioning.
 - (i) Queuing Time. When a vehicle waits in a queue more than 20 minutes or when a vehicle is shut-off for more than 5 minutes prior to the test, vehicle conditioning shall be performed for 60 seconds, as specified in §85.2(b)(10)(ii)(C). Emissions may be monitored during this cycle and if passing readings are obtained, as specified for the ASM cycle in §85.2(d), then the cycle may be terminated and the respective ASM mode skipped.

- (ii) Discretionary Preconditioning. At the program's discretion, any vehicle may be preconditioned using any of the following methods:
 - (A) Non-loaded Preconditioning. Increase engine speed to approximately 2500 rpm, for up to 4 minutes, with or without a tachometer.
 - (B) Loaded Preconditioning. Drive the vehicle on the dynamometer at 30 miles per hour for up to 240 seconds at road-load.
 - (C) ASM Preconditioning. Drive the vehicle on the dynamometer using either mode of the ASM test as specified in §85.2(d).
 - (D) Transient Preconditioning. After maneuvering the vehicle onto the dynamometer, drive a transient cycle consisting of speed, time, acceleration, and load relationships such as the IM240.
- (c) Equipment Preparation and Settings.
 - (1) Analyzer Warm-Up. Emission testing shall be locked out until the analyzer is warmed-up and stable. The analyzer shall reach stability within 30 minutes from startup. If an analyzer does not achieve stability within the allotted time frame, it shall remain locked out from testing. The instrument shall be considered "warmed-up" when the zero and span readings for HC, CO, NO, and CO₂ have stabilized within the accuracy values specified in §85.3(c)(3) for five minutes without adjustment (this does not require span gas verification of warm-up, but provides the quality assurance method for checking).
 - (2) Emission Sample System Purge. While a lane is in operation, the sample system shall be continuously purged after each test for at least 15 minutes if not taking measurements.
 - (3) Probe Insertion. The sample probe shall be inserted into the vehicle's tailpipe to a minimum depth of 10 inches. If the vehicle's exhaust system prevents insertion to this depth, a tailpipe extension shall be used.
 - (4) Multiple exhaust pipes. Exhaust gas concentrations from vehicle engines equipped with functionally independent multiple exhaust pipes shall be sampled simultaneously.
 - (5) Analyzer Preparation. The analyzer shall perform an automatic zero, an ambient air reading, and an HC hang-up check prior to each test. This process shall occur within two minutes of the start of the test.
 - (i) Automatic Gas Zero. The analyzer shall conduct automatic zero adjustments using the zero gas specified in §85.4(d)(2)(iii). The zero adjustment shall include the HC, CO, CO₂, and NO channels. Bottled or generated zero air may be used.

- (ii) Ambient Air Reading. Filtered ambient air shall be introduced to the analyzer before the sample pump, but after the sample probe, hose, and filter/water trap. The analyzer shall record the concentrations of the four measured gases, but shall make no adjustments.
- (iii) HC Hang-up Determination. The analyzer shall sample ambient air through the probe to determine background pollution levels and HC hang-up. The analyzer shall be locked out from testing until (1) the sample through probe has less than 15 ppm HC, 0.02% CO, and 25 ppm NO; and, (2) the residual HC in the sampling system (probe sample - ambient air reading) is less than 7 ppm.
- (6) Cooling System. When ambient temperatures exceed 72°F, testing shall not begin until the cooling system blower is positioned and activated. The cooling system blower shall be positioned to direct air to the vehicle cooling system, but shall not be directed at the catalytic converter.
- (7) Dynamometer Warm-Up. The dynamometer shall be automatically warmed-up prior to official testing and shall be locked out until it is warmed-up. Dynamometers resting (not operated for at least 30 seconds and at least 15 mph) for more than 30 minutes shall pass the coast-down check specified in §85.4(b)(1) prior to use in testing. As specified in §85.4(a)(2), control charts may be used to demonstrate allowing a longer duration of inactivity before a required warm-up.
- (8) Load Setting. Prior to each mode, the system shall automatically select the load setting of the dynamometer from a look-up table supplied by EPA or the state.
- (9) Engine Speed. Engine speed measurement equipment shall be attached on all 1996 and newer light duty vehicles and trucks, and in test-and-repair programs, engine speed shall also be monitored on all pre-1996 vehicles. Starting in 1998, the SAE-standardized OBD plug shall be used on 1996 and newer vehicles. Engine speed measurement equipment shall meet the requirements of §85.3(c)(5).

(d) Test Procedures.

The test sequence shall consist of either a single ASM mode or both ASM modes described in §85.2(d)(1) and (2), and may be performed in either order (with appropriate change in transition requirements in §85.2(d)(1)(iv)). Vehicles that fail the first-chance test described in §85.2(d) shall receive a second-chance test if the conditions in §85.2(e) apply. The test timer shall start ($tt=0$) when the conditions specified in §85.2(c)(2) and §85.2(c)(3) are met and the mode timer initiates as specified in §85.2(d)(1) or §85.2(d)(2). The test sequence shall have an overall maximum test time of 290 seconds ($tt=290$). The test shall be immediately terminated or aborted upon reaching the overall maximum test time.

(1) ASM5015 Mode.

- (i) The mode timer shall start ($mt=0$) when the dynamometer speed (and corresponding power) is maintained within 15 ± 1.0 miles per hour for 5 continuous seconds. If the inertia simulation error exceeds the tolerance specified in §85.3(a)(4)(ii)(A) (or §85.3(a)(4)(ii)(B) if used) for more than 3 consecutive seconds after the mode timer is started, the test mode timer shall

be set to $mt=0$. Should this happen a second time, the test shall be aborted. The dynamometer shall apply the correct torque for 15.0 mph for the torque at any testing speed within the tolerance of 15 ± 1.0 miles per hour (i.e., constant torque load over speed range). The torque tolerance shall be $\pm 5\%$ of the correct torque at 15 mph.

- (ii) The dynamometer power shall be automatically selected from an EPA-supplied or EPA-approved look-up table, based upon the vehicle identification information described in §85.2(a)(1). Vehicles not listed in the look-up table and for which ETW is not available shall be tested using the following default settings:

Default ASM5015 Actual Horsepower Settings
For 8.6" Dynamometers HP5015g

↓Vehicle Type Number of Cylinders→	3	4	5 & 6	8	> 8
Sedans	7.9	11.4	13.8	16.4	16.0
Station Wagons	8.1	11.7	13.8	16.1	16.1
Mini-vans	10.2	14.1	15.8	17.9	18.2
Pickup Trucks	9.6	13.1	16.4	19.2	21.1
Sport/Utility	10.1	13.4	15.5	19.4	21.1
Full Vans	10.3	13.9	17.7	19.6	20.5

Default ASM5015 Actual Horsepower Settings
For 20" Dynamometers HP5015₂₀

↓Vehicle Type Number of Cylinders→	3	4	5 & 6	8	> 8
Sedans	8.1	11.8	14.3	16.9	16.6
Station Wagons	8.3	12.1	14.2	16.6	16.6
Mini-vans	10.4	14.5	16.3	18.5	18.7
Pickup Trucks	9.8	13.4	16.8	19.8	21.7
Sport/Utility	10.5	13.8	15.9	19.9	21.7
Full Vans	10.8	14.4	18.2	20.2	21.1

If the dynamometer speed or torque falls outside the speed or torque tolerance for more than 2 consecutive seconds, or for more than 5 seconds total, the mode timer shall reset to zero and resume timing. The minimum mode length shall be determined as described in §85.2(d)(iii). The maximum mode length shall be 90 seconds elapsed time ($mt=90$).

During the 10 second period used for the pass decision, the dynamometer speed shall not fall more than 0.5 mph (absolute drop, not cumulative). If the speed at the end of the 10 second period is more than 0.5 mph less than the speed at the start of the 10 second period, testing shall continue until the speed stabilizes enough to meet this criterion.

The ten second emissions window shall be matched to the corresponding vehicle speed trace time window. This shall be performed by subtracting the nominal response time for the analyzers from the mode time to determine the time for the corresponding vehicle speed.

- (iii) The pass/fail analysis shall begin after an elapsed time of 25 seconds (mt=25). 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 ASM5015 mode and the mode shall be immediately terminated if, at any point between an elapsed time of 25 seconds (mt=25) and 90 seconds (mt=90), the 10 second running average measured values for each pollutant are simultaneously less than or equal to the applicable test standards described in §85.1(a).
 - (B) The vehicle shall fail the ASM5015 mode and the mode shall be terminated if the requirements of §85.2(d)(1)(iii)(A) are not satisfied by an elapsed time of 90 seconds (mt=90).
- (iv) Upon termination of the ASM5015 mode, the vehicle shall immediately begin accelerating to the speed required for the ASM2525 mode. The dynamometer torque shall smoothly transition during the acceleration period and shall automatically reset to the load required for the ASM2525 mode as specified in §85.2(d)(2)(i) once the roll speed specified in §85.2(d)(2)(i) is achieved.

