Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman
2020 L Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov

Gray Davis
Governor

August 29, 2000

To: Prospective Research Contractors

Re: Questions and Responses to RFP No. 00-4, "Collection of Evaporative Emissions Data from Off-Road Equipment"

The Air Resources Board issued RFP No. 00-4 on August 1, 2000. Bidders were given until August 17, 2000 to submit written questions. A copy of the questions received and our answers are attached for your information.

Sincerely yours,

Bart E. Croes

Bart E. Croes, P.E.
Chief, Research Division

Attachment

cc: Emma Plasencia
Contracts Administrator

Questions and Responses for RFP 00-4

"Collection of Evaporative Emissions Data from Off-Road Equipment"

1. May a firm outside of the state of CA bid on the RFP?

   Response: Yes, although the equipment tested and the fuel procured and used must both be California-certified products. There is also the issue of altitude and its potential effects on emissions. A high altitude laboratory would have to demonstrate that the emissions results have not been affected by altitude.

2. Is this bid directed toward laboratories specifically, or toward a consultant who will then select a laboratory?

   Response: The RFP is directed towards a contractor who will be responsible for all parts of the project, including collection of evaporative emissions and fuel samples. For this project, ARB staff will be performing the chemical speciation for the evaporative emissions samples collected by the contractor. Thus, there is not a need for this service for this project. However, the fuel samples will require analyses for fuel specifications listed in Exhibit A of the RFP.

CORRECTION

NOTE: The hardcopy version of the RFP that was mailed out to prospective bidders contains an error on page nine (9). The RFP incorrectly contains two drain, refill, and preconditioning sequences, on days one and two. There should be only one drain, refill, and preconditioning (on day 1). A correct version of page nine is included as an attachment.

1) Drain and refill fuel tank.

2) Precondition - 15 minutes at rated speed.

3) Overnight soak (12-36 hours) at 68-86°F.

- Day Two

1) 24-hour diurnal/resting loss emissions test.

- Day Three

1) Precondition engine outside SHED.

2) Three-hour hot soak.

3) Quality assurance/quality control (QA/QC) of emissions and other data.

4) Report results to ARB staff.

Method B - Hot Soak Test first

- Day One

1) Drain and refill fuel tank.

2) Precondition - 15 minutes at rated speed.

3) Overnight soak (12-36 hours) at 68-86°F.

- Day Two

1) Engine warmup - 15 minutes at rated speed.

2) Engine hot soak for three hours - ambient temperature of 95°F.

3) Forced engine cool-down to diurnal test start temperature.

4) 24-hour diurnal/resting loss emissions test.

- Day Three

1) QA/QC of emissions and other data.

2) Reporting of results to ARB staff.

Hot Soak Emissions Test

The hot soak test shall be three hours in duration, performed at a nominal ambient temperature of 95°F (see A and B above). The engine shall be started outside of the SHED, run for fifteen minutes, and then placed in the SHED and allowed to soak for a period of three hours.