Message

From: Morrie Lee [ml90@chrysler.com]
Sent: 12/7/2012 2:01:48 PM
To: Dalton, Joel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5e590ca117f84cc384adcf13b68b4358-Dalton, Joel]
Subject: RE: MIL on a test vehicle

I'll see what we can do.

From: Dalton.Joel@epamail.epa.gov [mailto:Dalton.Joel@epamail.epa.gov]
Sent: Thursday, December 06, 2012 4:23 PM
To: Morrie Lee
Subject: RE: MIL on a test vehicle

Sure - sounds good.

We also need to circle back on the DF issue. You sent us a list of DFs and we talked about using aged hardware or DFs on FEDVs, etc. This is of course the time of year that we are hearing about DF development from manufacturers, often along with their cert preview, etc. So - it can be a separate meeting or part of that meeting, whatever - just let me know.

Thanks, Morrie---
JD
Joel Dalton
US Environmental Protection Agency
734.214.4579

From: Morrie Lee <ml90@chrysler.com>
To: Joel Dalton/AA/USEPA/US@EPA
Date: 12/06/2012 02:34 PM
Subject: RE: MIL on a test vehicle

We can discuss more of the diesel during our cert preview if you like, that may be a better forum.
I just want to do what is normal and what I believe other mfrs are doing.

We can even have a more in depth diesel discussion outside of the Cert preview.

Thanks,

Morrie Lee
Emissions Certification Assurance
Outside: 734-475-5168
T/L: 836-5168
CIMS: 422-01-11

From: Dalton.Joel@epamail.epa.gov [mailto:Dalton.Joel@epamail.epa.gov]
Sent: Thursday, December 06, 2012 2:05 PM
To: Morrie Lee

Subject: RE: MIL on a test vehicle

Okay, thanks.
RE: forced regen during prep to avoid regen during cycle test - should not be a problem, but please tell us what the "normal" regen frequency is and also, does the vehicle employ any "opportunistic regen"? In other words, what are the parameters that determine when it does regen? In the field under normal operation, would the time/miles between regen ever happen somewhat earlier than needed because conditions are ripe for it so it "pre-emptively" regens?

In a nutshell - what are the entry conditions to regen and/or the limits to prevent frequent regen?

Joel Dalton
US Environmental Protection Agency
734.214.4579

From: Morrie Lee <ml90@chrysler.com>
To: Joel Dalton/AA/USEPA/US@EPA
Date: 12/06/2012 01:18 PM
Subject: RE: MIL on a test vehicle

It's our 500L which is the larger sibling to the 500.
Thanks for checking,.

From: Dalton.Joel@epamail.epa.gov [mailto:Dalton.Joel@epamail.epa.gov]
Sent: Wednesday, December 05, 2012 5:44 PM
To: Morrie Lee
Subject: Re: MIL on a test vehicle

That sounds reasonable to me, especially if there is precedence and we can see what the code is. That said, I will have to confirm with the lab and other powers that our policy (still) allows this.

Which vehicle is this?
JD
Joel Dalton
US Environmental Protection Agency
734.214.4579

From: Morrie Lee <ml90@chrysler.com>
To: Joel Dalton/AA/USEPA/US@EPA
Date: 12/05/2012 03:44 PM
Subject: MIL on a test vehicle

We have a vehicle where we cannot get Fiat to deactivate a MIL due to rolls mode. There is no rolls mode to

be set. We pull the pump fuse to bypass ABS and FIAT controls the abs system of the vehicle.

In the past, when asked, EPA has been agreeable to allow us to run with a MIL (when explained that it is not emissions related). Do you concur?

Morrie Lee
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