
**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	8
4.1 General symbols	8
4.2 Symbols for fuel composition	10
4.3 Symbols and abbreviated terms for the chemical components	10
4.4 Abbreviated terms	11
5 General measurement principles	13
5.1 Principle of emission measurement	13
5.1.1 Mass of constituent	14
5.2 Exhaust sampling and dilution	15
5.2.1 General sampling requirements	15
5.2.2 Gas sampling	15
5.2.3 Raw sampling for gaseous emissions	17
5.2.4 Dilute sampling for gaseous emissions	18
5.2.5 Dilution system	18
5.2.6 Dilute sampling for particulate emissions	21
5.3 Measurement instruments	21
5.3.1 General	21
5.3.2 Data recording and control	22
5.3.3 Performance specifications for measurement instruments	23
6 Engine and ambient related measurement equipment	25
6.1 Dynamometer specification	25
6.2 Speed and torque sensors	25
6.2.1 Shaft work	25
6.2.2 Speed sensors	25
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	26
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	28
6.4.5 Dilution air and diluted exhaust flow meters	29
6.4.6 Sample flow meter for batch sampling	30
6.4.7 Use of gas dividers	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	31
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

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	45
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	49
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	System overview	60
8.4.2	General requirements	60
8.4.3	Specific requirements	60
8.4.4	Typical system description	61
9	Calibration and verification	66
9.1	Calibration and performance checks	66
9.1.1	General	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	69
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	Analytical gases	75
9.2.1	General	75
9.2.2	Gas specifications	75
9.2.3	Concentration and expiration date	77
9.2.4	Gas transfer	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	Calibration and set up of gaseous measurements	80
9.5.1	Scope and frequency	80
9.5.2	Calibration	81
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	105
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) 1980 international gravity formula		120
Annex B (normative) Determination of system equivalence		121
Annex C (normative) Carbon flow check		122
Annex D (normative) Statistical formulae		126
Annex E (informative) Examples of partial flow dilution systems		134
Annex F (informative) Examples of exhaust gas analysis system		144
Bibliography		148

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).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

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.

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

This fourth edition cancels and replaces the third edition (ISO 8178-1:2017), which has been technically revised.

The main changes compared to the previous edition are as follows:

- addition of provision to use alternative systems for ammonia analysis;
- improvement of weighing chamber and analytical balance specifications;
- insertion of general section on measurement instruments;
- revision of particle number measurement system requirements;
- addition concentration and expiration date for analytical gases;
- revision of the annex on carbon flow check;
- addition of the 1980 international gravity formula.

A list of all the parts in the ISO 8178 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

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.

In limited instances, the engine can be tested on the test bed in accordance with ISO 8178-2, to test in field conditions. This can only occur with the agreement of the parties involved. It should be recognized that data obtained under these circumstances may not agree completely with previous or future data obtained under the auspices of this document.

For engines used in machinery covered by additional requirements (e.g. occupational health and safety regulations, regulations for power plants), additional test conditions and special evaluation methods may apply.

Where it is not possible to use a test bed or where information is required on the actual emissions produced by an in-service engine, the site test procedures and calculation methods specified in ISO 8178-2 are appropriate.

Reciprocating internal combustion engines — Exhaust emission measurement —

Part 1:

Test-bed measurement systems of gaseous and particulate emissions

1 Scope

This document specifies the measurement methods for gaseous and particulate exhaust emissions from reciprocating internal combustion (RIC) engines on a test bed, necessary for determining one weighted value for each exhaust gas pollutant. Various combinations of engine load and speed reflect different engine applications (see ISO 8178-4).

This document is applicable to RIC engines for mobile, transportable and stationary use, excluding engines for motor vehicles primarily designed for road use. This document can be applied to engines used, for example, for earth-moving machines, generating sets and for other applications.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 5725-2, *Accuracy (trueness and precision) of measurement methods and results — Part 2: Basic method for the determination of repeatability and reproducibility of a standard measurement method*

ISO 8178-4:2020, *Reciprocating internal combustion engines — Exhaust emission measurement — Part 4: Test cycles for different engine applications*

ASTM F1471-93, *Standard Test Method for Air Cleaning Performance of a High-Efficiency Particulate Air-Filter System*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

3.1

accuracy

absolute difference between the reference quantity, y_{ref} , and the arithmetic mean of the ten y_i values

Note 1 to entry: See the example of an accuracy calculation in [Annex D](#).

Note 2 to entry: It is recommended that the instrument accuracy be within the specifications in [Table 5](#).