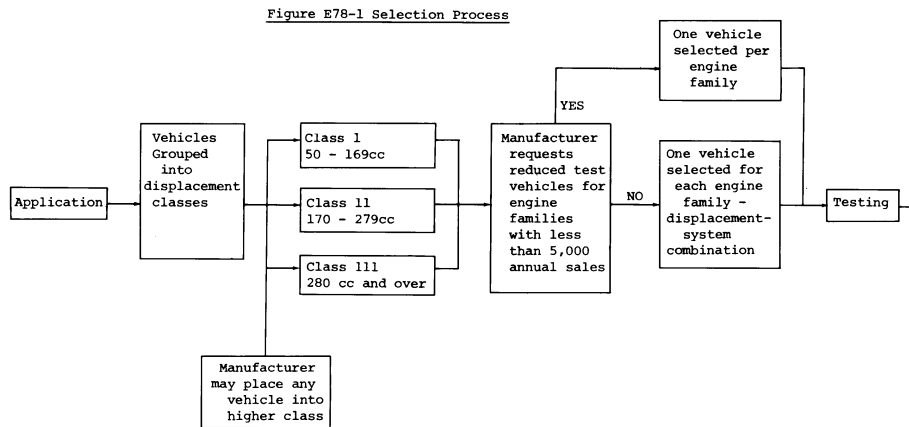


equipment, label content or location, fuel or lubricant, and incorporation of defeat devices in vehicles described by the application. Where any part of an application is rejected the Administrator shall notify the manufacturer in writing and set forth the reasons for such rejection. The manufacturer may request a hearing under § 86.443.

§ 86.418-78 Test fleet selection.

(a) Test fleet selection and requirements on test vehicles are found in §§ 86.419 to 86.423. This selection process is also graphically depicted in Figure E78-1.



(b) [Reserved]

§ 86.419-78 Engine displacement, motorcycle classes.

(a)(1) Engine classes displacement shall be calculated using nominal engine values and rounded to the nearest whole cubic centimetre, in accordance with ASTM E 29-67.

(2) For rotary engines, displacement means the maximum volume of a combustion chamber between two rotor tip seals minus the minimum volume of that combustion chamber between those two rotor tip seals times three times the number of rotors.

$$cc = (\text{max. chamber volume} - \text{min. chamber volume}) \times 3 \times \text{no. of rotors}$$

(b) Motorcycles will be divided into classes based on engine displacement.

(1) Class I—50 to 169 cc (3.1 to 10.4 cu. in.).

(2) Class II—170 to 279 cc (10.4 to 17.1 cu. in.).

(3) Class III—280 cc and over (17.1 cu. in. and over).

(c) At the manufacturer's option, a vehicle described in an application for certification may be placed in a higher class (larger displacement). All procedures for the higher class must then be complied with, compliance with emission standards will be determined on the basis of engine displacement.

§ 86.419-2006 Engine displacement, motorcycle classes.

(a)(1) Engine displacement shall be calculated using nominal engine values and rounded to the nearest whole cubic centimeter, in accordance with ASTM E 29-93a (incorporated by reference in § 86.1).

(2) For rotary engines, displacement means the maximum volume of a combustion chamber between two rotor tip seals, minus the minimum volume of the combustion chamber between those two rotor tip seals, times three times the number of rotors, according to the following formula:

$$cc = (\text{max. chamber volume} - \text{min. chamber volume}) \times 3 \times \text{no. of rotors}$$