

ISO 8178-4:2020 (E)

Reciprocating internal combustion engines — Exhaust emission measurement — Part 4: Steady-state and transient test cycles for different engine applications

Contents

	Foreword
	Introduction
1	Scope
2	Normative references
3	Terms and definitions
4	Symbols and abbreviated terms
4.1	General symbols
4.2	Symbols and abbreviated terms for fuel composition
4.3	Symbols and abbreviated terms for chemical components
4.4	Abbreviated terms
5	Test conditions
5.1	Engine test conditions
5.1.1	Laboratory test conditions
5.1.2	Test validity
5.2	Engine power
5.2.1	Auxiliaries to be fitted
5.2.2	Auxiliaries to be removed
5.2.3	Determination of auxiliary power
5.2.4	Engine cycle work
5.3	Engine intake air
5.3.1	General
5.3.2	Intake air restriction
5.3.3	Engines with charge air cooling
5.4	Engine exhaust system
5.4.1	General
5.4.2	Exhaust restriction
5.4.3	Engine with exhaust after-treatment system
5.5	Specific test conditions
5.5.1	Engine with exhaust after-treatment system
5.5.1.1	Use of reagent
5.5.1.2	Regeneration
5.5.1.2.1	Continuous regeneration
5.5.1.2.2	Infrequent (periodic) regeneration
5.5.1.2.2.1	Requirement for establishing adjustment factors using NRTC, LSI-NRTC or RMC NRSC testing
5.5.1.2.2.2	Requirement for establishing adjustment factors using discrete-mode NRSC testing
5.5.1.2.2.3	General procedure for developing infrequent regeneration adjustment factors (IRAFs)
5.5.2	Crankcase emissions
5.6	Cooling system
5.7	Lubricating oil
6	Test fuels
7	Test cycles
7.1	General
7.2	Test speeds

- 7.2.1 Maximum test speed (MTS)
 - 7.2.1.1 Calculation of MTS
 - 7.2.1.2 Use of a declared MTS
 - 7.2.1.3 Use of an adjusted MTS for correct driving of the NRTC
 - 7.2.2 Rated speed
 - 7.2.3 Intermediate speed
 - 7.2.4 Idle speed
 - 7.2.5 Test speed for constant-speed engines
 - 7.3 Torque and power
 - 7.3.1 Torque
 - 7.3.2 Power
 - 7.4 Engine mapping
 - 7.4.1 Engine mapping for transient cycles
 - 7.4.2 Engine mapping for variable-speed steady-state cycles
 - 7.4.3 Engine mapping for constant-speed engines
 - 7.5 Steady-state test cycles
 - 7.5.1 Discrete mode test cycles
 - 7.5.1.1 General remarks
 - 7.5.1.2 Requirements for conduct of test using discrete mode cycle
 - 7.5.1.2.1 Test sequence
 - 7.5.1.2.2 Mode length
 - 7.5.1.2.3 Emission measurement
 - 7.5.1.2.4 Repeat measurements
 - 7.5.1.2.5 Validation criteria
 - 7.5.1.2.6 Equipment malfunction
 - 7.5.2 Ramped-modal test cycles
 - 7.5.2.1 General remarks
 - 7.5.2.2 Requirements for conduct of test using RMC
 - 7.5.2.2.1 Test sequence
 - 7.5.2.2.2 Mode length
 - 7.5.2.2.3 Emission measurement
 - 7.5.2.2.4 Repeat measurements
 - 7.5.2.2.5 Equipment malfunction
 - 7.5.3 Cycle types and applicability
 - 7.5.3.1 Test cycles type C “Non-road machinery and industrial equipment”
 - 7.5.3.1.1 Test cycle type C1 “Compression-ignition engine powered non-road machinery and industrial equipment”
 - 7.5.3.1.2 Cycle C2 “Spark-ignition engine powered non-road machinery and industrial equipment”, >19 kW
 - 7.5.3.2 Test cycles type D “Constant speed”
 - 7.5.3.3 Test cycles type E “Marine applications”
 - 7.5.3.4 Test cycle type F “Rail traction”
 - 7.5.3.5 Test cycles type G “Utility, lawn and garden”; typically <19 kW
 - 7.5.3.6 Test cycle type H “Snowmobile”
 - 7.5.3.7 Test cycle type I “Transport refrigeration unit”
- 7.6 Transient cycles
 - 7.6.1 General
 - 7.6.2 Non-road transient cycle (NRTC)
 - 7.6.2.1 Test sequence for NRTC
 - 7.6.3 Large spark-ignition non-road transient cycle
 - 7.6.3.1 Test sequence for LSI-NRTC
 - 7.7 Test cycle generation
 - 7.7.1 Generation of steady-state discrete-mode or RMC test cycles
 - 7.7.1.1 Generation of test speeds for engines tested with both transient and steady-state cycles
 - 7.7.1.2 Generation of test speeds for engines only tested with steady-state cycles
 - 7.7.1.3 Generation of load settings for each test mode
 - 7.7.2 Generation of NRTC and LSI-NRTC
 - 7.7.2.1 Denormalization of engine speed
 - 7.7.2.2 Denormalization of engine torque
 - 7.7.2.2.1 Adjustment of engine torque due to auxiliaries fitted for the emissions test
 - 7.7.2.2.2 Declared minimum torque
 - 7.7.2.3 Example of denormalization procedure

