



Economical Motorcycle Emission Testing

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Economical Motorcycle Emission Testing

- ❑ **Our Emission Test facility was designed in 2002 as SULEV capable with 6 modal benches, bag bench, bag mini diluter and E-flow.**
- ❑ **The chassis dyno currently a medium duty unit with a capacity of 1000 to 15000 lbs inertia.**
- ❑ **This allowed us to perform emission tests on the largest motorcycles through to medium duty trucks.**
- ❑ **We needed to supplement the capability to test down to 100 lbs inertia.**

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- ❑ **We needed to be able to incorporate the smaller chassis dyno into the facility without impacting any of the current capabilities.**
- ❑ **The dyno has to be an AC unit to allow the control required for the drive cycle.**
- ❑ **The dyno has to have quick connections to allow for change from the standard unit to the small system to reduce down time.**
- ❑ **The dyno has to work with the current Horiba CDTCS software control.**

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- ❑ We selected the Superflow Motorcycle Dyno system with the additional roll set to allow testing of both motorcycles and ATV's.
- ❑ The system was self contained and integrated to a frame allowed the unit to be transported with a fork lift.
- ❑ The dyno when in use is placed on top of the existing chassis dyno allowing all the current emissions equipment to connect to the test piece.
- ❑ The feed back signals for speed and load are connected to the original CDTCs and selected at test startup.

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- ❑ **Motorcycle dyno with the additional rollset located above the existing chassis dyno.**
- ❑ **The existing facility road speed controlled fan can be seen in the right side.**
- ❑ **The existing drivers aid is used.**



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- ❑ **The advantages are:**
- ❑ **Quick turn around from LDV (light duty vehicle), MDV (medium duty vehicle) to motorcycle or ATV.**
- ❑ **Use of emission benches without dedicating to one type of vehicle.**
- ❑ **Maximize the use of the facility**
- ❑ **Reduced capital expenditure by not having to dedicate a motorcycle/ATV test for emission testing.**