

FINAL

PHASE 2 RFG PERFORMANCE SUBCOMMITTEE

MEETING SUMMARY
OCTOBER 4, 1994

I. Introduction

The performance committee discussed the following key issues regarding the Phase 2 Reformulated Gasoline performance and compatibility implementation efforts:

- On-Road Test Protocol
- Off-Road Test Protocol
- Fuel Specifications
- Safety Issues Related to Test Fuel Explosivity

The minutes from the August 16, 1994 meeting were approved with no changes. Furthermore, a paper discussing the general principles regarding confidentiality and antitrust issues was given to subcommittee members.

II. On-Road Test Protocol

The subcommittee made changes to some sections in the draft test protocol. The test schedule has been delayed slightly, to begin February 1, 1995 and end in August 1995. The subcommittee also made changes to the inspection log and survey forms, the fuel tracking section, and analysis methods section.

The ARB staff has already identified most of the fleets necessary to implement the test program, but additional fleets are still necessary for Southern California as well as for older vehicles in both Southern and Northern California. The ARB staff will work with the Western States Petroleum Association and others on identifying and obtaining fleets. In Northern California, the staff has identified test fleets from the City of Sacramento and the County of Sacramento, with about 500 test vehicles and 500 control vehicles, most of which are post 1985 domestic

vehicles. In Southern California, the staff has identified test fleets from Bank of America, Caltrans, and Northrup Grumman, totaling 250 test vehicles and 250 control vehicles; however, most of these vehicles are also post 1985 domestic vehicles.

The survey forms will be modified to be weekly forms, and a description of the forms will be provided at the next subcommittee meeting. We will also discuss whether a failed part should be inspected by an independent lab at the next meeting.

Contact: Nelson Chan (916) 327-1510

III. Off-Road Test Protocol

The utility lawn and garden equipment and marine vessel test fleets have been identified with some testing already occurring. Briggs and Stratton and Tecumseh have started field testing certification fuel and have nearly completed testing. However, a medium and heavy duty test fleet has not yet been identified. Caltrans appears to be the best source for a heavy duty test fleet, and the staff is working with them to identify a fleet of approximately 100 vehicles.

Testing of the agricultural and lawn and garden fleet is ready to begin at the University of California, Davis, but the fleet is small and lack a control fleet. The ARB staff will use past maintenance records for statistical analysis and made available to Subcommittee members for inspection.

Contact: Jack Kitowski (818) 575-6621

IV. Fuel Specifications

The Subcommittee agreed upon the test fuel specifications with some changes. The ARB staff will proceed to procure the fuel. The Subcommittee adopted a test fuel octane requirement with a target value of 89 with a range from 88 to 90 a wider fuel specification range for RVP and T90. However, the Subcommittee did not agree to include ETBE or to test low aromatic hydrocarbon content fuel, although the subcommittee did agree that these fuel specifications could be included in a bench test program. General Motors (GM) proposed to conduct bench testing to evaluate other fuel parameters, including low aromatic hydrocarbon fuel

(approximately 14 percent aromatic hydrocarbon content). The Subcommittee agreed to select a small group at a later time, possibly after the Advisory Committee meeting on October 18, 1994, to discuss details of the bench testing program. The Subcommittee will review the details at the next meeting. At this time, the baseline fuel will be commonly available gasoline normally purchased by the control fleet.

The Subcommittee agreed to have a fuel blender produce the test fuel (referred to as "option 2" in a letter soliciting comments). However, concern was raised over whether or not the blender would be able to produce the test fuel with blendstocks representative of California refineries. The Subcommittee discussed the possibility of hiring a contractor to evaluate the recipe for creating the test fuel and to assist the blender to ensure that the blend is representative of California blendstocks. However, because of the time constraint, this option is unlikely. Other options discussed included having industry individuals, or the ARB and industry, monitor the blender. The Subcommittee will discuss these issues further at the next meeting.

Contact: Rich Vincent (916) 327-5977

V. Safety Issues Related to Test Fuel Explosivity

A Chevron representative presented a paper discussing the explosivity of low RVP gasoline and how existing fuel handling practices are adequate for handling reformulated gasoline (see attached). This issue will be discussed at subsequent meetings.

Attachment

[CBG Program Advisory and Subcommittee Activities](#)