(2) ASM2525 Mode.

- (i) The mode timer shall start (mt=0) when the dynamometer speed (and corresponding power) are maintained within 25 ± 1.0 miles per hour for 5 continuous seconds. If the inertia simulation error exceeds the tolerance specified in §85.3(a)(4)(ii)(A) (or §85.3(a)(4)(ii)(B) if used) for more than 3 consecutive seconds after the mode timer is started, the test mode timer shall be set to mt=0. Should this happen a second time, the test shall be aborted. The dynamometer shall apply the correct torque for 25.0 mph for the torque at any testing speed within the tolerance of 25 ± 1.0 miles per hour (i.e., constant torque load over speed range). The torque tolerance shall be $\pm 5\%$ of the correct torque at 25 mph.
- (ii) The dynamometer power shall be automatically selected from an EPA-supplied or EPA-approved look-up table, based upon the vehicle identification information described in §85.2(a)(1). Vehicles not listed in the look-up table and for which ETW is not available shall be tested using the following default settings:

Default ASM2525 Actual Horsepower Settings
For 8.6" Dynamometers HP2525₈

↓Vehicle Type Number of Cylinders→	3	4	5 & 6	8	> 8
Sedans	6.7	9.5	11.5	13.7	13.3
Station Wagons	6.8	9.7	11.5	13.4	13.3
Mini-vans	8.8	11.7	13.2	14.9	15.3
Pickup Trucks	8.0	10.9	13.6	16.0	17.8
Sport/Utility	8.8	11.2	12.9	16.1	17.8
Full Vans	9.0	11.6	14.7	16.3	17.2

Default ASM2525 Actual Horsepower Settings
For 20" Dynamometers HP2525₂₀

↓Vehicle Type Number of Cylinders→	3	4	5 & 6	8	> 8
Sedans	6.9	10.1	12.3	14.5	14.3
Station Wagons	7.0	10.4	12.2	14.2	14.4
Mini-vans	8.9	12.5	14.0	15.9	16.3
Pickup Trucks	8.1	11.4	14.4	16.9	18.8
Sport/Utility	8.9	11.8	13.6	17.1	18.8
Full Vans	9.1	12.5	15.5	17.3	18.3

If the dynamometer speed or torque falls outside the speed or torque tolerance for more than two consecutive seconds, or for more than 5 seconds total, the mode timer shall reset to zero and resume timing. The minimum mode length shall be determined as described in §85.2(d)(2)(iii). The maximum mode length shall be 90 seconds elapsed time (mt=90).

During the 10 second period used for the pass decision, the dynamometer speed shall not fall more than 0.5 mph (absolute drop, not cumulative). If the speed at the end of the 10 second period is more than 0.5 mph less than the speed at the start of the 10 second period, testing shall continue until the speed stabilizes enough to meet this criterion.

- (iii) The pass/fail analysis shall begin after an elapsed time of 25 seconds (mt=25). 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 ASM2525 mode if, at any point between an elapsed time of 25 seconds (mt=25) and 90 seconds (mt=90), the 10-second running average measured values for each pollutant are simultaneously less than or equal to the applicable test standards described in §85.1(a). If the vehicle passed the ASM5015 mode, as described in §85.2(d)(1)(iii), the ASM2525 mode shall be terminated upon obtaining passing scores for all three pollutants. If the vehicle

failed the ASM5015 mode, the ASM2525 mode shall continue for an elapsed time of 90 seconds (mt=90).

- (B) The vehicle shall fail the ASM2525 mode and the mode shall be terminated if the requirements of §85.2(d)(2)(iii)(A) are not satisfied by an elapsed time of 90 seconds (mt=90).

(e) Second Chance Tests.

- (1) If the vehicle fails the first-chance test, the test timer shall reset to zero (tt=0) and a second-chance test shall be performed, except as noted below. The second-chance test shall have an overall maximum test time of 145 seconds (tt=145) if one mode is repeated, an overall maximum time of 290 seconds (tt=290) if two modes are repeated.
- (2) Repetition or extension of failed modes for two mode ASM tests. Except in the case of vehicles subject to preconditioning specified in §85.2(b)(10)(i), if at least 90 seconds of loaded preconditioning is performed, as specified in §85.2(b)(10)(ii), then the second-chance test may be omitted.
 - (i) If the vehicle failed only the first mode (ASM5015) of the first chance test, then that mode shall be repeated upon completion of the second mode (ASM2525). The repeated mode shall be performed as described in §85.2(d)(1) except that the provisions of §85.2(d)(1)(iv) shall be omitted. The test will terminate when the mode ends or when the vehicle passes, whichever occurs first.
 - (ii) If the vehicle is failing only the second mode (ASM2525) of the first chance test, then the second mode shall not end at 90 seconds but shall continue for up to 180 seconds. Mode and test timers shall not reset but rather continue up to 180 seconds. The provisions of §85.2(d)(2) shall continue to apply throughout the 180 second test period.
 - (iii) If the vehicle failed both modes (ASM5015 and ASM2525) of the first chance test, then the vehicle shall receive a second-chance test for the ASM5015. If the vehicle fails the second-chance ASM5015, then the vehicle shall fail the test. Otherwise, the vehicle shall also receive a second-chance ASM2525.
- (3) Repetition of failed modes for single mode ASM tests.
 - (i) If the vehicle is failing at the end of the mode then the test mode shall not end at 90 seconds but shall continue for up to 180 seconds. Mode and test timers shall not reset but rather continue up to 180 seconds. The provisions of §85.2(d)(1) or §85.2(d)(2) shall continue to apply throughout the 180 second test period.

§85.3 Test Equipment Specifications

(a) Dynamometer Specifications.

(1) General Requirements

- (i) Only one diameter of dynamometer shall be used in a program.
- (ii) The dynamometer structure (e.g., bearings, rollers, pit plates, etc.) shall accommodate all light-duty vehicles and light-duty trucks up to 8500 pounds GVWR.
- (iii) Dynamometer ASM load horsepower (HP5015 or HP2525) shall be automatically selected based on the vehicle parameters in the test record.
- (iv) All dynamometers shall have an identification plate permanently affixed showing at a minimum, the dynamometer manufacturers name, the system provider's name, production date, model number, serial number, dynamometer type, maximum axle weight, maximum HP absorbed, roll diameter, roll width, base inertia weight, and electrical requirements.
- (v) Alternative dynamometer specifications or designs may be allowed if proposed by a state and upon a determination by the Administrator that, for the purpose of properly conducting an approved short test, the evidence supporting such deviations show that proper vehicle loading will be applied.

(2) Power Absorption.

- (i) Vehicle Loading. The vehicle loading used during the ASM driving cycles shall follow the equation in §85.3(a)(2)(ii) at 15 and 25 mph. Unless otherwise noted, any horsepower displayed during testing shall be expressed as HP.
- (ii) $IHP = THP - PLHP - GTRL$

$$HP = IHP + PLHP$$

Where:

HP = The actual Horsepower value contained in the look-up table for a vehicle being tested (using the ASM5015 or 2525) on a dynamometer with the specified diameter rollers. The actual horsepower is the sum of the indicated horsepower and the parasitic losses (PLHP)

IHP = Indicated Horsepower value set on the dynamometer.

THP = Total Horsepower for an ASM test includes indicated, tire losses, and parasitics. This value is independent of roll size.

GTRL = Generic Tire/Roll Interface Losses at the specified speed (15 or 25 mph) on a dynamometer with the specified diameter rollers.

PLHP = Parasitic Losses Horsepower due to internal dynamometer friction. A value is specific to each individual dynamometer and speed.

