

US EPA ARCHIVE DOCUMENT

MOBILE6 On-Road Motor Vehicle Emissions Model

5-Day Training Course

prepared for:

U.S. Environmental Protection Agency
Contract #68-C7-0051, Work Assignment 3-06

September 2001

prepared by:

Philip Heirigs
Siona Delaney
Robert Dulla

Sierra Research, Inc.
1801 J Street
Sacramento, CA 95814
(916) 444-6666

DISCLAIMER

The U.S. Environmental Protection Agency (EPA) provided Sierra Research with an advance copy of the draft MOBILE6 model for use in preparing this course. As of October 2001, MOBILE6 had not been released to the general public. As outlined by EPA, the version of the model distributed with these course materials (dated August 31, 2001) is a confidential draft version of MOBILE6 and is to be used only for the training of state and local government air pollution staff. The model and model results should be treated as confidential and should not be distributed.

I. INTRODUCTION

Course Outline

- Day 1 (Basic Course - Lecture)
 - Course Introduction
 - Motor Vehicle Emission Modeling Basics
 - Differences Between MOBILE5 and MOBILE6
 - MOBILE6 Operation
- Day 2 (Basic Course - Hands-On)
 - Review of MOBILE6 Operation
 - Input File Development Basics
 - Summary of MOBILE6 Commands and Inputs
- Day 3 (Advanced Course - Lecture + Hands-On)
 - Advanced Topics in MOBILE6 Development
 - SIP-Based Inventory Preparation
- Day 4 (Advanced Course - Hands-On)
 - More Advanced Use of DATABASE Output
 - Control Measure Analysis
- Day 5 (Advanced Course - Lecture + Hands-On)
 - Regional and Hot Spot Analysis Issues
 - Analysis of Transportation Control Measures

Course Objectives

- Day 1 – This lecture course is intended for individuals who do not have extensive knowledge of how emissions models are formulated and would benefit from an introduction to basic terminology and a general introduction to how MOBILE6 is run and how it differs from MOBILE5.
- Day 2 – This hands-on course is intended for individuals who have minimal knowledge of how MOBILE6 inputs are generated. Every MOBILE6 command will be addressed, but detailed coverage of all commands will not be possible.
- Days 3 to 5 – This section of the course, consisting of both lecture and hands-on components, is intended for more advanced MOBILE users. Detailed treatment of model inputs/outputs will be covered as well as “off-model” approaches to estimating on-road motor vehicle emissions impacts.

What is MOBILE6?

- MOBILE6 is a computer model developed by EPA used to predict emissions from on-road motor vehicles.
 - MOBILE6.0 – HC, CO, and NO_x (this course)
 - MOBILE6.1 – Add particulates
 - MOBILE6.2 – Add toxics
 - M6.3/NGM1 – Add greenhouse gases
- All on-highway vehicle types are included in MOBILE6, including light-duty cars and trucks, heavy-duty trucks, motorcycles, and buses.
- The model is used to generate SIP inventories, for conformity determinations, emissions TRENDS reports, environmental impact statements, inputs for hot-spot analyses, and in EPA rulemakings.
- MOBILE6 is a replacement for MOBILE5.

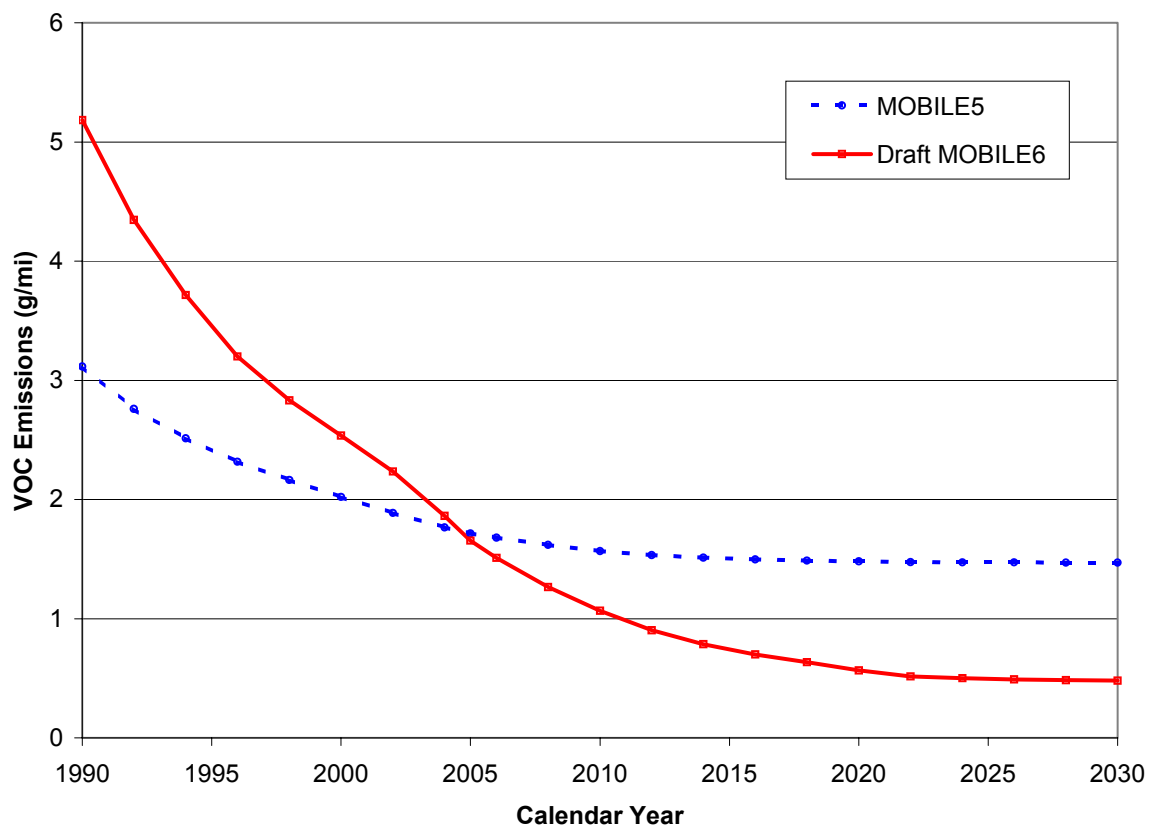
A Brief MOBILE History

- MOBILE1 (1978) – Calculated HC, CO, and NO_x for calendar years 1970 through 1999 for six vehicle types (Diesel cars and light trucks were not included).
- MOBILE2 (1981) – Updated with new data on emission-controlled vehicles at higher mileages.
- MOBILE3 (1984) – Updated with additional data; California emission rates were eliminated.
- MOBILE4 (1989) – Significant changes to evap algorithms (running losses included for the first time). Higher deterioration rates for mileages above 50,000.
- MOBILE4.1 (1991) – Impact of oxygenated gasoline was included, evap resting losses were added, the effects of Tier 1 and Cold CO standards were incorporated.
- MOBILE5 (1992) and MOBILE5a (1993) – Basic emission rates derived from IM240 data; impacts of new standards and RFG incorporated.
- MOBILE5b (1996) – Additional I/M options, impacts of new standards.
- MOBILE6 (2001?) – Significant changes to nearly every aspect of the model.

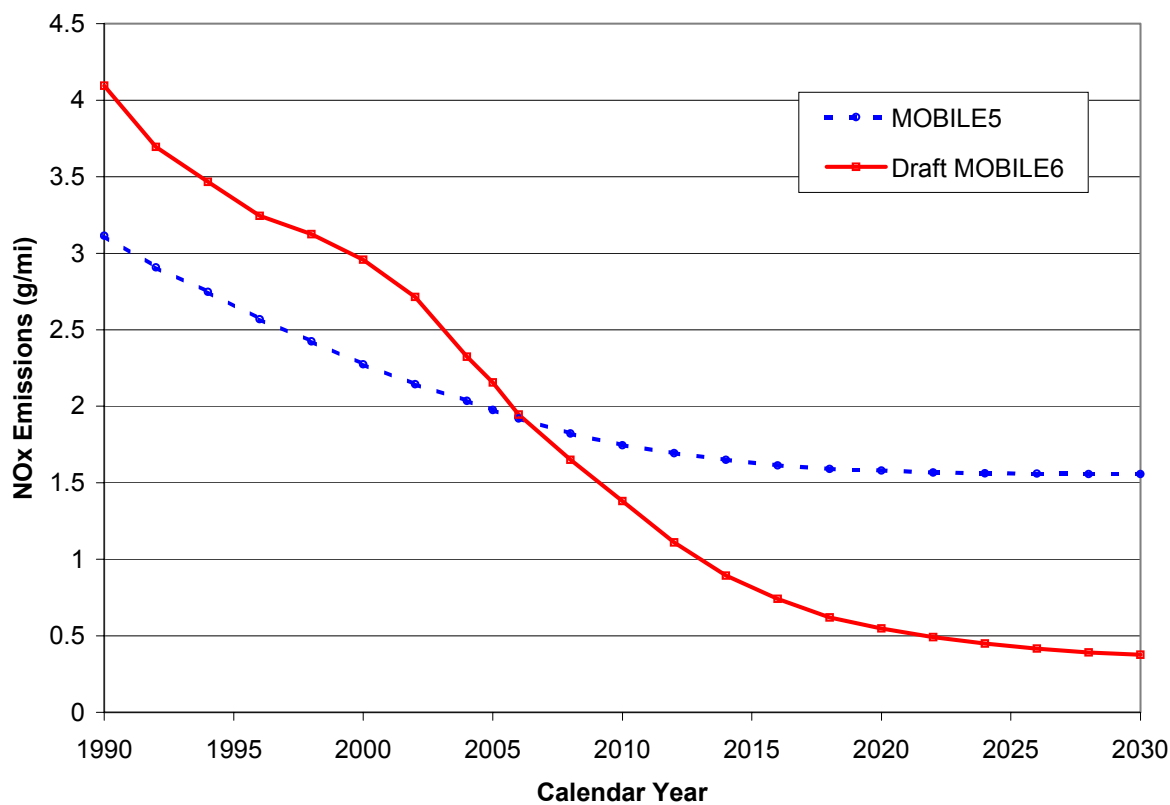
Scope of MOBILE6

- Vehicle Types – Traditional eight vehicle classes with an option for expanded output covering 28 classes
- Vehicle Standards – Pre-control, Tier 0, Tier 1, Tier 2, and LEVs; impacts of HDDV “defeat devices” and MY2007 standards included
- Gasoline Parameters – RVP, RFG, oxygenates, sulfur
- Vehicle Operating Parameters – speed, off-cycle effects, air conditioning, soak time
- Environmental Parameters – Temperature, humidity, cloud cover, altitude
- State Programs – Inspection and maintenance (I/M), anti-tampering inspections, Stage II refueling controls
- Calendar Years – 1952 to 2051
- Inputs/Outputs – More user-friendly input file format and more detailed outputs available as a user option

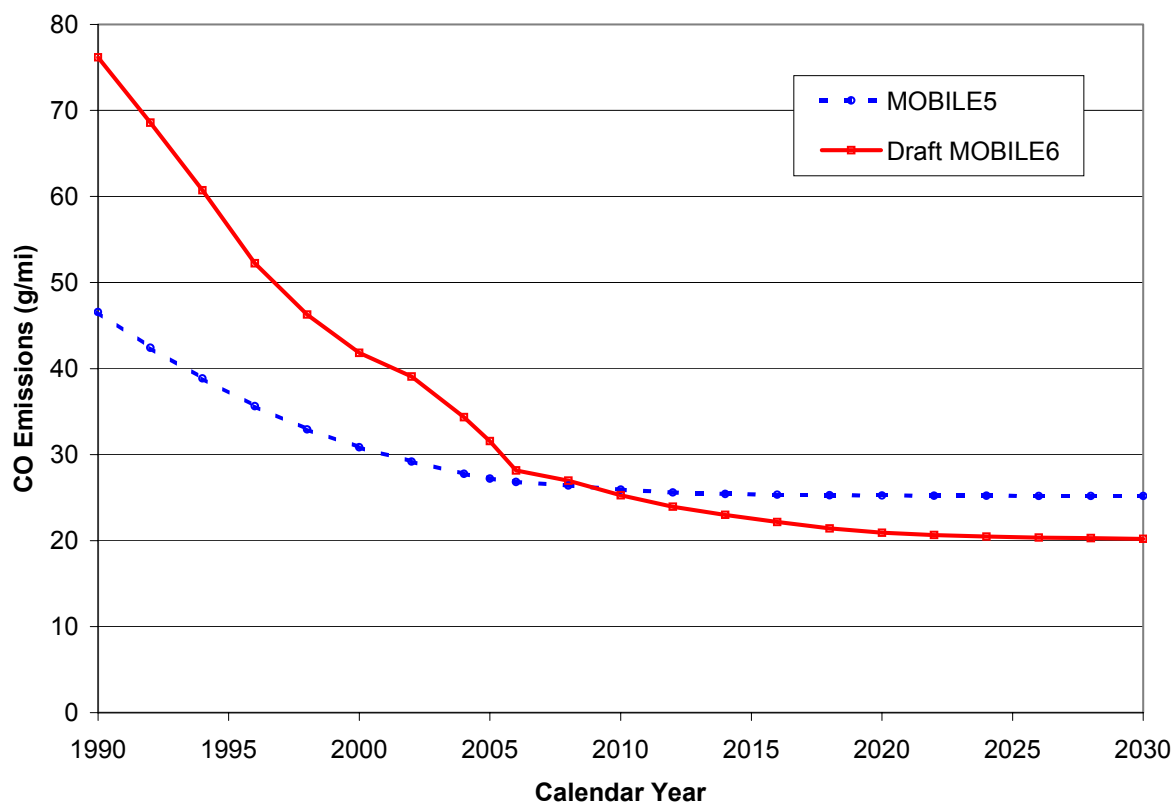
VOC Emissions (Exhaust and Evap) from On-Highway Vehicles
MOBILE5 vs. Draft MOBILE6



