International Standard

ISO 6460-2

Motorcycles — Measurement method for gaseous exhaust emissions and fuel consumption —

Part 2: Test cycles and specific test conditions

Motocycles — Méthode de mesure des émissions de gaz d'échappement et de la consommation de carburant —

Partie 2: Conditions d'essai spécifiques et cycles d'essai

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CP 401 • CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
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Foreword

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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 document 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).

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This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 38, *Motorcycles and mopeds*.

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This third edition cancels and replaces the second edition (ISO 6460-2:2014), which has been technically revised.

The main changes compared to the previous edition are as follows:

— The description of the test cycle described for the Scope is appropriately placed in the General section of the test cycle.

— Added “UN GTR No.2 (WMTC) “ to the Normative references.

— The test cycle is equivalent to the test cycle specified in WMTC.

— The test cycle specified in European Union Commission Directive 2003/77/EC[6] is described in Annex C for information.

— An explanation of the gear shift calculation is included in Annex D for information.

A list of all parts in the ISO 6420 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.

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Introduction

This document has been prepared to provide details of the typical test cycles for measurement of gaseous exhaust emissions and fuel consumption. The measurements can be carried out by referring to this document and to ISO 6460-1.

The following revisions are mainly made in this document.

— The description of the test cycle described for the Scope is appropriately placed in the General section of the test cycle.

— Added “UN GTR No.2 (WMTC) “ to the Normative references.

— The test cycle is equivalent to the test cycle specified in WMTC.

— Corrected the starting sequence at test cycle start.

— The test cycle specified in European Union Commission Directive 2003/77/EC[6] is described in Annex C for information.

— An explanation of the gear shift calculation is included in Annex D for information.

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Motorcycles — Measurement method for gaseous exhaust emissions and fuel consumption —

Part 2:
Test cycles and specific test conditions

1 Scope

This document specified the test cycles for measurement for the gaseous exhaust emissions from motorcycles, and for determining the fuel consumption of motorcycles as defined in ISO 3833. It is applicable to motorcycles equipped with a spark ignition engine (four-stroke engine or rotary piston engine).

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 4106, *Motorcycles — Engine test code — Net power*

ISO 6460-1, *Motorcycles — Measurement method for gaseous exhaust emissions and fuel consumption — Part 1: General test requirements*

ISO 7117, *Motorcycles — Measurement method for determining maximum speed*

UN GTR No.2 (WMTC) — *Measurement procedure for two-wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO_2 emissions and fuel consumption.*

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3 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

4 Test cycle

4.1 General

The test cycle is equivalent to the test cycle specified in WMTC.

4.2 Test room conditions

The test room with the chassis dynamometer and the gas sample collection device shall have a temperature of 298 K ±5 K. The room temperature shall be measured twice in the vicinity of motorcycle cooling blower (fan), both before and after the type 1 test.

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4.3 Motorcycle classification

4.3.1 General

Figure 1 gives an overview of the motorcycle classification in terms of engine capacity and maximum motorcycle speed. The numerical values of the engine capacity and maximum motorcycle speed shall not be rounded up or down.

4.3.2 Class 1

Motorcycles that fulfil either of the following specifications belong to class 1:

50 cm^3 < engine capacity < 150 cm^3 and v_{max} ≤ 50 km/h or engine capacity < 150 cm^3 and 50 km/h < v_{max} < 100 km/h.

4.3.3 Class 2

Motorcycles that fulfil either of the following specifications belong to class 2:

a) subclass 2-1: engine capacity < 150 cm^3 and 100 km/h ≤ v_{max} < 115 km/h or engine capacity ≥ 150 cm^3 and v_{max} < 115 km/h;

b) subclass 2-2: 115 km/h ≤ v_{max} < 130 km/h.

