Question & Answers
On
the Invitation to tender N° MOVE/D3/59-1-2010
Study on a new emission test for Diesel at roadworthiness tests using
NO/NO2

Updated 06.07.2010

Can you specify how long will the opening session on 08/07 last (approximately)?
The duration of the opening session cannot be foreseen since it depends on the
number of offers that we will receive.

Is this a full-funded project or a partial one? (if it is, what percentage)?
It is a procurement contract.
Some information about procurement contract is available at the following link:

First purpose of the study is to carry out the NO / NO2 laboratory measurements on different new
vehicles with the aim to define a practical and reliable test procedure useful for PTI purposes.
Second, the study will evaluate the correlation between the existing measurement devices
(opacity meter) to new devices as e.g. a scattered light measurement for PM measurement with
different high quality devices to elaborate the possibility for its use for the existing vehicle
fleet.
First question => Does this apply only to PM?
Second question => Does the following sentence relate to the second part or to the whole study:
"Out of the results of the laboratory measurements appropriate test procedures for Diesel and
Petrol vehicles, as a development of well applied technology - avoiding the need of test benches
- should be elaborated and formulated as a drafted proposal"

First question: The study will evaluate the correlation between the existing
measurement devices (opacity meter) to new devices as e.g. a scattered light
measurement for PM measurement in relation only to PM.

Second question: the mentioned procedure should be elaborated for the whole
study.

The tender specifications mention under item "1.2. Purpose of the contract" that diesel and petrol
vehicles must be covered. Is that correct?
As technologies like "lean burn petrol engines" are already on the market and
those technologies face the same problems as diesel engines, namely the
production of particulates, the after-treatment systems will follow a similar
strategy as those used for diesel engines. As a consequence the study should
also cover the possibility of the use of the new NO/NO2 based emission test for both diesel and petrol vehicles.

Can you make clear the goal of the meeting of the 8th of July?
On 08 July the offers will be opened.
Tenders will be opened at 15.00 on 08/07/2010, at Rue De Mot 28 (Directorate-General for Mobility and Transport, mail department, ground floor, office 0/110 1040-Brussels).
This opening session will be public. Each tenderer may be represented by not more than one person. At the end of the opening session, the Chairman of the opening committee will indicate the name of the tenderers and the decision concerning the admissibility of each offer received. The prices mentioned in the bids will not be communicated.

Total scope of the study is 160 man-days. Does this mean the total of days for deskstudy + measurement and reporting? How many testing days are foreseen for LD, MD and HD?
160 man-days is an estimation of the budget of the study while 12 months is its maximum duration. The contractor shall decide the amount of resources needed to perform the task.
The laboratory measurements will be performed on different new vehicles (including passenger cars, Light duty Vehicles and Heavy Duty Vehicles);

Duration is 12 months after award. When is the award foreseen?
The award will be finalised after the contract signature (expected after September 2010).

We understand the first goal is correlation for NO/NO2 levels between "garage floor" equipment and type approval equipment. Is this correct?
One purpose of the study is to carry out the NO / NO2 laboratory measurements on different new vehicles (including passenger cars, Light duty Vehicles and Heavy Duty Vehicles, or engines with different exhaust after treatment systems under simulated failure conditions) with the aim to define a practical and reliable test procedure useful for PTI purposes. This measurement should be done under different conditions as well as simulated defects. The measurement results shall be compared with the measurement results at type approval.

Who will supply the "garage floor" equipment? How many types?
Who will supply the "garage floor" equipment and how many types?
The contractor. The available test equipment or accessory adaptation to existing equipment and its specification should be defined and shown as a concept for PTI purposes.

How far back in time do we need to go? Euro 3/4/5/6 only or also other standards?
Laboratory measurements will be carried out on different new vehicles.

LD we can measure on a rolling road. For HD we have the Height Climate Chamber (HCC) to do assessment on vehicle level (recommended by us) or engine dyno. What do you prefer?

For the laboratory tests, it is up to the contractor to decide on the appropriate equipment.

Only OEM solutions or also aftermarket (for example HD Euro III + particle filter)
As the result of this study should be used for roadworthiness testing (PTI), there should be the opportunity to deal with all kinds of solutions (OEM and aftermarket).

How many different engine technology (common rail, pumpduse, etc.)?
As the result of this study should be used for roadworthiness testing (PTI), there should be the opportunity to deal with all kinds of technology.

Regeneration outside the scope. Correct?
Out of the results of the laboratory measurements appropriate test procedures for Diesel and Petrol vehicles, as a development of well applied technology - avoiding the need of test benches - should be elaborated and formulated as a drafted proposal. This test procedure will have to deal with the occurrences of regeneration as well.

How many vehicles? How many malfunctions?
It is up to the contractor to decide upon the numbers of vehicles and malfunctions. Nevertheless it should be kept in mind, that the result should be used for the emission testing part of roadworthiness tests.