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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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## 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](http://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](http://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](http://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](http://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,  $y_{\text{ref}}$ , 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](#).