4.3.4 Class 3

Motorcycles that fulfil either of the following specifications belong to class 3:

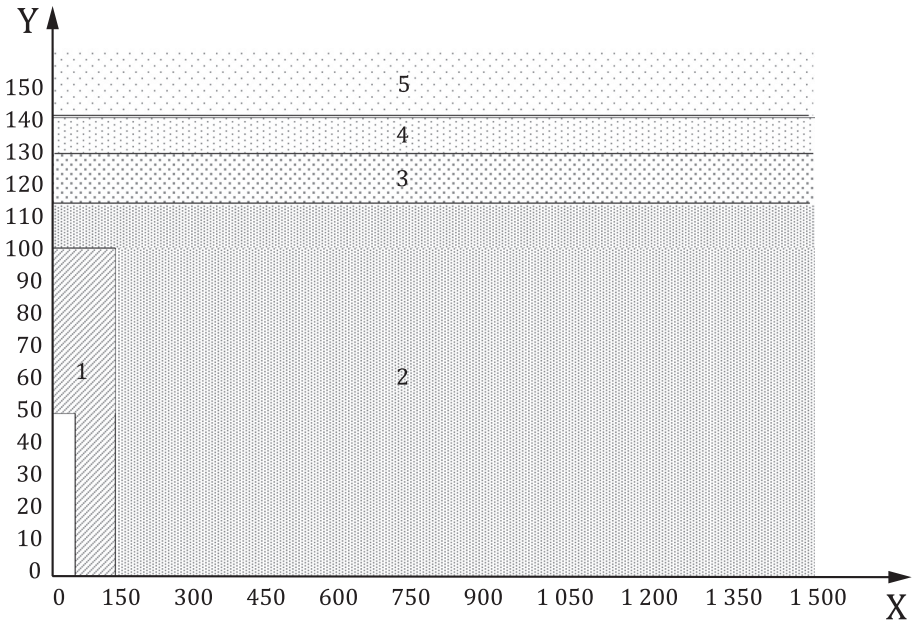
a) subclass 3-1: 130 km/h ≤ v_{max} < 140 km/h;

b) subclass 3-2: v_{max} ≥ 140 km/h.

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Key

X	engine capacity, cm^3
Y	maximum motorcycle speed, km/h
1	class 1
2	class 2 subclass 2-1
3	class 2 subclass 2-2
4	class 3 subclass 3-1
5	class 3 subclass 3-2

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Figure 1 — Motorcycle classification

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4.4 Type 1 tests

4.4.1 Driving schedules

4.4.1.1 Test cycles

Test cycles (motorcycle speed patterns) for the type 1 test consists of up to three parts that are shown in 4.8. Depending on the motorcycle class (see 4.3), the following test cycle parts shall be run.

a) class 1:

part 1, reduced speed in cold condition, followed by part 1 reduced speed in hot condition;

b) class 2:

1) subclass 2-1: part 1, reduced speed in cold condition, followed by part 2, reduced speed in hot condition;

2) subclass 2-2: part 1 in cold condition, followed by part 2 in hot condition;

c) class 3:

1) subclass 3-1: part 1 in cold condition, followed by part 2 in hot condition, followed by part 3 reduced speed in hot condition;

2) subclass 3-2: part 1 in cold condition, followed by part 2 in hot condition, followed by part 3 in hot condition.