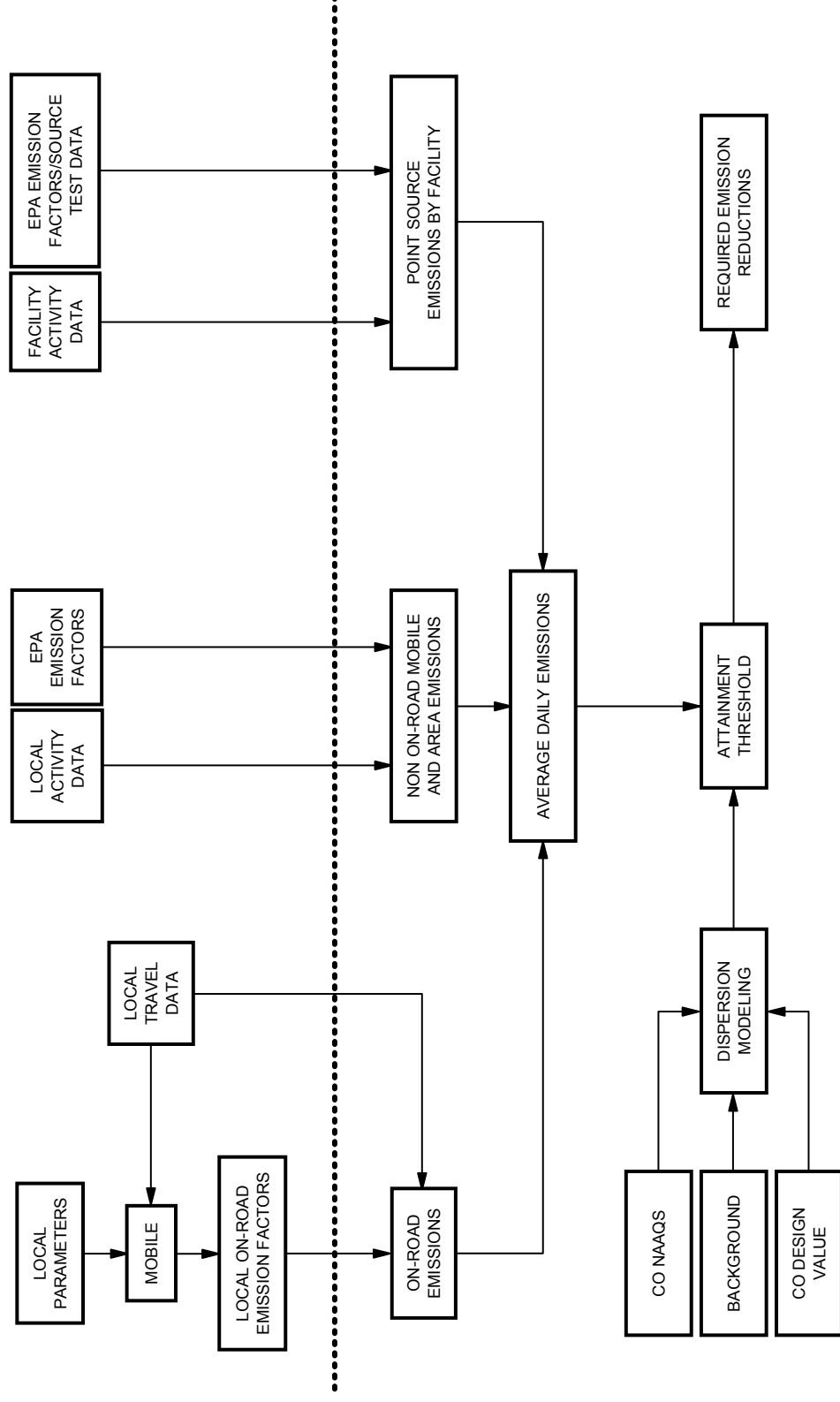
Oxides of Nitrogen (NOx) Emissions from On-Highway Vehicles MOBILE5 vs. Draft MOBILE6



Carbon Monoxide (CO) Emissions from On-Highway Vehicles MOBILE5 vs. Draft MOBILE6 at 20 Degrees F



Overview of Carbon Monoxide SIP Emissions Modeling



Definition of Terms and Acronyms

AAM - Alliance of Automobile Manufacturers

AAMA - American Automobile Manufacturers Association

ALVW - Alternative Loaded Vehicle Weight: the numerical average of the vehicle curb weight and the GVWR.

API - American Petroleum Institute

AP-42 - U.S. EPA Compilation of Air Pollutant Emission Factors

APTI - Air Pollution Training Institute

Area Sources - Stationary emission sources that are too small to be inventoried individually, such as gasoline stations.

ASM - Acceleration Simulation Mode: a steady-state loaded-mode emissions test cycle developed to simulate acceleration without having to put the vehicle under varying load. The two most well-known ASM cycles are ASM2525 (in which the vehicle is driven at 25 mph at a load equal to 25% of the maximum acceleration on the FTP) and ASM5015 (15 mph at 50% of the maximum FTP acceleration).

ATP - Anti-Tampering Program

Bags 1, 2, and 3 - Portions of the FTP: Bag 1 = cold start; Bag 2 = stabilized operation; and Bag 3 = hot start.

BAR90 - An acronym used to refer to a computerized emissions analyzer or test analyzer system, originally developed by the California Bureau of Automotive Repair (BAR) in 1990. BAR90 emission analyzers are currently being used in a number of state I/M programs.

Baseline Inventory - An emissions inventory developed for a base or current year to estimate existing emissions conditions and that serves as the basis for future emissions projections.

Basic I/M Program - An I/M program that, when modeled using MOBILE5, achieves emissions reductions equivalent to or better than a basic performance standard established by EPA.

BER - Base emission rate equation, consisting of a zero-mile level (ZM) and one or more deterioration rates (Drs).

BSFC - Brake Specific Fuel Consumption

CAA - Clean Air Act

CAAA - Clean Air Act Amendments (1990)

Canister - Part of the evaporative control system, the evaporative canister contains activated carbon that traps HC vapors released from the vehicle fuel tank (e.g., during a diurnal heat build). The stored vapors are later released and burned in the engine as fresh air is drawn through the canister and into the intake manifold.

CARB - California Air Resources Board

Centralized I/M Program - A program in which emissions testing is conducted in centrally located, specially constructed facilities in which no emissions-related repairs are performed; also known as a test-only program.

Chassis Dynamometer - A treadmill-like piece of equipment on which a vehicle is driven and a load placed on the engine during loaded-mode testing.

CNG - Compressed natural gas

CO - Carbon monoxide

Cold Start - Vehicle start-up after extended engine-off period.

Decentralized I/M Program - A program in which vehicle emissions testing and repairs can be conducted in the same facility; also known as a test-and-repair program.

Diurnal Breathing Emissions - Evaporative HC or VOC emissions that are caused by the change in ambient temperature over the course of the day while the vehicle is parked.

DOT - U.S. Department of Transportation

DR - Deterioration rate: the rate at which vehicle emission rates are assumed to increase with increasing mileage. Typically reported in units of g/mi per 10,000 miles or g/bhp-hr per 10,000 miles.

ECOS - Environmental Council of the States

EF - Emission factor

EGR - Exhaust Gas Recirculation

EMFAC - Similar to MOBILE, EMFAC is CARB's on-road motor vehicle emissions model specific to California.

Emissions Inventory - The total emissions produced by all sources within the area being inventoried, which is normally estimated on a design day basis.

Enhanced I/M Program - An I/M program that, when modeled using MOBILE, achieves equivalent or better emissions reductions to an enhanced performance standard established by EPA; the enhanced performance standard includes IM240 vehicle testing.

EPA - U.S. Environmental Protection Agency

Evaporative Hot Soak Emissions - HC or VOC emissions that are produced immediately after a vehicle is stopped and the engine is turned off.

Evaporative Resting Loss Emissions - HC or VOC emissions that result from leaks or permeation of gasoline vapors through various parts of the evaporative control system.

Evaporative Running Loss Emissions - HC or VOC emissions that are produced due to heat build-up in the fuel during vehicle operation.

FHWA - the Federal Highway Administration, a division of the DOT.

FID - Flame Ionization Detector; used to measure HC emissions.

FTP - Federal Test Procedure; a standardized test procedure that is used to test and certify new vehicles for emissions compliance. For light-duty vehicles, a transient loaded-mode drive cycle (the LA4) designed to represent a typical vehicle trip is used as the basis of the FTP.

g/bhp-hr - Grams per brake-horsepower-hour: a unit of emissions measurement when testing is conducted on an engine dynamometer.

g/mi - Grams per mile: a unit of emissions measurement when testing is conducted on a chassis dynamometer.

GVWR - Gross Vehicle Weight Rating

HC - Hydrocarbons

HDDV - Heavy-Duty Diesel Vehicle

HDGV - Heavy-Duty Gasoline Vehicle

HDV - Heavy-Duty Vehicle

HLDT - Heavy Light-Duty Truck; any light-duty truck rated at greater than 6,000 lbs. GVWR.

HPMS - Highway Performance Monitoring System: a system established by U.S. DOT used to track changes in VMT in urban areas nationwide.

Hybrid I/M Program - A program that combines elements of both test-and-repair and test-only programs.

Idle Test - A no-load emissions test procedure conducted in an I/M program during which the engine is allowed to idle.

IM147 - The last 147 seconds of the IM240 cycle (see below).

IM240 - A transient loaded-mode emissions test performed on a dynamometer over a 4-minute standardized drive cycle that mimics a portion of the FTP.

I/M Program - Vehicle emissions inspection and maintenance program.

I/M Credit - The amount of emissions credit claimed for an I/M program in the SIP.

LA4 - The speed-time trace used for the FTP, developed from data collected in Los Angeles during the late 1960s.

LA92 - Also known as the “Unified Cycle,” the LA92 drive trace was developed from chase car data collected in Los Angeles in 1992. It is the basis of CARB’s emission inventory model, EMFAC2000.

LDDT - Light-Duty Diesel Truck

LDDV - Light-Duty Diesel Vehicle

LDGT - Light-Duty Gasoline Truck

LDGV - Light-Duty Gasoline Vehicle

LDT - Light-Duty Truck; a light truck rated at 8,500 lbs. GVWR or less.

LDT1 - An LDT with a GVWR \leq 6,000 lbs. and an LVW \leq 3,750 lbs.

LDT2 - An LDT with a GVWR \leq 6,000 lbs. and an LVW from 3,751 to 5,750 lbs.

LDT3 - An LDT with a GVWR from 6,001 - 8,500 lbs. and an LVW \leq 3,750 lbs.

LDT4 - An LDT with a GVWR from 6,001 - 8,500 lbs. and an LVW from 3,751 to 5,750 lbs.

LDV - Light-Duty Vehicle; a passenger car or passenger car derivative seating 12 passengers or less.

LEV - Low-Emission Vehicle

LLDT - Light Light-Duty Truck; any light-duty truck with a GVWR up through 6,000 lbs.

Loaded-Mode Testing - Emissions testing in which either a steady or varying load is placed on the vehicle engine using a chassis dynamometer.

LVW - Loaded Vehicle Weight; used for certification purposes, LVW is the curb weight of the vehicle plus 300 lbs.

MC - Motorcycles

MDPV - Medium-Duty Passenger Vehicle; a heavy-duty passenger vehicle rated at less than 10,000 lbs. GVWR. Large sport utility vehicles fall into this category.

MIL - Malfunction indicator light located on the instrument panel of OBD-equipped vehicles. The MIL illuminates in the event of an emission control system malfunction.

MOBILE - EPA on-road mobile source emission factor model.

MOBILE6.0 - MOBILE model used to predict HC, CO and NO_x emissions from motor vehicles.

MOBILE6.1 - Future update for MOBILE6.0 which will include estimates for particulate emissions from motor vehicles.

MOBILE6.2 - Future update for MOBILE6.1 which will include estimates for toxics emissions from motor vehicles.

MOBILE6.3 - Future update for MOBILE6.2 which will include estimates for greenhouse gases from motor vehicles. This model version may ultimately be released as the 'New Generation Model 1' (NGM1).

NAA - Acronym for nonattainment area, which is an area designated by formal EPA action as being in nonattainment of one or more of the NAAQS (see below).

NAAQS - National Ambient Air Quality Standard

NESCAUM - Northeast States for Coordinated Air Use Management

NGM - New Generation Model

NGV - Natural gas vehicle

NMHC - Non-Methane Hydrocarbons

NMOG - Non-Methane Organic Gases

NOAA - National Oceanic and Atmospheric Administration

Nonroad Emissions - Emissions from sources other than on-road, area, or point sources (e.g., chain saws, outboard engines, etc.).

NO_x - Oxides of nitrogen

OBD - On-board diagnostics. Second-generation OBD systems (OBD II) were required beginning with the 1994 model year, although MIL illumination was not required for all faults until

1996. All emissions-critical systems and components on the vehicle are monitored by the OBD II system. In the event of a malfunction, the MIL is illuminated and a fault code is stored.

On-Road Emissions - Emissions from motor vehicles traveling on the modeled roadway network in an area.

ORVR - On-board refueling vapor recovery. These systems, phased-in beginning with the 1998 model year, route HC vapors displaced during refueling to the on-board evaporative canister.

OTAQ - EPA's Office of Transportation and Air Quality

Oxygenated Fuel - Gasoline containing an oxygenate-based compound (e.g., ethanol or MTBE), which reduces emissions by enleaning the air/fuel combustion mixture.

Ozone - Air pollutant created by photochemical reaction between various emissions precursors, particularly HC and NO_x.

PART5 - EPA on-road particulate emission factor model.

PCV - Positive Crankcase Ventilation

PM_{2.5} - Particulates with diameter of 2.5 microns or less.

PM₁₀ - Particulates with diameter of 10 microns or less.

Point Sources - Stationary sources that are of sufficient size to have their emissions estimated individually.

ppm - parts per million: the units normally used to express ambient CO concentrations and fuel sulfur levels.

Pressure Test - Part of an I/M check, the pressure test consists of pressurizing the vehicle fuel tank and vapor hoses from the gas cap to the evaporative canister and monitoring for a pressure loss over a 2-minute period. In the “fill-pipe pressure test” the system is pressurized from the filler neck; in the “canister pressure test” the system is pressurized at the evaporative canister.

Purge Test - Initially included as part of EPA’s I/M rule, purge testing consists of monitoring the purge flow in the vapor line from the canister to the intake manifold. Because of its intrusive nature, purge testing has not been successfully implemented in any high-volume I/M program and is not even modeled in MOBILE6.

Reasonable Further Progress - A term used by EPA to denote acceptable progress by a nonattainment area toward attaining the NAAQS by the required deadline.

RFG - Reformulated Gasoline

ROP - Rate of Progress plans

Running Emissions - Exhaust emissions that occur with the engine and emission control system in a fully warmed-up condition. In MOBILE6, start emissions (which are calculated as an offset) must be added to running emissions to obtain total exhaust emissions.

RVP - Reid Vapor Pressure; a measure of gasoline volatility.

SC03 - Part of the SFTP (see below), the SC03 test cycle is performed after a 10-minute soak and was designed to address emissions following start-up and air conditioning usage.

SFTP - Supplemental Federal Test Procedure. Implemented beginning with the 2000 model year, the SFTP requires compliance with two additional test cycles during certification—the US06 (to

control emissions during aggressive driving) and the SC03 (to control emissions during start-up and air conditioning usage).

SHED - Sealed Housing for Evaporative Determination: an enclosure used to house a vehicle for measuring evaporative emissions.

SIP - State Implementation Plan

Soak Period - Time during which a vehicle is left non-operational and subjected to constant or variable SHED or ambient temperatures.

Stage II Vapor Recovery - Implemented at gasoline stations, Stage II vapor recovery systems route the HC vapor in the vehicle fuel tank that is displaced during refueling into the underground storage tank.

STAPPA/ALAPCO - State and Territorial Air Pollution Program Administrators/Association of Local Air Pollution Control Officials

Starting Emissions - Vehicle emissions that occur before the engine and emission control system is fully warmed up. In MOBILE6, start emissions are calculated as an offset and must be added to running emissions to determine total exhaust emissions.

Steady-State Loaded Mode Testing - Testing in which the vehicle is subjected to a steady load.

SULEV - Super Ultra-Low Emission Vehicle

SURFRAD - NOAA's Surface Radiation Monitoring System

SUV - Sport Utility Vehicle

TCM - Transportation control measure

TECH5 - EPA model that functions as a preprocessor model to MOBILE5; used to generate base emission rate equations and I/M credits for MOBILE5.

THC - Total Hydrocarbons

TLEV - Transitional Low Emission Vehicle

TOG - Total Organic Gases

Transient Loaded-Mode Testing - Testing in which the vehicle is subjected to a varying load to better represent actual in-use driving conditions.

TTC - An acronym for Technician Training and Certification, a training program for I/M technicians designed to increase program effectiveness by improving technician performance.

Two-Speed Idle Test - A two-mode, no-load emissions test procedure conducted in an I/M program during which emissions are checked while the vehicle engine is operated at curb idle and approximately 2500 rpm.

ULEV - Ultra-Low Emission Vehicle

US06 - Part of the SFTP, the US06 is a high-speed, high-acceleration test cycle designed to reflect aggressive driving behavior.

Vehicle Scrappage - Emission control program aimed at removing older, high-emitting vehicles from the in-use fleet.

VOC - Volatile organic compound: reactive HC emissions

VMT - Vehicle miles traveled

WESTAR - Western States Air Resources Council

ZEV - Zero-Emission Vehicle

ZM or ZML - Zero mile level. Part of the BER equation, the ZM reflects emissions at zero miles (i.e., when new). Units are typically g/mi (light-duty vehicles) or g/bhp-hr (heavy-duty vehicles).

