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摩托车污染物排放限值及测量方法
(中国第四阶段)
LIMITS AND MEASUREMENT METHODS FOR EMISSIONS FROM
MOTORCYCLES (CHINA IV)

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Limits and Measurement Methods for Emissions from Motorcycles (CHINA IV)

1 SCOPE

This Standard specifies the limits and measurement methods for tailpipe emissions and evaporative emissions, the requirements for crankcase emissions, the durability requirements for emission control devices and the technical requirements for on-board diagnostic (OBD) systems of motorcycles equipped with a positive ignition engine (PIE).

This Standard specifies the limits and measurement methods for tailpipe emissions, the durability requirements for emission control devices and the technical requirements for on-board diagnostic (OBD) systems of three-wheel motorcycles equipped with a compression ignition engine (CIE).

This Standard also specifies the requirements for type test of motorcycles, and the methods of checking and verifying the conformity of production (COP).

This Standard applies to the motorcycles driven by a PIE of which the maximum design speed is over 50 km/h or engine capacity is greater than 50 ml and the three-wheel motorcycles driven by a CIE of which the maximum design speed is over 50 km/h or engine capacity is greater than 50 ml.

2 NORMATIVE REFERENCES

The following normative documents or contain provision are referred to in this national standard. For all undated references, the valid edition of the normative document referred to applies.

GB/T 15089-2001	Classification of power-driven vehicles and trailers
HJ/T 289	Equipment specifications and quality control requirements for Gasoline vehicles in two-speed idle exhaust emission test
QC/T 1003	Determination of precious metal in metal support catalytic converter for motorcycles
ISO 2575:2010	Road vehicles - Symbols for controls, indicators and tell-tales
ISO 9141-2	Road vehicles - Diagnostic systems - Part 2: CARB requirements for interchange of digital information
ISO 14229-3	Road vehicles - Unified diagnostic services (UDS) - Part 3: Unified diagnostic services on CAN implementation (UDSonCAN)
ISO 14229-4	Road vehicles - Unified diagnostic services (UDS) - Part 4: Unified diagnostic services on FlexRay implementation (UDSonFR)
ISO 14230-4	Road vehicles - Diagnostic systems -- Keyword Protocol 2000 - Part 4: Requirements for emission-related systems
ISO 15031-3	Road vehicles – Communication between vehicle and external equipment for emissions-related diagnostics – Part 3: Diagnostic connector and related electrical circuits, specification and use
ISO 15031-4:2014	Road vehicles - Communication between vehicle and external equipment for emissions-related diagnostics - Part 4: External test equipment
ISO 15031-5:2011	Road vehicles - Communication between vehicle and external equipment for emissions-related diagnostics - Part 5: Emissions-related diagnostic services
ISO 15031-6:2010	Road vehicles - Communication between vehicle and external equipment for emissions-related diagnostics - Part 6: Diagnostic trouble code definitions
ISO 15765-4	Road vehicles - Diagnostics on Controller Area Network (CAN) - Part 4: Requirements for emissions-related systems
ISO 19689	Motorcycles and Mopeds - Communication between vehicle and external equipment for diagnostics - Diagnostic connector and related electrical circuits,

	specification and use
ISO 22901-2	Road vehicles - Open diagnostic data exchange (ODX) - Part 2: Emissions-related diagnostic data
SAE J1850	Class B data communications network interface

3 TERMS AND DEFINITIONS

For the purpose of this Standard, the following terms and definitions apply.

3.1

Motorcycle

as specified in GB/T 15089-2001:

Two-wheeled motorcycle (Category L₃): A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine exceeding 50 mL or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

Three-wheeled motorcycle with sidecar (Category L₄): A vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 mL or whatever the means of propulsion a maximum design speed exceeding 50 km/h (motorcycles with sidecars).

Three-wheeled motorcycle (Category L₅): A vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 mL or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

3.2

Type test

the type approval test for a trial-produced new product after the design of such a motorcycle type is completed, to check whether the product meets the technical requirements of this standard

3.3

Gas fuel

Means Liquefied Petroleum Gas (LPG) or Natural Gas (NG)

3.4

Bi-fuel motorcycle

Motorcycle that can use both gasoline and a gas fuel, but not use both at the same time

3.5

Mono fuel gas motorcycle

Motorcycle that can use only one type of gas fuel (LPG or NG), or motorcycle that can use both gas fuel (LPG or NG) and gasoline, but gasoline is used only for emergency or to start the engine

3.6

Equivalent inertia

Mass that is equivalent to the inertia of movement and moment which is simulated by the inertia simulator equipped on the chassis dynamometer during motorcycle operating

3.7

Reference mass

Means the unladen mass of the motorcycle increased by the driver's mass of 75 kg



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