EMISSIONS SUMMARY REPORT

Vehicle ID:	**X5XXX3264 / 031M160**	Test ID:	**X5XXX3264_US2XSP020719072701 / 1111012131**		
Test Req:	**082012190849−6**	Location:	CHRYSLER TECH CENTER		
Test Type:	**US06(2X) − using Split Bag US06**	Facility:	**Test Cell 7**	Start Time:	**07/27/2019 09:39:45**
Requestor:	**REDACTED**	Shift Sched.:	AUTO	Trace End:	**07/27/2019 10:01:16**
Driver:	**REDACTED**	Option(s):	Tailpipe modal &Bag	Inertia Weight:	6000
Operator:	**REDACTED**	Fuel Type:	MS10756	Road Load Coeff A:	6.85
Start Odometer:	67223	Fuel Anal.#:	10762	Road Load Coeff B:	.1182
AutoLoad File:	None	INCA Project File:	X5XXX3264.exp	Road Load Coeff C:	0.03444
Cell Temp Set Pt:	75	Altitude Set Pt(ft.):	930	Hum. Set Pt (Grains):	50.00
Test Segment:	3/3	Vehicle Desc.:	0.00 1500 RAM GRAY	Emissions Standard:	Fed. BIN 5

Test Req. Purpose: Emissions baseline after applying AEM and accumulating 1000 miles on the SRC cycle.

Seq. Purpose: MY15 DS Baseline with AEM applied

Individual Cycles:(Grams/Mile) Tailpipe:

	HC	NMHC	CH4	CO	NOX	CO2	NO	NO2	ExVol	MPG	DM	Miles
Cycle1	.0013	.0000	.0078	.0131	.0514	661.1	.0433	.0131	57.4	15.3942		.268
Cycle2	.0012	.0001	.0046	.0095	.1122	529.0	.1078	.0149	155.6	19.2353		1.021
Cycle3	.0026	.0006	.0036	.0072	.0899	401.2	.0844	.0178	630.6	25.3745		6.234
Cycle4	.0108	.0024	.0140	.0152	.2930	853.9	.2532	.0615	95.3	11.9146		.283
Cycle5	.0083	.0036	.0080	.0159	.7021	949.0	.6681	.0935	63.9	10.7220		.228
Modal Test Results:(Grams)												
Phase: 1												
IDLE	.0004	.0001	.0007	.0006	.0004	21.9	.0003	.0000	12.3	.0464	0	
ACCEL	.0033	.0012	.0055	.0168	.3381	1028.2	.3285	.0420	231.6	8.0438	0	
DECEL	.0027	.0004	.0064	.0038	.0327	124.8	.0167	.0154	128.3	80.7544	0	
TOTAL	.0065	.0016	.0125	.0212	.3712	1174.9	.3455	.0574	372.2		0	
Phase: 1	Equivalent Mass Results: (Grams/Mile)											
	.0036	**.0009**	**.0070**	**.0118**	**.2062**	**652.8**	**.1920**	**.0319**	**372.2**	**15.5825**	**0**	**1.800**
Phase: 2												
IDLE	.0001	.0000	.0002	.0001	.0000	5.1	.0000	.0000	2.9	.0000	0	
ACCEL	.0040	.0009	.0071	.0197	.4223	1144.4	.3952	.0956	256.9	16.8468	0	
CRUISE	.0072	.0017	.0095	.0195	.1096	1095.8	.1059	.0113	263.1	28.3432	0	
DECEL	.0047	.0011	.0054	.0055	.0282	255.8	.0250	.0039	107.8	51.1315	0	
TOTAL	.0159	.0038	.0222	.0448	.5602	2501.1	.5261	.1108	630.6		0	
Phase: 2	Equivalent Mass Results: (Grams/Mile)											
	.0026	**.0006**	**.0036**	**.0072**	**.0899**	**401.2**	**.0844**	**.0178**	**630.6**	**25.3745**	**0**	**6.234**
Phase: 1A												
IDLE	.0001	.0000	.0003	.0003	.0001	9.7			5.6	.0000	0	
ACCEL	.0006	.0001	.0028	.0106	.1219	619.0			132.8	9.2337	0	
DECEL	.0008	.0000	.0037	.0024	.0064	88.6			74.6	83.4062	0	
TOTAL	.0015	.0001	.0068	.0132	.1284	717.2			213.0		0	
Phase: 1A	Equivalent Mass Results: (Grams/Mile)											

