

Second edition
2022-02

Motorcycles — Measurement method for gaseous exhaust emissions and fuel consumption —

Part 1: General test requirements

*Motorcycles — Méthode de mesure des émissions de gaz
d'échappement et de la consommation de carburant —*

Partie 1: Exigences générales d'essai



Reference number
ISO 6460-1:2022(E)

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Published in Switzerland

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Contents

	Page
Foreword	v
Introduction	vi
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Symbols	2
5 Standard reference conditions	5
6 Tests	5
6.1 Measurement of gaseous exhaust emissions.....	5
6.1.1 Average gaseous exhaust emissions during conventional test cycles.....	5
6.1.2 Measurement of gaseous exhaust emissions at an idling speed.....	5
6.2 Measurement of fuel consumption.....	5
6.2.1 Average fuel consumption during conventional test cycles.....	5
6.2.2 Fuel consumption at a constant speed.....	5
7 Measurement equipment	5
7.1 General.....	5
7.2 Chassis dynamometer.....	5
7.3 Gas-collection equipment.....	5
7.4 Analytical equipment.....	7
7.5 Cooling equipment.....	8
7.6 Fuel consumption measurement.....	8
7.7 Accuracy of instruments and measurements.....	9
8 Preparing the test	9
8.1 Engine fuel and lubricants.....	9
8.2 Description of the test motorcycle.....	9
8.3 Conditioning/preparation of the test motorcycle.....	9
8.4 Calibration and adjustment of analysers.....	10
8.4.1 Calibration of the analysers.....	10
8.4.2 Adjustment of the analysers.....	11
8.4.3 Reference gases and accuracy of the mixing device.....	13
9 CVS system check procedure	13
10 Procedure for sampling, analysing and measuring the volume of gaseous exhaust emissions	14
10.1 Operations to be carried out before the test motorcycle start up.....	14
10.2 Beginning of sampling and volume measurement.....	17
10.3 End of sampling and volume measurement.....	17
10.4 Analysis.....	17
10.5 Measuring the driving distance.....	18
10.6 Open type CVS system.....	18
11 Determination of the quantity of gaseous exhaust emissions	18
11.1 Total diluted exhaust mixture volume corrected to the standard reference conditions.....	18
11.1.1 Total diluted exhaust mixture volume for the CVS system with CFV.....	18
11.1.2 Total diluted exhaust mixture volume for the CVS system with PDP.....	19
11.1.3 Total diluted exhaust mixture volume for the CVS system with SSV.....	19
11.2 Exhaust emissions sampling and the dilution factor.....	20
11.2.1 Exhaust emissions sampling.....	20
11.2.2 Dilution factor.....	20
11.3 Mass of the gaseous exhaust emissions.....	21
11.3.1 Mass of carbon monoxide.....	21

This is a preview of ISO 6460-1:2022. [Click here to purchase the full version from the ANSI store.](#)

11.3.2	Mass of total hydrocarbons	22
11.3.3	Mass of non-methane hydrocarbons	22
11.3.4	Mass of nitrogen oxides	24
11.3.5	Mass of carbon dioxide	25
12	Determination of the fuel consumption	25
12.1	Carbon balance method	25
12.1.1	Fuel consumption for four-stroke engines	25
12.1.2	Calculation of results in litres per 100 km	26
12.2	Fuel flow measurement method	26
12.2.1	Fuel consumption for four-stroke engines	27
12.2.2	Calculation of results in litres per 100 km	27
Annex A	(normative) Method and equipment for measuring fuel consumption by the fuel flow measurement method	28
Annex B	(informative) Example for record form of test fuel specifications	39
Annex C	(informative) Exhaust emissions leakage check procedure for the open type CVS system	40
Annex D	(informative) Determination of the dilution factor	46
Annex E	(informative) Principle of the carbon balance method for four-stroke engines	55
Annex F	(informative) Simplified determination method of the atom number ratio of hydrogen and carbon, and that of oxygen and carbon in gasoline	56
Annex G	(informative) CVS system check procedure	57
Bibliography	58

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 32, *Road vehicles*, Subcommittee SC 38, *Motorcycles and mopeds*.

This second edition cancels and replaces the first edition (ISO 6460-1:2007), which has been technically revised. It also incorporates the Amendment ISO 6460-1:2007/Amd.1:2015.

The main changes are as follows:

- addition of a detailed description of a critical flow venturi (CFV) as a flow measurement principle to the CVS system;
- permission to use of the subsonic venturi (SSV) as a flow measurement principle to the CVS system;
- addition for the measurement of methane (CH₄) concentration, either a GC-FID (flame ionization detector with gas chromatograph) or an NMC-FID (flame ionization detector with non-methane cutter);
- addition of a calculation method for non-methane hydrocarbons (NMHC);
- permission to determine the ratio of hydrogen and carbon (R_{HC}) and the ratio of oxygen and carbon (R_{OC}) by the content analysis of fuel;
- addition of calculation methods for the mass of the gaseous exhaust emissions and the fuel consumption when using oxygenated fuels;
- deletion of descriptions related two-stroke engines and diesel fuel.

A list of all parts in the ISO 6460 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

For the measurement of motorcycle fuel consumption, the carbon balance method, where the fuel consumption is calculated from analysis of the carbon quantity in the exhaust emissions, is now widely used in addition to the conventional fuel flow measurement. Therefore, the measurement of exhaust emissions pollutants and fuel consumption are inseparably related to each other.

This document defines the fundamental elements such as the measurement accuracy, test motorcycle conditions and the details of the carbon balance method. The measurement of gaseous exhaust emissions and fuel consumption during test cycles can be conducted by means of this document and ISO 6460-2. Additionally with ISO 6460-3, these three documents provide details of those measurements at a constant speed.

The following revisions are mainly made in this document.

- The detailed description of a critical flow venturi (CFV), adopted by most of the manufacturers as well as a positive displacement pump (PDP), is added as a flow measurement principle to the CVS system. Also, the use of the subsonic venturi (SSV) is also permitted as a CVS flow measurement principle.
- For measurement of methane (CH_4) concentration in the diluted exhaust mixture, either a GC-FID (flame ionization detector with gas chromatograph) or an NMC-FID (flame ionization detector with non-methane cutter) shall be used as the analytical instrument. The formula for calculating non-methane hydrocarbons (NMHC) is also defined.
- Instead of obtaining the ratio of hydrogen and carbon (R_{HC}) and the ratio of oxygen and carbon (R_{OC}) from the exhaust emissions analysis, R_{HC} and R_{OC} shall be determined by the fuel analysis. In addition, when using the oxygenated fuels such as gasoline (E5) and gasoline (E10), the mass of the gaseous exhaust emissions and the fuel consumption also can be calculated.
- As there has been no need for newly development of two-stroke engines and compression ignition engines in recent years, the description regarding two-stroke engines and diesel fuel is to be deleted. If these are required, see ISO 6460-1:2007.