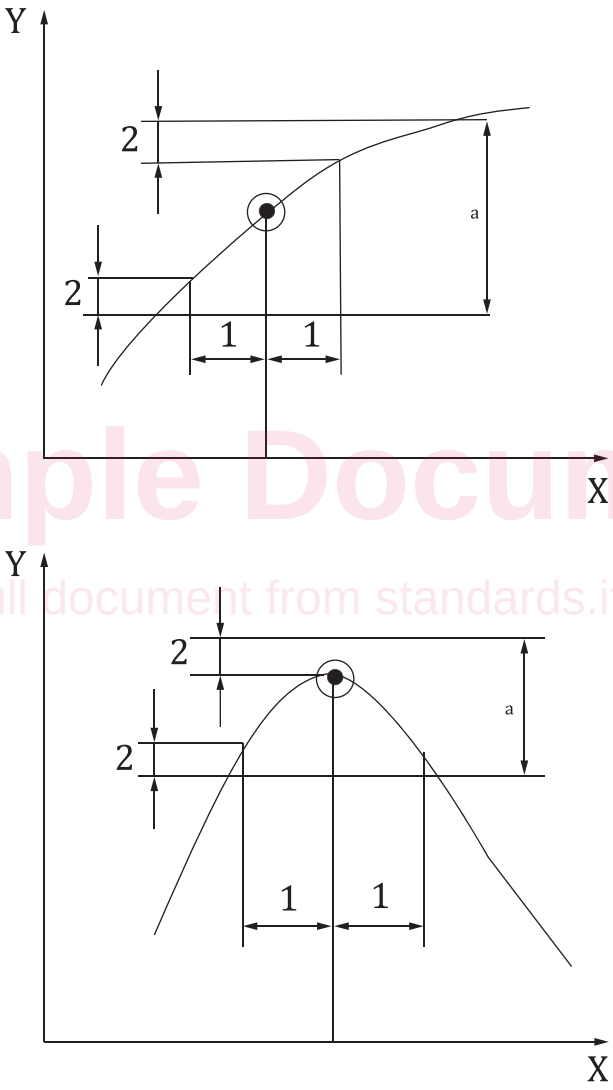
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4.4.1.2 Speed tolerances

The speed tolerance at any given time on the test cycle prescribed in 4.4.1.1 is defined by upper and lower limits. The upper limit is 3,2 km/h higher than the highest point on the trace within 1 s of the given time. The lower limit is 3,2 km/h lower than the lowest point on the trace within 1 s of the given time. Speed variations greater than the tolerances (such as can occur during gear changes) are acceptable provided they occur for less than 2 s on any occasion. Speeds lower than those prescribed are acceptable provided the motorcycle is operated at maximum available power during such occurrences. Figure 2 shows the range of acceptable speed tolerances for typical points.

Apart from these exceptions the deviations of the roller speed from the set speed of the cycles shall meet the requirements described above. If not, the test results shall not be used for the further analysis and the run shall be repeated.



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Key

X	time
Y	speed
1	1 s
2	3,2 km/h
a	Allowable range.

Figure 2 — Drivers trace, allowable range

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4.4.2 Gearshift prescriptions

4.4.2.1 Test motorcycles with automatic transmission

Motorcycles equipped with transfer cases, multiple sprockets, etc., shall be tested in the manufacturer's recommended configuration for street or highway use.

All tests shall be conducted with automatic transmissions in “drive” (highest gear). Automatic clutch-torque converter transmissions may be shifted as manual transmissions at the option of the manufacturer.

Idle modes shall be run with automatic transmissions in “drive” and the wheels braked.

Automatic transmissions shall shift automatically through the normal sequence of gears.

The deceleration modes shall be run in gear using brakes or throttle as necessary to maintain the desired speed.

4.4.2.2 Test motorcycles with manual transmission

4.4.2.2.1 Mandatory requirements

4.4.2.2.1.1 Step 1 — Calculation of shift speeds

Upshift speeds ($v_{1\to 2}$ and $v_{i\to i+1}$) in km/h during acceleration phases shall be calculated in accordance with Formulae (1) and (2).

$$v_{1\to 2} = \left[\left(0{,}575\,3\times e^{\left(-1{,}9\times\frac{P_n}{m_k+75}\right)} - 0{,}1\right)\times\left(s - n_{idle}\right) + n_{idle}\right]\times\frac{1}{ndv_1} \quad (1)$$

$$v_{i\to i+1} = \left[\left(0{,}575\,3\times e^{\left(-1{,}9\times\frac{P_n}{m_k+75}\right)}\right)\times\left(s - n_{idle}\right) + n_{idle}\right]\times\frac{1}{ndv_i},\ i = 2 \text{ to } ng-1 \quad (2)$$

where

i is the gear number (≥2);
ng is the total number of forward gears;
P_n is the rated power, in kW;
m_k is the kerb mass, in kg;
n_{idle} is the idling speed, in min^{-1};
s is the rated engine speed, in min^{-1};
ndv_i is the ratio between engine speed, in min^{-1}, and motorcycle speed, in km/h, in gear i.

