
INTERNATIONAL STANDARD 4106

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

Road vehicles — Motorcycles — Engine test code — Net power

Véhicules routiers — Motocycles — Code d'essai des moteurs — Puissance nette

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FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up 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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 4106 was developed by Technical Committee ISO/TC 22, *Road vehicles*, and was circulated to the member bodies in September 1977.

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It has been approved by the member bodies of the following countries :

Austria	Korea, Dem. P. Rep. of	South Africa, Rep. of
Czechoslovakia	Korea, Rep. of	Spain
France	Mexico	Sweden
Germany	Netherlands	Switzerland
Iran	New Zealand	Turkey
Italy	Poland	United Kingdom
Japan	Romania	U.S.S.R.

The member body of the following country expressed disapproval of the document on technical grounds :

Belgium

Road vehicles – Motorcycles – Engine test code – Net power

1 SCOPE

This International Standard specifies a method for testing engines designed for motorcycles, as defined in ISO 3833 (item 3.5), applicable to the evaluation of their performances with a view, in particular, to presenting curves of power and specific fuel consumption at full load as a function of engine rotational frequency.

It applies only to the net power study.

2 FIELD OF APPLICATION

This International Standard concerns internal combustion engines used for propulsion of mass production motorcycles (excluding racing motorcycles) normally travelling on roads and included in one of the following categories :

- internal combustion engines (spark ignition) but excluding free piston engines;
- rotary piston engines.

Engines fitted with a supercharging device using a mechanical supercharger or a turbo-charger are not covered by this International Standard.

3 REFERENCES

ISO 1585, *Road vehicles – Engine test code – Net power.*

ISO 3833, *Road vehicles – Types – Terms and definitions.*

4 DEFINITIONS

4.1 net power : The power obtained (generally after having been transmitted through the reduction gear, clutch and top gear of the transmission) on a test bed at the power take-off shaft or its equivalent, at the engine rotational frequency specified by the manufacturer, the engine being equipped with the standard production auxiliaries necessary to its operation for the particular application.

4.2 torque : The crankshaft torque, calculated after measurement under the same conditions as specified in 4.1.

4.3 specific fuel consumption : The amount of fuel consumed per unit of power output and per hour. The amount of the lubricants must be excluded when they are used with a mixture of fuels.

4.4 auxiliaries : The equipment and devices listed in table 1.

4.5 standard production equipment : Any equipment normally provided by the manufacturer for a particular engine application.

5 ACCURACY OF MEASUREMENTS

5.1 Torque

The dynamometer must be such that the first one-eighth of its scale is not used. It must give an accuracy within $\pm 0,5\%$ of the maximum scale value.

5.2 Engine rotational frequency

The accuracy of the measured value shall be $\pm 0,5\%$.

5.3 Fuel consumption

$\pm 1\%$ overall for the apparatus used.

5.4 Engine inlet air temperature

$\pm 1\text{ }^{\circ}\text{C}$.

5.5 Barometric pressure

$\pm 70\text{ Pa}$ (0,70 mbar)*.

5.6 Pressure in exhaust extraction duct

$\pm 25\text{ Pa}$ (0,25 mbar)*.

* 1 bar = 10^5 Pa

TABLE 1 – Installation of auxiliaries during test for determination of net power of engine

No.	Auxiliaries	Fitted for net power test
1	Intake system Intake manifold Air filter Intake silencer Crankcase emission control system Speed limiting device	Yes, standard production equipment
2	Induction heating device of intake manifold	Yes, standard production equipment If possible, to be set in the most favourable condition
3	Exhaust system Manifold Connecting pipes Silencer Tail pipe	Yes, standard production equipment
4	Fuel supply pump	Yes, standard production equipment
5	Carburettor	Yes, standard production equipment
6	Fuel injection equipment Prefilter Filter Pump High pressure pipe Injector	Yes, standard production equipment
7	Liquid cooling equipment Engine cowling Radiator Fan Fan cowl Water pump Thermostat	ISO 4106:1978 No https://standards.iteh.ai/catalog/standards/sist/8103fa28-2244-412c-a3de-19913b76527f/iso-4106-1978 Yes, standard production equipment
8	Air cooling Cowl Fan Temperature regulating device	Yes, standard production equipment
9	Electrical equipment	Yes, standard production equipment
10	Anti-pollution device	Yes, standard production equipment

6 TESTS

6.1 Auxiliaries

During the test, the auxiliaries shall be installed on the test bed, as far as possible, in the same position as in the intended application.

