

CRC No. E-122-2, "Light Duty PEMS Phase 2"
Questions and Answers

1. Will CRC allow a PEMS system to be used that is owned by the contractor? The PEMS system is 1065 compliant and capable of measuring CO/CO2/NO/NO2/THC and PM and will save time and costs on training time to get acquainted with a different PEMS system.

Bidders may submit a proposal with an optional alternative use of their own PEMS for consideration if they wish.

2. Will the CRC provided PEMS system come with all auxiliary items needed to install and perform a PEMS test? Or will the contractor need to purchase necessary items such as mobile power source, sample probes, etc...

The PEMS system will come with most of the auxiliary items needed to install and perform a PEMS test, however the contractor will need to provide a mobile power source

3. Is a direct raw exhaust flow meter required for chassis testing? Will a CO2 tracer method be acceptable for labs with CVS systems to calculate exhaust flow?

Pending answer

4. Please clarify the request for LA92 chassis testing in Item 7 of the Tasks and Responsibilities table. There is no mention in the Test Procedure section for an exhaust emissions cycle using the LA92. Only the on-road cycle is requested for chassis and on-road tests.

The LA92 is for vehicle conditioning only. Please see Appendix 3.

5. What is the soak time tolerance between the 5th chassis test and the first on-road test mentioned? (Test Procedure number 2 and 4).

Soak time is 12-24 hours, similar to the vehicle conditioning cycle.

6. Will there be more than one FTP required for each vehicle? Or will replicate testing at the beginning and end of the project be required?

Only one FTP will be conducted during the vehicle checkout procedure.

7. What will the Tier II gasoline be used for besides the certification FTP as the beginning of the project that warrants 25 drums?

It is an additional fuel to be used for testing as mentioned in the RFP. There will be a total of 5 fuels used.

8. Although we appreciate and will be utilizing the deadline extension, we were curious why that is the case

CRC reserves the right to extend the deadline for any reason.

9. Can you provide some information (Manufacturer, specs etc.) on the PEMS CRC will be providing?

Sensors SEMTECH DS+, which includes an EFM5 Flowmeter, a FID, and PM2 particulate mass measurement system.

10. Would you be able to provide a little clarification? The body of the RFP mentions chassis (LA-92 preconditioning with FTP-75) and PEMS (E-122 on-road cycle) in both winter and summer conditions. However, in Test Procedure item 4, it requires "PEMS unit on real road with the same drive cycle as on dynamometer five times." I don't believe that this was meant to be a road-to-laboratory (actual drive trace of E-122 drive cycle on chassis), but we were actually planning to propose this as an option. The Task and Responsibilities Chart indicates FTP-75 with certification fuel for validation of vehicles and LA92 with concurrent PEMS.

Could you please help me understand exactly the minimum requirements?

I think this is answered above.

11. Simply regarding vehicle purchases. We would anticipate budgeting as a reimbursable cost (i.e. no dollar amount) - will this suffice?

I believe that's how they normally do things.

12. Can CRC clarify which constituents are to be measured by the chassis lab and the PEMS?

THC, NOx, PM, CO2/CO

13. Is it true that only two of the test fuels will be tested in one season? (All vehicles will test the winter fuels in the winter season and all vehicles will test the summer fuels in the summer season).

Yes and the Tier II cert fuel will be tested throughout the program.

14. To save cost and allow for fuel storage, will CRC allow the market fuel blends and certification gasoline to be stored in 500 gallon totes? The totes will be stored in temperature controlled environments per the RFP.

For the Tier II cert fuel this would be acceptable.

15. 1. Page 9 of the RFP refers to "Attachment B". Where can we find this attachment? **"Attachment B" refers to the "Catalyst Sulfur Purge Cycle" from E-94-1 Final report on the CRC webpage. It is also included here.**