- (iii) Range of Power Absorber. The range of the power absorber shall be sufficient to simulate the load required to perform an ASM5015 and an ASM2525 on all light-duty vehicles and light-duty trucks up to 8500 pounds GVWR. The power absorber shall absorb, at 14 mph and above, a minimum of 25 horsepower continuously for a steady-state test of at least 5 minutes, with 3 minutes between each test.
 - (iv) Parasitic Losses. The parasitic losses (PLHP) in each dynamometer system (including but not limited to windage, bearing friction, and system drive friction) shall be characterized at 15 and 25 mph upon initial acceptance, and during each dynamometer calibration. The parasitic power losses shall be determined as indicated in §85.4(b)(2).
 - (v) Power Absorber. Only electric power absorbers shall be used unless alternatives are proposed by the state and approved by the Administrator. The power absorber shall be adjustable in 0.1 hp increments at both 15 MPH and 25 MPH. The accuracy of the power absorber (PAU + parasitic losses) shall be ± 0.25 horsepower or $\pm 2\%$ of required power, whichever is greater, in either direction of rotation. For field auditing the accuracy shall be ± 0.5 horsepower.
 - (vi) Accuracy Over the Operating Range. The dynamometer's accuracy when warm shall not deviate more than ± 0.5 horsepower over the full ambient operating range of 35°F to 110°F. This may be accomplished by intrinsic design or by software correction techniques. At any constant temperature, the dynamometer shall have an accuracy of ± 0.5 horsepower within 15 seconds of the start of the test, and shall have an accuracy of ± 0.25 horsepower within 30 seconds of the start of the test. For temperatures outside the specified range, the dynamometer shall provide correction or proceed with a manufacturer warm-up sequence until full warm condition has been reached.
- (3) Rolls.
- (i) Size and Type. The dynamometer shall be equipped with twin rolls. The rolls shall be electrically or mechanically coupled side-to-side and front-to-rear. The dynamometer roll diameter shall be between 8.5 and 21.0 inches. The spacing between the roll centers shall comply with the equation in §85.3(a)(3)(ii) to within 0.5 inches and -0.25 inches of the calculated value. Fixed dynamometer rolls shall have an inside track width of no more than 30 inches and outside track width of at least 100 inches. Rolls moveable from side-to-side may be used if adequate measures are taken to prevent tire damage from lateral vehicle movement and the dynamometer sufficiently accommodates track widths of the full range of vehicles to be tested on the dynamometer. Alternative track widths, roll sizes, and number of rolls may

be used if approved by the state and the Administrator and if adequate measures are taken to prevent tire damage from lateral vehicle movement and the dynamometer sufficiently accommodates track widths of the full range of vehicles to be tested on the dynamometer.

- (ii) Roll Spacing = $(24.375+D) * \text{Sin } 31.5153$

D = dynamometer roll diameter.

Roll spacing and roll diameter are expressed in inches.

- (iii) Design. The roll size, surface finish, and hardness shall be such that tire slippage is minimized under all weather conditions; that water removal is maximized; that the specified accuracy of the distance and speed measurements are maintained; and that tire wear and noise are minimized.

(4) Inertia.

- (i) Base Inertia. The dynamometer shall be equipped with mechanical flywheel(s) or with full inertia simulation providing a total base inertia weight of 2000 pounds ± 40 pounds. Any deviation from the 2000 pound base inertia shall be quantified and the coast-down time shall be corrected accordingly. Any deviation from the stated inertia shall be quantified and the inertia simulation shall be corrected accordingly. The actual inertia weight shall be marked on the ID plate required in §85.3(a)(1)(iv).
- (ii) Inertia/Inertia Simulation. The dynamometer shall be capable of conducting, at a minimum, diagnostic level transient inertia simulations with an acceleration rate between 0 and 3.3 miles per hour per second with a minimum load (power) of 25 horsepower at 14 mph over the inertia weight range of 2000 pounds to 6000 pounds. For the diagnostic level inertia simulation, the 25 horsepower criterion is a requirement on acceleration only, while for the full inertia simulation option, the requirement is for both acceleration and deceleration. Mechanical inertia simulation shall be provided in 500 pound increments; electric inertia simulation shall be provided in 1 pound increments. Any deviation from the stated inertia shall be quantified and the inertia simulation shall be corrected accordingly. Mechanical or electrical inertia simulation, or a combination of both, may be used, subject to review and approval by the state.

(A) Diagnostic Level Simulation.

1. System Response. The torque response to a step change shall be at least 90% of the requested change within 300 milliseconds.
2. Simulation Error. An inertia simulation error (ISE) shall be continuously calculated any time the actual dynamometer speed is between 10 MPH and 60 MPH. The ISE shall be calculated by the

equation in §85.3(a)(4)(ii)(C), and shall not exceed 3% of the inertia weight selected (IW_s) for the vehicle under test.

(B) Full Inertia Simulation. (Recommended Option)

1. System Response. The torque response to a step change shall be at least 90% of the requested change within 100 milliseconds after a step change is commanded by the dynamometer control system, and shall be within 2% of the commanded torque by 300 milliseconds after the command is issued. Any overshoot of the commanded torque value shall not exceed 25% of the torque value.
2. Simulation Error. An inertia simulation error (ISE) shall be continuously calculated any time the actual dynamometer speed is between 10 MPH and 60 MPH. The ISE shall be calculated by the equation in §85.3(a)(4)(ii)(C), and shall not exceed 1% of the inertia weight selected (IW_s) for the vehicle under test.

(C) Inertia Simulation Error Calculation.

$$ISE = [(IW_s - I_t) / (IW_s)] * 100$$

$$I_t = I_m + \left(\frac{1}{V}\right) \int_0^t (F_m - F_{rl}) dt$$

Where:

ISE = Inertia Simulation Error

IW_s = Inertia Weight Selected

I_t = Total inertia being simulated by the dynamometer (kg)

I_t (lb force) = I_t (kg) * 2.2046

I_m = Base (mechanical inertia of the dynamometer (kg)

V = Measured roll speed (m/s)

F_m = Force measured by the load cell (translated to the roll surface) (N)

F_{rl} = Road load force (N) required by IHP at the measure roll speed (V)

t = Time (sec)

(5) Other Requirements.

- (i) Vehicle Speed. The measurement of roll speed shall be accurate within 0.1 mph over the full operating range. The dynamometer shall accommodate vehicle speeds of up to 60 mph.
- (ii) Vehicle Restraint. The vehicle shall be restrained during the driving cycle. The restraint system shall be designed to insure that vertical and horizontal

force on the drive wheels does not significantly affect emission levels. The restraint system shall allow unobstructed vehicle ingress and egress and shall be capable of safely restraining the vehicle under all reasonable operating conditions without damaging the suspension system.

- (iii) Vehicle Cooling. The test system shall provide for a method to prevent overheating of the vehicle. The test shall be conducted with the hood open and the cooling system activated when ambient temperature exceeds 72°F. The cooling method used shall direct air to the test vehicle's cooling system. The cooling system capacity shall be at least 3000 SCFM within 12 inches of the intake to the vehicle's cooling system. The cooling system shall avoid improper cooling of the catalytic converter.
- (iv) Four-Wheel Drive. If used, four-wheel drive dynamometers shall insure the application of correct vehicle loading as defined in §85.3(a)(2), shall not damage the four wheel drive system of the vehicle, and shall accommodate vehicles equipped with anti-lock brakes and/or traction control. Front and rear wheel rolls shall maintain speed synchronization within 0.2 mph.
- (v) Installation. Either in-floor or above ground installations of the dynamometer are acceptable. In all cases, installation must be performed so that the test vehicle is approximately level ($\pm 5^\circ$) while on the dynamometer during testing.
- (vi) Augmented Braking. Dynamometers shall apply augmented braking on major decelerations during transient drive cycles, if such cycles are used in the program. The dynamometer software shall provide a signal output to inform the operator when augmented braking is activated.

(b) Emission Sampling System.

- (1) The sampling system shall be designed to insure durable, leak free operation and be easily maintained. 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 vehicles not fueled by gasoline (except diesels). The system shall be designed to be corrosion-resistant and be able to withstand typical vehicle exhaust temperatures when the vehicle is driven through the ASM test cycle for 290 seconds.
- (2) The sampling system shall draw exhaust gas from the vehicle, shall remove particulate matter and aerosols from the sampled gas, shall drain condensed water from the sample if necessary, and shall deliver the resultant gas sample to the analyzers/sensors for analysis and then deliver the analyzed sample directly outside the building. The sampling system shall, at a minimum, consist of a tailpipe probe, flexible sample line, water removal system, a particulate trap, sample pump, and flow control components.

