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Reciprocating internal combustion engines — Exhaust emission measurement —

Part 1: Test-bed measurement systems of gaseous and particulate emissions

Moteurs alternatifs à combustion interne — Mesurage des émissions de gaz d'échappement —

Partie 1: Mesurage des émissions de gaz et de particules au banc d'essai



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Contents

	Page
Foreword	vi
Introduction	vii
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Symbols and abbreviated terms	9
4.1 Quantities and units – Number and temperature.....	9
4.2 General symbols.....	10
4.3 Symbols for fuel consumption.....	11
4.4 Symbols and abbreviated terms for the chemical components.....	11
4.5 Abbreviated terms.....	12
5 General measurement principles	14
5.1 Principle of emission measurement.....	15
5.1.1 Mass of constituent.....	15
5.2 Exhaust sampling and dilution.....	16
5.2.1 General sampling requirements.....	16
5.2.2 Gas sampling.....	17
5.2.3 Raw sampling for gaseous emissions.....	19
5.2.4 Dilute sampling for gaseous emissions.....	20
5.2.5 Dilution system.....	20
5.2.6 Dilute sampling for particulate emissions.....	22
5.3 Performance specifications for measurement instruments.....	23
5.3.1 Overview.....	23
5.3.2 Component requirements.....	23
5.3.3 Data recording and control.....	24
6 Engine and ambient related measurement equipment	25
6.1 Dynamometer specification.....	25
6.2 Speed and torque sensors.....	26
6.2.1 Shaft work.....	26
6.2.2 Speed sensors.....	26
6.2.3 Torque sensors.....	26
6.2.4 Engine accessories.....	26
6.3 Pressure transducers, temperature sensors, and dew point sensors.....	26
6.4 Flow related measurements.....	27
6.4.1 Fuel flow.....	27
6.4.2 Intake air flow.....	27
6.4.3 Raw exhaust flow.....	27
6.4.4 Indirect exhaust flow.....	29
6.4.5 Dilution air and diluted exhaust flow meters.....	30
6.4.6 Sample flow meter for batch sampling.....	31
7 Determination of the gaseous components	31
7.1 General specifications.....	31
7.2 Gas drying.....	31
7.3 Analysers.....	31
7.3.1 General.....	31
7.3.2 Carbon monoxide (CO) and carbon dioxide (CO ₂) analysis.....	31
7.3.3 Oxygen (O ₂) analysis.....	32
7.3.4 Hydrocarbon (HC) analysis.....	32
7.3.5 Non-methane hydrocarbon (NMHC) analysis.....	32
7.3.6 Oxides of nitrogen (NO _x) analysis.....	33
7.3.7 Sulphur dioxide (SO ₂) analysis.....	34
7.3.8 Ammonia (NH ₃) analysis.....	34

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7.3.9	Dinitrogen oxide (N ₂ O) analysis.....	34
7.3.10	Formaldehyde (HCHO) analysis.....	34
7.3.11	Methanol (CH ₃ OH) analysis.....	35
7.3.12	Air-to-fuel measurement.....	35
7.4	Measurement system.....	35
7.4.1	General.....	35
7.4.2	Analytical system.....	35
7.4.3	Ammonia analysis.....	36
7.4.4	Methane analysis.....	41
7.4.5	Methanol analysis.....	44
7.4.6	Formaldehyde analysis.....	45
8	Particulate determination.....	47
8.1	Particulate mass.....	47
8.1.1	Particulate Sampling probes (PSP).....	47
8.1.2	Transfer tubes.....	47
8.1.3	Pre-classifier.....	48
8.1.4	Particulate sampling filters.....	48
8.1.5	Weighing chamber and analytical balance specifications.....	48
8.2	Particle number.....	50
8.2.1	Sampling.....	50
8.2.2	Compensating for particle number sample flow – full flow dilution systems.....	50
8.2.3	Compensating for particle number sample flow – partial flow dilution systems.....	50
8.2.4	Correction of PM measurement.....	51
8.2.5	Proportionality of partial flow dilution sampling.....	52
8.3	Particulate dilution sampling system equipment.....	52
8.3.1	General.....	52
8.3.2	Partial flow dilution system.....	52
8.3.3	Full-flow dilution system.....	54
8.3.4	Particulate sampling system.....	57
8.4	Particle number measurement equipment.....	60
8.4.1	Particle number measurement system.....	60
9	Calibration and verification.....	66
9.1	Calibration and performance checks.....	66
9.1.1	Introduction.....	66
9.1.2	Summary of calibration and verification.....	66
9.1.3	Verifications for accuracy, repeatability, and noise.....	68
9.1.4	Linearity check.....	68
9.1.5	Continuous gas analyser system-response and updating-recording verification.....	72
9.1.6	Response time verification for compensation type analysers.....	74
9.2	Calibration gases.....	75
9.2.1	Analytical gases.....	75
9.2.2	Gas specifications.....	75
9.2.3	Use of gas dividers.....	77
9.3	Vacuum-side leak verification.....	77
9.3.1	Scope and frequency.....	77
9.3.2	Measurement principles.....	77
9.3.3	Low-flow leak test.....	77
9.3.4	Dilution-of-span-gas leak test.....	78
9.3.5	Vacuum-decay leak test.....	78
9.4	NO ₂ -to-NO converter conversion verification.....	79
9.4.1	Scope and frequency.....	79
9.4.2	Measurement principles.....	79
9.4.3	System requirements.....	79
9.4.4	Procedure.....	79
9.5	Flame ionization detector (FID) optimization and verification.....	80
9.5.1	Scope and frequency.....	80
9.5.2	Calibration.....	81