6.2 Setting conditions

The setting conditions for the test for determination of net power are indicated in table 2.

TABLE 2 – Setting conditions

1	Setting of carburettor	In accordance with the manufacturer's production specifications for the approval of the maximum output of the engine
2	Setting of injection pump delivery system	
3	Ignition or injection timing (timing curve)	

6.3 Test conditions

6.3.1 The net power test shall be made at full throttle, the engine being equipped as specified in 4.4.

6.3.2 Performance data shall be obtained under stabilized normal operating conditions, with an adequate fresh air supply to the engine. The engine must have been run-in in accordance with the manufacturer's recommendations. Combustion chambers of spark ignition engines may contain deposits, but in limited quantity. Test conditions such as inlet air temperature shall be selected as near to reference conditions (see 7.2) as possible in order to minimize the magnitude of the correction factor.

6.3.3 The temperature of the inlet air to the engine (ambient air), shall be measured within 0,15 m maximum of the point of entry to the air cleaner, or, if no air cleaner is used, within 0,15 m of the air inlet horn. The thermometer or thermocouple shall be shielded from radiant heat and located directly in the air stream. It shall also be shielded from fuel spray-back. A sufficient number of locations shall be used to give a representative average inlet temperature.

6.3.4 No data shall be taken until torque, rotational frequency and temperature have been maintained substantially constant for at least 30 s.

6.3.5 The engine rotational frequency during a run or reading shall not deviate from the selected rotational frequency by more than $\pm 1\%$.

6.3.6 Observed brake load, fuel consumption and inlet air temperature data shall be taken simultaneously and shall in each case be the average of two stabilized sustained values which do not vary more than 2% for brake load and fuel consumption.

6.3.7 A time of measurement of not less than 10 s shall be used when measuring rotational frequency and fuel consumption with an automatically synchronized counter timer combination; for hand operation, the time of measurement shall be not less than 20 s.

6.3.8 The coolant outlet temperature in liquid-cooled engines shall be controlled at $80 \pm 5^\circ\text{C}$ unless otherwise specified by the manufacturer.

For air-cooled engines, the temperature at a point indicated by the manufacturer shall be kept within $\pm 20^\circ\text{C}$ of the maximum value specified by the manufacturer.

6.3.9 The fuel temperature at the inlet of the injection pump or carburettor shall be maintained within the limits established by the engine manufacturer.

6.3.10 The temperature of the lubricating oil measured in the oil sump or at the outlet from the oil cooler, if fitted,

shall be maintained within the limits established by the engine manufacturer.

6.3.11 The exhaust temperature shall be measured at a point in the exhaust pipe(s) adjacent to the outlet flange(s) of the exhaust manifold(s) or ports.

6.3.12 In case of the fuel being disputed, tests shall be made with CEC reference fuel CEC RF-01-T-69 (see annex).

6.3.13 If it is impracticable to fit the standard exhaust system, a system permitting the normal engine running characteristics in accordance with the manufacturer's specification shall be fitted for the test. In particular in the test laboratory, the exhaust extraction system at the point where the test bed exhaust system is connected shall not, with the engine in operation, create at the exhaust extraction duct a pressure differing from the atmospheric pressure by more than $\pm 740\text{ Pa}$ (7,4 mbar), unless the manufacturer has specifically prescribed the back pressure prior to the test, in which case the lower of the two pressures shall be used.

6.4 Test procedure

Record data at a sufficient number of operating rotational frequencies to define completely the power curve between the lowest and the maximum engine rotational frequencies recommended by the manufacturer.

6.5 Data to be recorded

Data to be recorded are those indicated in clause 8.

7 CORRECTION FACTORS

7.1 Definition of factor *K*

A factor by which the observed power must be multiplied to determine the engine power under the reference atmospheric conditions specified in 7.2.

7.2 Reference atmospheric conditions

7.2.1 Temperature

25°C (298 K).

7.2.2 Total pressure

100 kPa (1 000 mbar), humidity being neglected.

NOTE – With the temperature range 10 to 35°C , the effects of humidity on the correction factor value may be neglected (though in some cases these effects may not be negligible), taking into account the accuracy of the measurements.

7.3 Limitations in use of correction formula

The correction formula is only applicable where the correction factor is between 0,96 and 1,04.

If these limits are exceeded, the corrected value obtained shall be given, and the test conditions (temperature and pressure) precisely stated in the test report.

NOTE — The test may be carried out in air-conditioned test rooms where the atmospheric conditions may be controlled.

