

[<sup>F1</sup>ANNEX III

## TYPE I TEST

(Verifying the average emission of tailpipe emissions after a cold start)

**Textual Amendments**

- F1** Substituted by [Council Directive of 26 June 1991 amending Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution by emissions from motor vehicles \(91/441/EEC\)](#).

## 7. GAS AND PARTICULATE SAMPLING AND ANALYSIS

[<sup>F2</sup>7.1. Sampling

[<sup>F3</sup>Sampling begins (BS) before or at the initiation of the engine start-up procedure and ends on conclusion of the final idling period in the extra-urban cycle (part two, end of sampling (ES)) or, in the case of test type VI of the final idling period of the last elementary cycle (part one).]]

**Textual Amendments**

- F3** Substituted by [Directive 98/69/EC of the European Parliament and of the Council of 13 October 1998 relating to measures to be taken against air pollution by emissions from motor vehicles and amending Council Directive 70/220/EEC](#).

**Textual Amendments**

- F2** Substituted by [Council Directive 93/59/EEC of 28 June 1993 amending Directive 70/220/EEC on the approximation of the laws of the Member States relating to measures to be taken against air pollution by emissions from motor vehicles](#).

## 7.2. Analysis

- 7.2.1. The exhaust gases contained in the bag must be analysed as soon as possible and in any event not later than 20 minutes after the end of the test cycle. The spent particulate filters must be taken to the chamber no later than one hour after conclusion of the test on the exhaust gases and must there be conditioned for between two and 36 hours and then be weighed.
- 7.2.2. Prior to each sample analysis the analyser range to be used for each pollutant must be set to zero with the appropriate zero gas.
- 7.2.3. The analysers are then set to the calibration curves by means of span gases of nominal concentrations of 70 to 100 % of the range.
- 7.2.4. The analysers' zeros are then rechecked. If the reading differs by more than 2 % of range from that set in 7.2.2, the procedure is repeated.
- 7.2.5. The samples are then analyzed.
- 7.2.6. After the analysis, zero and span points are rechecked using the same gases. If these rechecks are within 2 % of those in 7.2.3, the analysis is considered acceptable.

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*Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.*

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- 7.2.7. At all points in this section the flow-rates and pressures of the various gases must be the same as those used during calibration of the analysers.
- 7.2.8. The figure adopted for the concentration of each pollutant measured in the gases is that read off after stabilization on the measuring device. Hydrocarbon mass emissions of compression-ignition engines are calculated from the integrated HFID reading, corrected for varying flow if necessary as shown in Appendix 5.]