- (3) Sample Probe.
- (i) Insertion. The sample probe shall allow at least a 16 inch insertion depth of the sample point into the vehicle's exhaust. In addition, the probe shall be inserted at least 10 inches into the vehicle's exhaust. Use of a tailpipe extension is permitted as long as the extension does not change the exhaust back pressure by more than ± 1.0 inch of water pressure.
 - (ii) Retention. The probe shall incorporate a positive means of retention to prevent it from slipping out of the tailpipe during use. High through-put test systems may use alternative means to insure probe retention.
 - (iii) Flexibility. The probe shall be designed so that the tip extends 16 inches into the tailpipe. The probe tip shall be shielded so that debris is not scooped up by the probe when it is inserted into the tailpipe. High through-put test systems may use alternative means to insure adequate probe insertion.
 - (iv) Probe Tip. Probe tips shall be designed and constructed to prevent sample dilution.
 - (v) Materials. All materials in contact with exhaust gas prior to and throughout the measurement portion of the system shall be unaffected by and shall not affect the sample (i.e., the materials shall not react with the sample, and they shall not taint the sample). Acceptable materials include stainless steel, Teflon, silicon rubber, and Tedlar. Dissimilar metals with thermal expansion factors of more than 5% shall not be used in either the construction of probes or connectors. The sample probe shall be constructed of stainless steel or other non-corrosive, non-reactive material which can withstand exhaust gas temperatures at the probe tip of up to 1,100_F for 10 minutes.
 - (vi) System Hoses and Connections. Hoses and all other sample handling components must be constructed of, or plated with a non-reactive, non-corrosive, high temperature material which will not affect, or be affected by, the exhaust constituents and tracer gases.
 - (vii) Dual Exhaust. The sample system shall provide for the testing of dual exhaust equipped vehicles. When testing a vehicle with functional dual exhaust pipes, a dual sample probe of a design certified by the analyzer manufacturer to provide equal flow in each leg shall be used. The equal flow requirement is considered to be met if the flow rate in each leg of the probe has been measured under two sample pump flow rates (the normal rate and a rate equal to the onset of low flow), and if the flow rates in each of the legs are found to be equal to each other (within 15% of the flow rate in the leg having lower flow).
- (4) Particulate Filter. The particulate filter shall be capable of trapping 97% of all particulate and aerosols 5 microns or larger. The filter element shall not absorb or adsorb hydrocarbons. The filter housing shall be transparent or translucent to allow the operator to observe the filter element's condition without removing the housing.

The filter element shall be easily replaceable and shall provide for reliable sealing after filter element changes.

- (5) Water Trap. The water trap shall be sized to remove exhaust sample water from vehicles fueled with gasoline, propane, compressed natural gas, reformulated gasoline, alcohol blends or neat, and oxygenated fuels. The filter element, bowl and housing shall be inert to these fuels as well as to the exhaust gases from vehicles burning these fuels. The condensed water shall be drained from the water trap's bowl either continuously or automatically on a periodic basis such that the following performance requirement is maintained. Sufficient water shall be trapped, regardless of fuel, to prevent condensation in the sample system or in the optical bench's sample cell.
 - (6) Low Flow Indication. The analyzer shall lock out official testing when the sample flow is below the acceptable level. The sampling system shall be equipped with a flow meter (or equivalent) that shall indicate sample flow degradation when measurement error exceeds 3% of the gas value used for checking, or causes the system response time to exceed 13 seconds to 90 percent of a step change in input (excluding NO), whichever is less.
 - (7) Exhaust Ventilation System. The high quantities of vehicle emissions generated during loaded mode testing shall be properly vented to prevent buildup of hazardous concentrations of HC, CO, CO₂ and NO_x. Sufficient ventilation shall be provided in the station to maintain HC, CO, CO₂ and NO levels below OSHA standards.
 - (i) The ventilation system shall discharge the vehicle exhaust outside the building.
 - (ii) The flow of the exhaust collection system shall not cause dilution of the exhaust at the sample point in the probe.
 - (iii) The flow of the exhaust collection system shall not cause a change of more than ± 1.0 inches of water pressure in the vehicle's exhaust system at the exhaust system outlet.
- (c) Analytical Instruments.
- (1) General Requirements.
 - (i) Measured Gases. The analyzer system shall consist of analyzers for HC, CO, NO, and CO₂, (O₂ optional) and digital displays for exhaust concentrations of HC, CO, NO, and CO₂, and for vehicle speed.
 - (ii) Emission Accuracy. The system shall ensure that the analytical system provides an accurate accounting of the actual exhaust emissions produced during the test, taking into consideration the individual channel accuracies, repeatabilities, interference effects, sample transport times, and analyzer response times.

- (iii) Sample Rate. The analyzer shall be capable of measuring exhaust concentrations of the gases specified in §85.3(c)(1)(i) at a minimum rate of once per second.
 - (iv) Alternative Equipment. Alternative analytic equipment specification, materials, designs, or detection methods may be allowed if proposed by a state and upon a determination by the Administrator, that for the purpose of properly conducting a test, the evidence supporting such deviations will not significantly affect the proper measurement of emissions.
- (2) Performance Requirements.
- (i) Temperature Operating Range. The analyzer system and all associated hardware shall operate within the performance specifications described in §85.3(c)(3) at ambient air temperatures ranging from 35_F to 110_F. Analyzers shall be designed so that adequate air flow is provided around critical components to prevent overheating (and automatic shutdown) and to prevent the condensation of water vapor which could reduce the reliability and durability of the analyzer. The analyzer system shall otherwise include necessary features to keep the sampling system within the specified range.
 - (ii) Humidity Operating Range. The analyzer system and all associated hardware shall operate within the performance specifications described in §85.3(c)(3) at a minimum of 85% relative humidity throughout the required temperature range.
 - (iii) Interference Effects. The interference effects for non-interest gases shall not exceed ± 4 ppm for hydrocarbons, $\pm 0.02\%$ for carbon monoxide, $\pm 0.20\%$ for carbon dioxide, and ± 20 ppm for nitric oxide when using the procedure specified in §85.4(d)(5)(iv). Corrections for collision-broadening effects of combined high CO and CO₂ concentrations shall be taken into account in developing the factory calibration curves, and are included in the accuracy specifications.
 - (iv) Barometric Pressure Compensation. Barometric pressure compensation shall be provided. Compensation shall be made for elevations up to 6000 feet (above mean sea level). At any given altitude and ambient conditions specified in §85.3(c)(2)(i) and (ii), errors due to barometric pressure changes of ± 2 inches of mercury shall not exceed the accuracy limits specified in §85.3(c)(3).
 - (v) System Lockout During Warm-up. Functional operation of the gas sampling unit shall remain disabled through a system lockout until the instrument meets stability and warm-up requirements. The instrument shall be considered "warm" when the zero and span readings for HC, CO, NO, and CO₂ have stabilized, within the accuracy values specified in §85.3(c)(3) for five minutes without adjustment.

- (vi) Zero Drift Lockout. If zero or span drift cause the optical bench signal levels to move beyond the adjustment range of the analyzer, the system shall be locked out from testing.
 - (vii) Electromagnetic Isolation and Interference. Electromagnetic signals found in an automotive service environment shall not cause malfunctions or changes in the accuracy in the electronics of the analyzer system. The instrument design shall ensure that readings do not vary as a result of electromagnetic radiation and induction devices normally found in the automotive service environment, including high energy vehicle ignition systems, radio frequency transmission radiation sources, and building electrical systems.
 - (viii) Vibration and Shock Protection. System operation shall be unaffected by the vibration and shock encountered under the normal operating conditions encountered in an automotive service environment.
 - (ix) Propane Equivalency Factor. The nominal PEF range shall be between 0.490 and 0.540. For each audit/calibration point, the nominal PEF shall be conveniently displayed for the quality assurance inspector and other authorized personnel. If an optical bench must be replaced in the field, any external labels shall be changed to correspond to the nominal PEF of the new bench. The analyzer shall incorporate an algorithm relating PEF to HC concentration. Corrections shall be made automatically. The corrected PEF value may cover the range of 0.470 to 0.560.
 - (x) System Response Requirements. The response time from the probe to the display for HC, CO, and CO₂ analyzers shall not exceed 8 seconds for 90% of a step change in input, nor shall it exceed 12 seconds to 95% of a step change in input. The response time for a step change in O₂ from 20.9% O₂ to 0.1% O₂ shall be no longer than 40 seconds. For NO analyzers, the response time shall not exceed 12 seconds for 90% of a step change in input. The response time for a step change in NO from a stabilized reading to 10% of that reading shall be no longer than 12 seconds.
- (3) Detection Methods, Instrument Ranges, Accuracy, and Repeatability.
- (i) Hydrocarbon Analysis. Hydrocarbon analysis shall be determined by non-dispersive infrared (NDIR) analyzer. The analyzer shall cover at least the range of 0 ppm HC to 9999 ppm HC, where ppm HC is parts per million of hydrocarbon volume as hexane. The accuracy of the instrument from 0-2000 ppm HC shall be $\pm 3\%$ of point or 4 ppm C₆, whichever is greater. The accuracy of the instrument between 2001 ppm HC and 5000 ppm HC shall be at least $\pm 5\%$ of point. The accuracy of the instrument between 5001 ppm HC and 9999 ppm HC shall be at least $\pm 10\%$ of point. The instrument shall comply with the quality control specifications in §85.4(d).
 - (ii) Carbon Monoxide Analysis. Carbon monoxide analysis shall be determined by non-dispersive infrared (NDIR) analyzer. The analyzer shall cover at least

the range of 0.00 % CO to 14.00% CO, where % CO is % volume CO. The accuracy of the instrument between 0.01% and 10.00% CO shall be $\pm 3\%$ of point or 0.02% CO, whichever is greater. The accuracy of the instrument between 10.01% and 14.00% shall be at least $\pm 5\%$ of point. The instrument shall comply with the quality control specifications in §85.4(d).