II. BACKGROUND

Background

Motor Vehicle Emissions Modeling

- Emission Modes (cold and hot start, stabilized)
- Federal Test Procedure (FTP)
- Standard Modeling Approach
- Fleet Characteristics
- Exhaust Base Emission Rate Equations
- Correction Factors (temperature, speed, etc.)
- Idle Emission Rates
- Heavy-Duty Vehicles
- Evaporative Emissions
- Inspection and Maintenance (I/M) Programs
- Low-Emission Vehicles and Tier 2
- On-Board Diagnostics (OBD)

Summary of MOBILE Components

- Emission Factors - Also known as “base emission rates,” these have historically been represented by a zero-mile level and a deterioration rate (function of mileage).
- Test Conditions - Standardized procedures include specific driving cycles, temperatures, vehicle load, and starting conditions.
- Fleet Characteristics - Fleet-average emission rates incorporate the contribution of all model years and vehicle classes.
- Fuel Characteristics - FTP is conducted with Indolene; in-use fuels will differ in terms of RVP, oxygen content, sulfur content, etc.
- Emission Control Programs - Base emission rates do not include the effects of local control programs (e.g., I/M) and must be adjusted accordingly.

Motor Vehicle Emission Modes

Exhaust Emissions

- Cold Start
- Hot Start
- Hot Stabilized
- Idle Emissions

Evaporative (or Non-Exhaust) Emissions

- Diurnal
- Hot Soak
- Running Losses
- Resting Losses
- Refueling Losses
- Crankcase Emissions

Measurement Units

- All emissions estimates are ultimately reported by MOBILE in terms of grams per mile (g/mi)
- However, many of the evaporative processes are based on different measurement units that are converted to a g/mi basis:
 - Diurnal
 $\text{g/day} \div \text{mi/day} = \text{g/mi}$
 - Hot soak
 $(\text{g/trip end} \times \text{trip ends/day}) \div \text{mi/day} = \text{g/mi}$
 - Resting losses
 $(\text{g/hr} \times \text{hr/day}) \div \text{mi/day} = \text{g/mi}$
 - Refueling losses
 $\text{g/gal} \div \text{mi/gal} = \text{g/mi}$
- For MOBILE6, start emissions are now reported on a per trip basis:
 - $(\text{g/start} \times \text{starts/day}) \div \text{mi/day} = \text{g/mi}$

Pollutants

- MOBILE6.0 calculates emission rates for:
 - hydrocarbons (HC)
 - carbon monoxide (CO)
 - oxides of nitrogen (NO_x)
- Hydrocarbon emission rates can be reported as:
 - total hydrocarbons (THC)
 - non-methane hydrocarbons (NMHC)
 - volatile organic compounds (VOC)
 - total organic gases (TOG)
 - non-methane organic gases (NMOG)

| Option | FID HC | Methane | Ethane | Aldehydes |
|--------|--------|---------|--------|-----------|
| THC | yes | yes | yes | no |
| NMHC | yes | no | yes | no |
| VOC | yes | no | no | yes |
| TOG | yes | yes | yes | yes |
| NMOG | yes | no | yes | yes |

Federal Test Procedure (FTP)

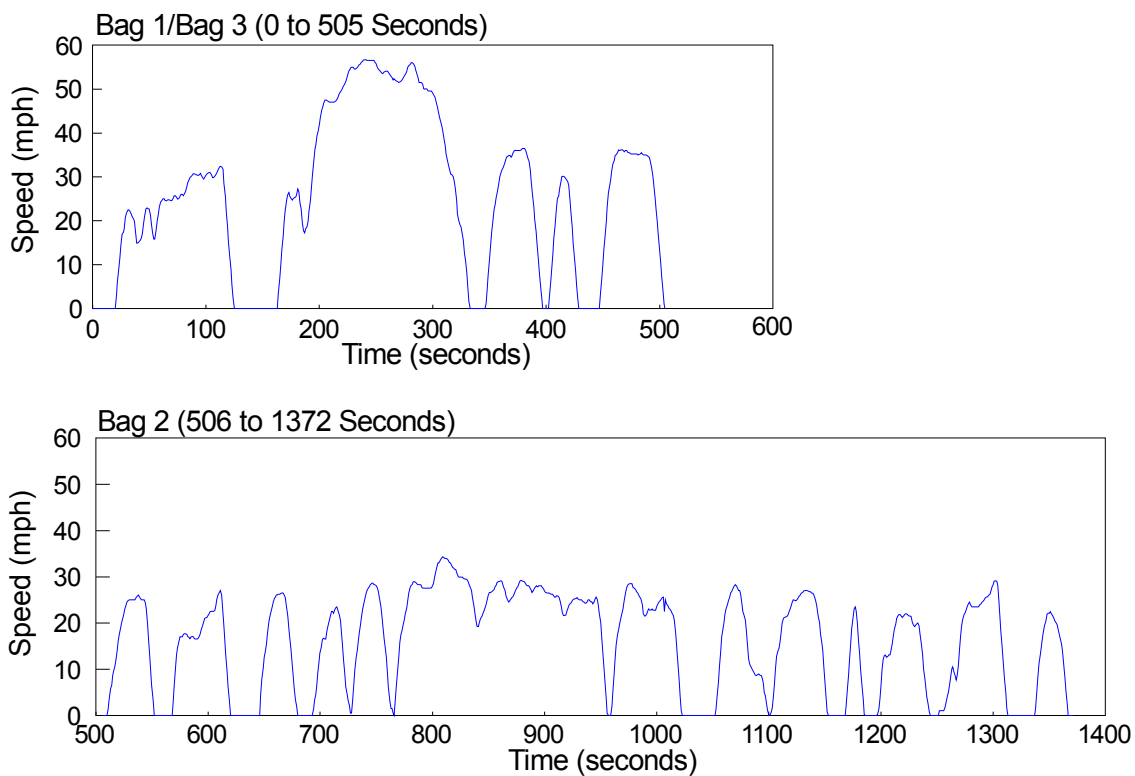
- The FTP has been the basis of light-duty vehicle certification for 25 years.
- The FTP's chassis dynamometer driving cycle (the "LA4") simulates "average" urban driving in Los Angeles in the late 1960s.
- The test procedure consists of three parts:
 - Cold start ("Bag 1"): 3.6 miles; 25.6 mph
 - Stabilized ("Bag 2"): 3.9 miles; 16.2 mph
 - Hot Start ("Bag 3"): 3.6 miles; 25.6 mph
- Prior to testing, the vehicle is preconditioned and "soaked" in a controlled environment (68 to 86°F) overnight.
- Composite FTP calculation (with bag results reported as total grams for each test portion):

$$\frac{[(0.43 \times \text{Bag1}) + (0.57 \times \text{Bag3})] + \text{Bag2}}{7.5 \text{ miles}} = \text{grams/mile}$$

FTP (Continued)

- Standard Conditions:
 - 75°F temperature
 - 19.6 mph average speed
 - Indolene fuel (9.0 RVP)
- LA4 Speed-Time Trace:

Urban Dynamometer Driving Cycle



**LDGV Exhaust Standards Summary and Predominant Emission Control Technology
(Represent 50,000-mile Standards)**

| Model Year | Test Procedure | Standards | | | Predominant Emission Control Technology |
|----------------------------|---------------------|----------------------|-------------------|-----------|--|
| | | HC | CO | NOx | |
| Pre-1968 | CVS-75 | 8.8 g/mi | 87.0 g/mi | 3.6 g/mi | Positive crankcase ventilation. |
| 1968-69 | 7-mode | 350 ppm ^a | 2.0% ^a | -- | Leaner carburetor settings. Some air pumps. |
| 1970-71 | 7-mode | 2.2 g/mi | 23 g/mi | -- | |
| 1972 | CVS-72 ^b | 3.4 g/mi | 39 g/mi | -- | Higher percentage of air pumps. |
| 1973-74 | CVS-72 | 3.4 g/mi | 39 g/mi | 3.0 g/mi | Richer mixtures and EGR for NOx control. Air pumps for HC and CO. |
| 1975-76 | CVS-75 | 1.5 g/mi | 15 g/mi | 3.1 g/mi | Oxidation catalysts for HC and CO. EGR for NOx. |
| 1977-79 | CVS-75 | 1.5 g/mi | 15 g/mi | 2.0 g/mi | |
| 1980 | CVS-75 | 0.41 g/mi | 7.0 g/mi | 2.0 g/mi | |
| 1981-93 (Tier 0) | CVS-75 | 0.41 g/mi | 3.4 g/mi | 1.0 g/mi | Improved fuel delivery systems coupled with three-way catalysts and closed-loop fuel control. Air pumps to reduce cold start HC and CO. EGR for NOx control. |
| 1994+ (Tier 1) | CVS-75 | 0.25 g/mi | 3.4 g/mi | 0.4 g/mi | Close-coupled catalysts for improved cold-start HC control. Improved fuel control for better three-way catalyst efficiency. |
| NLEV ^c | | | | | Above with improved catalyst wash coat technology and more sophisticated cold start fuel control. |
| TLEV | CVS-75 | 0.125 g/mi | 3.4 g/mi | 0.4 g/mi | |
| LEV | CVS-75 | 0.075 g/mi | 3.4 g/mi | 0.2 g/mi | |
| ULEV | CVS-75 | 0.040 g/mi | 1.7 g/mi | 0.2 g/mi | |
| Tier 2/LEV II ^c | | | | | Optimization of above technologies and Tier 2 (low-sulfur) gasoline. |
| LEV | CVS-75 | 0.075 g/mi | 3.4 g/mi | 0.05 g/mi | |
| ULEV | CVS-75 | 0.040 g/mi | 1.7 g/mi | 0.05 g/mi | |
| SULEV ^d | CVS-75 | 0.010 g/mi | 1.0 g/mi | 0.02 g/mi | |

^a These standards applied to vehicles with displacements of 101-140 cubic inches. Other numerical standards applied to other displacements.

^b "CVS" refers to Constant Volume Sampler, the method of sample collection for vehicles tested according to the current Federal Test Procedure. CVS-72 refers to the 2-bag test procedure and CVS-75 refers to the 3-bag test procedure.

^c HC standards are in terms of NMOG. Fleet-average standards are established based on NMOG for NLEV and CARB LEV programs; NOx for federal Tier 2 standards.

^d Reflects 120,000-mile standards.

Exhaust Emission Control Components

- Fuel induction system
 - carburetion
 - throttle-body fuel injection
 - multi-point fuel injection
- Catalyst
 - oxidation catalyst (HC/CO control)
 - three-way catalyst (HC/CO/NO_x control)
 - close-coupled and heated catalysts
- Oxygen sensor – helps maintain stoichiometric combustion mixture
- Air injection system – injects air into the exhaust manifold during vehicle start-up to complete combustion (HC/CO control)
- Exhaust gas recirculation (EGR) – injects “inert” exhaust gases into the intake manifold to lower combustion temperatures (NO_x control)

Tier 0, Tier 1, Tier 2 Explanation of Terms

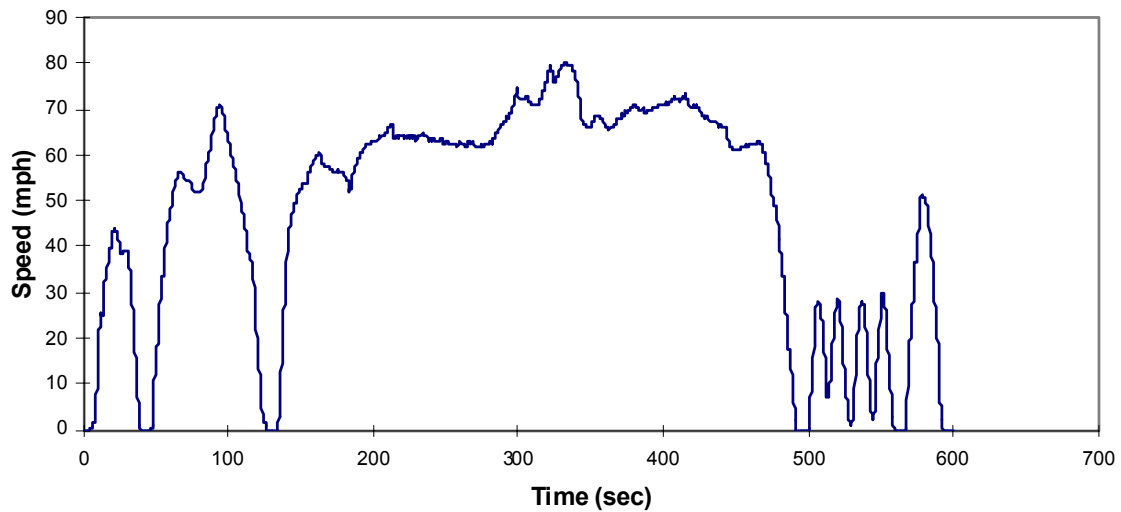
- Tier 0 Vehicles
 - Light-duty vehicles produced in the 1981 to 1993 model years
 - LDGV standards of 0.41 g/mi HC, 3.4 g/mi CO, and 1.0 g/mi NO_x
- Tier 1 Vehicles
 - Light-duty vehicles first produced in MY 1994
 - LDGV standards of 0.25 g/mi NMHC, 3.4 g/mi CO, and 0.4 g/mi NO_x
- Tier 2 Vehicles
 - Light-duty vehicles first produced in MY 2004
 - Fleet-average standards based on complying with 0.07 g/mi NO_x with up to eight “bins”

Supplemental Federal Test Procedure (SFTP)

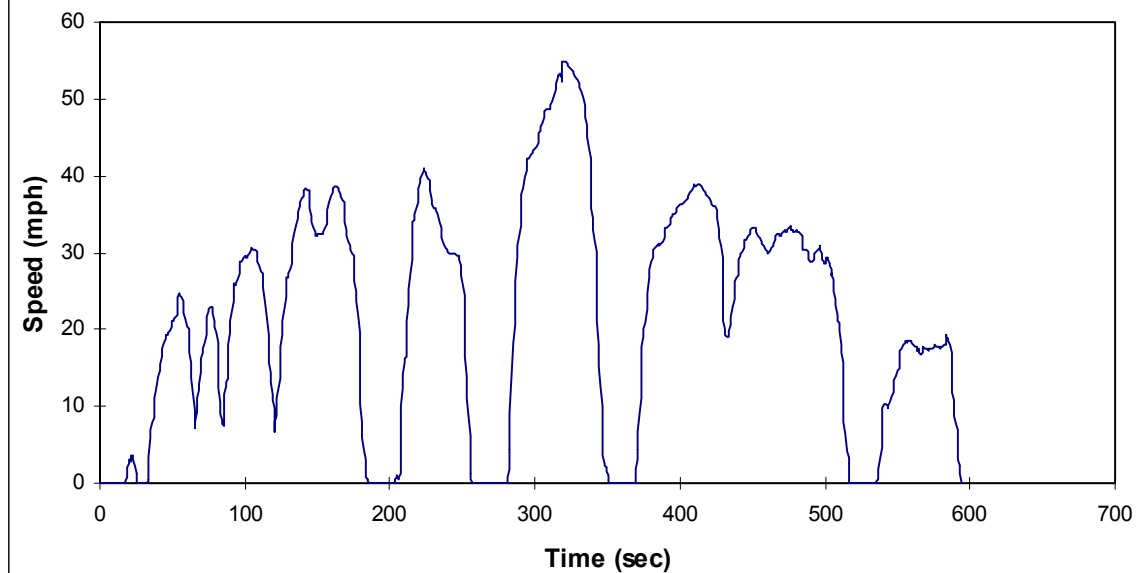
- Effective with 2001+ model year LDV/LDT
- Designed to address:
 - aggressive/off-cycle driving behavior
 - rapid speed fluctuations
 - driving behavior following start-up
 - use of air conditioning
- New driving cycles:
 - US06 (aggressive driving)
 - SC03 (starts/speed fluctuation + A/C)
- US06 is a hot stabilized test; SC03 occurs after a 10-minute soak and is conducted at high temp.
- Weightings - 35% FTP, 37% SC03, 28% US06
- Specific numerical standards for the composite SFTP were established for NMHC+NO_x; separate CO standards were set for the US06 and SC03 (but a composite option is allowed).