7.4 Determination of correction factors

Within the limits defined in 7.3, the correction factor is obtained by applying the formula :

$$K = \left(\frac{100}{p} \right) \left(\frac{T}{298} \right)^{0,5}$$

where

T is the absolute temperature, in kelvins, at the air inlet to the engine;

p is the total atmospheric pressure, in kilopascals.

This formula is applied to the observed brake power, without taking into account the mechanical efficiency of the engine.

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8 TEST REPORT

(State "NONE" where not applicable, or delete.)

8.1 Engine data

8.1.1 Reciprocating engines

Make : Type : Serial No. :

Bore : mm Stroke : mm

Swept volume of one cylinder : cm³

Number of cylinders :

Arrangement of cylinders :

Total swept volume of the cylinders : cm³

Firing order :

Compression ratio : Cycle : 2* or 4* strokes :

8.1.2 Rotary trochoidal engines

Make : Type : Serial No. :

Epitrochoidal* or Hypotrochoidal*

Envelope : internal* or external* [ISO 4106:1978](https://standards.iteh.ai/catalog/standards/sist/8103fa28-2244-412c-a3de-10011031e540/iso-4106-1978)

Number of gas-tight chambers between the rotor and the stator i.e. number of peripheral sealing devices per rotor or stator :

Eccentricity : mm Generating radius : mm

Operating width : mm Swept volume of one gas-tight chamber : cm³

Number of rotors : Firing order :

Compression ratio : Cycle : 2* or 4* strokes :

8.1.3 Transmission gear ratio

$$\text{Reduction gear ratio} = \frac{\text{Crankshaft rotational frequency}}{\text{Power take-off shaft rotational frequency}}$$

8.2 Fuel supply

Pump : Make : Type : Serial No. :

Pre-filter : yes* or no* Filter : yes* or no*

* Delete where inapplicable.

8.3 Carburettor

Make : Type : Serial No. :
Number : Detailed specifications :

8.4 Injection pumps or devices

Make : Type : Serial No. :
Static timing : Advance device :
Manufacturer's code :

8.5 Injection nozzles and nozzle holders

Make : Type : Serial No. :
Setting pressure : kPa (mbar) Injection high pressure pipes { lengths : mm
inside diameter : mm

8.6 Ignition distributor

Make : Type : Serial No. :
Static timing : Advance device :
Timing at min (as specified by the manufacturer)
Maximum range of advance device : ISO 4106:1978
Distributor contact breaker gap : <https://standards.iteh.ai/catalog/standards/sist/8103fa28-2244-412c-a3de-19913b76527f/iso-4106-1978> mm

8.7 Spark plugs

Make : Type : Serial No. :
Number per cylinder : Electrodes gap : mm

8.8 Ignition coils

Make : Type : Serial No. :
Number :

8.9 Interference suppressor

Make : Type : Serial No. :

8.10 Intake system

Intake manifold : Description :
Air filter : Make : Type : Serial No. :
Intake silencer : Make : Type : Serial No. :
Inlet maximum depression at full flow recommended by the manufacturer : kPa (mbar)

8.11 Valve gear

Type of valve gear : Brief description :
 Valve timing : Tappet clearances (hot* or cold*) : mm

8.12 Crankcase emission control system

Brief description :
 Make : Type : Serial No. :

8.13 Exhaust system

Pipes : standard* or not* Brief description if not :
 Silencer : Make : Type : Serial No. :

8.14 Cooling system

8.14.1 Liquid

Nature of the liquid :
 Circulating pump : Make : Type : Serial No. : Drive ratio :
 Thermostat : Make : Type : Serial No. : Setting :
 Radiator : Make : Type : Serial No. :
 Pressurizing valve : Make : Type : ISO 4106:1978 Pressure setting :
 Fan : Make : Type : https://standards.iteh.ai/catalog/standards/sist/8103fa28-2244-412c-a3de-19913b76527f/iso-4106-1978 Serial No. :
 Fan drive system : Drive ratio :
 Fan cowl : yes* or no*

8.14.2 Air

8.14.2.1 FORCED-AIR COOLING

Fan : Make : Type : Serial No. : Drive ratio :
 Air ducting (standard production) : yes* or no*
 Auxiliary test bed fan : yes* or no*
 Temperature regulating system : yes* or no* Brief description :

8.14.2.2 NATURAL AIR COOLING

Air ducting (standard production) : yes* or no*

8.15 Oil cooler : yes* or no*

Make : Type : Serial No. :

* Delete where inapplicable