

Preliminary Questions:

1. Do you want 5 tests per cycle or do you want 2 tests per cycle with a chance for 25% of 3rd tests? (both are stated in RFQ)
 - 5 tests per cycle per fuel
2. Do you require GPF cleanout cycles prior to each cold start emissions test for GPF equipped vehicle? If so, do you have one in mind?
 - The 2x RTS-95 serves as both a prep for the LA-92 and a high load emission test. No specific GPF cleanout cycle is needed.
3. How long is the SOC setting procedure for hybrid vehicles?
 - A current project is achieving SOC targets on a PHEV in less than 1.5hrs.
4. Particle sizing distribution equipment is very expensive to procure and use. This measurement could save the testing campaign a lot of money. Based on a previous quote, rental for this unit is ~\$5500 per week. For 1 vehicle according to the test matrix below (#7) we would estimate at least 21 weeks of testing. This would be roughly \$120,000 for particle size distribution equipment rental alone for (1) vehicle. Do you still want us to include this in the testing quote?
 - Please include as an option
5. Will the GPF(s) that you will be providing be coated or uncoated?
 - Target uncoated.
 - a. Since this is planned for the F150 should we plan on installing 1 or 2 GPF's, since it is a 2 bank engine
 - The F-150 is shown as an example, possibility project sponsor will be providing GPF equipped vehicle but contractor should estimate vehicle procurement and retrofit with GPF(s) needed for powertrain selected by project panel.
6. For Tailpipe gaseous emissions what is required?
 - a. Tailpipe bag data
 - i. Required
 - b. Tailpipe modal
 - i. Include as option
 - c. Tailpipe bag data +Tailpipe modal
 - i. Include as option