- (iii) Carbon Dioxide Analysis. Carbon dioxide analysis shall be determined by non-dispersive infrared (NDIR) analyzer. The analyzer shall cover at least the range of 0.0 % CO₂ to 18.0% CO₂. The accuracy of the instrument between 0.01% and 16.00% CO₂ shall be $\pm 3\%$ of point or 0.3% CO₂, whichever is greater. The accuracy of the instrument between 16.01% and 18.00% shall be at least $\pm 5\%$ of point. The instrument shall comply with the quality control specifications in §85.4(d).
- (iv) Nitric Oxide Analysis. The analyzer shall cover at least the range of 0 ppm NO to 5000 ppm NO, where ppm NO is parts per million nitric oxide. The accuracy of the instrument between 0 and 4000 ppm shall be at least $\pm 4\%$ of point or 25 ppm NO, whichever is greater. The accuracy of the instrument between 4001 and 5000 ppm shall be at least $\pm 8\%$ of point. The instrument shall comply with the quality control specifications in §85.4(d).
- (v) Oxygen Analysis. (optional) If an oxygen analyzer is included, the analyzer shall cover at least the range of 0.0% O₂ to 25.0% O₂. The accuracy of the instrument over this range shall be at least 5% of point or $\pm 0.1\%$ O₂, whichever is greater. The instrument shall comply with the quality control specifications in §85.4(d).
- (vi) Repeatability. The repeatability for the HC analyzer in the range of 0-1400 ppm HC shall be 2% of point or 3 ppm HC absolute, whichever is greater. In the range of 1400-2000 ppm HC, the repeatability shall be 3% of point. The repeatability for the CO analyzer in the range of 0-7.00% CO shall be 2% of point or 0.02% CO absolute, whichever is greater. In the range of 7.00% to 10.00% CO, the repeatability shall be 3% of point. The repeatability for the CO₂ analyzer in the range of 0-10.0% CO₂ shall be 2% of point or 0.1% CO₂ absolute, whichever is greater. In the range of 10.0% to 16.0% CO₂, the repeatability shall be 3% of point. The repeatability of the NO analyzer shall be 3% of point or 20 ppm NO, whichever is greater. The repeatability of the O₂ analyzer shall be 3% of point or 0.1% O₂, whichever is greater.
- (vii) Rounding Rule. Rounding beyond the decimal places shown in §85.3(c)(3) shall follow the standard mathematical practice of going to the next higher number for any numerical value of five or more. This shall also hold true for pass/fail decisions. For example, if 2.00% CO passes and 2.01% CO fails, and the reading is 2.0049%, the value shall be rounded down and the decision shall be a pass. If the reading is 2.0050, the value shall be rounded up and the decision shall be a fail. The value displayed and printed on the test report shall be consistent with the value used for the pass/fail decision.

- (4) Ambient Conditions. The current relative humidity, dry-bulb temperature, and barometric pressure shall be measured and recorded prior to the start of every inspection in order to calculate Kh (nitric oxide correction factor §85.1(b)(1)(v)).
- (i) Relative Humidity. The relative humidity measurement device shall cover the range from 5% to 95% RH, between 35_F - 110_F, with a minimum accuracy of $\pm 3\%$ RH. Wet bulb thermometers shall not be used.
 - (ii) Dry-bulb Temperature. The dry-bulb temperature device shall cover the range from 0_F - 140_F with a minimum accuracy of 3_F.
 - (iii) Barometric Pressure. The barometric pressure measurement device shall cover the range from 610 mm Hg - 810 mm Hg absolute (24-32 inches), and 35_F - 110_F, with a minimum accuracy of $\pm 3\%$ of point or better.
- (5) Engine Speed Detection. The analyzer shall utilize a tachometer capable of detecting engine speed in revolutions per minute (rpm) with a 0.5 second response time and an accuracy of $\pm 3\%$ of the true rpm. Starting in 1998, on vehicles equipped with onboard diagnostic (OBD) systems, the engine speed shall be taken by connecting to the SAE standardized OBD link on 1996 and newer vehicles. RPM readings shall be recorded on a second-by-second basis for the 10 second period upon which the pass/fail basis is based.
- (6) OBD Fault Code Retrieval. Starting in 1998, the system shall include the hardware and software necessary to access the onboard computer systems on 1996 and newer vehicles, determine OBD readiness, and recover stored fault codes using the SAE standardized link.
- (d) Automated Test Process Software and Displays.
- (1) Software. The testing process, data collection, and quality control features of the analyzer system shall be automated to the greatest degree possible. The software shall automatically select the emission standards and set the vehicle load based on an EPA-provided or approved look-up table. Vehicle identification information shall be derived from a database accessed over a real-time data system to a host computer system. Entry of license plate and all or part of the VIN shall be sufficient to access the vehicle record. Provision shall be made for manual entry of data for vehicles not in the host computer system.
 - (2) Test and mode timers. The analyzer shall be capable of simultaneously determining the amount of time elapsed in a test (overall test time), and in a mode within that test (mode time).
 - (3) Clocks and Timers. The clock used to check the coast-down time shall be accurate to within 0.1% of reading between 0.5 and 100 seconds, with a resolution of 0.001 seconds. The test mode timers used shall be accurate to within 0.1% of reading between 10 and 1000 seconds with a resolution of 0.1 seconds.

- (4) Driver's Aid. The system shall be equipped with a driver's aid that shall be clearly visible to the driver as the test is performed. The aid shall continuously display the required speed, the number of seconds into the test mode, the driver's actual speed/time performance (a display showing the deviation between set-point and actual driving trace), engine RPM, the use of augmented braking, and necessary prompts and alerts. The driver's aid shall also be capable of displaying test and equipment status and other messages as required. Dynamic information being displayed shall be refreshed at a minimum rate of twice per second. Emissions values shall not be displayed during official testing.
- (5) Minimum Analyzer Display Resolution. The analyzer electronics shall have sufficient resolution to achieve the following:

HC	1	ppm HC as hexane
NO	1	ppm NO
CO	0.01	% CO
CO ₂	0.1	% CO ₂
O ₂	0.1	% O ₂ (optional)
RPM	10	RPM
Speed	0.1	mph
Load	0.1	hp
Relative Humidity	1	% RH
Dry Bulb Temperature	1	_F
Barometric Pressure	1	mm HG

§85.4 Quality Control Requirements

(a) General Requirements

- (1) Minimums. The frequency and standards for quality control specified here are minimum requirements, unless modified as specified in §85.4(a)(2). Greater frequency or tighter standards may be used as needed.
- (2) Statistical Process Control. Reducing the frequency of the quality control checks, modifying the procedure or specification, or eliminating the quality control checks altogether may be allowed if the state demonstrates and the Administrator determines, for the purpose of properly conducting an approved short test, that sufficient Statistical Process Control (SPC) data exist to make a determination, that the SPC data support such action, and that taking such action will not significantly reduce the quality of the emissions measurements. Should emission measurement performance or quality deteriorate as a result of allowing such actions, the approval shall be suspended and the frequencies, procedures specifications, or checks specified here or otherwise approved shall be reinstated, pending further determination by the Administrator.

(b) Dynamometer

- (1) Coast Down Check.
 - (i) The calibration of each dynamometer shall be automatically checked every 72 hours in low volume stations (less than 4000 tests per year) and daily in high volume stations by a dynamometer coast-down procedure equivalent to §86.118-78 (for reference see National Vehicle and Fuel Emission Laboratory's Testing Services Division test procedure TP-302A and TP-202) between the speeds of 30-20 mph if the ASM2525 is used and 20-10 mph if the ASM5015 is used. All rotating dynamometer components shall be included in the coast-down check. Speed windows smaller than ± 5 mph may be used provided that they show the same calibration capabilities.
 - (ii) The base dynamometer inertia (2000 pounds) shall be checked at two random horsepower settings for each speed range. The two random horsepower settings shall be between 8.0 and 18.0 horsepower. A shunt resistor for a load cell performance check shall not be used.
 - (iii) The coast-down procedure shall use a vehicle off-dynamometer type method or equivalent. Using a vehicle to bring the dynamometer up to speed and removing the vehicle before the coast-down shall not be permitted. If either the measured 30-20 mph coast-down time or 20-10 mph coast-down time is outside the window bounded by the Calculated Coast-Down Time (CCDT) (seconds) $\pm 7\%$ then it shall be locked out for official testing purposes until recalibration allows a passing value.
 - (A) Randomly select an IHP2525 value that is between 8.0 hp and 18.0 hp and set dynamometer PAU to this value.