SFTP Driving Cycles

**SFTP US06 Drive Trace
(Aggressive Driving Cycle)**



**SFTP SC03 Drive Trace
(Start, Speed Fluctuation, and Air Conditioning Cycle)**



MOBILE6 Light-Duty Vehicle Exhaust Emission Modeling Approach

Treatment of Start vs. Running Emissions

- Previous versions of MOBILE accounted for vehicle start emissions by virtue of how the bag weightings were specified; typically FTP weightings were used.
- MOBILE6 calculates running exhaust separately from vehicle start emissions.
- Running emissions are corrected for speed; start emissions are corrected for soak time.
- Start emissions (calculated as an **offset** in g/start) are converted to a g/mi basis as follows:

$$\text{Start}_{\text{g/mi}} = (\text{Start}_{\text{g/trip}} \times \text{Starts/day}) / (\text{Miles/day})$$

- MOBILE6 reports a total g/mi value, but the user can specify an output option that separates running and starting emissions.

Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\begin{array}{c} \textit{Travel} \\ \textit{Fraction} \end{array} \right] \times \\
 &\left\{ \left[\begin{array}{c} \textit{LA4} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] + \textit{Tampering} \right. \\
 &\quad \left. \textit{Offset} + \begin{array}{c} \textit{Aggressive} \\ \textit{Driving} \end{array} + \begin{array}{c} \textit{Air} \\ \textit{Conditioning} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Temperature} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Speed} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Fuel} \\ \textit{Adjustment} \end{array} \right] \left. \vphantom{\sum_{\textit{Age}=1}^{25}} \right\}
 \end{aligned}$$

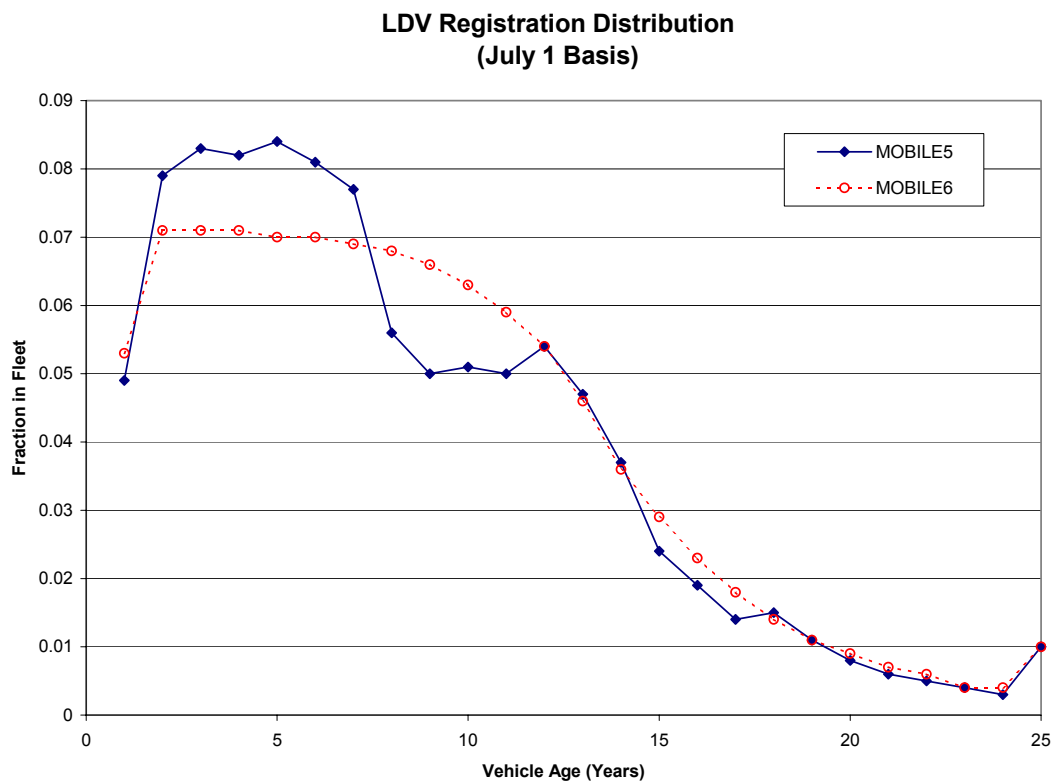
Note: This equation is for illustrative purposes only and is a simplification of the methodology used in MOBILE6.

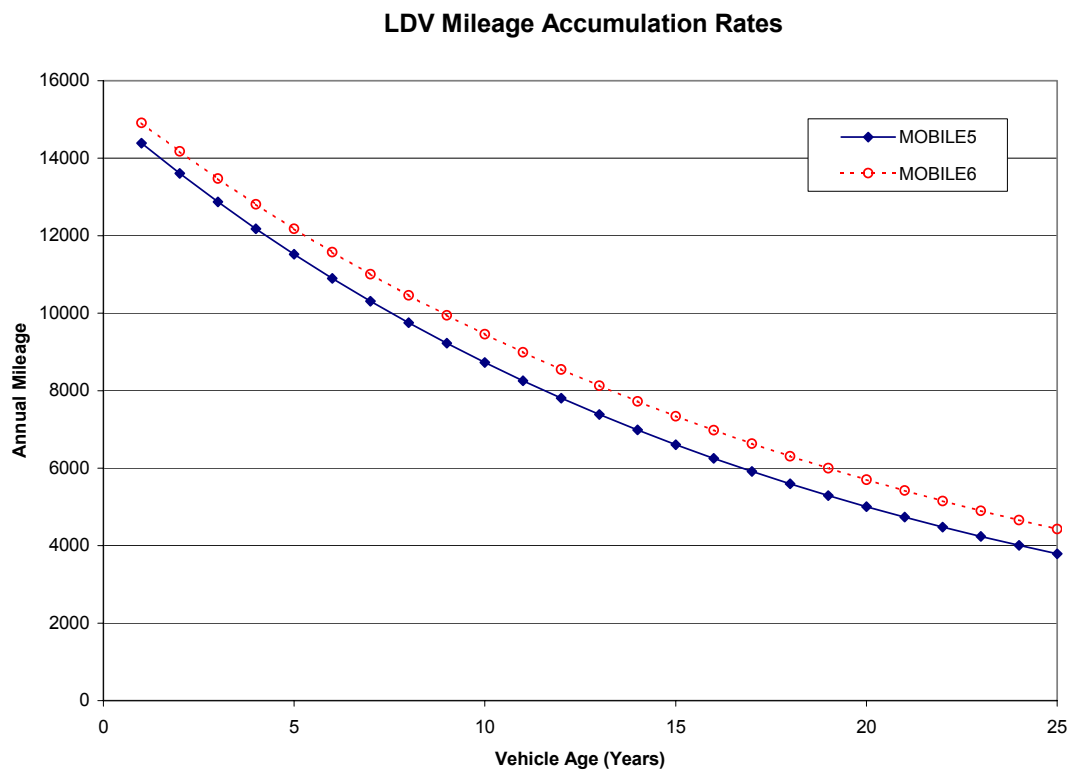
Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\frac{\textit{Travel}}{\textit{Fraction}} \right] \times \\
 &\left\{ \left[\frac{\textit{LA4}}{\textit{Emission Rate}} + \frac{\textit{Tampering}}{\textit{Offset}} + \right. \right. \\
 &\quad \left. \frac{\textit{Aggressive Driving}}{\textit{}} + \frac{\textit{Air Conditioning}}{\textit{}} \right] \\
 &\times \left[\frac{\textit{Temperature}}{\textit{Adjustment}} \right] \\
 &\times \left[\frac{\textit{Speed}}{\textit{Adjustment}} \right] \\
 &\times \left[\frac{\textit{Fuel}}{\textit{Adjustment}} \right] \left. \vphantom{\sum_{\textit{Age}=1}^{25}} \right\}
 \end{aligned}$$

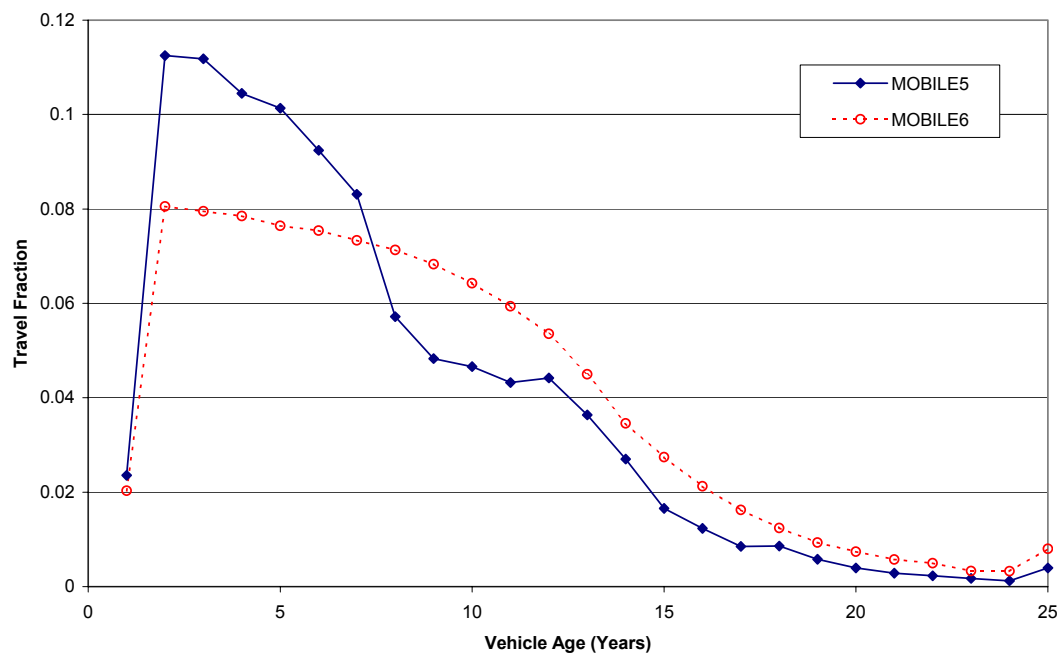
Travel Parameters – Fleet Characterization

- Registration distribution
 - MOBILE5 and MOBILE6 include 25 years
 - Based on Polk data
 - MOBILE5 focused on 1990 inventory year
 - MOBILE6 uses curve-fit of 1996 data
- Diesel Fractions
 - Registrations are for combined gasoline/Diesel fleet
 - Need to separate gas/Diesel for analysis (see spreadsheet that follows)
- Mileage accumulation rates
 - MOBILE4/4.1 based on NPD data; MOBILE5 increased these estimates by 9.7%
 - MOBILE6 based on 1995 NPTS data (DOT)
- VMT distribution (travel fraction)
 - Calculated from above parameters
 - MOBILE5: higher fraction of VMT attributed to newer vehicles





LDGV Travel Fraction
(January 1 Basis)



MOBILE5b-Based Calculation of Model-Year-Specific Travel Parameters for Light-Duty Vehicles
Calendar Year 2000

| Model Year | Annual Miles (AMAR) | Jan 1 Fleet Miles (TFMYM) | Miles per Day (BMYMPD) | Trips per Day (BMYTPD) | Miles per Trip | Jul 1 Reg (JULMYR) | Gas Fraction (GSFIDX) | Gas Jul 1 Reg | Normlzd Jul 1 Reg | Jan 1 Reg (JANMYR) | Jan 1 Wtd Mi | Travel Fraction (TF) | TPD Fraction (BMTPDF) | Fleet Mi Accum (CUM) |
|------------|---------------------|---------------------------|------------------------|------------------------|----------------|--------------------|-----------------------|---------------|-------------------|--------------------|--------------|----------------------|-----------------------|----------------------|
| 2000 | 14,390 | 14,390 | 39.4 | 4.66 | 8.46 | 0.049 | 0.998 | 0.049 | 0.04911 | 0.017 | 244 | 0.0236 | 0.0187 | 1,799 |
| 1999 | 13,612 | 14,196 | 38.9 | 4.60 | 8.45 | 0.079 | 0.998 | 0.079 | 0.07918 | 0.082 | 1,162 | 0.1125 | 0.0891 | 10,768 |
| 1998 | 12,875 | 13,428 | 36.8 | 4.54 | 8.10 | 0.083 | 0.998 | 0.083 | 0.08319 | 0.086 | 1,155 | 0.1118 | 0.0924 | 24,576 |
| 1997 | 12,180 | 12,701 | 34.8 | 4.48 | 7.76 | 0.082 | 0.998 | 0.082 | 0.08219 | 0.085 | 1,079 | 0.1045 | 0.0901 | 37,637 |
| 1996 | 11,522 | 12,016 | 32.9 | 4.43 | 7.44 | 0.084 | 0.999 | 0.084 | 0.08428 | 0.087 | 1,047 | 0.1013 | 0.0912 | 49,991 |
| 1995 | 10,899 | 11,366 | 31.1 | 4.37 | 7.13 | 0.081 | 0.999 | 0.081 | 0.08127 | 0.084 | 955 | 0.0924 | 0.0868 | 61,679 |
| 1994 | 10,310 | 10,752 | 29.5 | 4.31 | 6.84 | 0.077 | 0.999 | 0.077 | 0.07726 | 0.080 | 859 | 0.0831 | 0.0814 | 72,735 |
| 1993 | 9,751 | 10,170 | 27.9 | 4.25 | 6.56 | 0.056 | 0.999 | 0.056 | 0.05619 | 0.058 | 591 | 0.0572 | 0.0584 | 83,193 |
| 1992 | 9,225 | 9,620 | 26.4 | 4.19 | 6.29 | 0.050 | 0.999 | 0.050 | 0.05017 | 0.052 | 499 | 0.0483 | 0.0514 | 93,085 |
| 1991 | 8,726 | 9,100 | 24.9 | 4.13 | 6.03 | 0.051 | 0.999 | 0.051 | 0.05117 | 0.052 | 481 | 0.0466 | 0.0517 | 102,442 |
| 1990 | 8,254 | 8,608 | 23.6 | 4.08 | 5.79 | 0.050 | 1 | 0.050 | 0.05022 | 0.052 | 447 | 0.0433 | 0.0500 | 111,294 |
| 1989 | 7,807 | 8,142 | 22.3 | 4.02 | 5.55 | 0.054 | 1 | 0.054 | 0.05423 | 0.056 | 457 | 0.0442 | 0.0533 | 119,667 |
| 1988 | 7,386 | 7,702 | 21.1 | 3.96 | 5.33 | 0.047 | 1 | 0.047 | 0.04720 | 0.049 | 376 | 0.0364 | 0.0457 | 127,586 |
| 1987 | 6,987 | 7,286 | 20.0 | 3.90 | 5.12 | 0.037 | 0.997 | 0.037 | 0.03705 | 0.038 | 279 | 0.0270 | 0.0353 | 135,078 |
| 1986 | 6,608 | 6,892 | 18.9 | 3.84 | 4.92 | 0.024 | 0.997 | 0.024 | 0.02403 | 0.025 | 171 | 0.0166 | 0.0226 | 142,165 |
| 1985 | 6,251 | 6,519 | 17.9 | 3.78 | 4.72 | 0.019 | 0.991 | 0.019 | 0.01891 | 0.020 | 127 | 0.0123 | 0.0175 | 148,869 |
| 1984 | 5,913 | 6,167 | 16.9 | 3.72 | 4.54 | 0.014 | 0.983 | 0.014 | 0.01382 | 0.014 | 88 | 0.0085 | 0.0126 | 155,210 |
| 1983 | 5,594 | 5,833 | 16.0 | 3.67 | 4.36 | 0.015 | 0.979 | 0.015 | 0.01475 | 0.015 | 89 | 0.0086 | 0.0132 | 161,208 |
| 1982 | 5,291 | 5,518 | 15.1 | 3.61 | 4.19 | 0.011 | 0.953 | 0.010 | 0.01053 | 0.011 | 60 | 0.0058 | 0.0093 | 166,882 |
| 1981 | 5,005 | 5,220 | 14.3 | 3.55 | 4.03 | 0.008 | 0.941 | 0.008 | 0.00756 | 0.008 | 41 | 0.0039 | 0.0066 | 172,249 |
| 1980 | 4,735 | 4,938 | 13.5 | 3.49 | 3.88 | 0.006 | 0.956 | 0.006 | 0.00576 | 0.006 | 29 | 0.0028 | 0.0049 | 177,326 |
| 1979 | 4,478 | 4,671 | 12.8 | 3.43 | 3.73 | 0.005 | 0.979 | 0.005 | 0.00492 | 0.005 | 24 | 0.0023 | 0.0041 | 182,129 |
| 1978 | 4,237 | 4,418 | 12.1 | 3.37 | 3.59 | 0.004 | 0.991 | 0.004 | 0.00398 | 0.004 | 18 | 0.0018 | 0.0033 | 186,672 |
| 1977 | 4,007 | 4,180 | 11.5 | 3.31 | 3.45 | 0.003 | 0.995 | 0.003 | 0.00300 | 0.003 | 13 | 0.0013 | 0.0024 | 190,970 |
| 1976 | 3,790 | 3,953 | 10.8 | 3.26 | 3.33 | 0.010 | 0.997 | 0.010 | 0.01001 | 0.010 | 41 | 0.0040 | 0.0080 | 195,034 |
| | | | | | | 0.9990 | | 0.9957 | 1.0000 | 1.0000 | 10332 | 1 | 1 | |

Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\begin{array}{c} \textit{Travel} \\ \textit{Fraction} \end{array} \right] \times \\
 &\left\{ \left[\begin{array}{c} \textit{LA4} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] + \textit{Tampering} + \right. \\
 &\quad \left. \textit{Offset} + \textit{Aggressive} + \textit{Air} \right. \\
 &\quad \left. \textit{Driving} + \textit{Conditioning} \right] \\
 &\times \left[\begin{array}{c} \textit{Temperature} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Speed} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Fuel} \\ \textit{Adjustment} \end{array} \right] \left. \vphantom{\sum_{\textit{Age}=1}^{25}} \right\}
 \end{aligned}$$

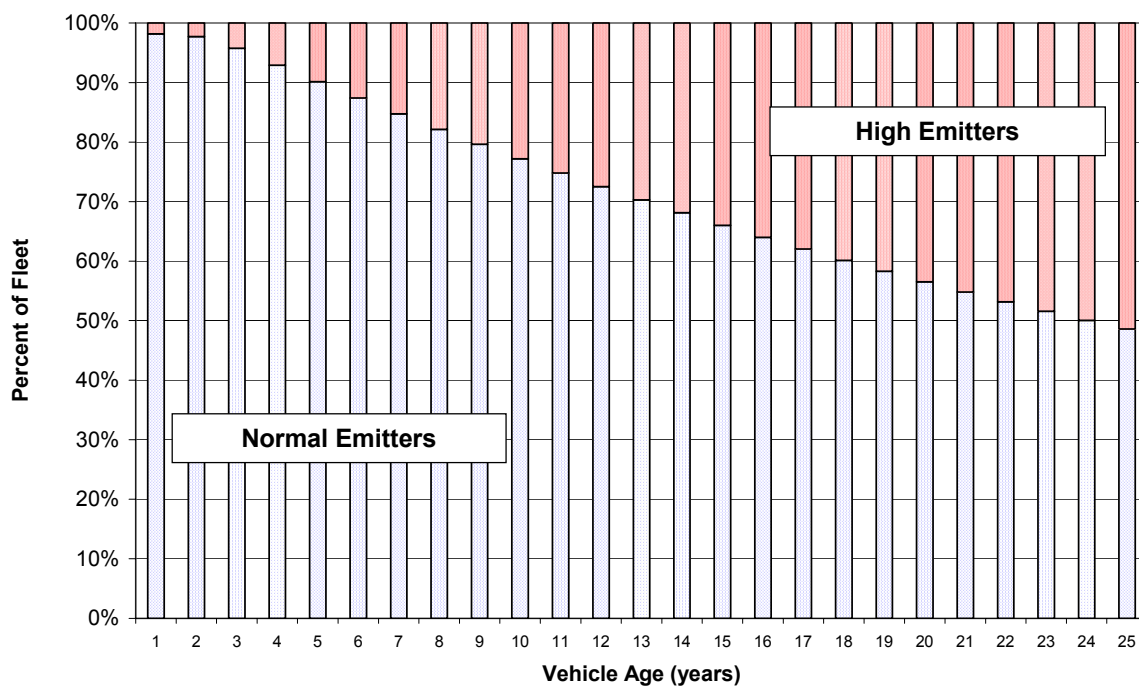
Basic Emission Rates

- Units: grams/mile (or grams/bhp-hr for heavy-duty vehicles) for running emissions; grams per start for start emissions. Developed from FTP test data.
- Historically, the basic emission rate has been modeled as a linear function increasing with vehicle mileage. It is represented by two components:
 - Zero-mile level (intercept) with units of g/mi
 - Deterioration rate (slope) with units of g/mi/10,000 mi.
- The basic emission rate is a function of vehicle type, model year, and technology type.
- Developed from emissions test data:
 - LDV/LDT: Chassis dynamometer
 - HDV: Engine dynamometer
 - MC: Motorcycle dynamometer

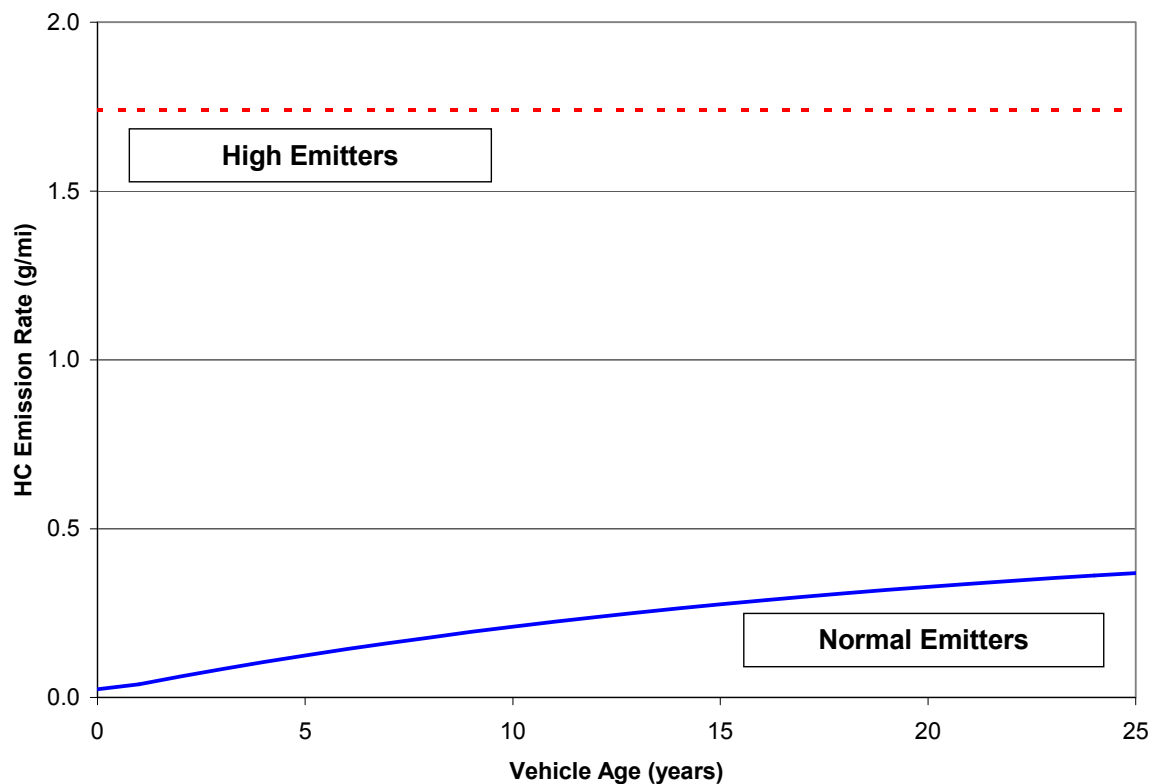
Basic Emission Rates (MOBILE6 Basis)

- Similar methodology to MOBILE5, but there is no pre-processor program such as TECH5.
- Two emitter categories are defined in MOBILE6 for non-OBD vehicles – normals and highs.
- The high-emitter cutpoints are $2 \times \text{HC}$, $3 \times \text{CO}$, or $2 \times \text{NO}_x$ FTP standards.
- As vehicles age, there is movement from the normal to high categories that results in deterioration.
- Only FTP data were used for these rates, but an “in-use” adjustment was applied to the FTP data to account for potential sampling bias.
- Overall, deterioration rates for newer model year vehicles (i.e., 1988+) are much lower in MOBILE6 relative to MOBILE5.

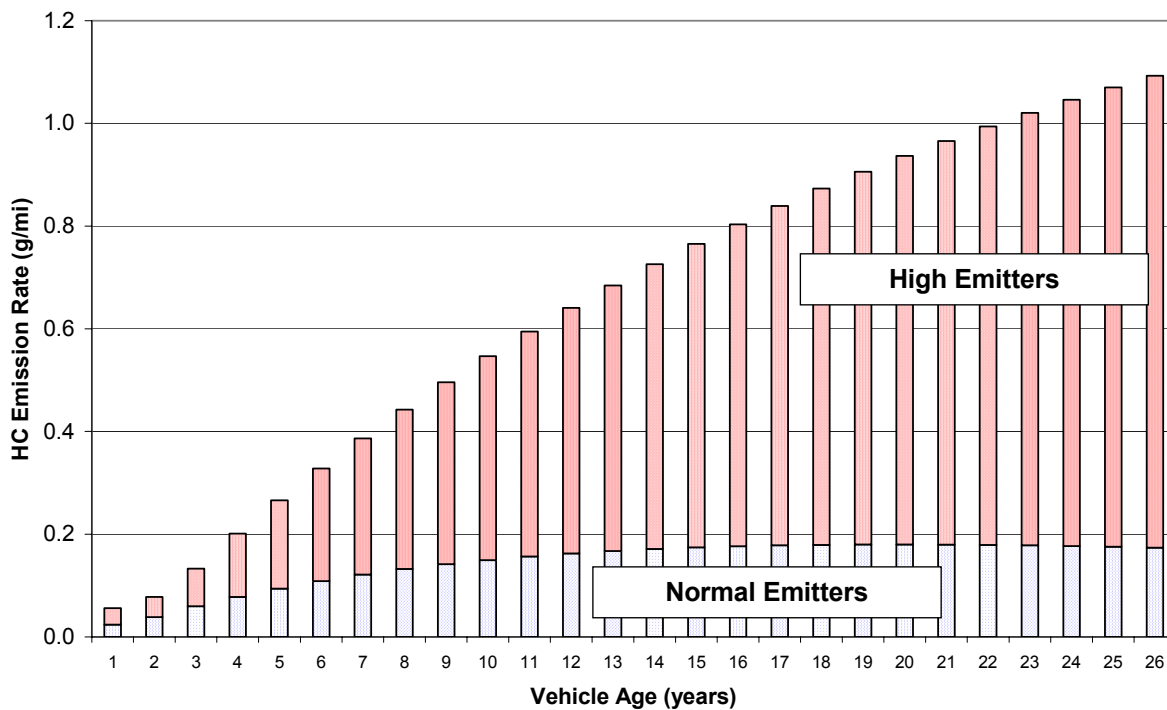
Fraction of HC Emitter Groups as a Function of Age
1988-1993 MY PFI Vehicles



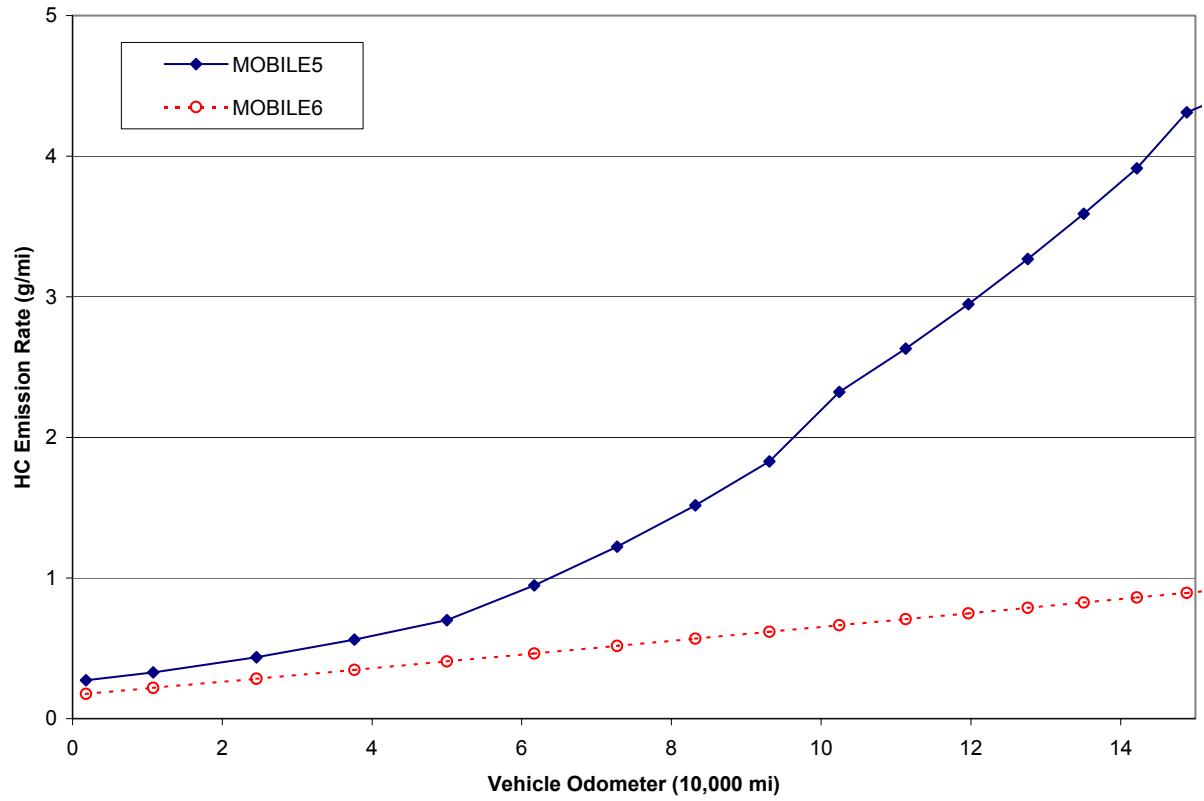
Running LA4 HC Emission Rate by Emitter Category
1988 - 1993 MY PFI Vehicles



Contribution of Emitter Groups to Baseline Running LA4 HC Emissions
1988-1993 MY PFI Vehicles



LDGV MPFI HC Emission Rates
MOBILE5 (83-93 MY) vs. MOBILE6 (88-93MY)



Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\begin{array}{c} \textit{Travel} \\ \textit{Fraction} \end{array} \right] \times \\
 &\left\{ \left[\begin{array}{c} \textit{LA4} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] + \overline{\textit{Tampering Offset}} + \right. \\
 &\quad \left. \textit{Aggressive Driving} + \textit{Air Conditioning} \right] \\
 &\times \left[\begin{array}{c} \textit{Temperature} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Speed} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Fuel} \\ \textit{Adjustment} \end{array} \right] \}
 \end{aligned}$$

Tampering Offset (MOBILE6)

- Pre-1981 MY vehicles treated the same as MOBILE5.
- 1981 to 1995 MY (i.e., non-OBD II vehicles) emission rates are assumed to have tampering included in them (based on the “in-use” adjustment applied to the FTP data).
- 1996 and newer MY vehicles are assumed to have no (or negligible) tampering because:
 - Anecdotal evidence suggests that deliberate tampering of emission control devices is an action that is mostly historical.
 - The reasons for tampering with such vehicles (i.e., ability to misfuel, improved performance, perceived cost savings) do not exist anymore.
 - The OBD system should immediately detect tampering and may serve as a deterrent.