Downshift speeds ($v_{i\to i-1}$) in km/h during cruise or deceleration phases in gear 4 (4th gear) to ng shall be calculated in accordance with Formula (3).

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$$v_{i\to i-1}=\left[\left(0,575\ 3\times e^{\left(-1,9\times\frac{P_n}{m_k+75}\right)}\right)\times\left(s-n_{idle}\right)+n_{idle}\right]\times\frac{1}{ndv_{i-2}},\ i=4\ \text{to}\ ng \tag{3}$$

where

i is the gear number (≥4);
ng is the total number of forward gears;
P_n is the rated power, in kW;
m_k is the kerb mass, in kg;
n_{idle} is the idling speed, in min^{-1};
s is the rated engine speed, in min^{-1};
ndv_{i-2} is the ratio between engine speed, in min^{-1}, and motorcycle speed, in km/h, in gear i–2.

The downshift speed from gear 3 to gear 2 ($v_{3\to2}$) shall be calculated in accordance with Formula (4).

$$v_{3\to2}=\left[\left(0,575\ 3\times e^{\left(-1,9\times\frac{P_n}{m_k+75}\right)}-0,1\right)\times\left(s-n_{idle}\right)+n_{idle}\right]\times\frac{1}{ndv_1} \tag{4}$$

where

P_n is the rated power, in kW;
m_k is the kerb mass, in kg;
n_{idle} is the idling speed, in min^{-1};
s is the rated engine speed, in min^{-1};
ndv_1 is the ratio between engine speed, in min^{-1}, and motorcycle speed, in km/h, in gear 1.

The downshift speed from gear 2 to gear 1 ($v_{2\to1}$) shall be calculated in accordance with Formula (5).

$$v_{2\to1}=\left[0,03\times\left(s-n_{idle}\right)+n_{idle}\right]\times\frac{1}{ndv_2} \tag{5}$$

where ndv_2 is the ratio between engine speed, in min^{-1}, and motorcycle speed, in km/h, in gear 2.

Since the cruise phases are defined by the phase indicator, slight speed increases could occur and it can be meaningful to apply an upshift. The upshift speeds ($v_{1\to2}$, $v_{2\to3}$ and $v_{i\to i+1}$) in km/h during cruise phases can be calculated in accordance with Formulae (6) to (8).

$$v_{1\to2}=\left[0,03\times\left(s-n_{idle}\right)+n_{idle}\right]\times\frac{1}{ndv_2} \tag{6}$$

$$v_{2\to3}=\left[\left(0,575\ 3\times e^{\left(-1,9\times\frac{P_n}{m_k+75}\right)}-0,1\right)\times\left(s-n_{idle}\right)+n_{idle}\right]\times\frac{1}{ndv_1} \tag{7}$$

$$v_{i\to i+1}=\left[\left(0,575\ 3\times e^{\left(-1,9\times\frac{P_n}{m_k+75}\right)}\right)\times\left(s-n_{idle}\right)+n_{idle}\right]\times\frac{1}{ndv_{i-1}},\ i=3\ \text{to}\ ng-1 \tag{8}$$

The results of shift speeds shall be mathematically rounded to the first place of the decimal point.

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4.4.2.2.1.2 Step 2 — Gear choice for each cycle sample

In order to avoid different interpretations about acceleration, deceleration, cruise, and stop phases, corresponding indicators are added to the motorcycle speed pattern as integral parts of the cycles (see Tables 2 to 25).