Coast-down dynamometer from 30-20 mph.

$$\text{CCDT @ 25 mph} = \frac{\left(\frac{0.5 * \text{DIW}}{32.2}\right) * (V_{30}^2 - V_{20}^2)}{550 * (\text{IHP}_{2525} + \text{PLHP}_{25})}$$

Where:

DIW = Dynamometer Inertia Weight. Total "inertia" weight of all rotating components in dynamometer.

V₃₀ = Velocity in feet/sec at 30 mph.

V₂₀ = Velocity in feet/sec at 20 mph.

IHP₂₅₂₅ = Randomly selected ASM2525 indicated horsepower.

PLHP₂₅ = Parasitic Horsepower for specific dynamometer at 25 mph.

- (B) Randomly select an IHP₅₀₁₅ value that is between 8.0 hp and 18.0 hp and set dynamometer PAU to this value.

Coast-down dynamometer from 20-10 mph.

$$\text{CCDT @ 15 mph} = \frac{\left(\frac{0.5 * \text{DIW}}{32.2}\right) * (V_{20}^2 - V_{10}^2)}{550 * (\text{IHP}_{5015} + \text{PLHP}_{15})}$$

Where:

DIW = Dynamometer Inertia Weight. Total "inertia" weight of all rotating components in dynamometer.

V₂₀ = Velocity in feet/sec at 20 mph.

V₁₀ = Velocity in feet/sec at 10 mph.

IHP₅₀₁₅ = Randomly selected ASM5015 indicated horsepower.

PLHP₁₅ = Parasitic Horsepower for specific dynamometer at 15 mph.

(2) Parasitic Value Calculations.

- (i) Parasitic losses shall be calculated using the following equations at 25 and 15 mph whenever a coast-down check is performed. The indicated horsepower (IHP) shall be set to zero for these tests. This is only necessary if the coast-down values do not verify in §85.4(b)(1)(iii) above.

- (ii) Parasitic losses at 25 mph for a dynamometer with specified diameter rollers.

$$PLHP_{25} = \frac{\left(\frac{0.5 * DIW}{32.2}\right) * (V_{30}^2 - V_{20}^2)}{550 * (ACDT)}$$

Where:

DIW = Dynamometer Inertia Weight. Total "inertia" weight of all rotating components in dynamometer.

V_{30} = Velocity in feet/sec at 30 mph.

V_{20} = Velocity in feet/sec at 20 mph.

ACDT = Actual coast-down time required for dynamometer to coast from 30 to 20 mph.

- (iii) Parasitic losses at 15 mph for a dynamometer with specified diameter rollers.

$$PLHP_{15} = \frac{\left(\frac{0.5 * DIW}{32.2}\right) * (V_{20}^2 - V_{10}^2)}{550 * (ACDT)}$$

Where:

DIW = Dynamometer Inertia Weight. Total "inertia" weight of all rotating components in dynamometer.

V_{20} = Velocity in feet/sec at 20 mph.

V_{10} = Velocity in feet/sec at 10 mph.

ACDT = Actual coast-down time required for dynamometer to coast from 20 to 10 mph.

- (3) Roll Speed. Roll speed and roll counts shall be checked at least once per week by an independent means (e.g., photo tachometer). Deviations greater than ± 0.2 mph or a comparable tolerance in roll counts shall require corrective action. Alternatively, a redundant roll speed transducer independent of the primary transducer may be used in lieu of the weekly comparison. Accuracy of redundant systems shall be checked bimonthly.
- (4) Load Measuring Device. If the dynamometer fails a coast-down check or requires a recalibration for any other reason, the load measuring device shall be checked using a dead-weight method or an equivalent procedure proposed by the state and approved by the Administrator. The check shall cover at least three points over the range of loads used for vehicle testing. Dead weights shall be traceable to the National Institute of Standards (NIST) and shall be accurate to within $\pm 0.1\%$. The dynamometer shall provide an automatic load measuring device calibration and verification feature.
- (5) Acceptance Check.

- (i) Load Cell Verification (if equipped). This test confirms the proper operation of the dynamometer load cell and associated systems. Weights in the proper range shall be supplied by the system supplier. Weights shall be NIST traceable to 0.1% of point.
 - (A) Calibrate the load cell according to the manufacturer's direction.
 - (B) Using a dead weight method, load the test cell to 20%, 40%, 60%, and 80% (in ascending order) of the range used for ASM testing. Record the readings for each weight. Remove the weights in the same steps (descending order) and record the results.
 - (C) Perform steps A through B two more times (total of three). Calculate the average value for each weight. Multiply each average weight from E by the length of the torque arm.
 - (D) *Acceptance Criteria:* The difference for each reading from the weight shall not exceed 1% of full scale.
- (ii) Speedometer Verification. This test confirms the accuracy of the dynamometer's speedometer.
 - (A) Set dynamometer speed to 15 mph. Independently measure and record dynamometer speed. Repeat at 25 mph.
 - (B) *Acceptance Criteria:* The difference for each reading from set dynamometer speed shall not exceed 0.2 mph.
- (iii) Parasitics Verification. Parasitic losses shall be calculated using the following equations at 25 and 15 mph . The indicated horsepower (IHP) shall be set to zero for these tests. Using time versus speed data from the system, calculate PLHP for 25 mph and 15 mph.
 - (A) Parasitic losses at 25 mph for a dynamometer with specified diameter rollers.

$$PLHP_{25} = \frac{\left(\frac{0.5 * DIW}{32.2}\right) * (V_{30}^2 - V_{20}^2)}{550 * (CDT)}$$

Where:

- DIW = Dynamometer Inertia Weight. Total "inertia" weight of all rotating components in dynamometer.
- V₃₀ = Velocity in feet/sec at 30 mph.
- V₂₀ = Velocity in feet/sec at 20 mph.
- CDT = Coast-down time required for dynamometer to coast from 30 to 20 mph.

- (B) Parasitic losses at 15 mph for a dynamometer with specified diameter rollers.

$$PLHP_{15} = \frac{\left(\frac{0.5 * DIW}{32.2}\right) * (V_{20}^2 - V_{10}^2)}{550 * (CDT)}$$

Where:

- DIW = Dynamometer Inertia Weight. Total "inertia" weight of all rotating components in dynamometer.
- V₂₀ = Velocity in feet/sec at 20 mph.
- V₁₀ = Velocity in feet/sec at 10 mph.
- CDT = Coast-down time required for dynamometer to coast from 20 to 10 mph.

- (C) *Acceptance Criteria:* The difference between the externally calculated value and the machine calculated value shall not exceed 0.25 HP.
- (iv) Verify Coast-Down. The coast-down procedure shall use a vehicle off-dynamometer type method or equivalent. Using a vehicle to bring the dynamometer up to speed and removing the vehicle before the coast-down shall not be permitted.
- (A) Randomly select an IHP2525 value that is between 8.0 hp and 18.0 hp and set dynamometer PAU to this value.

Coast-down dynamometer from 30-20 mph.

$$CCDT_{@25 \text{ mph}} = \frac{\left(\frac{0.5 * DIW}{32.2}\right) * (V_{30}^2 - V_{20}^2)}{550 * (IHP_{2525_{yy}} + PLHP_{25-yy})}$$

Where:

- DIW = Dynamometer Inertia Weight. Total "inertia" weight of all rotating components in dynamometer.
- V₃₀ = Velocity in feet/sec at 30 mph.
- V₂₀ = Velocity in feet/sec at 20 mph.
- IHP2525 = Randomly selected ASM2525 indicated horsepower.
- PLHP25 = Parasitic Horsepower for specific dynamometer at 25 mph.

- (B) Randomly select an IHP5015 value that is between 8.0 hp and 18.0 hp and set dynamometer PAU to this value.

Coast-down dynamometer from 20-10 mph.

$$\text{CCDT@15 mph} = \frac{\left(\frac{0.5 * \text{DIW}}{32.2}\right) * (V_{20}^2 - V_{10}^2)}{550 * (\text{IHP5015}_{yy} + \text{PLHP15-yy})}$$

Where:

DIW = Dynamometer Inertia Weight. Total "inertia" weight of all rotating components in dynamometer.

V_{20} = Velocity in feet/sec at 20 mph.

V_{10} = Velocity in feet/sec at 10 mph.

IHP5015 = Randomly selected ASM5015 indicated horsepower.

PLHP15 = Parasitic Horsepower for specific dynamometer at 15 mph.

- (C) *Acceptance Criteria:* The measured 30-20 mph coast-down time and the 20-10 mph coast-down time must be inside the window bounded by CCDT (seconds) \pm 7%.

(c) Emission Sampling System.

