

Additional Questions and Answers concerning AVFL-17c RFP

1. Will CRC provide any or all of the test fuels or is it up to the contractor to find and purchase the fuels? If the contractor must find the fuels, will CRC members be prepared to provide assistance?

a. Please quote it as contractor finding the fuels and procuring

2. Will CRC, or AVFL Committee members, provide vehicles for the vehicle on-board testing?

a. Please quote as providing vehicles

3. As we understand the request for proposal, we will be asked to run fuel through the fuel systems on selected, light-duty, diesel vehicles. The purpose of this is to enable collection of accurate data regarding the effects of the vehicle operation on the fuel. Specifically, we are being asked to monitor the fuel in the vehicle(s) and record physical and chemical changes in the fuel. Such information is to be used in the development of a meaningful bench test. Is this a correct understanding? As a follow-on question, will we also be expected to monitor changes in the fuel system (such as injector deposits)?

a. Partially correct – purpose of initial vehicle testing is to assess the environmental conditions to which the fuel is subjected (temperature, pressure differences etc). Monitoring vehicle effects will be addressed in later phases.

3. In the section titled "Fuels," the second bulleted item states that there will be "4 biodiesels." We understand this to mean "4 biodiesel blends." Is that correct?

a. 4 biodiesel blends.

4. In the "Technical Approach" section, Task 6 states that the contractor will develop data that "should be suitable for use by ASTM to specify the test repeatability." It is our understanding of the ASTM Committee D2 test method precision requirements that a single laboratory is insufficient to assess precision. Testing with a single laboratory can provide only an estimation of the repeatability of the method. Is this correct?

a. Estimation is correct.

5. I should mention that in the RFP the different environmental conditions (hot climates) are not mentioned....

a. The vehicle test is to characterize the fuel environmental conditions during hot climates. So, a period of high power running to get turbo/exhaust/fuel system temps up, followed by extended hot idle to see the temp trend in fuel rail and especially the tank is the goal more than a static storage. Also, if it is possible to measure O2 concentration in the fuel after long periods of fuel recirculation.