§ 85.2214 Two speed idle test—EPA 81.

(a)(1) General calendar year applicability. The test procedure described in this section may be used to establish Emissions Performance Warranty eligibility through December 31, 1993, except as allowed in paragraph (a)(2) of this section.

(a)(2) Special calendar and model year applicability. (1) The extended applicability described in paragraphs (a)(2)(ii) through (iv) of this section is restricted to 1995 and earlier model year vehicles or engines.

(ii) In a state for which the Administrator has approved a State Implementation Plan revision providing for the implementation of a basic decentralized program meeting the requirements of part 51, subpart S of this chapter, according to the schedule specified in §51.373 of this chapter, the test procedure described in this section may be used to establish Emissions Performance Warranty eligibility through December 31, 1993.

(iii) In a state for which the Administrator has approved a State Implementation Plan revision providing for the implementation of a basic centralized program meeting the requirements of part 51, subpart S of this chapter, the test procedure described in this section may be used to establish Emissions Performance Warranty eligibility through June 30, 1994.

(iv) In a state for which the Administrator has approved a State Implementation Plan revision providing for the implementation of an enhanced program meeting the requirements of part 51, subpart S of this chapter, according to the schedule specified in §51.373 of this chapter, the test procedure described in this section may be used to establish Emissions Performance Warranty eligibility through December 31, 1995.

(b) General requirements. Vehicles shall be tested in as-received condition. Engines shall be at normal operating condition and not overheating (as indicated by gauge, warning light or boiling radiator) with all accessories off.

(c) Test sequence. (1) Analyzers shall be warmed-up, in stabilized operating condition and adjusted as required in §85.2217.

(2) Attach tachometer pick up.

(3) With engine idling and transmission in neutral, the sample probe shall be inserted into the tailpipe. Record exhaust concentrations after stabilized readings are obtained or at the end of 30 seconds, whichever occurs first. This process shall be repeated as necessary for multiple exhaust pipes, or hardware which is capable of simultaneously sampling vehicles with multiple tailpipes may be used. Neither
§ 85.2215  Two speed idle test—EPA 91.

(a) General requirements—(1) Exhaust gas sampling algorithm. The analysis of exhaust gas concentrations begins ten seconds after the applicable test mode begins. Exhaust gas concentrations must be analyzed at a rate of once every 0.75 second. The measured value for pass/fail determinations is a simple running average of the measurements taken over five seconds.

(2) Pass/fail determination. A pass or fail determination is made for each applicable test mode based on a comparison of the short test standards contained in §§ 85.2203 and 85.2204, and the measured value for HC and CO as described in paragraph (a)(1) of this section. A vehicle passes the test mode if any pair of simultaneous values for HC and CO are below or equal to the applicable short test standards. A vehicle fails the test mode if the values for either HC or CO, or both, in all simultaneous pairs of values are above the applicable standards.

(3) Void test conditions. The test immediately terminates and any exhaust gas measurements are voided if the measured concentration of CO plus CO2 falls below six percent or the vehicle’s engine stalls at any time during the test sequence.

(4) Multiple exhaust pipes. Exhaust gas concentrations from vehicle engines equipped with multiple exhaust pipes must be sampled simultaneously.

(5) The test is immediately terminated upon reaching the overall maximum test time.

(b) Test sequence. (1) The test sequence consists of a first-chance test and a second-chance test as described in paragraphs (b)(1) (i) and (ii) of this section.

(i) The first-chance test, as described under paragraph (c) of this section, consists of an idle mode followed by a high-speed mode.

(ii) The second-chance high-speed mode, as described under paragraph (c) of this section, immediately follows the first-chance high-speed mode. It is performed only if the vehicle fails the first-chance test. The second-chance idle mode, as described under paragraph (d) of this section, follows the second-chance high-speed mode and is