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9.5.3	HC FID response optimization	81
9.5.4	HC FID CH ₄ response factor determination	81
9.5.5	HC FID methane (CH ₄) response verification	82
9.5.6	Non-stoichiometric raw exhaust FID O ₂ interference verification	82
9.5.7	Efficiency of the Non-Methane Cutter (NMC)	84
9.5.8	CO and CO ₂ Measurements	87
9.5.9	NO _x Measurement	89
9.5.10	Methanol response factor	99
9.6	Calibration of the particulate mass measuring system	100
9.6.1	General	100
9.6.2	Checking the partial flow conditions	100
9.6.3	PM balance verifications and weighing process verification	100
9.7	Calibration of the particle number measuring system	103
9.7.1	Calibration of the particle number counter	103
9.7.2	Calibration/Validation of the volatile particle remover	104
9.7.3	Particle number system check procedures	104
9.8	Calibration of the CVS full flow dilution system	105
9.8.1	General	105
9.8.2	Calibration of the Positive Displacement Pump (PDP)	106
9.8.3	Calibration of the Critical Flow Venturi (CFV)	108
9.8.4	Calibration of the Subsonic Venturi (SSV)	110
9.8.5	CVS and batch sampler verification (propane check)	112
9.8.6	Periodic calibration of the partial flow PM and associated raw exhaust gas measurement systems	116
9.9	Calibration of the dynamometer	118
9.9.1	Torque calibration	118
9.10	Calibration of temperature, pressure and dew point sensors	119
9.11	Flow-related measurements	119
9.11.1	Fuel flow calibration	119
9.11.2	Intake air flow calibration	119
9.11.3	Exhaust flow calibration	119
Annex A (normative) Heat calculation (transfer tube)		120
Annex B (normative) Determination of system equivalence		124
Annex C (informative) Carbon flow check		125
Annex D (informative) Statistical equations		126
Annex E (informative) Examples of Partial Flow Dilution Systems		134
Annex F (informative) Examples of exhaust gas analysis system		144
Bibliography		148

Foreword

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The committee responsible for this document is ISO/TC 70, *Internal combustion engines*, Subcommittee SC 8, *Exhaust emission measurement*.

This third edition cancels and replaces the second edition (ISO 8178-1:2006) which has been technically revised.

A list of all the parts in the ISO 8178- series, can be found on the ISO website.

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Introduction

This document is intended for use as a measurement procedure to determine the gaseous and particulate emission levels of reciprocating internal combustion (RIC) engines for non-automotive use. Its purpose is to provide an engine's emissions characteristics which, through use of proper weighting factors and test cycles, can be used as an indication of that engine's emission levels under various applications and for different fuels. The emission results are expressed in units of grams per kilowatt-hour and represent the rate of emissions per unit of work accomplished.

Many of the procedures described in this document are detailed accounts of laboratory methods, since determining an emissions value requires performing a complex set of individual measurements, rather than obtaining a single measured value. Thus, the results obtained depend as much on the process of performing the measurements as they depend on the engine and test method.

Evaluating emissions from non-road engines is more complicated than the same task for on-road engines due to the diversity of non-road applications. For example, on-road applications primarily consist of moving a load from one point to another on a paved roadway. The constraints of the paved roadways, maximum acceptable pavement loads and maximum allowable grades of fuel, narrow the scope of on-road vehicle and engine sizes. Non-road engines and vehicles include a wider range of size, including the engines that power the equipment. Many of the engines are large enough to preclude the application of test equipment and methods that were acceptable for on-road purposes. In cases where the application of dynamometers is not possible, testing at site or under appropriate conditions can be a viable alternative.