other information. Refer to the standard-setting part regarding recordkeeping requirements. If the standardsetting part does not specify recordkeeping requirements, store these records in any format and on any media and keep them readily available for one year after you send an associated application for certification, or one year after you generate the data if they do not support an application for certification. You must promptly send organized, written records in 118 English if we ask for them. We may review them at any time.

Subpart B—Equipment, Fuel, and Gas Specifications

§1066.101 Overview.

(a) This subpart addresses equipment related to emission testing, as well as test fuels and analytical gases. This section addresses emission sampling and analytical equipment, test fuels, and analytical gases.

(b) The provisions of 40 CFR part 1065 specify engine-based procedures for measuring emissions. Except as specified otherwise in this part, the provisions of 40 CFR part 1065 apply for testing required by this part as follows:

(1) The provisions of 40 CFR 1065.140 through 1065.195 specify equipment for exhaust dilution and sampling systems.

(2) The provisions of 40 CFR part 1065, subparts C and D, specify measurement instruments and their calibrations.

(3) The provisions of 40 CFR part 1065, subpart H, specify fuels, engine fluids, and analytical gases.

(4) The provisions of 40 CFR part 1065, subpart J, describe how to measure emissions from vehicles operating outside of a laboratory, except that provisions related to measuring engine work do not apply.

(c) The provisions of this subpart are intended to specify systems that can very accurately and precisely measure emissions from motor vehicles. We may waive or modify the specifications and requirements of this part for testing highway motorcycles or nonroad vehicles, consistent with good engineering judgment. For example, it may be appropriate to allow the use of a hydrokinetic dynamometer that is not 40 CFR Ch. I (7–1–13 Edition)

able to meet all the performance specifications described in this subpart.

Subpart C—Dynamometer Specifications

§1066.201 Dynamometer overview.

This subpart addresses chassis dynamometers and related equipment.

§1066.210 Dynamometers.

(a) General requirements. A chassis dynamometer typically uses electrically generated load forces combined with its rotational inertia to recreate the mechanical inertia and frictional forces that a vehicle exerts on road surfaces (known as "road load"). Load forces are calculated using vehicle-specific coefficients and response characteristics. The load forces are applied to the vehicle tires by rolls connected to intermediate motor/absorbers. The dynamometer uses a load cell to measure the forces the dynamometer rolls apply to the vehicle's tires.

(b) Accuracy and precision. The dynamometer's output values for road load must be NIST-traceable. We may determine traceability to a specific international standards organization to be sufficient to demonstrate NIST-traceability. The force-measurement system must be capable of indicating force readings to a resolution of $\pm 0.05\%$ of the maximum forces simulated by the dynamometer or ± 0.9 N (± 0.2 lbf), whichever is greater, during a test.

(c) *Test cycles.* The dynamometer must be capable of fully simulating applicable test cycles for the vehicles being tested as referenced in the corresponding standard-setting part.

(1) For vehicles with a gross vehicle weight rating (GVWR) at or below 14,000 lbs, the dynamometer must be able to fully simulate a driving schedule with a maximum speed of 36 m/s (30 mph) and a maximum acceleration rate of 3.6 m/s² (8 mph/s) in two-wheel drive and four-wheel drive configurations.

(2) For vehicles with GVWR above 14,000 lbs, the dynamometer must be able to fully simulate a driving schedule with a maximum speed of 29 m/s (65 mph) and a maximum acceleration rate of 1.3 m/s^2 (3 mph/s) in either two-wheel drive or four-wheel drive configurations.