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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 16486-1996

Replacing GB/T 15744-1995 1st ed.; GB/T 16486-1996 1st ed.

**The limits and measurement methods of fuel consumption for
mopeds
(English Translation)**

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Foreword

Appendix to this standard are recommended, the rest are mandatory.

2000 "Moped Fuel consumption. ISO 7859 This standard and the International Organization for Standardization (ISO) 2000 came into force May 1 Measurement Methods "(first edition in English) of non-equivalent.

This standard and ISO 7859. compared to 2000, the following major changes.

--- ISO 7859 normative references a chapter of international standards referenced in this standard references to the corresponding national standards;

--- Delete the contents of ISO 7859 in the run cycle, a direct reference to the provisions of

the operating cycle GB 18176-2007;

--- Adjust the order of chapters;

--- Increased fuel consumption limit content;

--- Deletion of Part A of Appendix.

This standard replaces GB/T 15744-1995 "for motorcycles and fuel consumption limits" and GB/T 16486-1996 "Mount Motorcycles and mopeds fuel consumption test method "in the relevant content and mopeds. And GB/T 15744-1995 and GB/T 16486-1996 compared to the standard main changes are as follows.

--- Fuel consumption limits only in accordance with the two- and three types divided according to the number of strokes canceled, according to the three-wheeled, sidecar, riding, Pedestal type division method;

--- Fuel consumption is weighted value I type testing and type II two part test measurements; increased I type tests (prescribed Measured under conditions operating cycle average fuel consumption) content, changing the type II test (measurement of the average fuel consumption at constant speed) of Speed, number of trials and value methods.

The Standard Appendix A, Appendix B is a normative appendix.

For new certification models, implementation of this standard as from 1 July 2009; For the production models, this standard since January 1, 2010 Since implementation.

This standard was proposed by the National Development and Reform Commission.

This standard by the National Automotive Standardization Technical Committee.

This standard was drafted. Shanghai Motorcycle Research Institute, Tianjin Motorcycle Technology Center, Zhejiang Qianjiang Motorcycle Co., Ltd.

1 Scope

This standard specifies the mopeds Fuel Consumption Limits and methods of measurement.

This standard applies to mopeds.

2 Normative references

The following documents contain provisions which, through reference in this standard and become the standard terms. For dated references, subsequent Amendments (not including errata content) or revisions do not apply to this standard, however, encourage the parties to the agreement are based on research Whether the latest versions of these documents. For

undated reference documents, the latest versions apply to this standard.

GB/T 1884 crude oil and liquid petroleum products - Laboratory determination of density (density meter method) (GB/T 1884-2000eqv ISO 3675.

1998)

GB/T 5378-1994 road test for motorcycles and mopeds - General GB/T 5384-1996 maximum speed motorcycles and mopeds Test Method GB 18176-2007 mopeds emission limits and measurement methods (case law, China stage III)

3 Terms and Definitions

GB 18176-2007 established and the following terms and definitions apply to this standard.

Mopeds traveling speed fuel consumption test (II type test) when.

4.1 Test Types

Mopeds should be two types of tests.

4.1.1

I type test (measurement of the average fuel consumption under the conditions specified operating cycle) I type test on a chassis dynamometer, test uses GB 18176-2007 Appendix C C. The second predetermined operation cycle. once the test consists of two consecutive operating cycles.

4.1.2 Type II test (measurement of the average fuel consumption at constant speed)

II type test on the road or chassis dynamometer, measuring fuel consumption by the test according to the reference speed driving.

4.2 Environmental conditions

Test environment should meet the following conditions.

- Relative humidity. less than 95%;
- Maximum wind speed. 3m/s or less;
- The maximum gust wind speed. 5m/s or less;
- Ambient temperature. 278K ~ 303K.

4.3 Standard conditions

Standard conditions were as follows.

--- Atmospheric pressure. $P_0 = 100\text{kPa}$;

--- Temperature. $T_0 = 293\text{K}$;

Relative air density when tested in accordance with the formula (1) calculated with the standard air density difference between the state should not exceed 7.5%.

Where.

PT --- test at atmospheric pressure, in units of kilopascals (kPa);

TT --- test temperature when the unit is Kelvin (K).

5.1 Test Vehicle

5.1.1

motorcycle manufacturer or its authorized representative shall submit with Appendix A product description information.

5.1.2

Test by test according to manufacturer technical documentation requirements for running, and in a normal state of operation.

5.1.3

Check tightness of the intake system and fuel supply system, to ensure that the mixture will not be affected by accidental intake.

5.1.4

adjustment shall be subject to the provisions of the test carried out technical documentation. Tire pressure should comply with the technical documentation.

5.1.5

The test subject should be checked before commissioning; that test should be consistent with the description of the company's technical documentation; shall be able to travel, to the hot and cold state Normal starting state.

5.1.6

before the test, that test should be preheated with, in order to achieve a normal state, the company's technical documents. There is no requirement, the vehicle GB 18176-2007 should press Appendix C C. on a chassis dynamometer The 2 operating cycle requirements, four warm-up run loop operation Turn; if the test carried out on the road, by the test should be under normal driving conditions, driving at least 15min, so that the