
**Reciprocating internal combustion
engines — Vocabulary of components
and systems —**

**Part 12:
Exhaust emission control systems**

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*Moteurs alternatifs à combustion interne — Vocabulaire des
composants et des systèmes —
Partie 12: Systèmes de contrôle des émissions de gaz d'échappement*

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Published in Switzerland

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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).

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 on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT), see the following URL: [Foreword — Supplementary information](#).

The committee responsible for this document is ISO/TC 70, *Internal combustion engines*

ISO 7967 consists of the following parts, under the general title *Reciprocating internal combustion engines — Vocabulary of components and systems*: <http://www.iso.org/standards/sist/66d789ac-bc09-4a7e-86b6-56271dee5cff/iso-7967-12-2014>

- *Part 1: Structure and external covers*
- *Part 2: Main running gear*
- *Part 3: Valves, camshaft drive and actuating mechanisms*
- *Part 4: Pressure charging and air/exhaust gas ducting systems*
- *Part 5: Cooling systems*
- *Part 6: Lubricating systems*
- *Part 7: Governing systems*
- *Part 8: Starting systems*
- *Part 9: Control and monitoring systems*
- *Part 10: Ignition systems*
- *Part 11: Fuel systems*
- *Part 12: Exhaust emission control systems*

Reciprocating internal combustion engines — Vocabulary of components and systems —

Part 12: Exhaust emission control systems

1 Scope

This part of ISO 7967 establishes a vocabulary for emission control systems of reciprocating internal combustion engines.

ISO 2710-1 gives a classification of reciprocating internal combustion engines and denotes basic terms and definitions of such engines and their characteristics.

In this part of ISO 7967, terms are classified as the following:

- a) exhaust emission matter;
- b) exhaust emission control system and device;
- c) parameters for exhaust emission control system.

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2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 8178-1:2006, *Reciprocating internal combustion engines — Exhaust emission measurement — Part 1: Test-bed measurement of gaseous and particulate exhaust emissions*

ISO 8178-9:2012, *Reciprocating internal combustion engines — Exhaust emission measurement — Part 9: Test cycles and test procedures for test bed measurement of exhaust gas smoke emissions from compression ignition engines operating under transient conditions*

3 Terms and definitions

3.1 Exhaust emission matter

3.1.1 exhaust emission

pollutants contained in the exhaust gas from internal combustion engines or phenomenon of emitting such pollutants

3.1.2

particulate matter

particulates

PM

<general> particles contained in the exhaust gas which consist primarily of carbon, condensed hydrocarbons and sulfates, and associated water

Note 1 to entry: "Particulate matter" is defined more precisely for the measurement or regulation purposes as "material collected on a specified filter medium after diluting exhaust gases with clean, filtered air to a temperature of greater than 315 K (42 °C) and less than or equal to 325 K (52 °C), as measured at a point immediately upstream of the primary filter". Refer to ISO 8178-1:2006, 3.1.

3.1.3

total suspended particulate (matter)

TSP

particulate matter (3.1.2) with a diameter less than 100 micrometres

3.1.4

soot

fine carbonic matter generated during the combustion process of fuels

3.1.5

exhaust gas smoke

diesel smoke

visible suspension of solid and/or liquid particles in gases resulting from combustion or pyrolysis

[SOURCE: ISO 8178-9:2012, 3.1]

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3.1.6

SO_x

<general> sulphur oxides, such as SO₂ and SO₃, contained in the exhaust gas

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3.1.7

NO_x

<general> nitrogen oxides, such as NO and NO₂, contained in the exhaust gas

3.1.8

nitrous oxide

N₂O

gaseous *exhaust emission* (3.1.1) that is mainly produced by deoxidization reaction in SCR system for internal combustion engines

3.1.9

carbon dioxide

CO₂

gaseous *exhaust emission* (3.1.1) that is produced by oxidization reaction of fuel and air in combustion process of internal combustion engines

3.1.10

volatile organic compound

VOC

<general> suspended *particulate matter* (3.1.2) such as toluene, xylene, ethyl acetate, which is mainly produced by evaporation of fuel or paint but also produced by the exhaustion of unburned fuel from RIC engines

3.1.11
total hydrocarbon
THC

total quantity of hydrocarbons which remain in the exhaust gas as a result of unburning or imperfect burning of fossil fuel and lubricant

Note 1 to entry: "Total hydrocarbon" is defined more precisely for the measurement or regulation purposes as "combined mass of organic compounds measured by the specified procedure of measuring total hydrocarbon, expressed as a hydrocarbon with a hydrogen-to-carbon mass ratio of 1,85:1". Refer to UN, Global technical regulation No.11, 3.1.69.[6]

3.1.12
blowby gas

combustion chamber gas leaked to the crankcase through the clearance between piston, piston rings, and cylinder wall