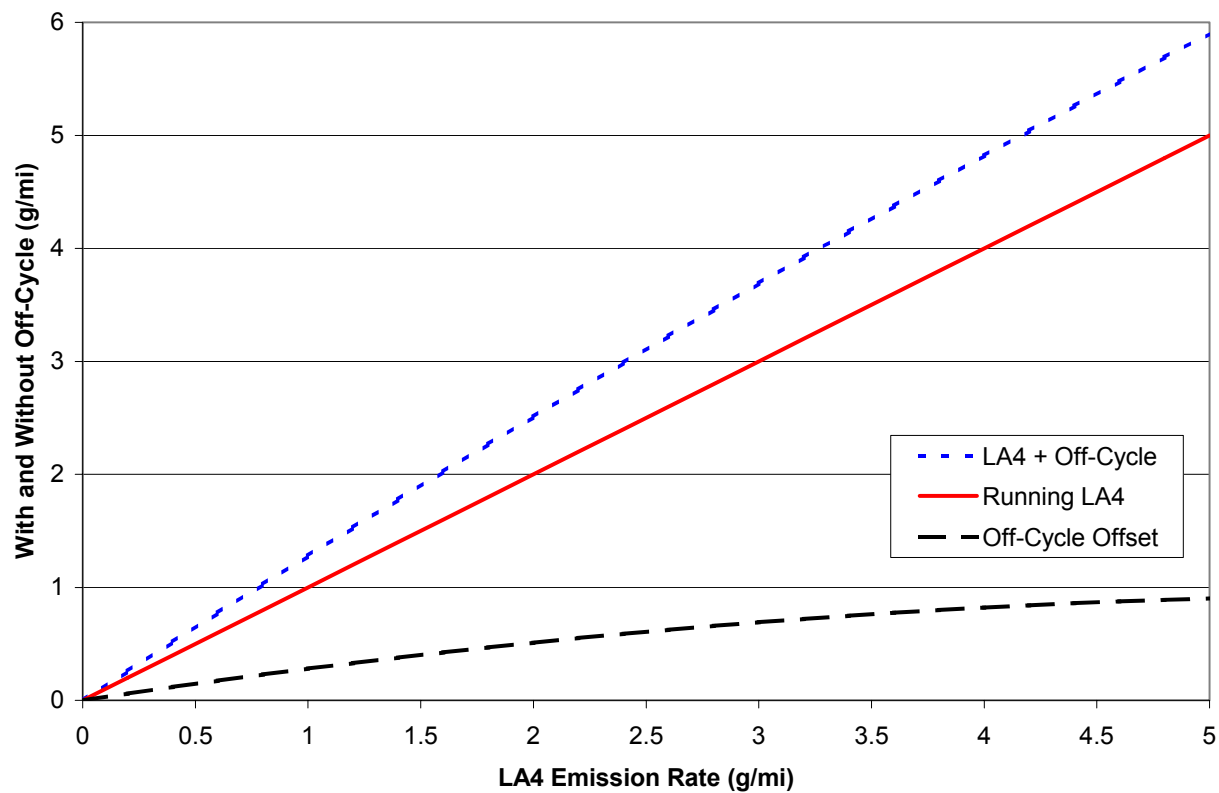
Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\begin{array}{c} \textit{Travel} \\ \textit{Fraction} \end{array} \right] \times \\
 &\left\{ \left[\begin{array}{c} \textit{LA4} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] + \textit{Tampering} + \textit{Offset} + \right. \\
 &\quad \left. \frac{\textit{Aggressive Driving}}{\textit{Air Conditioning}} \right] \\
 &\times \left[\begin{array}{c} \textit{Temperature} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Speed} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Fuel} \\ \textit{Adjustment} \end{array} \right] \}
 \end{aligned}$$

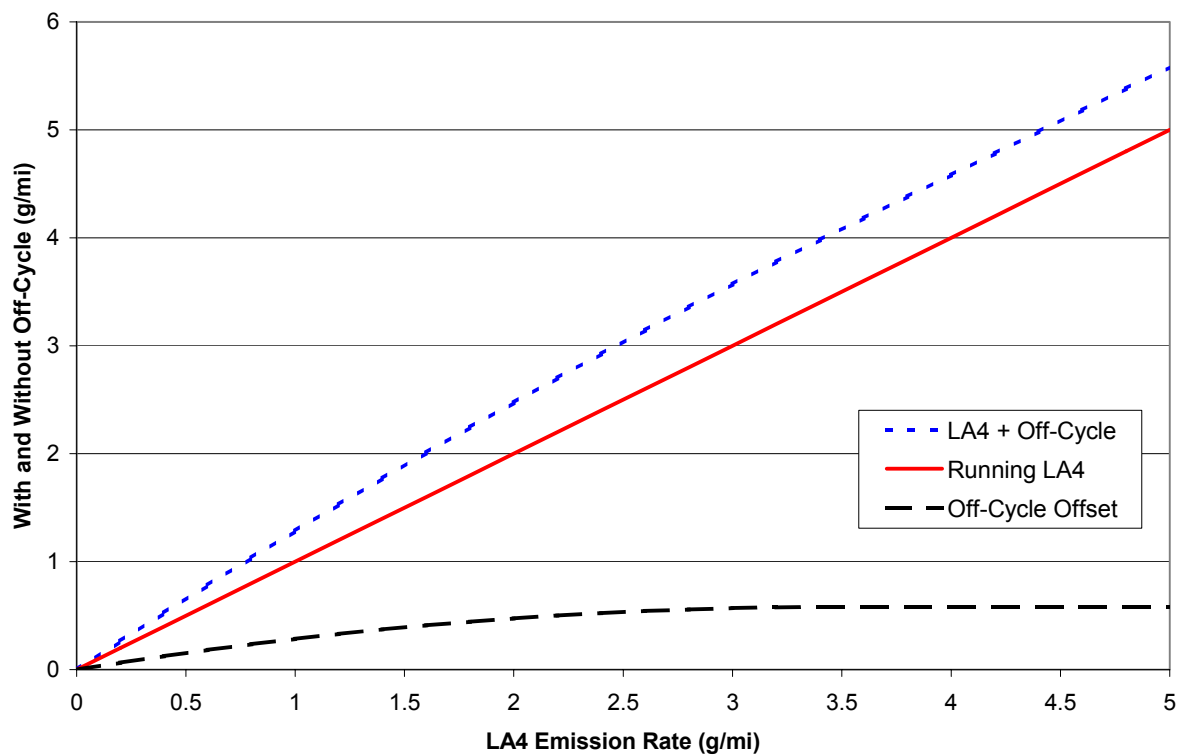
Aggressive Driving Effects

- The LA4 driving cycle has a maximum acceleration rate of 3.3 mph/s because of dynamometer limitations in the late 1960s.
- Investigations of “real-world” driving patterns were conducted in the early 1990s.
- Those investigations revealed that the FTP was not capturing acceleration rates observed in customer service.
- As a result, MOBILE6 accounts for “off-cycle” emissions.
- This off-cycle increment is reduced for vehicles subject to SFTP requirements .

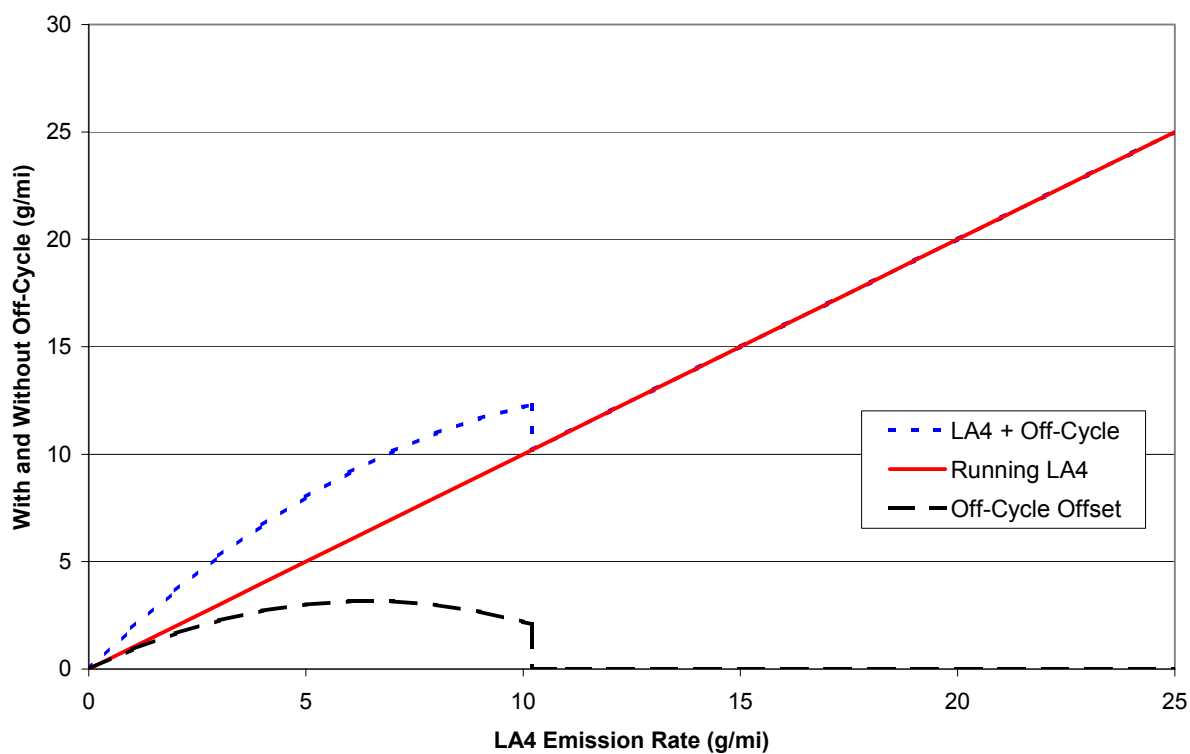
Running LA4 THC Emission Rates With and Without Off-Cycle Effects



Running LA4 NOx Emission Rates With and Without Off-Cycle Effects



Running LA4 CO Emission Rates With and Without Off-Cycle Effects

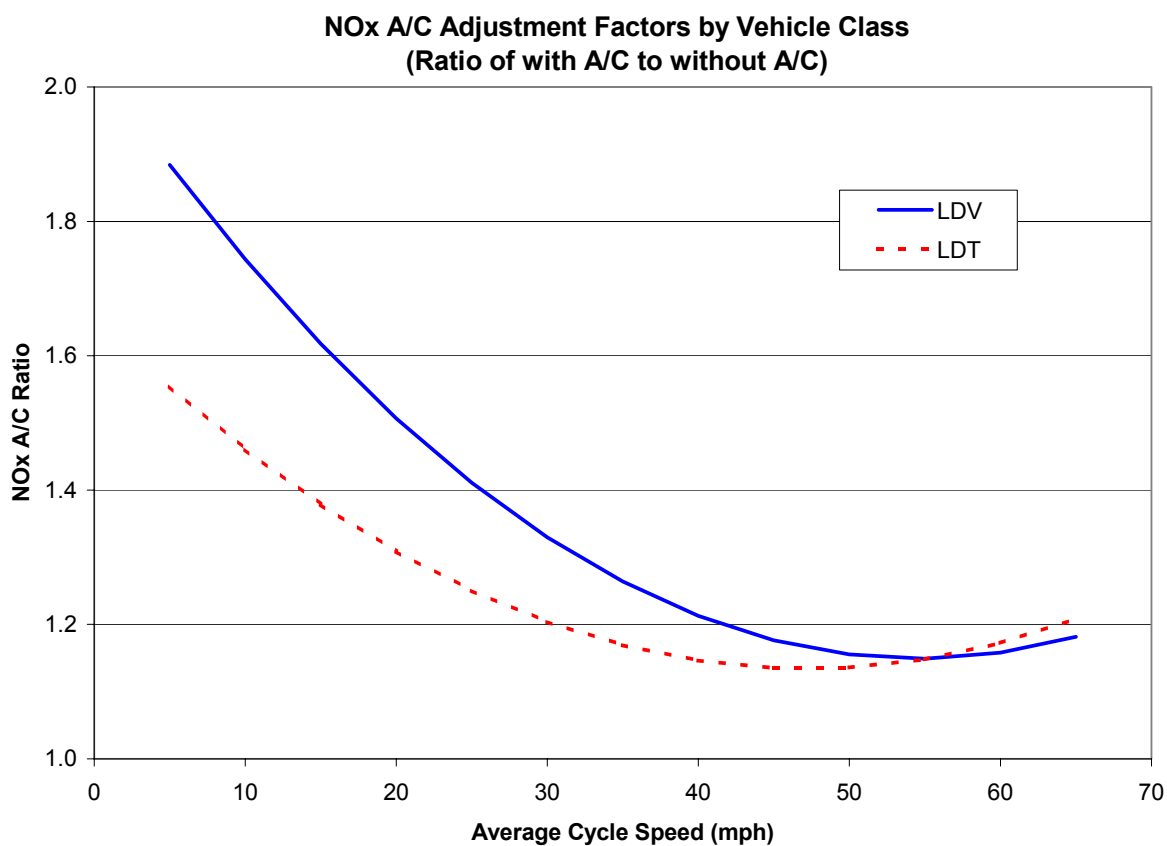


Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\begin{array}{c} \textit{Travel} \\ \textit{Fraction} \end{array} \right] \times \\
 &\left\{ \left[\begin{array}{c} \textit{LA4} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] + \textit{Tampering} + \textit{Offset} + \right. \\
 &\quad \left. \textit{Aggressive Driving} + \frac{\textit{Air}}{\textit{Conditioning}} \right] \\
 &\times \left[\begin{array}{c} \textit{Temperature} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Speed} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Fuel} \\ \textit{Adjustment} \end{array} \right] \left. \vphantom{\sum_{\textit{Age}=1}^{25}} \right\}
 \end{aligned}$$

Air Conditioning Effects

- Although MOBILE5 contained a user option to include A/C effects, the data and algorithms were outdated.
- Based on data collected during the development of the SFTP, the A/C adjustment was significantly revised for MOBILE6.
- In MOBILE6, a “full-usage” A/C adjustment factor is developed first, which is then scaled by:
 - A/C demand factor (based on temperature and humidity)
 - Fraction of functioning A/C systems
- Based on modeling prepared for the Tier 2 rule, the air conditioning demand factor is 0.68 for a typical ozone season day.
- Depending on pollutant, the full-usage A/C adjustment factor is a function of speed, vehicle class, and/or emitter category.



