

Additional Questions and Answers for CRC Project E-90-2b

Q1. Will CRC be supplying the gasoline and the ethanol blends for this program, or supplying gasoline and ethanol and the contractor will do the blending, or is the contractor to purchase the gasoline and the ethanol?

A1. CRC will not be supplying the fuels. Bidders should include arrangements for the fuel procurement in their bids. CRC will accept bids on only the fuels portion, or the non-fuels portion of the research, but consideration of partially responsive bids may be complicated. All bidders should clearly delineate testing and fuels costs in their cost proposals so that appropriate comparisons can be made.

Q2. Regarding the fuel analysis of the volumetric concentration of ethanol in the splash-blended fuels, is a specific test required or will ASTM D4815 or ASTM D5599 suffice? Is fuel analysis required for the E100 used for the splash blending?

A2. ASTM D4815 has a lower limit on the scope of alcohol than ASTM D5599. Therefore ASTM D5599 would be preferred. Analysis of the E100 is required. The contractor will be responsible for ensuring that proper instruments and materials are used in the study.

Q3. Regarding the transportation of the identified test vehicles to the test site; is the cost for this activity to be assumed within the identified \$200,000 or should the proposal address these costs separately?

A3. Vehicle transportation costs should be considered as part of the \$200,000 set aside for estimated vehicle costs.

Q4. Is the stated lower limit of 70°F for the allowed temperature window for which the driving cycle can be performed, fixed? If so, this limit would exclude road testing for northern states for a significant amount of the year where the peak day temperature of 70°F may not be realized. What drives this temperature boundary condition?

A4. The project is intended to be conducted in late summer and early fall when 70°F temperatures should be achievable in most locations. The temperature limit is for consistency in the driving cycle and we intend to maintain this lower limit.

More Questions and Answers for CRC Project E-90-2b

Q5. How many data loggers are available from CRC? Make/Model?

A5. CRC has 3-5 data logger tools available for this project. They are all Auto Enginuity scan tools (OBD II)

Q6. Will these data loggers collect ALDL data during the key-off soak period? Most available ALDL recording devices will not operate during key-off.

A6. The scan tools are capable of collecting some data in key-off mode.

Q7. FTP regulated emissions are requested – should this include NMOG measurement?

A7. Bidders may quote with or without NMOG, but must specify this in their proposal.

Q8. Can the 20-minute key-off soak period be extended to a 30-minute lunch break or shift change?

A8. The 20-minute key-off soak period should be consistently followed through the test program. However, one exception would be allowable, as long as it is documented and scheduled consistently.

Q9. If the contractor is to purchase the E0 and ethanol and then prepare the E20, E15, and E10 blends, how much E0 and ethanol do we purchase, or alternatively what parameters would we consider (i.e., volumes to flush tank, fuel use per vehicle for driving and testing) to calculate the volumes? How much extra volume for contingency purposes?

A9. All bidders are responsible for making these estimates and should show the basis of their calculations in their proposal.

Q10. What volume of E20, E15, and E10 should be blended to cover all possible driving and testing, and how much for contingency purposes?

A10. All bidders are responsible for making these estimates and should show the basis of their calculations in their proposal.

Q11. Relative to the purchase of the vehicles, do you expect the CRC to become the registered owner of the vehicles or will the services provider become the registered owner?

A11. The vehicles would be purchased and registered by the owner, but contractually will be owned by CRC and CRC expects to recover residual value of the vehicles after the program via sale by the contractor.

Q12. How should registration be handled? Should we include expenses associated with this activity in our proposal?

A12. All costs for vehicle acquisition including registration, transportation, insurance, etc. should be considered part of the \$200,000 set aside for this purpose.

E-90-2b Question and Answer Set #3

Q13. In answer to posted question 2, it is stated that "Analysis of the E100 is required", but there is no indication of what the analysis should consist of. Is analysis for the ethanol content by ASTM D5501 sufficient or is a more detailed analysis required?

A13. ASTM D4806 will provide a better analysis of the E100 test material.

Q14. What tolerance should be applied to deem the fuel in vehicle acceptable (reference the Test Procedure section, Step 1)?

A14. Plus or minus 1% of the blending target should be maintained.

Q15. Question from Linwood Farmer: The RFP states that during the durability driving portion of each test the vehicle will be hot soaked 10 times in each 200 mile segment with the Key OFF but data recording continuing. In our experience we are unable to communicate thru the diagnostic port with the Key in the OFF position. Do you mean instead that the Key should be ON but the Engine OFF (KOEO)? Or should the Key be in the Accessory mode during the hot soak?

A15. Data should be collected during the hot soak period. If the key ON engine OFF mode provides better data, this option should be exercised.

Q16. We are interested in the question regarding the need to analyze the E100. We were considering using E98 fuel grade ethanol (denatured with unleaded gasoline) rather than true E100 to avoid the tax implications of E100. Would this approach be acceptable to CRC?

A16. Yes, it is understood that denatured ethanol, not true E100, will be used.