- 8.1 General test sequence
- 8.2 Instrument validation for test
 - 8.2.1 Validation of proportional flow control for batch sampling and minimum dilution ratio for PM batch sampling
 - 8.2.1.1 Proportionality criteria for CVS
 - 8.2.1.1.1 Proportional Sample Flow Rate (Example: Raw PFS Application)
 - 8.2.1.1.2 Constant Sample Flow Rate (Example: CVS Secondary Dilution System Application)
 - 8.2.1.1.3 Demonstration of proportional sampling
 - 8.2.1.2 Partial flow dilution system validation
 - 8.2.2 Gas analyser range validation, drift validation and drift correction
 - 8.2.2.1 Range validation
 - 8.2.2.1.1 Batch sampling
 - 8.2.2.1.2 Continuous sampling
 - 8.2.2.2 Drift validation and drift correction
 - 8.2.3 PM sampling media (e.g. filters) preconditioning and tare weighing
 - 8.2.3.1 Periodic verifications
 - 8.2.3.2 Visual inspection
 - 8.2.3.3 Grounding
 - 8.2.3.4 Unused sample media
 - 8.2.3.5 Stabilization
 - 8.2.3.6 Weighing
 - 8.2.3.7 Buoyancy correction
 - 8.2.3.8 Repetition
 - 8.2.3.9 Tare-weighing
 - 8.2.3.10 Substitution weighing
- 8.3 Sample system decontamination and preconditioning
 - 8.3.1 Verification of HC contamination
- 8.4 Pre-test procedures
 - 8.4.1 Preparation of the sampling filters
 - 8.4.2 General requirements for preconditioning the sampling system and the engine
 - 8.4.2.1 Cold-start transient cycle (NRTC)
 - 8.4.2.2 Hot-start transient cycle (hot-start NRTC or LSI-NRTC)
 - 8.4.2.3 Discrete-mode cycle for steady-state testing
 - 8.4.2.4 Ramped-modal cycle for steady-state testing
 - 8.4.3 Engine cool down (NRTC)
 - 8.4.4 Preparation of measurement equipment for sampling
 - 8.4.5 Calibration of gas analysers
 - 8.4.6 Adjustment of the dilution system
- 8.5 Engine starting and restarting
 - 8.5.1 Engine start
 - 8.5.2 Engine stalling
- 8.6 Test cycle running procedure
 - 8.6.1 Test sequence for discrete steady-state test cycles
 - 8.6.1.1 Engine warm up
 - 8.6.1.2 Performing discrete-mode test cycles
 - 8.6.1.3 Validation criteria
 - 8.6.2 Ramped-modal test cycles
 - 8.6.2.1 Engine warming-up
 - 8.6.2.2 Performing a ramped-modal test cycle
 - 8.6.2.3 Emission test sequence
 - 8.6.2.4 Validation criteria
 - 8.6.3 Transient test cycle (NRTC and LSI-NRTC)
 - 8.6.3.1 General requirements
 - 8.6.3.2 Performing an NRTC transient cycle test
 - 8.6.3.3 Performing an LSI-NRTC transient cycle test
 - 8.6.3.4 Cycle validation criteria for transient test cycle
 - 8.6.3.5 Calculation of cycle work
 - 8.6.3.6 Validation statistics
- 8.7 Post-test procedures
 - 8.7.1 Verification of proportional sampling
 - 8.7.2 Post-test PM conditioning and weighing
 - 8.7.2.1 Periodic verification