- (1) Leak Check. The entire sample system shall be checked for vacuum leaks on a daily basis and proper flow on a continuous basis. This may be accomplished using a vacuum decay method, reading a span gas, or other methods proposed by a state and approved by the Administrator. The analyzer shall not allow an error of more than 1% of reading using the high-range span gas described in §85.4(d)(2)(iii)(C). The analyzer shall be locked out from testing if the leak check is not performed when due or fails to pass the check.
- (2) Dilution. The flow rate on the analyzer shall not cause more than 10% dilution during sampling of exhaust of a 1.6 liter engine a normal idle. Ten percent dilution is defined as a sample of 90% exhaust and 10% ambient air.
- (3) Dilution Acceptance Test.
 - (i) Set vehicle with 1.6 liter maximum engine displacement at factory - recommended idle speed, OEM configuration exhaust system, transmission in neutral, hood up (a fan to cool the engine may be used if needed). Set idle speed not to exceed 920 RPM. (Set for 900 RPM with a tolerance \pm 20 RPM.)
 - (ii) With a laboratory grade analyzer system, sample the exhaust at 40 centimeters depth with a flow sample rate below 320 liters per hour. Allow sufficient time for this test. Record all HC, CO, NO, CO₂, and O₂ readings.

A chart recorder or electronically stored data may be used to detect the point of stable readings.

- (iii) While operating the candidate analyzer system in a mode which has the same flow rate as the official test mode, record the levels of HC, CO, NO, CO₂, and O₂. Ensure that the probe is installed correctly.
- (iv) Repeat step (ii).
- (v) *Acceptance Criteria:* If the difference of the readings between (ii) and (iv) exceed five percent of the average of (ii) and (iv), repeat (ii), (iii), and (iv); otherwise average (ii) and (iv) and compare with (iii). If (iii) is within 10 percent of the average of (ii) and (iv), then the equipment meets the dilution specification.

(d) Analytic Instruments.

- (1) General Requirements. The analyzer shall, to the extent possible, maintain accuracy between gas calibrations taking into account all errors, including noise, repeatability, drift, linearity, temperature, and barometric pressure.
- (2) Two-Point Gas Calibration and Low-Range Audit .
 - (i) Analyzers shall automatically require a zero gas calibration and a high-range gas calibration for HC, CO, NO, and CO₂. The system shall also use a low-range gas to check the calibration in the range of vehicle emission standards. In high volume stations (4000 or more tests per year), analyzers shall be calibrated within four hours before each test. In low volume stations (below 4000 tests per year), analyzers shall be calibrated within 72 hours before each test. If the system does not calibrate or is not calibrated, the analyzer shall lock out from testing until corrective action is taken.
 - (ii) Gas Calibration and Check Procedure. Gas calibration shall be accomplished by introducing span gases that meet the requirements of 85.4(d)(2)(iii) into the calibration port. The pressure in the sample cell shall be the same with the calibration gas flowing as with the sample flowing during testing. The analyzer channels shall be adjusted to the center of the allowable tolerance range as a result of the calibration. The system shall record the gas reading data from before the adjustment and other data pertinent to control charting analyzer performance.
 - (A) Zero the analyzer and perform a leak check.
 - (B) Calibrate the analyzer using the high-range calibration gas specified in §85.4(d)(2)(iii).
 - (C) Introduce the low-range check gas specified in §85.4(d)(2)(iii). If the low-range check gas readings differ from the label value by more than $\pm 2\%$, the analyzer shall be locked out from testing.

- (iii) The following gases shall be used for the 2-point calibration and low-range audit.
- (A) Zero Gas
- | | | |
|-----------------|---|----------------------|
| O ₂ | = | 20.7% |
| HC | < | 1 ppm THC |
| CO | < | 1 ppm |
| CO ₂ | < | 400 ppm |
| NO | < | 1 ppm |
| N ₂ | = | Balance 99.99 % pure |
- (B) Low-Range Audit Gas
- | | | |
|-----------------|---|----------------------|
| HC | = | 200 ppm propane |
| CO | = | 0.5 % |
| CO ₂ | = | 6.0 % |
| NO | = | 300 ppm |
| N ₂ | = | Balance 99.99 % pure |
- (C) High-Range Calibration Gas
- | | | |
|-----------------|---|----------------------|
| HC | = | 3200 ppm propane |
| CO | = | 8.0 % |
| CO ₂ | = | 12.0 % |
| NO | = | 3000 ppm |
| N ₂ | = | Balance 99.99 % pure |
- (iv) Traceability. The audit and span gases used for the gas calibration shall be traceable to National Institute of Standards and Technology (NIST) standards $\pm 1\%$. Gases shall have a zero blend tolerance. Stations that use large capacity gas bottles (size B or larger) and that provide a quality control check to insure proper entry of gas values, may use gases with a blend tolerance of up to 5%. Gases with a 5% blend tolerance may also be used by any station if the analyzer system reads the bar-coded calibration gas bottle specifications and adjusts the calibration accordingly.
- (3) Five-Point Calibration Audit.
- (i) Analyzers shall automatically require and successfully pass a five point gas audit for HC, CO, NO, and CO₂. For high volume stations, audits shall be checked monthly. In low volume stations, analyzers shall undergo the audit procedure every six months.
- (ii) Gas Audit Procedure. Calibration auditing shall be accomplished by introducing audit gas through the probe. The pressure in the sample cell shall be the same with the audit gas flowing as with the sample flowing during testing.
- (A) Zero the analyzer and perform a leak check.

- (B) Flow the low range audit gas specified in §85.4(d)(3)(iii) through the sample probe, ensuring that the tip is equal to ambient barometric pressure ± 0.1 inches Hg (a balloon teed into the gas flow line is an acceptable pressure indicator; the balloon should stand slightly erect).
- (C) When the HC, CO, NO, and CO₂ readings have stabilized (no less than 20 seconds of gas flow) record them as well as the PEF value at each audit blend.
- (D) Repeat steps B and C for each audit gas specified in §85.4(d)(3)(iii).
- (E) Compare the readings with the audit gas values. Divide the HC reading by its PEF using the following relationship:

$$\text{Tolerance \%} = 100 * \frac{(\text{Reading} - \text{Cylinder Value})}{\text{Cylinder Value}}$$

- (F) If the tolerance exceeds $\pm 4.0\%$ for CO, CO₂, and HC/PEF, or $\pm 5.0\%$ for NO, then the analyzer shall fail the gas audit and shall be locked out from testing until it passes.
- (iii) The following gases shall be used for the five-point calibration audit.

- (A) Zero Audit Gas
 - O₂ = 20.7% (if O₂ span is desired)
 - HC < 0.1 ppm THC
 - CO < 0.5 ppm
 - CO₂ < 1 ppm
 - NO < 0.1 ppm
 - N₂ = Balance 99.99 % pure
- (B) Low Range Audit Gas
 - HC = 200 ppm propane
 - CO = 0.5 %
 - CO₂ = 6.0 %
 - NO = 300 ppm
 - N₂ = Balance 99.99 % pure
- (C) Low-Middle Range Audit Gas
 - HC = 960 ppm propane
 - CO = 2.4 %
 - CO₂ = 3.6 %
 - NO = 900 ppm
 - N₂ = Balance 99.99 % pure
- (D) High-Middle Range Audit Gas
 - HC = 1920 ppm propane
 - CO = 4.8 %

CO₂ = 7.2 %
 NO = 1800 ppm
 N₂ = Balance 99.99 % pure

(E) High Range Audit Gas
 HC = 3200 ppm propane
 CO = 8.0 %
 CO₂ = 12.0 %
 NO = 3000 ppm
 N₂ = Balance 99.99 % pure

(iv) Traceability. The gases used for the audit shall be traceable to National Institute of Standards and Technology (NIST) standards $\pm 1\%$. Gases shall have a zero blend tolerance.

(4) Service, Repair and Modification.

- (i) Each time an analyzer's emissions measurement system, sensor, or other related electronic components are repaired or replaced, the calibration audit required in §85.4(d)(3) shall be performed, at a minimum, prior to returning the unit to service.
- (ii) Each time the sample line integrity is broken, a leak check shall be performed prior to testing.

(5) Acceptance Testing.

- (i) Analyzer accuracy. This test confirms the ability of the candidate instruments to read various concentrations of gases within the tolerances required by this specification. The test compares the response of the candidate instrument with that of standard instruments, and also estimates the uncertainty of the readings.

The analyzer shall be zeroed and gas calibrated using the high-range calibration gas. The instrument shall be tested using propane, carbon monoxide, carbon dioxide, and nitric oxide in nitrogen, with a certified accuracy of $\pm 1\%$, in the following concentrations: 0%, 10%, 20%, 30%, 40%, 50%, 60%, 70%, 80%, 90% of full scale for the analyzers. Full scale is defined in §85.3(c)(3).

- (A) Introduce the gases in ascending order of concentrations beginning with the zero gas. Record the readings of the standard and candidate instruments to each concentration value.
- (B) After the highest concentration has been introduced and recorded, introduce the same gases to the standard and candidate analyzers in descending order, including the zero gas. Record the reading of analyzers to each gas, including negatives (if any).

