

Q1. Would you like to test Hydrogenated Vegetable Oil and hydroprocessed animal fat as non-processed cooking grade product, or would you like to test fuel which is the result of hydro-treating these food-grade products?"

A1. Fuel.

Q2. Under the Vehicles Section, Page 4: "The contractor shall perform break-in, preconditioning, and engine/exhaust system monitoring using protocols reviewed and agreed to by the project technical panel." Can you please clarify what "engine/exhaust system monitoring" is of interest to the technical panel. Is the intent to record OBD parameters? Or to add instrumentation to the engine or vehicle exhaust?

A2. For the purposes of the proposal, assume OBD parameters are all that is required. Bidders are welcome to suggest other measurement as options if they think there is technical merit.

Q3. Under Emissions to be Measured Section, Page 5: "NMHC". We interpret NMHC to be equal to the FID total hydrocarbons minus the response factor-corrected methane. Is that correct, or are you expecting other gaseous emissions speciation to determine NMHC?

A3. The bidders should clearly describe their interpretation of NMHC, and compare to techniques required by the Code of Federal Regulations.

Q4. Have other questions been submitted and we just missed the answers?

A4. No.

Q5. Will the high quality B100 ASTM compliant biodiesels be procured by CRC?

A5. Bids are invited on both fuel procurement and testing, with enough detail to distinguish these cost elements for a fair comparison.

Q6. Will the federal ULSD and CARB diesel fuels be procured by CRC?

A6. Bids are invited on both fuel procurement and testing, with enough detail to distinguish these cost elements for a fair comparison.

Q7. Is the blending of the high quality B100 ASTM compliant biodiesels to be done by the contractor or by an independent blender?

A7. Bidders should propose a method for achieving the final (to be tested) blend.

Q8. Will CRC lease or procure the vehicles or is the contractor responsible for leasing or procuring the vehicles?

A8. Bidders should propose an approach for vehicle procurement.

Q9. Is CRC expecting a statistical analysis of all of the results?

A9. The bidders should describe their proposed approach to the data analysis.

Q10. The RFP states "that the total number of tests will be around 115." If 7 vehicles and 7 fuels are obtained the total number of tests for baseline + B20 blends will be around 115. However, the RFP also notes that if there is a "blend level effect on the criteria emissions" "B5 and B10 blends will be tested." This could more than double the total number of tests. Do we budget for 115 tests and include an option for the total cost of each B5 and B10 blend which is required?

A10. Please provide clear pricing for optional additional testing.

Q11. The total number of tests presumably includes about a 15% contingency for repeats. If B5 and B10 tests are required will they be duplicates with a 15% contingency for repeats?

A11. Assume that optional additional fuels will be tested with the same approach as the main program.

Q12. Does the project technical committee have any specific vehicle preconditioning conditions they want included?

A12. Bidders should describe their proposed approach to vehicle preconditioning in detail. The detailed procedure will be reviewed with the project panel prior to the start of the testing.

Q13. Have CRC Member laboratories committed to determining the properties of the fuels or will the contractor be responsible for obtaining the fuel analyses?

A13. The bidders are invited to include fuel analysis in their proposal, but it should be priced separately.

Q14. Will any of the project be funded by DOE?

A14. The Department of Energy is not currently a research partner, but CRC may form teaming arrangements with other sponsors, and thus the bidders should be prepared for the possibility of Federal / State contracting requirements / reporting.