

EMISSIONS SUMMARY REPORT

| | | | |
|-------------------|----------------------------|-----------------------|--|
| Vehicle ID: | X4XXX6355 / 045M554 | Test ID: | X4XXX6355_SC032X020719072801 / 1111012145 |
| Test Req: | 082012190844-7 | Location: | CHRYSLER TECH CENTER |
| Test Type: | SC03(2X) | Facility: | Test Cell 7 |
| Requestor: | REDACTED | Shift Sched.: | AUTO |
| Driver: | REDACTED | Option(s): | Tailpipe modal & Bag |
| Operator: | REDACTED | Fuel Type: | MS10756 |
| Start Odometer: | 81927 | Fuel Anal.#: | 10762 |
| AutoLoad File: | None | INCA Project File: | X4XXX6355.exp |
| Cell Temp Set Pt: | 95 | Altitude Set Pt(ft.): | 930 |
| Test Segment: | 3/3 | Vehicle Desc.: | 0.00 GRAND CHERBLUE |

| | |
|-----------------------|----------------------------|
| Start Time: | 07/28/2019 13:52:00 |
| Trace End: | 07/28/2019 14:21:11 |
| Inertia Weight: | 6000 |
| Road Load Coeff A: | 18.36 |
| Road Load Coeff B: | .5270 |
| Road Load Coeff C: | 0.02482 |
| Hum. Set Pt (Grains): | 100.00 |
| Emissions Standard: | Fed. BIN 5 |

Test Req. Purpose: Emissions baseline in as-received condition. AEM was applied in the field by dealership.

Seq. Purpose: MY14 WK baseline with AEM applied

| Individual Cycles:(Grams/Mile) | | Tailpipe: | | | | | | | | | | |
|---------------------------------------|-------|------------------|-------|-------|-------|--------|-------|-------|-------|---------|----|-------|
| | HC | NMHC | CH4 | CO | NOX | CO2 | NO | NO2 | ExVol | MPG | DM | Miles |
| Cycle1 | .2706 | .0654 | .2148 | .1042 | .0044 | 4404.5 | .0000 | .0000 | 8.1 | 2.3101 | | .005 |
| Cycle2 | .0789 | .0194 | .0658 | .2879 | .0500 | 550.7 | .0469 | .0070 | 135.1 | 18.4443 | | .989 |
| Cycle3 | .0311 | .0069 | .0267 | .0086 | .0674 | 529.7 | .0573 | .0174 | 61.8 | 19.1955 | | .396 |
| Cycle4 | .0083 | .0029 | .0067 | .0070 | .0083 | 521.3 | .0078 | .0008 | 102.0 | 19.5298 | | .757 |
| Cycle5 | .0068 | .0020 | .0060 | .0052 | .0003 | 378.4 | .0000 | .0000 | 130.6 | 26.9175 | | 1.212 |
| Cycle6 | .0202 | .0054 | .0167 | .0102 | .0001 | 599.5 | .0000 | .0000 | 48.5 | 16.9858 | | .231 |

Modal Test Results:(Grams)

Phase: 1

| | | | | | | | | | | | | |
|--------|-------|-------|-------|-------|-------|--------|-------|-------|-------|---------|--|---|
| IDLE | .0046 | .0011 | .0038 | .0019 | .0001 | 103.2 | .0000 | .0000 | 35.3 | 98.7792 | | 0 |
| ACCEL | .0813 | .0197 | .0661 | .2598 | .0801 | 1205.3 | .0741 | .0139 | 262.6 | 8.4400 | | 0 |
| CRUISE | .0037 | .0010 | .0030 | .0025 | .0001 | 163.0 | .0000 | .0000 | 49.3 | 62.4235 | | 0 |
| DECEL | .0214 | .0064 | .0200 | .0384 | .0025 | 297.4 | .0009 | .0005 | 138.7 | 34.2471 | | 0 |
| CRANK | .0000 | .0000 | .0000 | .0000 | .0000 | .1 | .0000 | .0000 | .1 | .0000 | | 0 |
| TOTAL | .1110 | .0282 | .0929 | .3026 | .0828 | 1769.1 | .0750 | .0144 | 486.1 | | | 0 |

