

Questions and Answers regarding CRC Project No. CM-138-17-1 RFP

Date: May 24, 2017

- 1) Is there a template that can be used for the Technical Approach (Part One of the application)?

There is no template.

- 2) Will the selected vehicle have an EPA/CARB emission/OBD exemption sticker for operation, i.e. can OBD-II Misfire detection be disabled in an OEM or aftermarket ECU for normal operation of the system?

The misfire detection could be disabled, and described in the project proposal. Alternatively, does the misfire detection need to be disabled? Can it be re-set periodically with the appropriate OEM diagnostic tool? See question #3.

- 3) Is it acceptable to have clearing OBD codes with an OEM/aftermarket service tool as part of the normal operation of the system?

Yes.

- 4) Can the selected contractor specify the target vehicle to facilitate implementation of the device?

Let CRC select the vehicle. Contractor may make suggestions, which should be in the proposal.

- 5) Does the target vehicle need to be an automatic transmission or is a manual transmission acceptable?

Automatic.

- 6) Are wiring modifications allowed to the vehicle?

Yes, but the modifications should only impact the creation of temporary, controlled driveability events. The anticipated wiring modifications need to be detailed in the proposal.

- 7) Is there a preference for one of the following architectures?

A) Complete replacement ECU

B) Modified OEM ECU calibration + interface box between OEM ECU and engine

If the ECU will still have the OEM calibration with a box interface, then A. Prefer neither. An interface box without touching the ECU or calibration is preferable.

- 8) Does the CRC have any specific requirement for test vehicle – in terms of year, make, fuel type etc...?

Let the CRC committee decide the vehicle after selecting a proposal. From a practical standpoint, a popular recent sales year, high U.S. sales volume vehicle with second row seating capable of sitting 4 -6 people comfortably & safely to promote simultaneous training of CRC Raters is preferred.

- 9) Will the vehicle be provided by the CRC?

Buy car under the contract, and include the cost within the proposal. Assume the vehicle will be housed at the contractor when bidding.

- 10) Is check engine light on the dash OK as long as normal vehicle operation is not compromised i.e. no limp home mode?

Considering the vehicle will be used on a dyno, MILs will be expected. Expect to use the vehicle manufacturer's service tool to periodically scan and clear out any check engine lights.

- 11) Can the CRC raters make at least one-visit to contractor during the project to help fine-tune calibration for severity of drivability events?

Include this in the proposal for the CRC members to decide if this is something they want. If CRC does, then they will help to provide the rater, as per the proposal.

- 12) Is there an already selected vehicle for the effort? See above.

- 13) Is the intent of CRC to apply the system to multiple vehicles in the future (and as such the system needs to be developed/provided with this flexibility in mind)?

The intent is to outfit 1 vehicle