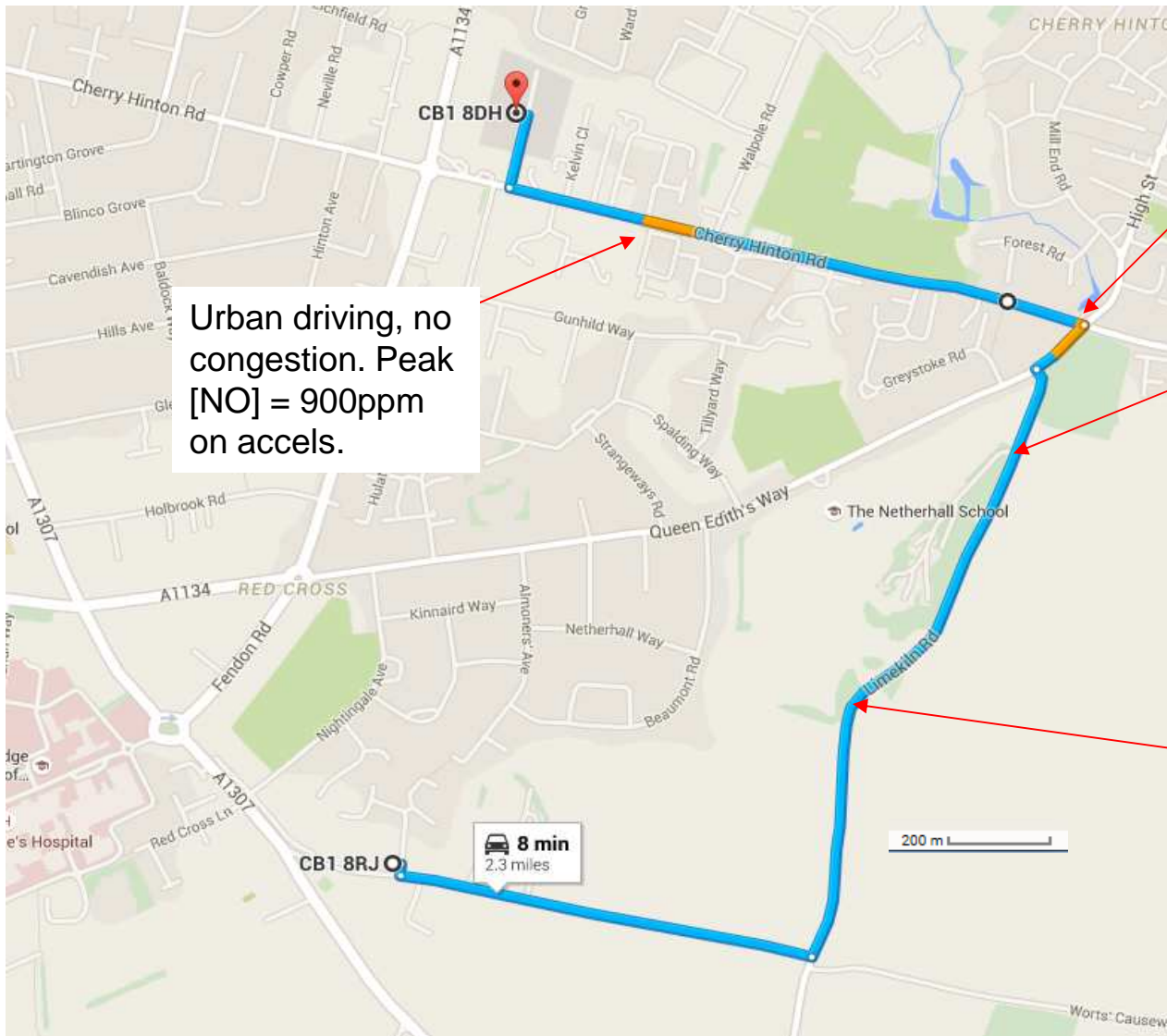


CAMBUSTION

CLD500 fast NOx analyzer
Configuration for mobile [NO] sampling
Ford Galaxy Diesel (Euro V) - summary

Mark Peckham

The route



Urban driving, no congestion. Peak [NO] = 900ppm on accels.

Right turn traffic lights at 1:43 on following video

Uphill gradient 2:20

Downhill gradient 3:20



Video/audio of on-board data

<https://www.youtube.com/watch?v=97tzOUUlxgg>

- View the above video with audio on as engine time correlates well with NO emissions
- Note [NO] spikes on accelerations quickly returns to zero during decelerations
- [NO] correlates with calculated load from OBD port (not shown here)
- Relatively large exhaust system and mufflers is the time response limit (analyzer much faster than this)

Vehicle summary



* Illustration shows model only

S-Max/Galaxy 2006-, 2.0L Duratorq DOHC(150/163PS)-DW10C, Panther Black (Metallic)

VIN Number: WF0MXXGBWMBM18352
Registration Number: EJ61PVZ
First Registration Date: 06.01.2012
Registration Country: GB
Type Approval Number (TAN): E13*2001/116*0185

Primary Features

| | |
|--------------------------|-------------------------------------|
| Build Date: | 06.12.2011 |
| Vehicle Line: | S-Max/Galaxy 2006- |
| Body Style: | 5 Door LMV |
| Version: | Series 50 |
| Engine: | 2.0L Duratorq DOHC(150/163PS)-DW10C |
| Transmission: | 6 Speed Manual Transaxle - MMT6 |
| Drive: | RHD FWD |
| Axle Ratio: | 4.063/2.955 |
| Emission: | Stage V Emissions |
| Air Conditioning: | Dual Zone Auto Temp Control A/C |
| Territory: | (+)"GB" |
| Paint: | Panther Black (Metallic) |
| Interior Fabric: | Prada/Lux / Ebony |

Direct tailpipe sampling



Changes to standard fast CLD500

- Smaller vacuum pump (to make power consumption < 500W)
- Single channel
- Small cabinet enclosure
- 600W 12V-230V inverter
- A suitable battery (in this case 70Ah)
- Long sample probe
- Sample filter (optional)

More information...

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