EMISSIONS SUMMARY REPORT

Vehicle ID:	**X4XXX7425 / 031M031**	Test ID:	**X4XXX7425_US2XSP020719082202 / 1111012499**		
Test Req:	**082012190992−2**	Location:	CHRYSLER TECH CENTER		
Test Type:	**US06(2X) − using Split Bag US06**	Facility:	**Test Cell 7**	Start Time:	**08/22/2019 13:30:27**
Requestor:	**REDACTED**	Shift Sched.:	AUTO	Trace End:	**08/22/2019 13:51:58**
Driver:	**REDACTED**	Option(s):	Tailpipe modal &Bag	Inertia Weight:	5500
Operator:	**REDACTED**	Fuel Type:	MS10756	Road Load Coeff A:	18.52
Start Odometer:	83196	Fuel Anal.#:	10762	Road Load Coeff B:	.3258
AutoLoad File:	None	INCA Project File:	X4XXX6355.exp	Road Load Coeff C:	0.02753
Cell Temp Set Pt:	75	Altitude Set Pt(ft.):	930	Hum. Set Pt (Grains):	50.00
Test Segment:	3/3	Vehicle Desc.:	0.00 GRAND CHERBLACK	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	.0035	.0003	.0074	.0104	.0527	631.8	.0420	.0139	52.3	16.1003		.266
Cycle2	.0016	.0003	.0041	.0068	.0636	491.4	.0619	.0088	140.1	20.7238		1.017
Cycle3	.0010	.0002	.0025	.0043	.0230	374.4	.0215	.0044	611.1	27.2079		6.237
Cycle4	.0036	.0004	.0116	.0081	.0644	893.7	.0553	.0125	84.6	11.3820		.271
Cycle5	.0025	.0001	.0079	.0082	.2809	831.9	.2726	.0423	58.1	12.2302		.220

Modal Test Results:(Grams)

Phase: 1												
IDLE	.0005	.0000	.0008	.0004	.0000	22.4	.0000	.0000	12.5	.0907	0	
ACCEL	.0016	.0005	.0045	.0111	.1467	949.4	.1445	.0199	206.3	8.6161	0	
DECEL	.0020	.0001	.0057	.0022	.0113	121.9	.0047	.0055	116.4	80.7564	0	
TOTAL	.0041	.0006	.0110	.0137	.1580	1093.8	.1492	.0254	335.1		0	
Phase: 1	Equivalent Mass Results: (Grams/Mile)											
	.0023	**.0003**	**.0062**	**.0077**	**.0890**	**616.2**	**.0841**	**.0143**	**335.1**	**16.5186**	**0**	**1.775**
Phase: 2												
IDLE	.0001	.0000	.0002	.0001	.0000	5.0	.0000	.0000	2.7	.0000	0	
ACCEL	.0022	.0007	.0042	.0129	.1200	1058.4	.1126	.0241	236.7	18.2030	0	
CRUISE	.0018	.0003	.0071	.0110	.0198	1029.5	.0187	.0029	265.6	30.1950	0	
DECEL	.0021	.0003	.0042	.0027	.0039	242.0	.0025	.0007	106.1	54.1249	0	
TOTAL	.0062	.0013	.0156	.0267	.1437	2334.9	.1338	.0277	611.1		0	
Phase: 2	Equivalent Mass Results: (Grams/Mile)											
	.0010	**.0002**	**.0025**	**.0043**	**.0230**	**374.4**	**.0215**	**.0044**	**611.1**	**27.2079**	**0**	**6.237**
Phase: 1A												
IDLE	.0002	.0000	.0003	.0002	.0000	10.0			5.3	.1021	0	
ACCEL	.0011	.0003	.0023	.0077	.0759	575.8			117.6	9.8984	0	
DECEL	.0013	.0001	.0035	.0017	.0029	82.4			69.5	89.2566	0	
TOTAL	.0026	.0004	.0061	.0097	.0787	668.2			192.4		0	
Phase: 1A	Equivalent Mass Results: (Grams/Mile)											