The appropriate gear for each sample shall then be calculated according to the motorcycle speed ranges resulting from the shift speed formulae [Formulae (1) to (8)] and these phase indicators for the cycle parts appropriate for the test motorcycle as follows:

— gear choice for stop phases

  For the last 5 s of a stop phase, the gear lever shall be set to gear 1 and the clutch shall be disengaged. For the previous part of a stop phase, the gear lever shall be set to neutral or the clutch shall be disengaged.

— gear choice for acceleration phases:

  — gear 1, if $v \leq v_{1\to2}$;

  — gear 2, if $v_{1\to2} < v \leq v_{2\to3}$;

  — gear 3, if $v_{2\to3} < v \leq v_{3\to4}$;

  — gear 4, if $v_{3\to4} < v \leq v_{4\to5}$;

  — gear 5, if $v_{4\to5} < v \leq v_{5\to6}$;

  — gear 6, if $v > v_{5\to6}$;

— gear choice for deceleration or cruise phases:

  — gear 1, if $v < v_{2\to1}$;

  — gear 2, if $v < v_{3\to2}$;

  — gear 3, if $v_{3\to2} \leq v < v_{4\to3}$;

  — gear 4, if $v_{4\to3} \leq v < v_{5\to4}$;

  — gear 5, if $v_{5\to4} \leq v < v_{6\to5}$;

  — gear 6, if $v \geq v_{4\to5}$.

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The clutch shall be disengaged, if

a) the motorcycle speed drops below 10 km/h,

b) the engine speed drops below $n_{idle} + 0{,}03 \times (s - n_{idle})$, or

c) there is a risk of engine stalling during cold start phase.

4.4.2.2.1.3 Step 3 — Corrections according to additional requirements

The gear choice has then to be modified according to the following requirements.

a) There shall be no gearshift at a transition from an acceleration phase to a deceleration phase. The gear that was used for the last second of the acceleration phase shall be kept for the following deceleration phase unless the speed drops below a downshift speed.

b) There shall be no upshifts or downshifts by more than one gear, except from gear 2 to neutral during decelerations down to stop.(Example: Gear 4→4→4→4→3→3→3→3→1→1→1→1 will be replaced by gear 4→4→4→4→3→3→3→3→2→1→1→1.)

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c) Upshifts or downshifts for up to 4 s are replaced by the gear before, if the gears before and after are identical. (Examples: Gear 2→3→3→3→2 will be replaced by gear 2→2→2→2→2; gear 4→3→3→3→3→4 will be replaced by gear 4→4→4→4→4→4.)

In the cases of consecutive circumstances, the gear used longer takes over. (Example: Gear 2→2→2→3→3→3→2→2→2→2→3→3→3 will be replaced by 2→2→2→2→2→2→2→2→2→2→3→3→3.)

If used for the same time, dominate a series of succeeding gears with a series of preceding gears. (Example: 2→2→2→3→3→3→2→2→2→3→3→3 will be replaced by 2→2→2→2→2→2→2→2→2→3→3→ 3.)

d) There shall be no downshift during an acceleration phase.

4.4.2.2.2 Optional provisions

The gear choice may be modified according to the following provisions.

— The use of lower gears than determined by the requirements described in 4.4.2.2.1 is permitted in any cycle phase. Manufacturers' recommendations for gear use shall be followed, if they do not result in higher gears than determined by the requirements described in 4.4.2.2.1.

NOTE 1 The calculation program to be found on the UN website at the URL below can be used as an aid for the gear selection: https://www.unece.org/trans/main/wp29/wp29wgs/wp29grpe/wmtc.html.

NOTE 2 Explanations of the approach and the gearshift strategy are given in Annex D

4.5 Type 2 tests

4.5.1 Application

This requirement only applies to all test motorcycles powered by a positive-ignition engine.

4.5.2 Measured gaseous pollutant

The content by volume of carbon monoxide shall be measured immediately after the type 1 test.

4.5.3 Engine test speeds

The test shall be carried out with the engine at normal idling speed and at “high idle” speed. High idle speed is defined by the manufacturer but it shall be higher than 2 000 min^{-1}.

