

**§ 86.1230-85**

**40 CFR Ch. I (7-1-00 Edition)**

each 1-minute interval. If temperatures are sampled more frequently than once per minute, the temperature data points may represent a rolling average of temperatures sampled for up to one-minute intervals. If multiple valid test runs are conducted for any model, then all the collected data shall be used to calculate a composite profile, based on the average temperatures at each point. The absolute temperature profile is determined by adding 95 °F (35 °C) to each point of the relative profile. Other methodologies for developing corrected liquid fuel and vapor space temperature profiles may be used if demonstrated to yield equivalent results and approved in advance by the Administrator.

(v) Manufacturers may use a lower initial fuel temperature for the running loss test, if approved in advance by the Administrator. To demonstrate the need for such an adjustment, manufacturers would be expected to determine the maximum fuel temperature

experienced by a vehicle during an extended park or after driving one UDDS cycle when exposed to the ambient conditions described in paragraph (d)(3) of this section. To use this provision, manufacturers would have to show maximum fuel temperatures no greater than 92 °F.

[48 FR 1456, Jan. 12, 1983, as amended at 48 FR 52210, Nov. 16, 1983; 58 FR 16053, Mar. 24, 1993; 60 FR 43901, Aug. 23, 1995]

**§ 86.1230-85 Test sequence; general requirements.**

The test sequence shown in Figure M85-1 show the steps encountered as the test vehicle undergoes the test procedure. Ambient temperature levels encountered by the test vehicle throughout the test sequence shall not be less than 68° F (20° C) nor more than 86° F (30° C). The vehicle shall be approximately level during all phases of the test sequence to prevent abnormal fuel distribution.

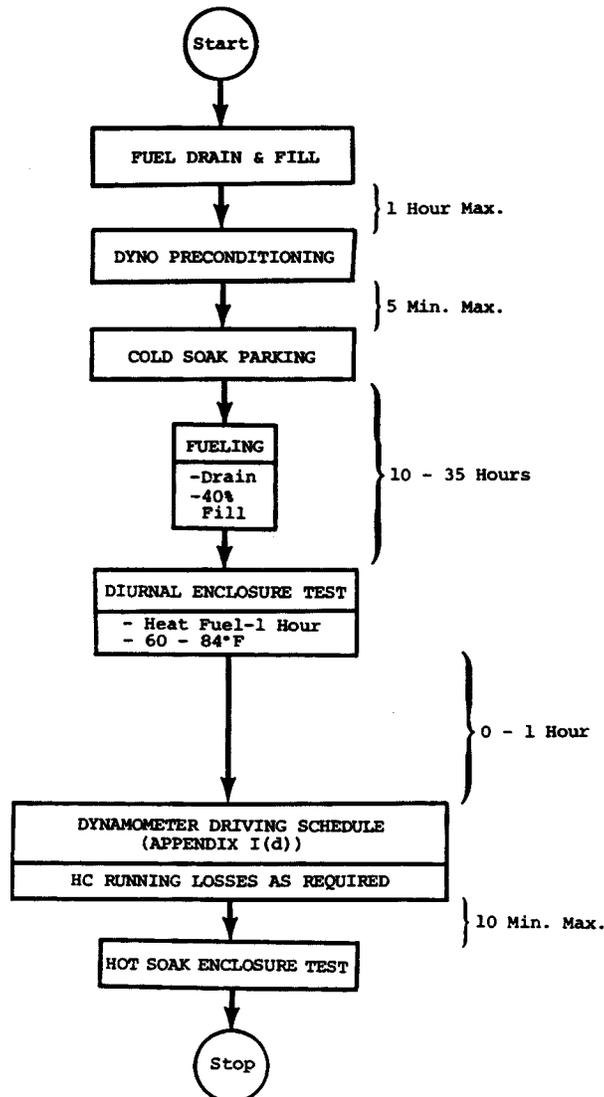


Figure M85-1 - Test sequence

[48 FR 1456, Jan. 12, 1983, as amended at 48 FR 52210, Nov. 16, 1983]

**§ 86.1230-96 Test sequence; general requirements.**

(a)(1) *Gasoline- and methanol-fueled vehicles.* The test sequence shown in figure M96-1 of this section shows the steps encountered as the test vehicle undergoes the procedures subsequently

described to determine conformity with the standards set forth. The full three-diurnal sequence depicted in figure M96-1 tests vehicles for all sources