

where the Administrator has approved a SIP revision providing for 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 requirements of this section are concurrently in effect until December 31, 1995 for 1995 and earlier model year vehicles or engines.

(b) The loaded test dynamometer shall be adjusted to produce a load of 9.0 ± 1.0 hp at 30 mph.

(c) Speed shall be measured from the dynamometer roll(s) with an accuracy of ± 1.5 mph at 30 mph true roll speed.

[49 FR 24323, June 12, 1984. Redesignated and amended at 58 FR 58403, 58414, Nov. 1, 1993]

§ 85.2230 Steady state test dynamometer—EPA 91.

(a) *Special calendar and model year applicability.* The requirements of § 85.2229 apply concurrently for tests conducted under Emission Performance Warranty on 1995 and earlier model year vehicles or engines until December 31, 1993, after which the requirements of this section are solely in effect. The following exceptions apply: In a state where the Administrator has approved a SIP revision providing for implementation of a basic centralized program meeting the requirements of part 51, subpart S of this chapter, according to the schedule specified in § 51.373 of this chapter, the requirements of § 85.2229 are concurrently in effect until June 30, 1994 for 1995 and earlier model year vehicles or engines; in a state where the Administrator has approved a SIP revision providing for 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 requirements of § 85.2229 are concurrently in effect until December 31, 1995 for 1995 and earlier model year vehicles or engines.

(b) The chassis dynamometer for steady state short tests must provide the capabilities described in paragraphs (b) (1) through (7) of this section.

(1) *Power absorption.* The dynamometer must be capable of applying a load to the vehicle's driving tire surfaces at

the horsepower and speed levels specified in paragraph (c) of this section.

(2) *Short-term stability.* Power absorption at constant speed may not drift more than ± 0.5 horsepower (hp) during any single test mode.

(3) *Roll weight capacity.* The dynamometer must be capable of supporting a driving axle weight up to four thousand (4,000) pounds or greater.

(4) *Between roll wheel lifts.* For dual-roll dynamometers, these must be controllable and capable of lifting a minimum of four thousand (4,000) pounds.

(5) *Roll brakes.* Rolls must be locked when the wheel lift is up.

(6) *Speed indications.* The dynamometer speed display must have a range of 0 mph to 60 mph (or 0 kph to 100 kph), and a resolution and accuracy of at least 1 mph (or 1 kph).

(7) *Safety interlock.* A roll speed sensor and safety interlock circuit must be provided which prevents the application of the roll brakes and upward lift movement at any roll speed above 0.5 mph (0.8 kph).

(c) The dynamometer must produce the load speed relationships specified in §§ 85.2217 and 85.2219.

[58 FR 58414, Nov. 1, 1993]

§ 85.2231 On-board diagnostic test equipment requirements.

(a) The test system interface to the vehicle shall include a plug that conforms to SAE J1962 "Diagnostic Connector." The procedure shall be done in accordance with SAE J1962 "Diagnostic Connector" (JUN92). This incorporation of reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552 (a) and 1 CFR part 51. Copies of SAE J1962 may be obtained from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0001. Copies may be inspected at the EPA Docket No. A-94-21 at EPA's Air Docket, (LE-131) Room 1500 M, 1st Floor, Waterside Mall, 401 M Street SW., Washington, DC, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(b) The test system shall be capable of communicating with the standard data link connector of vehicles with certified OBD systems.

(c) The test system shall be capable of checking for the monitors supported by the on-board diagnostic system and the evaluation status of supported monitors (test complete/test not complete) in Mode \$01 PID \$01, as well as be able to request the diagnostic trouble codes, as specified in SAE J1979. In addition, the system shall have the capability to include bi-directional communication for control of the evaporative canister vent solenoid. SAE J1979 is incorporated by reference and approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies of all the SAE documents cited above may be obtained from the Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096-0001. Copies may be inspected at the EPA Docket No. A-94-21 at EPA's Air Docket, (LE-131) Room 1500 M, 1st Floor, Waterside Mall, 401 M Street SW., Washington, DC, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(d) The test system shall automatically make a pass, fail, or reject decision, as specified in the test procedure in § 85.2222.

[61 FR 40948, Aug. 6, 1996, as amended at 63 FR 24434, May 4, 1998]

§ 85.2232 Calibrations, adjustments—EPA 81.

(a) *Applicability.* The requirements of this subsection apply to short tests conducted under Emissions Performance Warranty through December 31, 1993. The requirements of § 85.2233 apply concurrently until December 31, 1993, after which the requirements of § 85.2233 are solely in effect. The following exceptions apply: In a state where the Administrator has approved a SIP revision providing for implementation of a basic centralized program meeting the requirements of part 51, subpart S of this chapter, according to the schedule specified in § 51.373 of this chapter, the requirements of this section are concurrently in effect until June 30, 1994 for 1995 and earlier model year vehicles or engines; in a state where the Administrator has approved a SIP revision providing for 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 requirements of this section are concurrently in effect until December 31, 1995 for 1995 and earlier model year vehicles or engines.

(b) Equipment shall be calibrated in accordance with the manufacturers' instructions.

(c) *Hourly checks.* Within one hour prior to a test, the analyzers shall be zeroed and spanned. Ambient air is acceptable as a zero gas; an electrical span check is acceptable. Zero and span checks shall be made on the lowest range capable of reading the short test standard. Analyzers that perform an automatic zero/span adjustment every time a test sequence is initiated are considered to meet the hourly checks.

(d) *Daily checks.* Within eight hours prior to a loaded test, the dynamometer shall be checked for proper power absorber settings.

(e) *Weekly checks—(1) Leak check.* For analyzers with a separate calibration or span port, CO readings using the span gas through the probe and through the calibration port shall be made and compared; discrepancies of over 3% shall require repair of leaks. No analyzer adjustments shall be permitted during this check. The leak check and the following gas span check may be combined into one operation.

(2) *Gas span check.* Within one week of the test, the analyzers shall have been spanned using calibration gases which meet the requirements in paragraph (d)(4) of this section and shall not have been readjusted since to a non-conforming gas. If the analyzer reads the span gas within 2% of the span gas value or within .05% CO and 6 ppm HC (use the larger of the two tolerances), then no adjustment of the analyzer is needed. For this check the span gas may be introduced either through the calibration port (if so equipped) or through the probe. This paragraph does not prevent those who wish to always adjust the analyzer to the exact span value from doing so.

(3) *Gas span adjustment.* If the analyzer fails to meet the gas span check specifications, then the analyzer shall be adjusted by the following procedures: