40 C.F.R. § 1065.530

Emission test sequence.

(a) Time the start of testing as follows:

(1) Perform one of the following if you precondition the engine as described in § 1065.518:

(i) For cold-start duty cycles, shut down the engine. Unless the standard-setting part specifies that you may only perform a natural engine cooldown, you may perform a forced engine cooldown. Use good engineering judgment to set up systems to send cooling air across the engine, to send cool oil through the engine lubrication system, to remove heat from coolant through the engine cooling system, and to remove heat from any exhaust aftertreatment systems. In the case of a forced aftertreatment cooldown, good engineering judgment would indicate that you not start flowing cooling air until the aftertreatment system has cooled below its catalytic activation temperature. For platinum-group metal catalysts, this temperature is about 200 °C. Once the aftertreatment system has naturally cooled below its catalytic activation temperature, good engineering judgment would indicate that you use clean air with a temperature of at least 15 °C, and direct the air through the aftertreatment system in the normal direction of exhaust flow. Do not use any cooling procedure that results in unrepresentative emissions (see § 1065.10(c)(1)). You may start a cold-start duty cycle when the temperatures of an engine's lubricant, coolant, and aftertreatment systems are all between (20 and 30) °C.

(ii) For hot-start emission measurements, shut down the engine immediately after completing the last preconditioning cycle. For any repeat cycles, start the hot-start transient emission test within 60 seconds after completing the last preconditioning cycle (this is optional for manufacturer testing).

(iii) For testing that involves hot-stabilized emission measurements, such as any steady-state testing with a ramped-modal cycle, start the hot-stabilized emission test within 60 seconds after completing the last preconditioning cycle (the time between cycles is optional for manufacturer testing). If the hot-stabilized cycle begins and ends with different operating conditions, add a linear transition period of 20 seconds between hot-stabilized cycles where you linearly ramp the (denormalized) reference speed and torque values over the transition period. See § 1065.501(c)(2)(i) for discrete-mode cycles.

(2) If you do not precondition the engine as described in § 1065.518, perform one of the following:

(i) For cold-start duty cycles, prepare the engine according to paragraph (a)(1)(i) of this section.

(ii) For hot-start duty cycles, first operate the engine at any speed above peak-torque speed and at (65 to 85) % of maximum mapped power until either the engine coolant, block, or head absolute temperature is within ±2% of its mean value for at least 2 min or until the engine thermostat controls engine temperature. Shut down the engine. Start the duty cycle within 20 min of engine shutdown.