	.0017	**.0001**	**.0052**	**.0103**	**.0996**	**556.4**			**213.0**	**18.3012**	**0**	**1.289**
Phase: 1B												
IDLE	.0003	.0001	.0004	.0003	.0003	12.3			6.8	.0828	0	
ACCEL	.0027	.0010	.0027	.0063	.2161	409.2			98.8	6.2388	0	
DECEL	.0019	.0004	.0027	.0014	.0263	36.2			53.6	73.1874	0	
TOTAL	.0050	.0015	.0058	.0079	.2428	457.6			159.3		0	
Phase: 1B Equivalent Mass Results: (Grams/Mile)												
	.0097	**.0029**	**.0113**	**.0155**	**.4755**	**896.3**			**159.3**	**11.3561**	**0**	**.511**
Total Equivalent Mass Results:(Grams/Mile)												
	.0028	**.0007**	**.0043**	**.0082**	**.1159**	**457.6**	**.1085**	**.0209**	**1002.9**	**22.2167**	**0**	**8.033**

CVS Mass Results: (Grams/Mile)

	HC	CO	NOX	CO2	NMHC	CH4	NMHC+NOX	NMOG+NOX	HFID	Vol.MPG
Phase: 1	.00397	.00376	.21392	675.763	.00000	.00112	.2139	.21392	0.00009	15.0530
Phase: 2	.00046	.00225	.09349	391.448	.00000	.00125	.0935	.09349	0.00057	26.0249
CVS Total Mass Results:(Grams/Mile)										
	.00125	**.00259**	**.12047**	**455.144**	**.00000**	**.00122**	**.1205**	**.12047**	**.00047**	**22.3644**

Drive Metrics:

CSI	RMS
−15.655	.406

SAE Drive Metrics:

	CED (J)	CET (J)	ER	DistD (M)	DistT (M)	DistR	EER	ASCR	IWR	RMSSE (MPH)
Phase: 1	4,654,510	4,601,040	1.162	2,896.4	2,852.3	1.546	−0.379	0.212	0.999	0.8098
Phase: 2	10,730,300	10,923,200	−1.765	10,031.1	10,036.0	−0.049	−1.747	−9.876	−12.908	0.3666
Final:										
	15,384,900	**15,524,200**	**−0.898**	**12,927.4**	**12,888.3**	**0.304**	**−1.212**	**−2.983**	**−5.768**	**0.5823**

Test Validation: Valid: Invalid: Retest: Accept: NIC: system / tdk29 Date: 07/27/2019 10:59:20

Validator's Comments: Operator Comments: DRIVER ERROR: DCAN DATA SCREEN BLOCK VIEW OF TRACE. IT CLEARED ABOUT 10 TO 15 SEC. INTO TRACE Error Description(Integrity) Unit Value Low Limit High Limit US06 Split Bag Cycle (3/3) Phase (1) Diesel FID Ratio Hot/Cold < Limit ratio 0.02 0.80 ModalToBag (Diesel Fuel) (CO2) < Limit g/mi 652.83 670.86 701.49 Phase (2) [Diesel Cold FID (HC)] [CH4] < Limit g/mi Ð.0008 0.0000 THIS TEST PASSED ALL VALIDITY CHECKS

Test Options:

Option	Description
Induced Failure	
DHFID Hangup value	.002
Gain	.650
Constant Grade	.000
Diesel Regeneration Required	0
MINI DILUTER T/P DILUTION RATIO	8.690
Weighted Dilution factor	12.970
Tailpipe Methane Response Factor	1.056
Bag Methane Response Factor	1.081
DHFID Methane Response Factor	1.113
Soak Duration(Hrs)	20
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
MY15 DS Baseline with AEM applied
Engr. SpclInst
DiagRA data needs taken before and after each sequence
Operator Comments
DRIVER ERROR: DCAN DATA SCREEN BLOCK VIEW OF TRACE. IT CLEARED ABOUT 10 TO 15 SEC. INTO TRACE
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 after applying AEM and accumulating 1000 miles on the SRC cycle.