Questions and Answers for CRC Project E-140

“Low NOx and NMOG Modeling”

1. Should we assume continuous test data is out of scope (except for THC for diesel) or should we plan to start with raw, continuous inputs from a test?

* The study is focused on compliance testing and continuous test data (except for the diesel THC) is out of scope.

2. Do we include driver variability over the cycle or is this out of scope? (assume perfect driver)

* Driver variability is out of scope as we are trying to understand the variability of the sampling/measurement systems.

3. Are we assuming a perfect test article or do we need to include vehicle variability?

* Assume perfect test article to understand the variability of the sampling/measurement systems.

4. Can we assume 3-4 vehicle mass inputs is sufficient, or should this input be more flexible?

* The vehicle mass inputs need to be flexible enough to cover the range of vehicle masses expected.

5. Rather than a simple fixed tolerance stack-up, is a simulation-based approach permissible?

* Yes. A simulation-based approach would be ok.

6. Will the determination of input data variation be a collaborative effort between the contractor and the CRC committee?

* The contractor shall define the proposed input data and input data variation. Collaboration between the contractor and the CRC committee will refine and optimize the information.

7. Is the “per-vehicle / per-fuel” quotation basis applicable.

* The first phase is related to modeling. Not sure how the per-vehicle / per-fuel quotation applies.