- 8.7.2.2 Removal from sealed containers
 - 8.7.2.3 Electrical grounding
 - 8.7.2.4 Visual inspection
 - 8.7.2.5 Stabilization of PM samples
 - 8.7.2.6 Determination of post-test filter mass
 - 8.7.2.7 Total mass
 - 8.7.3 Analysis of gaseous batch sampling
 - 8.7.4 Drift verification
- 9 Data evaluation and calculation
- 9.1 Gaseous emissions
 - 9.1.1 General
 - 9.1.2 Sampling for gaseous emissions
 - 9.1.2.1 Air and fuel measurement method (see ISO 8178-1:2020, 6.4.4.1)
 - 9.1.2.2 Tracer measurement method (see ISO 8178-1:2020, 6.4.4.3)
 - 9.1.2.3 Air flow and air-to-fuel ratio measurement method (see ISO 8178-1:2020, 6.4.4.4)
 - 9.1.3 Data evaluation
 - 9.1.4 Calculation of mass emission
 - 9.1.4.1 General
 - 9.1.4.2 Calculation method based on tabulated values of gas properties
 - 9.1.4.2.1 Steady state test
 - 9.1.4.2.2 Transient and ramped-modal cycles tests
 - 9.1.4.2.3 Full flow dilution measurement (CVS)
 - 9.1.4.2.3.1 PDP-CVS system (see ISO 8178-1:2020, 9.8.2)
 - 9.1.4.2.3.2 CFV-CVS system (see ISO 8178-1:2020, 9.8.3)
 - 9.1.4.2.3.3 SSV-CVS system (see ISO 8178-1:2020, 9.8.4)
 - 9.1.4.3 Calculation method based on calculated gas properties
 - 9.1.4.3.1 Raw gaseous emissions
 - 9.1.4.3.2 Diluted gaseous emissions
 - 9.1.4.4 Calculation of NMHC and CH₄ with the non-methane cutter
 - 9.1.5 Dry/wet correction
 - 9.1.5.1 Raw exhaust
 - 9.1.5.1.1 Complete combustion
 - 9.1.5.1.2 Incomplete combustion
 - 9.1.5.2 Diluted exhaust gas
 - 9.1.5.3 Dilution factor
 - 9.1.5.4 Dilution air
 - 9.1.6 NO_x correction for humidity and temperature
 - 9.1.7 Cycle work and specific emissions
 - 9.1.7.1 Transient and ramped-modal cycles
 - 9.1.7.2 Steady-state discrete-mode cycle
 - 9.1.8 NH₃ data evaluation
 - 9.2 Particulate mass emission
 - 9.2.1 General
 - 9.2.2 Particulate sampling
 - 9.2.3 Data evaluation
 - 9.2.4 Calculation of mass emission
 - 9.2.4.1 Partial Flow Dilution System
 - 9.2.4.2 Full flow dilution system
 - 9.2.4.3 Background correction
 - 9.2.4.4 Calculation for steady-state discrete-mode cycles
 - 9.2.4.5 Transient and ramped-modal cycles
 - 9.2.4.6 Steady-state discrete-mode cycle
 - 9.2.5 Effective weighting factor (steady-state discrete cycles only)
 - 9.3 Adjustment for emission controls that are regenerated on an infrequent (periodic) basis
 - 9.4 Particle number emission
 - 9.4.1 Time alignment
 - 9.4.2 Determination of particle numbers for transient and ramped-modal cycles (RMC) with a partial flow dilution or raw gas sampling system
 - 9.4.2.1 Partial flow dilution sampling system
 - 9.4.2.2 Raw gas sampling system
 - 9.4.3 Determination of particle numbers for transient and ramped-modal cycles (RMC) with a full flow dilution system

