

CRC Project No. E-132: Tier 3 Vapor Pressure Vehicle Testing

Questions and Answers

1. The testing process is complex and it is taking time to determine the exact level of effort of the testing. Can the due date be extended three weeks (Due Nov 25th)? **USCAR– Not sure how USCAR comments on this or if USCAR cares about this.**
2. Does CRC have an estimate of how much of each of the six fuels will be required? **USCAR – 55gal each.**
3. All fuels must be tested for distillation curve. Is that each fuel blend, or if more than one container of each fuel, does each container need to be tested? **USCAR – Each container of fuel.**
4. Task 1 – This task requires that potential study vehicles are acquired and evaluated for inclusion in the study. The vehicles will be used for a significant period of time and will be new, therefore we believe we will need to own them. Does CRC expect the Contractor to purchase these vehicles at CRC's expense, and sell them at the end of the contract returning the sale price to CRC, or does CRC have vehicles provided by the OEMs which they would like the Contractor to evaluate and potentially use for the study? **Yes, the contractor will purchase vehicles meeting the necessary criteria. The vehicles will be sold at the conclusion of the project, and the funds from the sales will be returned to CRC.**
5. In several tasks, there is a highly variable amount of work to be done. For instance in the evaluation of vehicles, it says "two or more vehicles may need to be evaluated" or in the testing procedure, the tests may need to be rerun depending on the evaporative or permeation results. Should we bid this in unit pricing for specific pieces of work? If we provide an overall cost, we would have to make assumptions about the number of additional tests which would be required, which may not be correct. How do you prefer to see the contractor price this project? **Testing will be for one or two vehicles. Please quote the costs on a per-vehicle basis. You may also quote additional optional or as needed tests.**
6. For the Vehicle Selection, it says the procedure includes a "Cold FTP-75 bag only". Do you need bag emissions? The tailpipe emissions don't seem relevant for this study, so if we don't collect or report tailpipe emissions (even bag emissions), it could save a little cost. **USCAR- The vehicle needs to pass emission test for that class. If the vehicle does not pass emissions testing, what else could be wrong with the vehicle? If there are emissions concerns with the different fuels, they can be addressed by the emission team.**
7. For the Fuel Permeation EPA3 drive cycles, are emissions measurements desired? **USCAR - Emission measurements for Bag Only would be requested. This as in #6, confirms no vehicle level or control system issues.**
8. The procedure states "All fuels must be tested for a full distillation curve profile per the ASTM D-86. Reference CRC E-77-2 table 12 for full list of outputs." The refueling process described in Appendix A indicates that this needs to be done for each refueling. Is this true

even when the same fuel is used? USCAR – For each fuel used so long as the fuel does not sit unconditioned (uncapped/uncorked at temperatures above 80F) for more than 12 hours.