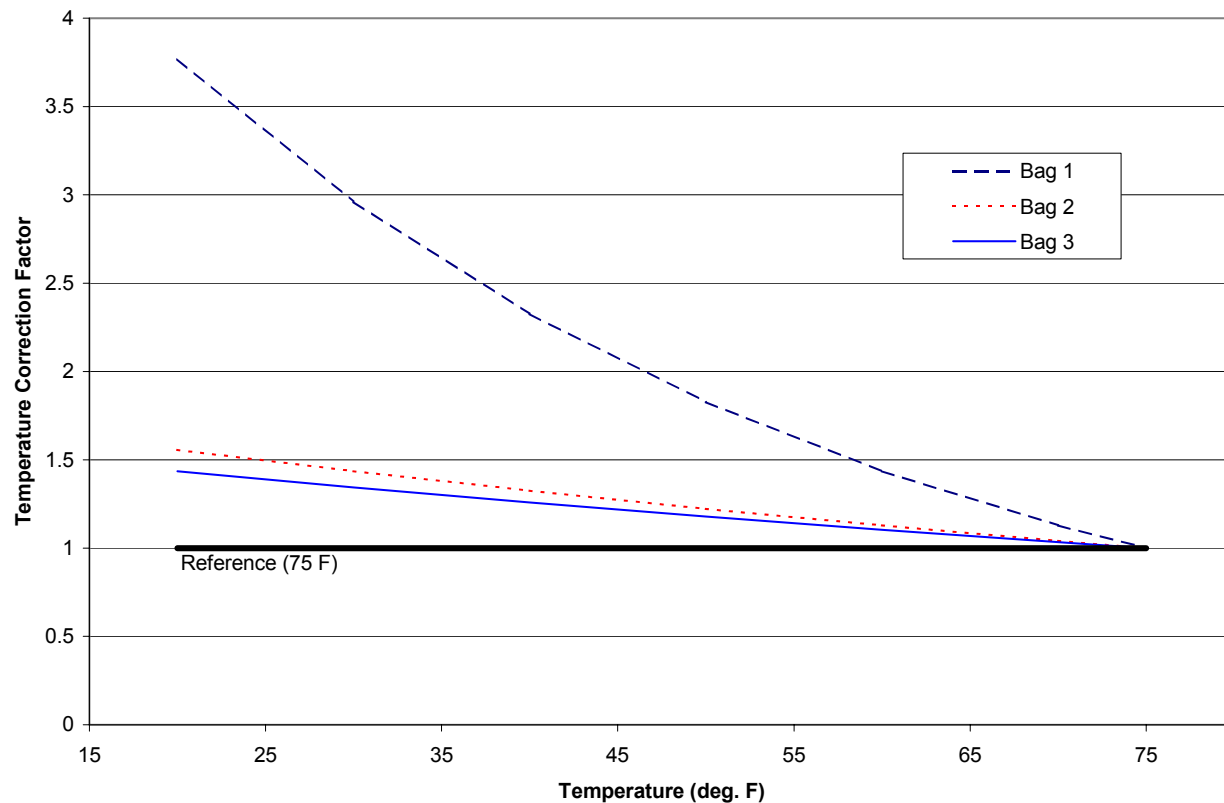
Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\begin{array}{c} \textit{Travel} \\ \textit{Fraction} \end{array} \right] \times \\
 &\left\{ \left[\begin{array}{c} \textit{LA4} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] + \textit{Tampering} \right. \\
 &\quad \left. \textit{Offset} + \textit{Aggressive} \right. \\
 &\quad \left. \textit{Driving} + \textit{Air} \right. \\
 &\quad \left. \textit{Conditioning} \right] \\
 &\times \left[\frac{\textit{Temperature}}{\textit{Adjustment}} \right] \\
 &\times \left[\begin{array}{c} \textit{Speed} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Fuel} \\ \textit{Adjustment} \end{array} \right] \}
 \end{aligned}$$

Temperature Adjustment (“Temperature Correction Factors”)

- The basic emission rates are adjusted to account for temperatures outside of FTP conditions.
- Base emission factors are defined at 75°F.
- For low-temperature conditions, vehicles are tested at 20°, 50°, and 75°F.
- For high-temperature conditions, vehicles are tested at 70°, 82°, and 95°F.
- Temperature effects are a function of technology (e.g., carbureted versus fuel-injected).
- TCFs are multiplicative factors, except for cold start CO, which is an additive offset.
- MOBILE6 uses same TCFs as MOBILE5, but they are applied differently (i.e., bag 1 TCF is applied to start emissions with a 12-hour soak; a combination of bag 2 and 3 TCFs for running exhaust, etc.).
- MOBILE5 humidity corrections are also used in MOBILE6.

HC Temperature Correction Factors by Operating Mode (1983+ LDGVs)



Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\begin{array}{c} \textit{Travel} \\ \textit{Fraction} \end{array} \right] \times \\
 &\left\{ \left[\begin{array}{c} \textit{LA4} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] + \textit{Tampering} \right. \\
 &\quad \left. \textit{Offset} + \begin{array}{c} \textit{Aggressive} \\ \textit{Driving} \end{array} + \begin{array}{c} \textit{Air} \\ \textit{Conditioning} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Temperature} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Speed} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Fuel} \\ \textit{Adjustment} \end{array} \right] \left. \vphantom{\sum_{\textit{Age}=1}^{25}} \right\}
 \end{aligned}$$

MOBILE6 Speed Corrections

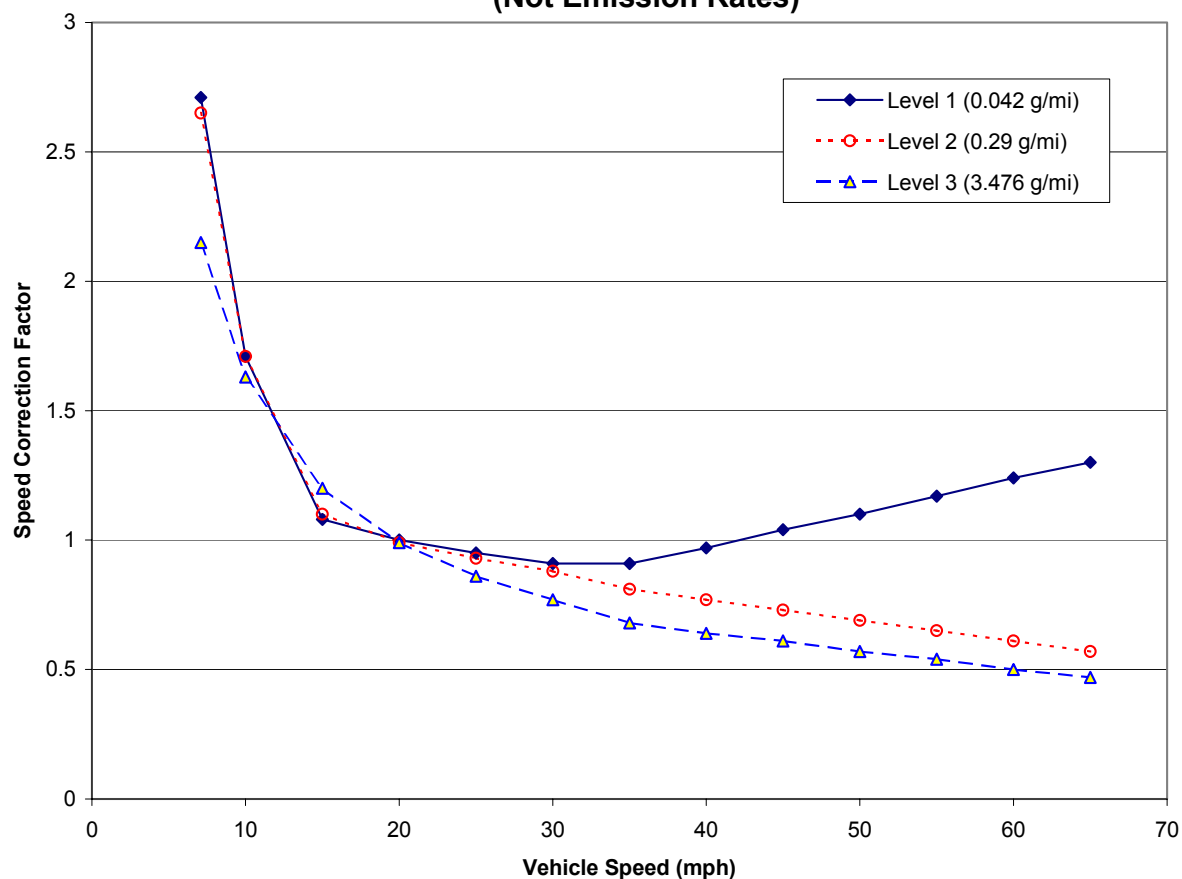
- Four roadway types are modeled:
 - Freeway (function of speed)
 - Ramp (single speed)
 - Arterial (function of speed)
 - Local (single speed)
- Test cycles used for developing SCFs (speeds reflect the average speed over each test cycle):

| | |
|------------------|----------|
| - FWY High Speed | 63.2 mph |
| - FWY, LOS A-C | 59.7 mph |
| - FWY, LOS D | 52.9 mph |
| - FWY, LOS E | 30.5 mph |
| - FWY, LOS F | 18.6 mph |
| - FWY, LOS “G” | 13.1 mph |
| - FWY, Ramp | 34.6 mph |
| - ART, LOS A-B | 24.8 mph |
| - ART, LOS C-D | 19.2 mph |
| - ART, LOS E-F | 11.6 mph |
| - Local Roadways | 12.9 mph |
- SCFs were developed as a function of emission level, with lower-emitting vehicles typically being more sensitive to speed.
- Arterial and freeway SCFs converge above 30 mph and below 7.1 mph.

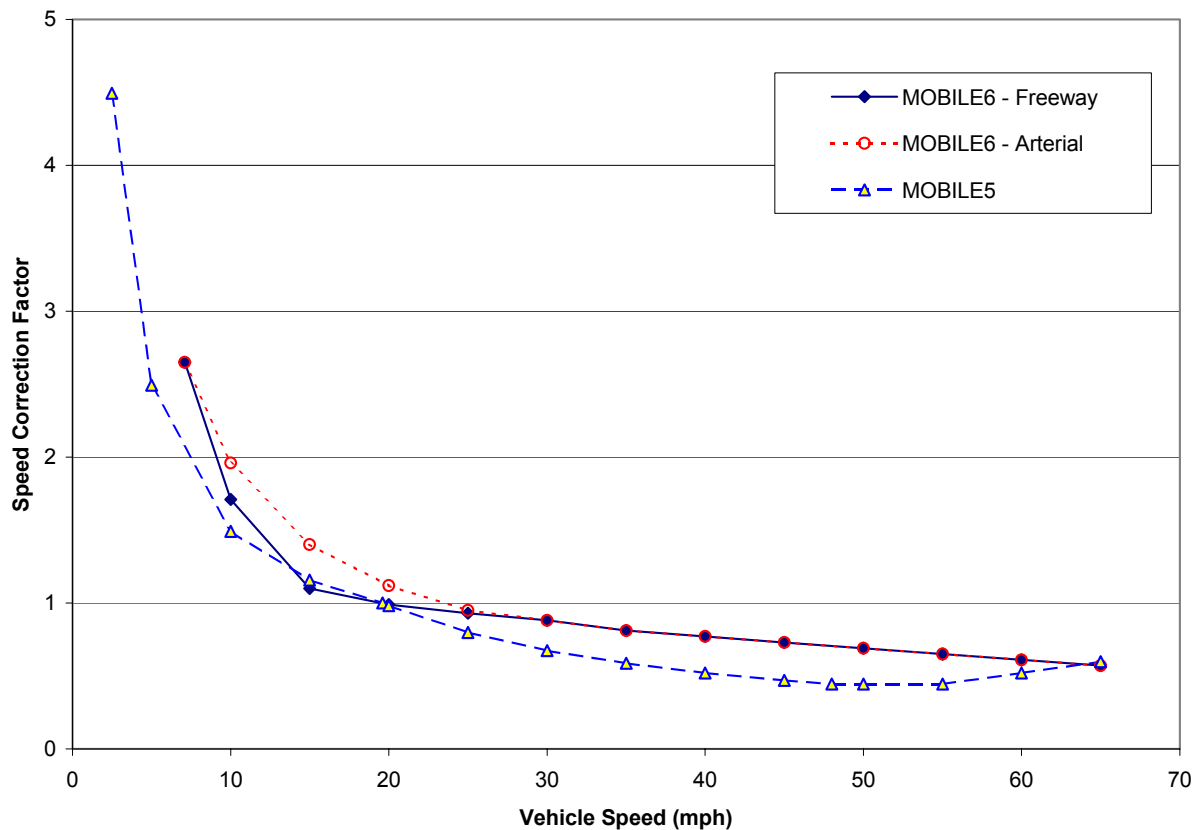
**MOBILE6 LDGV NO_x Running Exhaust
Emission Rates as a Function of Speed
(Calendar Year 2000)**

| Roadway Type | NO_x Emissions (g/mi) by Speed | | | |
|-------------------------|---|--------|--------|--------|
| | 10 mph | 25 mph | 40 mph | 55 mph |
| Freeway | 1.39 | 1.03 | 1.01 | 1.05 |
| Arterial | 1.63 | 1.10 | 1.01 | 1.05 |
| Local | 1.04 (Ave Speed = 12.9 mph) | | | |
| Ramp | 1.24 (Ave Speed=34.6 mph) | | | |

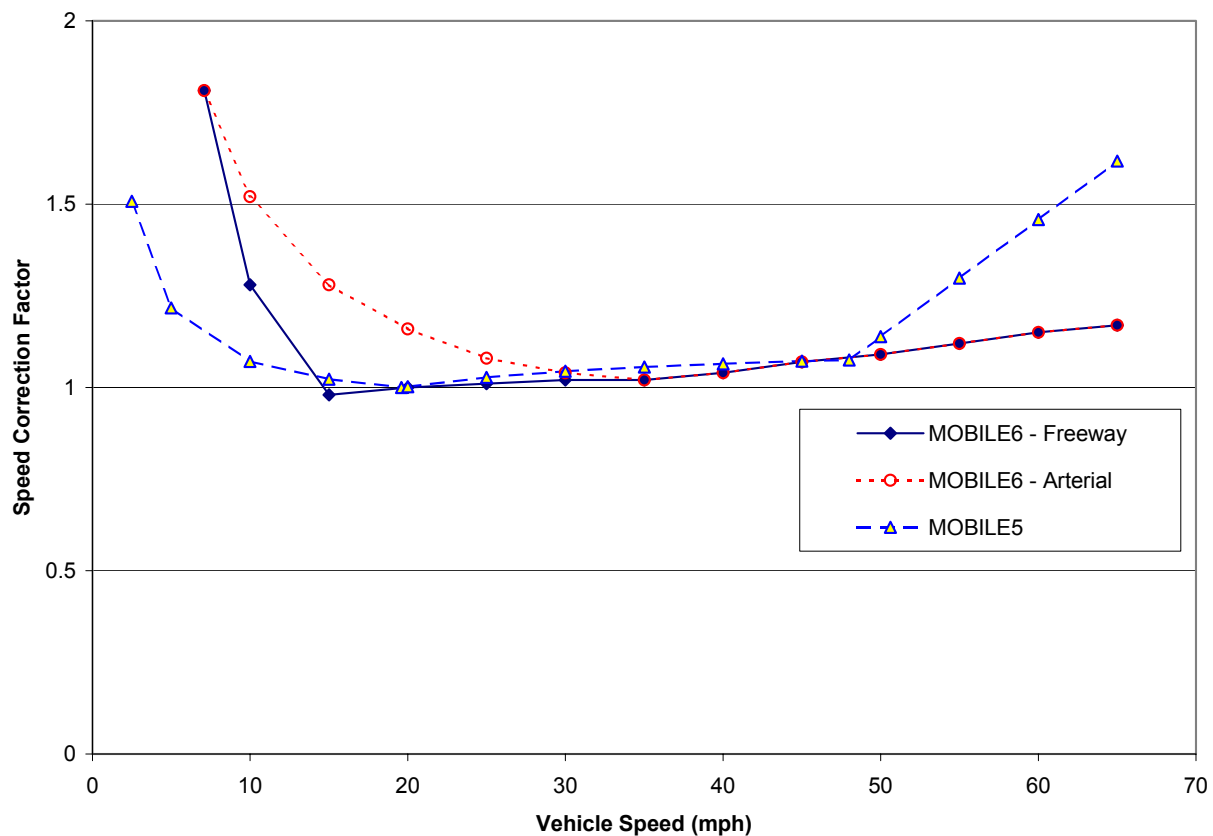
**MOBILE6 Freeway Speed Correction Factors for HC
(Not Emission Rates)**