- 9.4.4 Determination of particle numbers for discrete-mode cycles with partial flow dilution or raw gas sampling system
 - 9.4.4.1 Partial flow dilution system
 - 9.4.4.2 Raw gas sampling system
- 9.4.5 Determination of particle numbers for discrete-mode cycles with a full flow dilution system
- 9.4.6 Test result
 - 9.4.6.1 Calculation of the specific particle number emissions for transient and ramped-modal cycles (RMC)
 - 9.4.6.2 Weighted average NRTC test result
 - 9.4.6.3 Calculation of the specific emissions for discrete-mode NRSC tests
 - 9.4.6.4 Rounding of final results
 - 9.4.7 Determination of particle number background
- 9.5 Specific requirements for dual-fuel engines
 - 9.5.1 Emission test procedure requirements for dual-fuel engines
 - 9.5.1.1 General
 - 9.5.1.2 Test conditions (see Clause 5)
 - 9.5.1.2.1 Laboratory test conditions (see 5.1.1)
 - 9.5.1.3 Test procedures (Clause 8)
 - 9.5.1.3.1 Measurement procedures
 - 9.5.1.4 Emission calculation
 - 9.5.1.4.1 Dry/wet correction (see 9.1.5)
 - 9.5.1.4.1.1 Raw exhaust gas
 - 9.5.1.4.1.2 Diluted exhaust gas
 - 9.5.1.4.2 NOx correction for humidity (see 9.1.6)
 - 9.5.1.4.3 Partial flow dilution (PFS) and raw gaseous measurement (ISO 8178-1:2020, 8.3.2)
 - 9.5.1.4.3.1 Determination of exhaust gas mass flow (ISO 8178-1:2020, 6.4.3)
 - 9.5.1.4.3.2 Determination of the gaseous components (see 9.1.4)
 - 9.5.1.4.3.3 Mass per test of a gaseous emission
 - 9.5.1.4.3.4 Particulate determination (9.2)
 - 9.5.1.4.3.5 Additional requirements regarding the exhaust gas mass flow meter
 - 9.5.1.5 Full flow dilution measurement (CVS) (8.2.1.1)
 - 9.5.1.5.1 Determination of the background corrected concentrations (ISO 8178-1:2020, 5.2.5)
 - 9.5.1.6 Equipment specification and verification
 - 9.5.1.6.1 Water quench check (ISO 8178-1:2020, 9.5.9.1.5)
 - 9.5.2 Determination of molar component ratios and ugas values for dual-fuel engines
 - 9.5.2.1 General
 - 9.5.2.2 Determination of the molar component ratios when the fuel mix is known
 - 9.5.2.2.1 Calculation of the fuel mixture components
 - 9.5.2.2.2 Calculation of the molar ratios of H, C, S, N and O related to C for the fuel mixture
 - 9.5.2.2.3 Calculation of the ugas values for a fuel mixture

10 Engine control area

- 10.1 General remarks
- 10.2 Control area for engines tested to cycles C1, C2, E1 and H
- 10.3 Control area for engines tested to cycles D1, D2, E2, G1, G2 and G3
- 10.4 Control area for engines tested to test cycle I
- 10.5 Control area for engines tested to E3 and E5 test cycle
 - 10.5.1 Control area for CI marine engines
 - 10.5.2 Control area for engines tested to the E4 test cycle
 - 10.5.3 Control area for engines tested to the F cycle

