Message

From: Dalton, Joel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=5E590CA117F84CC384ADCF13B68B4358-DALTON, JOEL]
Sent: 1/28/2013 3:15:29 PM
To: Morrie Lee [ml90@chrysler.com]
Subject: Re: diesel confirmatory test

Good morning, Morrie -

Just reviewed with Linc and Byron. We are reviewing the options. A few questions:

1. What is Chrysler's timing for the certificate/testing? In the past on rare occasions, we have tested at an offsite location (Mercedes lab here in Ann Arbor, for example). This test was performed on the manufacturer's dime, likely to expedite testing since it might take longer for approvals to spend taxpayer dollars than it might for industry to get a test run.

2. When we talked about this recently, we discussed how for other OEMs we have ultimately accepted road speed fan US06 tests after the OEM has shown us data that indicates the difference between testing with and without road speed fan (criteria, CO2, and fuel economy). We have not yet approved any FTP testing with road speed fan - just US06. Do you have any data showing the effects of not using road speed fan on US06 or FTP?

3. In the past, before we've been able to accept OEM test results using road speed fan, we've had quite a bit of OEM data presented and have done some confirmation testing with supplemental cooling here at EPA on the same or very similar powertrain. Typically, we'll approve OEM testing with road speed fan and we will test here with supplemental cooling specified by the manufacturer (extra cooling fan, or fan strategically placed for better airflow to an intercooler, turbo, air inlet - whatever) after they've shown that supplemental cooling setup is an acceptable equivalent. Do you have any data or opinions on the effectiveness of testing with supplemental cooling on US06 or FTP, rather than with road speed fan?

4. I don't think we are in the position of being able to waive testing on this package, so the real questions related to all of those above is whether testing with RSF is required for FTP or not, and on US06 or not, and whether supplemental cooling can be adequate for one or both cycles. If not, and if Chrysler prefers to use RSF, is offsite testing an option (the timing potentially being a factor as well as funding approvals)?

5. Finally, we don't know yet if testing at your facility with one of our drivers, potentially as part of a lab audit in some way, is an acceptable/feasible option (for EPA or Chrysler.) Perhaps you can answer the question on the Chrysler side.

Any other thoughts on your side?

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From: Morrie Lee <ml90@chrysler.com>
To: Joel Dalton/AA/USEPA/US@EPA
Cc: Morrie Lee <ml90@chrysler.com>
Date: 01/25/2013 03:13 PM
Subject: diesel confirmatory test

Hi Joel:
We expect to submit a waiver for our 3.0L diesel Grand Cherokee, next week. Given that we have used a roadspeed fan to test the vehicle. Can you tell me how you plan to test it?

Thanks,

Morrie Lee

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