

Questions for E-91 “Evaporative Emissions Durability Testing” Request for Proposals

Q1: How often does the fuel require analysis? Each batch or some other interval?

A1: **At least every batch delivery.**

Q2: Would an Over the Road an Alternative Durability Procedure route that has been accepted by both EPA and CARB for real-world emissions durability testing be acceptable rather than a track based SRC route? This will have a significant impact on cost.

A2: **As long as the main requirements are captured: driving, soaking, refueling.**

Q3: Our Running Loss tests are run using a Point Source method that has previously been accepted for new vehicle certification by both EPA and CARB. Would this be acceptable in place of the RL-SHED method for the Test 2 effort? The vehicles would be prepped and the permeation testing performed in the VT SHED, the vehicle moved to the RL dyno and the RL portion run then the vehicle is moved back to the VT SHED for the 2-day Diurnal.

A3: **Yes.**

Q4: Would CRC split the contract so that smaller emissions test laboratories can complete?

A4: **CRC is open to teaming arrangements proposed by bidders, and would consider multiple contracts if this is found to be technically feasible and cost effective.**

Q5: Do the FTP drive downs prior to the 2-Day require emissions?

A5: **While the evap data is the most important part of this project, taking exhaust emissions data during the FTP would provide more understanding of the ethanol impact.**

Q6: Do the 2-Day Diurnal tests have to be strictly in accordance with CFR or will some allowances be made (specifically time to start Hot Soak after completion of FTP drive cycle)?

A6: **A “cert-quality” 2 day diurnal test would be considered a valid test.**

Q7: How similar do the 8 vehicles in each category have to be? Exact same model, MY, test group or would vehicles with carry-over/carry-across certifications be acceptable? How close do the odometers have to be?

A7: **If we were to allow “similar models with carryover/carry-across cert,” the program sponsors would need to verify that the similar models are really similar from a fuel system standpoint (materials, component configuration, etc).**

Q8: The definition of the 10 categories seem rather broad. Will the contractor have prime responsibility for refining the definition, using available real world inventory models, or will the program sponsors provide narrow vehicle targets or will it be a shared responsibility?

A8: **The program sponsors will come up with a more narrow vehicle list.**

Q9: Please provide examples of vehicles that do not use carbon canisters for evap control. Does this mean pre-1972 vehicles, or ?

A9: **The only current example is the Prius. Any plug hybrids should come into this category also.**

Q10: When will CRC provide a narrower list of vehicles to be purchased for the program? In the meantime for the quote, is there a "standard price" for car purchase? Should we leave it out of the quote for now?

A10: **Assume that CRC is providing the vehicles and will own them at completion of the project**

Q11: Should we quote EPA75 cycles with and without exhaust emissions sampling? It might provide a bit lower price.

A11: **Exhaust emissions sampling will provide another data point for use in this and other CRC projects. Please annotate your quote with whether it includes exhaust sampling.**

Q12. Is the E77 procedure LA92 cycles 3 phase or 2 phase?

A12: It is 1435 seconds long. Perform twice.

Q13: Can CRC provide a copy of the SRC trace?

A13: A spreadsheet copy of the trace is available for download alongside this document