Phase: 1 Equivalent Mass Results: (Grams/Mile)

| | | | | | | | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------|--------------|
| .0309 | .0079 | .0259 | .0843 | .0231 | 492.7 | .0209 | .0040 | 486.1 | 20.6312 | 0 | 3.590 |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------|--------------|

CVS Mass Results: (Grams/Mile)

| | HC | CO | NOX | CO2 | NMHC | CH4 | NMHC+NOX | NMOG+NOX | HFID | Vol.MPG |
|----------|--------|--------|--------|---------|--------|--------|----------|----------|---------|---------|
| Phase: 1 | .02874 | .07045 | .02371 | 479.684 | .00601 | .02210 | .0297 | .02972 | 0.02668 | 21.1910 |

Drive Metrics:

| | |
|------------|------------|
| CSI | RMS |
| 1.817 | .266 |

SAE Drive Metrics:

| | | | | | | | | | |
|----------------|----------------|-----------|------------------|------------------|--------------|------------|-------------|------------|--------------------|
| CED (J) | CET (J) | ER | DistD (M) | DistT (M) | DistR | EER | ASCR | IWR | RMSSE (MPH) |
|----------------|----------------|-----------|------------------|------------------|--------------|------------|-------------|------------|--------------------|

Emission Summary Report

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Phase: 1 4,876,670 4,865,000 0.240 5,776.6 5,760.9 0.272 -0.032 0.254 0.414 0.4411

Test Validation: Valid: Invalid: Retest: Accept: NIC: system / spp23 Date: 07/29/2019 01:28:08

Validator's Comments: This test is valid

Test Options:

| Option | Description |
|--|--------------------|
| Induced Failure | |
| DHFID Hangup value | .015 |
| Gain | .650 |
| Initial Solar Intensity (in KW/Square meter) | .860 |
| Constant Grade | .000 |
| Diesel Regeneration Required | 0 |
| MINI DILUTER T/P DILUTION RATIO | 8.700 |
| Weighted Dilution factor | 24.880 |
| Tailpipe Methane Response Factor | 1.056 |
| Bag Methane Response Factor | 1.081 |
| DHFID Methane Response Factor | 1.113 |
| Soak Duration(Hrs) | 28 |
| Threshold | 350 |
| CVS K Coeff | 539.114 |
| Solar Intensity (in percent) | 90.000 |
| Trace Start Method | Crank (Pendant) |
| Charging Type | CS |
| Template Emissions CAT | EPA |
| Pre Test Vehicle Temperature | Hot |
| Actual Driver | Human |
| Solar Profile Name | JA_850 |
| CVS Venturi Selection | Medium |
| DynoGrade Type | None |
| Special Test Qualifications | None |
| OBD II Monitor | None Requested |
| Abort test on dead battery | Y |
| Abort Test on INCA Failure | Y |
| Augmented Braking | Y |
| Diesel Test | Y |

Test Options

Emission Summary Report

| | |
|--------------------------------|---|
| Hybrid Test | Y |
| Inca Requirement | Y |
| Mule Vehicle to Park | Y |
| Road (Var.) Speed Fan required | Y |
| Rolls Requirement | Y |
| SAE Calculations Required | Y |
| Solar Required | Y |

Sequence Purpose

MY14 WK baseline with AEM applied

Engr. SpclInst

DiagRA data needs taken before and after each sequence

Req Spcl Inst

With the vehicle on, close all windows 1) For automatic systems press the Auto button and set temp to 72F(22 C). ** a) Do not depress any other buttons on HVAC 2) For Manual systems ** a) Turn AC on **

b) Set AC max ** c) Set system to recirculate ** d) Set fan speed to highest setting ** e) Set temperature to coldest setting

Connect DCAN Cable – Automatically setting ROLLS MODE!

Shift Comments

D| Dual Exhaust

Sampling Type List

None -- None -- DCVS , Diesel Tailpipe / Particulates – Multiple

Test Request Purpose

Emissions baseline in as-received condition. AEM was applied in the field by dealership.

Informational Report Comments

ProcLnch – Initialization failure for INCA! Retry?

SolStop – Do you want to keep the solar lights on?