	.0020	**.0003**	**.0048**	**.0075**	**.0613**	**520.6**			**192.4**	**19.5305**	**0**	**1.284**
Phase: 1B												
IDLE	.0003	.0000	.0004	.0001	.0000	12.5			7.2	.0816	0	
ACCEL	.0006	.0001	.0022	.0034	.0709	373.6			88.6	6.6421	0	
DECEL	.0007	.0000	.0023	.0005	.0084	39.5			46.9	63.5951	0	
TOTAL	.0015	.0001	.0049	.0040	.0793	425.6			142.8		0	
Phase: 1B Equivalent Mass Results: (Grams/Mile)												
	.0031	**.0003**	**.0099**	**.0081**	**.1614**	**866.0**			**142.8**	**11.7500**	**0**	**.491**
Total Equivalent Mass Results:(Grams/Mile)												
	.0013	**.0002**	**.0033**	**.0050**	**.0377**	**427.9**	**.0353**	**.0066**	**946.3**	**23.7742**	**0**	**8.012**

CVS Mass Results: (Grams/Mile)

	HC	**CO**	**NOX**	**CO2**	**NMHC**	**CH4**	**NMHC+NOX**	**NMOG+NOX**	**HFID**	**Vol.MPG**
Phase: 1	.00158	.00699	.09385	633.351	.00000	.00169	.0938	.09385	0.00030	16.0752
Phase: 2	.00000	.00287	.02576	369.833	.00000	.00030	.0258	.02576	0.00000	27.5022
CVS Total Mass Results:(Grams/Mile)										
	.00035	**.00378**	**.04084**	**428.213**	**.00000**	**.00061**	**.0408**	**.04084**	**.00007**	**23.7753**

Drive Metrics:

CSI	**RMS**
−5.800	.342

SAE Drive Metrics:

	CED (J)	**CET (J)**	**ER**	**DistD (M)**	**DistT (M)**	**DistR**	**EER**	**ASCR**	**IWR**	**RMSSE (MPH)**
Phase: 1	4,319,530	4,287,890	0.738	2,854.9	2,852.2	0.094	0.639	0.440	0.529	0.6900
Phase: 2	10,074,600	10,162,900	−0.869	10,038.4	10,036.0	0.023	−0.900	−3.540	−4.450	0.2891
Final:										
	14,394,100	**14,450,800**	**−0.392**	**12,893.3**	**12,888.3**	**0.039**	**−0.433**	**−0.821**	**−1.894**	**0.4875**

Test Validation: Valid: Invalid: Retest: Accept: NIC: system / spp23 Date: 08/23/2019 03:52:01

Validator's Comments: This test is valid

Test Options:

Option	**Description**
DHFID Hangup value	.003
Gain	.650
Constant Grade	.000

Diesel Regeneration Required	0
MINI DILUTER T/P DILUTION RATIO	8.630
Weighted Dilution factor	13.800
Tailpipe Methane Response Factor	1.056
Bag Methane Response Factor	1.081
DHFID Methane Response Factor	1.113
Soak Duration(Hrs)	3
Threshold	350
CVS K Coeff	539.114
Charging Type	CS
Template Emissions CAT	EPA
Trace Start Method	Flying
Pre Test Vehicle Temperature	Hot
Actual Driver	Human
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
Hybrid Test	Y
Inca Requirement	Y
Mule Vehicle to Park	Y
Road (Var.) Speed Fan required	Y
Rolls Requirement	Y
SAE Calculations Required	Y
Wrap Cursor	Y

Sequence Purpose
MY14 WK Baseline with AEM applied
Engr. SpclInst
Engineer needs to collect DiagaRA data at the end of drive cycle.
Req Spcl Inst
Use 8 ft exhaust pipe and Extra cooling.
Connect DCAN Cable − Automatically setting ROLLS MODE!
Shift Comments
D| Dual Exhaust
Sampling Type List
None −− None −− DCVS , Diesel Tailpipe / Particulates − Single
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?

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