Annex A (normative) Steady-state discrete-mode test-cycles

- A.1 Test cycles type C “Non-road machinery and industrial equipment”
- A.2 Test cycles type D “Constant speed”
- A.3 Test cycles type E “Marine applications”
- A.4 Test cycle type F “Rail traction”
- A.5 Test cycle type G “Utility, lawn & garden”
- A.6 Test cycle type H “Snowmobile”
- A.7 Test cycle type I “Transport refrigeration unit”
- A.8 Combined table of the weighting factors (for information only)

Annex B (normative) Steady-state ramped-modal test cycles (RMCs)

- B.1 Test cycles type C “Non-road machinery and industrial equipment”

- B.2 Test cycles type D “Constant speed”
- B.3 Test cycles type E “Marine applications”
- B.4 Test cycle type F “Rail traction”
- B.5 Test cycles type G “Utility, lawn & garden”
- B.6 Test cycle type H “Snowmobile”
- B.7 Test cycle type I “Transport refrigeration unit”

Annex C (normative) Transient test cycles

- C.1 General
- C.2 NRTC engine dynamometer schedule
- C.3 LSI-NRTC engine dynamometer schedule

Annex D (informative) Calculation of the exhaust gas mass flow and/or of the combustion air mass flow

- D.1 General
- D.2 Stoichiometric calculations for the burning of fuel; fuel specific factors
 - D.2.1 Basic data for stoichiometric calculations
 - D.2.2 General formulae
 - D.2.2.1 Formulae related to the components
 - D.2.2.2 Formulae related to the fuel
 - D.2.2.3 Formulae related to the saturation vapour pressure
 - D.2.2.4 Formulae related to the soot concentration
 - D.2.3 Reaction formulae and formulae for the stoichiometric burning of fuel
 - D.2.3.1 General
 - D.2.3.2 Combustion of hydrogen
 - D.2.3.3 Combustion of carbon
 - D.2.3.4 Combustion of sulfur
 - D.2.3.5 Reaction of nitrogen
 - D.2.3.6 Consideration of the fuel oxygen
 - D.2.3.7 Total additional volume ffw [m³/kg fuel]
 - D.2.3.8 Calculation of the factor ffd from ffw
 - D.2.3.9 Stoichiometric air demand A/F_{st}
 - D.2.4 Calculation of the dry to wet correction factor k_w
 - D.2.4.1 Stoichiometric combustion
 - D.2.4.2 Incomplete combustion
 - D.2.5 Calculation of the dry and wet exhaust densities using ffw and fed
 - D.3 Calculation of the exhaust mass flow from the exhaust composition (carbon and oxygen balance, for fuels with C, H, S, N and O)
 - D.3.1 General
 - D.3.2 Calculation of the exhaust mass flow on the basis of the carbon balance
 - D.3.2.1 General
 - D.3.2.2 Carbon balance, iterative calculation procedure
 - D.3.2.2.1 Formulae for the calculation of the exhaust mass flow
 - D.3.2.2.2 Derivation of formulae
 - D.3.2.2.3 Carbon balance, 1-step calculation procedure
 - D.3.2.2.3.1 Carbon balance, 1-step calculation procedure, application of formulae
 - D.3.2.2.3.2 Carbon balance, 1-step procedure, derivation of formulae
 - D.3.2.3 Oxygen balance, iterative calculation procedure
 - D.3.2.3.1 General
 - D.3.2.3.2 Application of formulae
 - D.3.2.3.3 Derivation of formulae
 - D.3.3 Derivation of the fuel specific factor k_f

Annex E (informative) Example programme for calculation of exhaust mass flows

Annex F (informative) Example of calculation procedure (raw/partial flow)