3.1.13
photochemical smog

harmful smog (a mixture of smoke and fog) in the ambient air which is produced by chemical reaction between pollutants in smoke and sunlight

3.1.14
non-methane hydrocarbon
NMHC

sum of all hydrocarbon species except methane

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3.2 Exhaust emission control system and device

3.2.1
reactive manifold

exhaust manifold with excessive volume to decrease combustible exhaust gas components by thermal oxidation reaction

3.2.2
exhaust port liner

liner inserted in the exhaust port to keep the exhaust gas temperature high

3.2.3
thermal reactor

equipment which reduces combustible emissions, such as HC and CO, by thermal oxidation process

3.2.4
catalytic converter

equipment which reduces *exhaust emissions* (3.1.1) using catalyst

3.2.5
oxidation catalytic converter

equipment which reduces HC and CO in the exhaust gas by oxidation catalyst

3.2.6
selective catalytic reduction
SCR

means to reduce NO_x emission in the exhaust gas by converting NO_x to N₂ and water using catalyst

Note 1 to entry: For example, see [Figure 1](#).

Note 2 to entry: Usually, ammonia or urea is used as the reducing agent.

3.2.7
NO_x reduction catalytic converter

equipment which reduces NO_x in the exhaust gas by SCR (3.2.6)

3.2.8

deNO_x system

<general> exhaust after-treatment systems designed to reduce NO_x, such as passive and active lean NO_x catalysts, NO_x absorbers, and *NO_x reduction catalytic converter* (3.2.7)

3.2.9

three-way catalytic converter

equipment which reduces HC, CO, and NO_x in the exhaust gas simultaneously by oxidation and deoxidization catalyst

3.2.10

oxygen sensor

λ(lambda) sensor

sensor for measuring oxygen content of exhaust gas

3.2.11

secondary air supply system

system which supplies additional air into the exhaust gas to oxidize and reduce unburned emissions

3.2.12

exhaust gas recirculation

EGR

means to reduce NO_x emission in the exhaust gas by re-circulating a portion of the exhaust gas back to the engine to be mixed with the charge air

Note 1 to entry: For example, see [Figure 2](#).

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3.2.13

internal EGR

means to reduce NO_x emission in the exhaust gas by increasing the amount of residual gas in the cylinder at scavenging process and with the same effect as *EGR* (3.2.12)

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3.2.14

diesel particulate filter

DPF

<general> filter installed in the exhaust passage of a diesel engine to remove *particulate matter* (3.1.2)

Note 1 to entry: For example, see [Figure 4](#).

Note 2 to entry: DPF with wash coat and precious metal which can help decrease the regeneration temperature of PM collected on the filter is sometimes called “catalysed diesel particulate filter (CDPF)”.

3.2.15

gasoline particulate filter

GPF

filter installed in the exhaust gas passage of gasoline engine to remove the *particulate matter* (3.1.2)

3.2.16

particulate trap oxidizer

filter which is installed after *DPF* (3.2.14) and has the ability to burn off the collected *PM* (3.1.2) in DPF

3.2.17

exhaust scrubber

equipment to reduce emission matters in exhaust gas by scrubbing with sea water, fresh water, or dry sorbent material

Note 1 to entry: A scrubber using water is called “wet scrubber” while the scrubber using dry sorbent is called “dry scrubber”.

3.3 Parameters for exhaust emission control system

3.3.1

space velocity

SV

exhaust gas volume flow rate divided by the volume of the catalyst

3.3.2

EGR ratio

r_{EGR}

ratio of re-circulated exhaust gas flow to total inlet gas flow into cylinder

Note 1 to entry: EGR ratio can be calculated using the following formula:

$$r_{\text{EGR}} = m_{\text{EGR}} / (m_{\text{IN}} + m_{\text{EGR}})$$

where

r_{EGR} is the EGR ratio;

m_{EGR} is the re-circulated exhaust gas flow;

m_{IN} is the inlet air flow.

3.3.3

emission index

EI

normalized indicator of emission levels

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Note 1 to entry: to entry: For example, emission index for NO_x is expressed as follows:

$$EI_{\text{NO}_x} = \frac{m_{\text{NO}_x}}{m_f}$$

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where

EI_{NO_x} is the emission index for NO_x ;

m_{NO_x} is the mass flow rate of NO_x in the exhaust gas(g/s);

m_f is the mass flow rate of fuel (kg/s).

3.3.4

specific emission

mass flow rate of pollutant per unit power output

Note 1 to entry: It is usually expressed in mg/J or g/KW-hr.

3.3.5

emission coefficient

emission factor

quantity of emitted pollutant per total quantity of used fuel

Note 1 to entry: This term is mainly used to indicate the measure for greenhouse gas production of the unit or plant.

3.3.6

(catalyst) conversion efficiency

percentage of concerned exhaust pollutant converted to harmless substances by the *catalytic converter* (3.2.4)