

FINAL

PHASE 2 RFG PERFORMANCE SUBCOMMITTEE
MEETING SUMMARY

MARCH 14, 1995

I. Introduction

The performance subcommittee discussed the following key issues regarding the Phase 2 Reformulated Gasoline performance and compatibility testing program:

- Progress of On-Road Test Program
- Progress of Off-Road Vehicle and Equipment Test Program
- Volumetric Fuel Economy
- Other Company Test Programs

The minutes from the previous meeting, January 17, 1995, were approved with no changes. Copies of presentations given at this meeting are enclosed with this summary.

II. Progress of On-Road Test Program

The on-road test program began at the end of February and no problems have been reported. The test fleet vehicle inspection is complete and all of the memorandums of understanding have been signed except for the Fresno State University memorandum. Delivery of the wintertime test fuel began on February 27, 1995. Summertime test fuel delivery to Southern California locations will begin near the end of March and in Northern California delivery will occur in the middle of April. The on-road fleet composition has changed slightly since the last meeting. Attached, for your information, is a table of the on-road fleet composition and size.

Today was, also, the first meeting of the Technical Review Panel. The panel consists of experts from automotive manufacturers and oil companies to evaluate any incompatibility problems that may occur.

Contact: Nelson Chan (916) 327-1510

III. Off-Road Vehicle and Equipment Test Program

The off-road test program is being conducted in various stages. Tecumseh and Briggs and Stratton have completed testing; however, Briggs and Stratton is holding their Phase 2 RFG test report confidential due to the situation in Wisconsin. Neither company has encountered mechanical or performance problems with the fuel. UCD will begin testing lawn and garden equipment and portable power equipment, and Cal Poly, San Luis Obispo will begin testing tractors near the end of March. Caltrans has already started testing off-road equipment with the fuel used for the on-road vehicles.

Contact: Kathleen Nolan (818) 350-6519

IV. Volumetric Fuel Economy

Prior to the meeting, members were provided with a copy of a draft document comparing the theoretical volumetric fuel economy of California Phase 2 RFG with California Phase 1 RFG. The paper represents staff's analysis through a literature search which shows that dynamometer testing results indicate that volumetric fuel economy is linearly proportional to energy content. Based on staff's preliminary analyses indicates that Phase 2 RFG will have a two to four percent fuel economy loss compared to California Phase 1 RFG. A final copy of this document will be made available to the general public, soon. General Motors using indolene as their control fuel estimated a fuel economy impact of three to four percent loss, and the Federal Express fleet found from a back to back control test a 0.1 percent gain to a 2.7 percent loss. We will monitor fuel economy in our test program.

Contact: Jim Guthrie (916) 327-1508

V. Other Company Test Programs

EMCO Wheaton has recently volunteered to test fuel pump hose compatibility with Phase 2 RFG. Both Ford and General Motors are ready to begin bench testing, but they are awaiting delivery of the summertime fuel to begin testing. The Department of Energy will test 5 California model vehicles with wintertime and summertime Phase 2 RFG to evaluate high mileage performance and emissions from Phase 2 RFG.

VI. Other Issues

Concerns with MTBE, stemming from the problems in Wisconsin, are being monitored carefully. Thus far, the complaints reported in Wisconsin have not been substantiated by engineers.

Chevron will replicate ARB analysis of the fuel samples collected.

Attachments

[CBG Program Advisory and Subcommittee Activities](#)