(C) Repeat steps A and B for the candidate only, four more times (total of five times).

(D) Calculations:

1. Calculate the average value of each concentration for the readings of the standard instruments.
2. Calculate the mean and standard deviation of each candidate's readings for each concentration. Include both upscale and downscale readings for the same gas concentration. (All calculations may not be possible for zero concentrations.)
3. For each concentration, calculate the difference between the candidate mean and the standard average.

4. For each concentration, compute the following:

(i) $Y_1 = x + K_{sd}$

(ii) $Y_2 = x - K_{sd}$

Where

$$K_{sd} = \text{std dev} * 3.5 \text{ for zero and the highest concentration value}$$

$$K_{sd} = \text{std dev} * 2.5 \text{ for all other concentration values}$$

$$x = \text{mean (arithmetic average) of the set of candidate readings.}$$

5. Compute the uncertainty (U) of the calibration curve for each concentration as follows:

(i) $U_1 = \text{concentration value} - Y_1$

(ii) $U_2 = \text{concentration value} - Y_2$

6. *Acceptance Criteria:*

(a) For each concentration, the differences calculated in Step 3 shall be no greater than the accuracy tolerances specified in §85.3(c)(3) for each instrument.

(b) For each concentration, the uncertainties, (U_1 and U_2) shall be no greater than the accuracy tolerances required in §85.3(c)(3).

(ii) Analyzer System Repeatability. This test characterizes the ability of the instrument to give consistent readings when repeatedly sampling the same gas concentration.

(A) Using an 80% full scale gas, introduce the gas through the calibration port. Record the readings.

- (B) Purge with ambient air for at least 30 seconds but no more than 60 seconds.
 - (C) Repeat steps A and B above four more times.
 - (D) Repeat steps A, B, and C, introducing the gas through the sample probe.
 - (E) *Acceptance Criteria:* The differences between the highest and lowest readings from both ports shall not exceed the values specified in §85.3(c)(3)(vi).
- (iii) Analyzer System Response Time. This test determines the speed of response of the candidate instrument when a sample is introduced at the sample probe.
- (A) Gas calibrate the candidate instrument per the manufacturer's instructions.
 - (B) Using a solenoid valve or equivalent selector system, remotely introduce an 80% full scale gas to the probe. The gas pressure at the entrance to the probe shall be equal to room ambient.
 - (C) Measure the elapsed time required for the instrument display to read 90% and 95% of the final stabilized reading for HC, CO, CO₂ and NO. (Optional: Also, measure the time required for the O₂ analyzer to read 0.1% O₂). Alternatively the bench outputs may be recorded against a time base to determine the response time. Record all times in seconds.
 - (D) Switch the solenoid valve to purge with zero air for at least 40 seconds but no more than 60 seconds.
 - (E) Measure the elapsed time required for the NO instrument display to read 10% of the stabilized reading in Step C.
 - (F) Repeat steps A, B, and C, two more times (total three times).
 - (G) *Acceptance Criteria:* The response (drop time for O₂ and NO; rise time for HC, CO, CO₂ and NO) times shall meet the requirement specified in §85.3(c)(2)(x). The response time shall also be within ± 1 second of the nominal response time supplied by the equipment supplier for use in §85.5(b)(5).
- (iv) Analyzer Interference Effects. The following acceptance test procedure shall be performed at 45_F, 75_F, and 105_F conditions, except as noted.
- (A) Zero and span the instrument.
 - (B) Sample the following gases for at least one minute. Record the response of each channel to the presence of these gases.

1. 16% Carbon Dioxide in Nitrogen.
 2. 1600 ppm Hexane in Nitrogen.
 3. 10% Carbon Monoxide in Nitrogen.
 4. 3000 ppm Nitric Oxide in Nitrogen.
 5. 75 ppm Sulfur Dioxide (SO₂) in Nitrogen.
 6. 75 ppm Hydrogen Sulfide (H₂S) in Nitrogen.
- (C) Water-Saturated Hot Air. Water-saturated hot air shall be drawn through the probe from the top of a sealed vessel partially filled with water through which ambient air will be bubbled. The water shall be maintained at a temperature of 122_F ± 9_F. This test shall be performed at only the 75_F, and 105_F conditions.
- (D) *Acceptance Criteria*: The interference effects shall not exceed the limits specified in §85.3(c)(2)(iii).
- (v) Electromagnetic Isolation and Interference. This test shall measure the ability of the candidate instrument to withstand electromagnetic fields which could exist in vehicle testing and repair facilities. For all tests described below, sample "Low-Middle Range Audit Gas" specified in §85.4(d)(3)(iii)(C), at atmospheric pressure, through the sample probe. Record analyzer reading during test periods.
- (A) Radio Frequency Interference Test.
1. Use a test vehicle with an engine having a high energy ignition system (or equivalent), a solid core coil wire and a 3/8" air gap. Leave engine off.
 2. Locate the candidate instrument within 5 feet of the ignition coil. Gas calibrate the candidate instrument.
 3. Sample gas specified above. Wait 20 seconds, and record analyzer readings.
 4. Start engine. With the hood open and gas flowing to the analyzer, cycle the engine from idle through 25 mph on the dynamometer at ASM loads and record the analyzer readings.
 5. Relocate the instrument to within 6 inches of one side of the vehicle near the engine compartment. Follow procedure described in step 4 and record analyzer readings.
 6. Relocate the instrument to within 6 inches of the other side of the vehicle near the engine compartment. Follow procedure described in step 4 and record analyzer readings.

7. *Acceptance Criteria:* The analyzer readings shall deviate no more than 0.5% full scale.

- (B) Induction Field Test. Use a variable speed (commutator type) hand drill having a plastic housing and rated at 3 amps or more. While the analyzer is sampling the gas, vary the drill speed from zero to maximum while moving from the front to the sides of the instrument at various heights.

Acceptance Criteria: The analyzer readings shall deviate no more than 0.5% full scale.

- (C) Line Interference Test. Plug the drill used in part B above into one outlet of a #16-3 wire extension cord approximately 20 feet long. Connect the instrument into the other outlet of the extension cord. Repeat part B above.

Acceptance Criteria: The analyzer readings shall deviate no more than 0.5% full scale.

- (D) VHF Band Frequency Interference Test. Locate both a citizens band radio (CB), with output equivalent to FCC legal maximum, and a highway patrol transmitter (or equivalent) within 50 feet of the instrument. While the analyzer is sampling the gas, press and release transmit button of the both radios several times.

Acceptance Criteria: The analyzer readings shall deviate no more than 0.5% full scale.

- (E) Ambient Conditions Instruments. Upon installation and every six months thereafter, the performance of the ambient conditions instruments shall be cross checked against a master weather station.

Acceptance Criteria: The individual instruments shall be within the tolerance specified in §85.3(c)(4).

§85.5 Test Record Information

The following information shall be collected for each test performed (both passing and failing tests), recorded in electronic form, and made available to EPA upon request.

(a) General Information.

- (1) Test Record Number
- (2) Inspection station and inspector numbers
- (3) Test system number
- (4) Dynamometer site
- (5) Date of test
- (6) Emission test start time and the time final emission scores are determined.
- (7) Vehicle identification number
- (8) License plate number
- (9) Test certificate number
- (10) Vehicle model year, make, and type
- (11) Number of cylinders or engine displacement
- (12) Transmission type
- (13) Odometer reading
- (14) Type of test performed (i.e., initial test, first retest, or subsequent retest)

(b) Ambient Test Conditions.

- (1) Relative humidity (%)
- (2) Dry-bulb temperature (_F).
- (3) Atmospheric pressure (mm Hg)
- (4) NO correction factor
- (5) Nominal response time for each instrument (Transport + T90)

(c) ASM Mode or Modes. The following information shall be captured separately for each test mode (ASM5015 and/or ASM2525) performed.

- (1) Final HC running average (AvgHC) (ppm)
- (2) Final CO running average (AvgCO) (%)
- (3) Final NO running average (AvgNO) (ppm)
- (4) Total horsepower used to set the dynamometer (THP5015) (hp)
- (5) Engine RPM running average corresponding to the final test score
- (6) Dilution correction factor (DCF)

(d) Diagnostic/Quality Assurance Information.

- (1) Test time (seconds)
- (2) Mode time (seconds)
- (3) Vehicle speed (mph) for each second of the test
- (4) Engine RPM for each second of the test
- (5) Dynamometer load (pounds) for each second of the test
- (6) HC concentration (ppm) for each second of the test, not corrected for dilution
- (7) CO concentration (%) for each second of the test, not corrected for dilution
- (8) NO concentration (ppm) corrected for humidity for each second of the test, not corrected for dilution

- (9) CO₂ concentration (%) for each second of the test
- (10) O₂ concentration (%) for each second of the test (optional)