- F.1 Basic data for stoichiometric calculations
- F.2 Gaseous emissions (diesel fuel)
- F.3 Particulate emission (diesel fuel)

Annex G (normative) Installation requirements for equipment and auxiliaries

Annex H (normative) Molar based emission calculations

- H.1 General
- H.2 Symbol conversion

| | |
|-------------|---|
| H.2.1 | General symbols |
| H.2.2 | Subscripts |
| H.2.3 | Symbols and abbreviated terms for the chemical components (used also as a subscript) |
| H.2.4 | Symbols and abbreviated terms for the fuel composition |
| H.2.5 | Symbols for chemical balance used in this annex |
| H.3 | Basic parameters and relationships |
| H.3.1 | Dry air and chemical species |
| H.3.2 | Wet air |
| H.3.2.1 | Vapour pressure of water |
| H.3.2.2 | Dew point |
| H.3.2.3 | Relative humidity |
| H.3.2.4 | Dew point determination from relative humidity and dry bulb temperature |
| H.3.3 | Fuel properties |
| H.3.4 | Total HC and non-methane HC concentration |
| H.3.4.1 | THC determination and THC/CH ₄ initial contamination corrections |
| H.3.4.2 | NMHC and CH ₄ determination |
| H.3.4.3 | THCE and NMHCE determination |
| H.3.5 | Flow-weighted mean concentration |
| H.4 | Chemical balances of fuel, intake air, and exhaust |
| H.4.1 | General |
| H.4.2 | Procedures that require chemical balances |
| H.4.3 | Chemical balance procedure |
| H.4.4 | NO _x correction for humidity and temperature |
| H.5 | Raw gaseous emissions |
| H.5.1 | Mass of gaseous emissions |
| H.5.2 | Dry-to-wet concentration conversion |
| H.5.3 | Exhaust gas molar flow rate |
| H.5.4 | Calculated brake torque |
| H.6 | Diluted gaseous emissions |
| H.6.1 | Emission mass calculation and background correction |
| H.6.2 | Dry-to-wet concentration conversion |
| H.6.3 | Exhaust molar flow rate |
| H.6.4 | Determination of particulates |
| H.6.4.1 | Sampling |
| H.6.4.2 | Background correction |
| H.7 | Cycle work and specific emissions |
| H.7.1 | Gaseous emissions |
| H.7.1.1 | Transient and ramped-modal cycle |
| H.7.1.2 | Steady-state discrete-mode cycle |
| H.7.2 | Particulate emissions |
| H.7.2.1 | Transient and ramped-modal cycles |
| H.7.2.2 | Steady-state discrete-mode cycle |
| H.7.2.2.1 | For the single-filter method |
| H.7.2.2.2 | For the multiple-filter method |
| H.7.3 | Adjustment for emission controls that are regenerated on an infrequent (periodic) basis |
| H.7.4 | Particle number emission |
| H.7.5 | Specific requirements for dual-fuel engines |
| H.7.5.1 | Emission test procedure requirements for dual-fuel engines |
| H.7.5.1.1 | Dry/wet correction |
| H.7.5.1.2 | NO _x correction for humidity |
| H.7.5.1.3 | Determination of exhaust gas mass flow when not using a raw exhaust flow meter |
| H.7.5.1.4 | Molar component ratios for determination of the gaseous components |
| H.7.5.1.4.1 | Determination of molar component ratios |
| H.7.5.1.5 | Particulate determination |
| H.8 | Diluted exhaust flow (CVS) calibration |
| H.8.1 | Reference meter conversions |
| H.8.2 | PDP calibration calculations |
| H.8.3 | Venturi governing formulae and permissible assumptions |
| H.8.4 | SSV calibration |
| H.8.5 | CFV calibration |
| H.9 | Drift correction |
| H.9.1 | Scope and frequency |
| H.9.2 | Correction principles |

H.9.3 **Drift validation**
H.9.4 **Drift correction**

Page count: 240