4.5.4 Gear lever position

In the case of test motorcycles with manually operated or semi-automatic shift gearboxes, the test shall be carried out with the gear lever in the “neutral” position and with the clutch engaged. In the case of test motorcycles with automatic-shift gearboxes, the test shall be carried out with the gear selector in either the “neutral” or the “park” position.

4.6 Test procedures

4.6.1 Type 1 tests

4.6.1.1 Emissions tests

4.6.1.1.1 Engine starting and restarting

4.6.1.1.1.1 The engine shall be started according to the manufacturer's recommended starting procedures. The test cycle run shall begin when the engine starts.

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4.6.1.1.1.2 Test motorcycles equipped with automatic chokes shall be operated according to the instructions in the manufacturer's operating instructions or owner's manual including choke setting and "kick-down" from cold fast idle. If necessary, braking may be employed to keep the drive wheels from turning.

4.6.1.1.1.3 Test motorcycles equipped with manual chokes shall be operated according to the manufacturer's operating instructions or owner's manual. Where times are provided in the instructions, the point for operation may be specified, within 15 s of the recommended time.

4.6.1.1.1.4 The operator may use the choke, throttle, etc. where necessary to keep the engine running.

4.6.1.1.1.5 If the manufacturer's operating instructions or owner's manual do not specify a warm engine starting procedure, the engine (automatic and manual choke engines) shall be started by opening the throttle about half way and cranking the engine until it starts.

4.6.1.1.1.6 If, during the cold start, the test motorcycle does not start after 10 s of cranking, or 10 cycles of the manual starting mechanism, cranking shall cease and the reason for failure to start determined. The revolution counter on the constant volume sampler shall be turned off and the sample solenoid valves placed in the "standby" position during this diagnostic period. In addition, either the CVS blower shall be turned off or the exhaust tube disconnected from the tailpipe during the diagnostic period.

4.6.1.1.1.7 If failure to start is an operational error, the test motorcycle shall be rescheduled for testing from a cold start. If failure to start is caused by motorcycle malfunction, corrective action (following the unscheduled maintenance provisions) of less than 30 min duration may be taken and the test continued. The sampling system shall be reactivated at the same time cranking is started. When the engine starts, the driving schedule timing sequence shall begin. If failure to start is caused by motorcycle malfunction and the test motorcycle cannot be started, the test shall be voided, the motorcycle removed from the dynamometer, corrective action taken (following the unscheduled maintenance provisions), and the motorcycle rescheduled for test. The reason for the malfunction (if determined) and the corrective action taken shall be reported.

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4.6.1.1.1.8 If the test motorcycle does not start during the hot start after 10 s of cranking, or 10 cycles of the manual starting mechanism, cranking shall cease, the test shall be voided, the motorcycle removed from the dynamometer, corrective action taken, and the motorcycle rescheduled for test. The reason for the malfunction (if determined) and the corrective action taken shall be reported.

4.6.1.1.1.9 If the engine "false starts", the operator shall repeat the recommended starting procedure (such as resetting the choke, etc.).

4.6.1.1.2 Stalling

4.6.1.1.2.1 If the engine stalls during an idle period, the engine shall be restarted immediately and the test continued. If the engine cannot be started soon enough to allow the test motorcycle to follow the next acceleration as prescribed, the driving schedule indicator shall be stopped. When the test motorcycle restarts, the driving schedule indicator shall be reactivated.

4.6.1.1.2.2 If the engine stalls during some operating mode other than idle, the driving schedule indicator shall be stopped, the test motorcycle shall then be restarted and accelerated to the speed required at that point in the driving schedule and the test continued. During acceleration to this point, shifting shall be performed in accordance with 4.4.2.

4.6.1.1.2.3 If the test motorcycle will not restart within 1 min, the test shall be voided, the motorcycle removed from the dynamometer, corrective action taken, and the motorcycle rescheduled for test. The reason for the malfunction (if determined) and the corrective action taken shall be reported.

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