MOBILE5 vs. MOBILE6 HC SCFs (MOBILE6 Factors Based on Level 2 Emission Rates)



**MOBILE5 vs. MOBILE6 NO_x SCFs
(MOBILE6 Factors Based on Level 2 Emission Rates)**



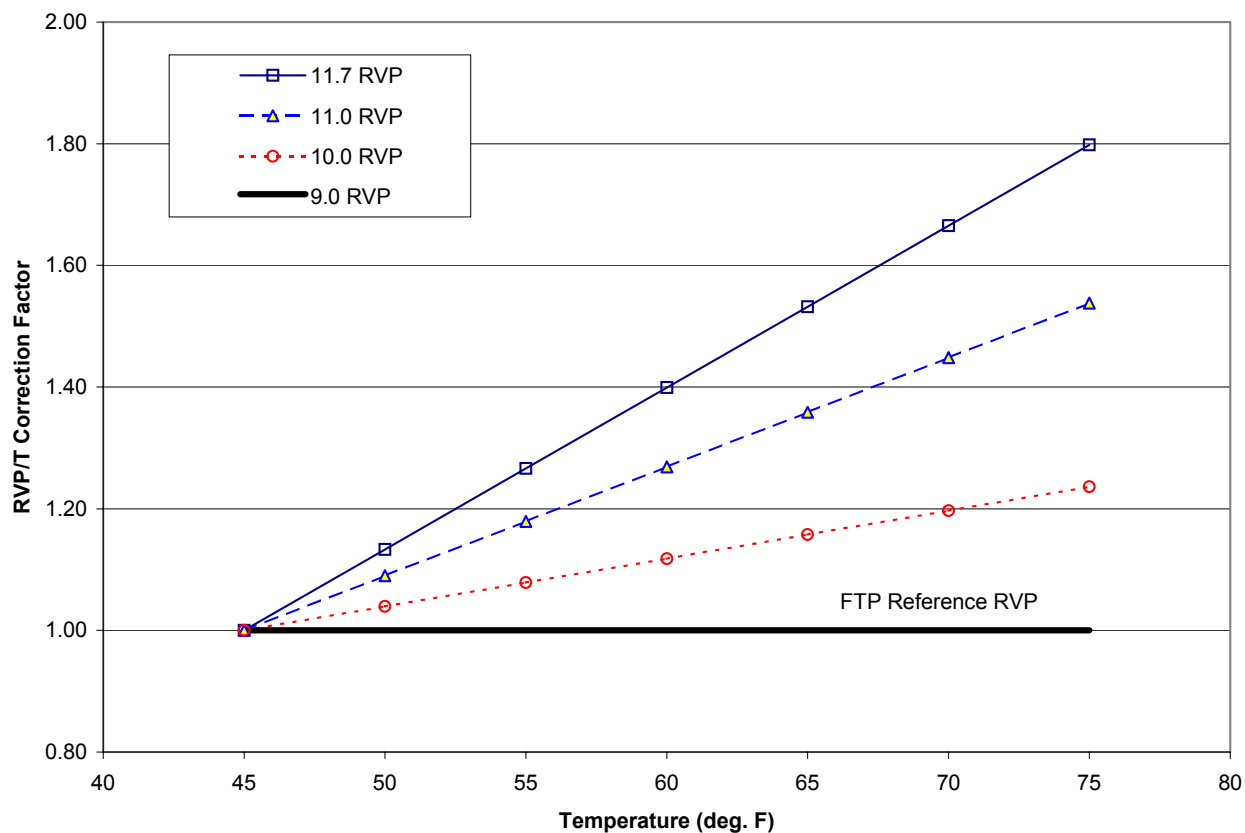
Running Exhaust Emissions Modeling Methodology

$$\begin{aligned}
 \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{\textit{Veh Class}} &= \sum_{\textit{Age}=1}^{25} \left[\begin{array}{c} \textit{Travel} \\ \textit{Fraction} \end{array} \right] \times \\
 &\left\{ \left[\begin{array}{c} \textit{LA4} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] + \textit{Tampering} \right. \\
 &\quad \left. \textit{Offset} + \begin{array}{c} \textit{Aggressive} \\ \textit{Driving} \end{array} + \begin{array}{c} \textit{Air} \\ \textit{Conditioning} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Temperature} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Speed} \\ \textit{Adjustment} \end{array} \right] \\
 &\times \left[\begin{array}{c} \textit{Fuel} \\ \textit{Adjustment} \end{array} \right] \left. \vphantom{\sum_{\textit{Age}=1}^{25}} \right\}
 \end{aligned}$$

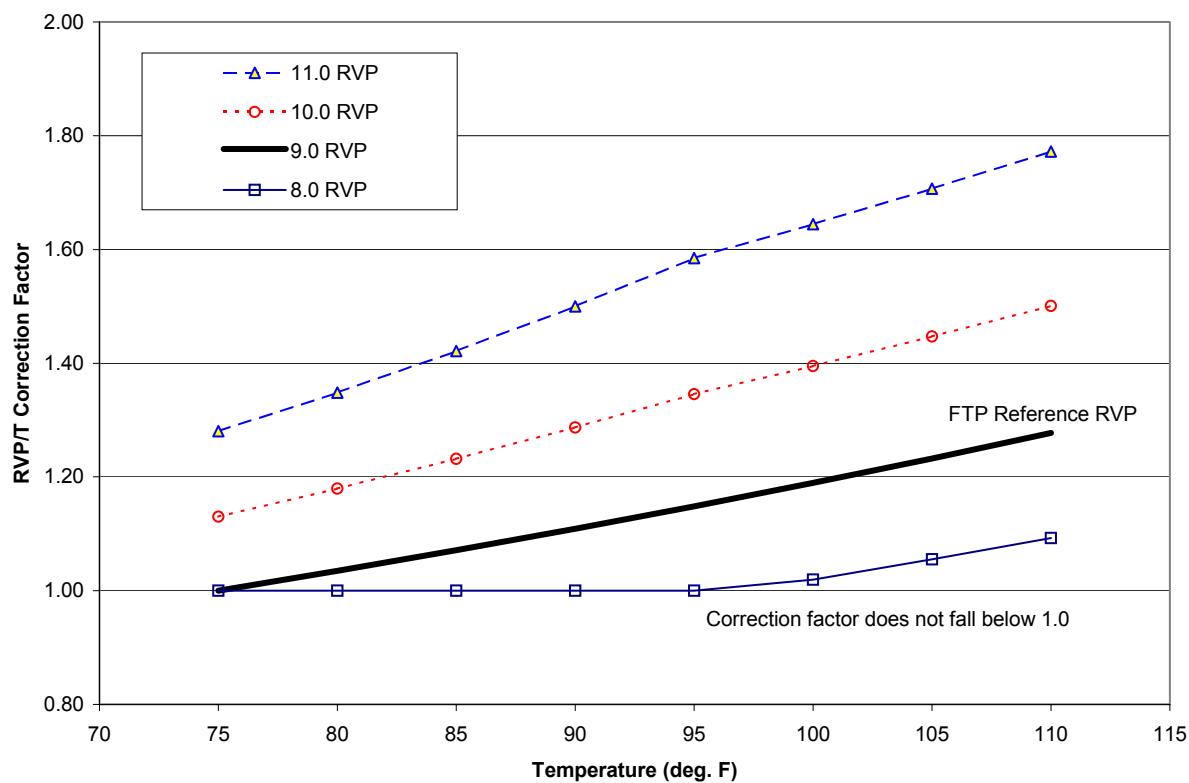
MOBILE6 Fuel Corrections

- FTP data are based on Indolene fuel (i.e., non-oxygenated, 9.0 psi RVP, relatively low sulfur).
- First fuel adjustment performed is to account for “industry average” fuel.
- RVP exhaust corrections applied at both low temperature (down to 45°F) and high temperature (75°F to 110°F).
- Oxygenated fuel adjustment calculated for fuels with up to 3.5% oxygen for CO and 2.7% oxygen for HC (no impact on NO_x).
- Reformulated gasoline modeled by assuming an RVP level based on volatility class; exhaust reductions based on requirements of the rule.
- MOBILE6 includes explicit estimates of the impact of gasoline sulfur level on exhaust emissions.

MOBILE5/6 Low-Temperature RVP/T Correction Factor for CO (1983+ LDGVs - FTP Composite Values)



MOBILE5/6 High-Temperature RVP/T Correction Factor for HC (1983+ LDGVs - FTP Composite Values)



MOBILE6 Fuel Corrections

Oxygenated Gasoline

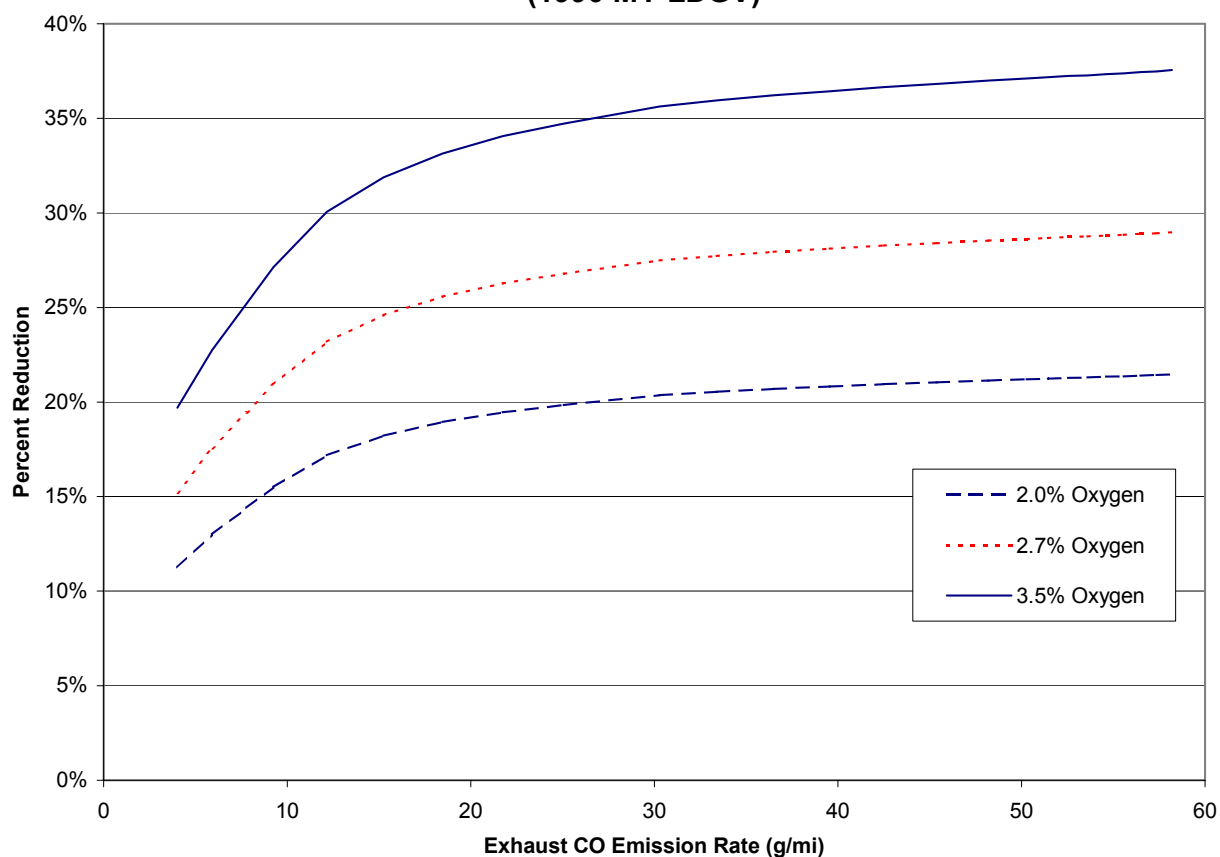
- The impacts of oxygenated gasoline on CO emissions from late-model vehicles are significantly different in MOBILE6, with no impact ascribed to normal-emitting Tier 1 and newer vehicles.

| CO Effects From the Use of Oxygenated Fuels in Light-Duty Gasoline Vehicles | | | | |
|--|---------------------------|----------------------------|--------------------------------|-----------------------------------|
| Emitter Category | Technology | CO Impact Per Wt% Oxygen | Typical MTBE Blend (2.7 wt% O) | Typical Ethanol Blend (3.5 wt% O) |
| Normal | Tier 1/Adv. Tech. | 0.0% (n=12) ^a | 0.0% | 0.0% |
| | 1988+ TWC/ADL | -3.1% (n=133) | -8.4% | -10.9% |
| | 1986-87 TWC/ADL | -4.8% (n=104) | -13.0% | -16.8% |
| | 1986+ TWC/No ADL | -5.7% (n=151) | -15.4% | -20.0% |
| | 1981-85 TWC/CL | -4.0% (n=73) | -10.8% | -14.0% |
| | OX/OL ^b | -9.4% | -25.4% | -32.9% |
| | Non-Catalyst ^b | -6.6% | -17.8% | -23.1% |
| High | Tier 1/Adv. Tech | -5.3% | -14.3% | -18.6% |
| | 1981+ TWC/CL | -5.3% (n=134) ^a | -14.3% | -18.6% |
| | OX/OL ^b | -9.4% | -25.4% | -32.9% |
| | Non-Catalyst ^b | -6.6% | -17.8% | -23.1% |

^a Sample size shown in parentheses.

^b CO impacts for these technologies are based on MOBILE5.

MOBILE5 CO Exhaust Emission Benefits from Oxygenated Gasoline (1990 MY LDGV)



MOBILE6 Fuel Corrections

Gasoline Sulfur Level

- MOBILE6 also includes specific accounting for gasoline sulfur content, which is a new feature in the model.
- The impact of sulfur on exhaust emissions is more severe for more advanced technology vehicles.
- Separate regression equations were developed for normal versus high emitters.

Emissions Impacts from Varying Sulfur Levels in Gasoline (Draft MOBILE6 Estimates -- FTP Basis)

| Vehicle Category | Pollutant | % Increase when Sulfur is Increased from 30 ppm to: | | | |
|----------------------|-----------|---|------|-------|-------|
| | | 75 | 150 | 330 | 600 |
| Tier 0 Normals | HC | 5.8 | 10.4 | 15.8 | 20.1 |
| | CO | 7.2 | 13.0 | 20.0 | 25.6 |
| | NOx | 2.9 | 5.1 | 7.7 | 9.7 |
| Tier 1 Normals | HC | 3.7 | 10.1 | 27.3 | 34.8 |
| | CO | 2.9 | 7.9 | 20.8 | 26.6 |
| | NOx | 1.4 | 3.9 | 10.0 | 12.6 |
| LEV and ULEV Normals | HC | 16.7 | 31.1 | 49.8 | 65.6 |
| | CO | 24.3 | 46.5 | 76.7 | 103.6 |
| | NOx | 38.3 | 76.8 | 133.6 | 188.7 |
| High Emitters | HC | 0.2 | 0.5 | 1.1 | 2.2 |
| | CO | 0.0 | 0.1 | 0.2 | 0.4 |
| | NOx | 1.4 | 3.7 | 9.6 | 19.0 |

Combining Vehicle-Class Emission Rates (With VMT Mix)

$$\left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right] = \sum_{Veh=1}^n \left[\begin{array}{c} \textit{VMT} \\ \textit{Mix} \end{array} \right]_{Veh} \times \left[\begin{array}{c} \textit{Fleet-Ave} \\ \textit{Emission} \\ \textit{Rate} \end{array} \right]_{Veh} \textit{Class}$$

VMT Mix

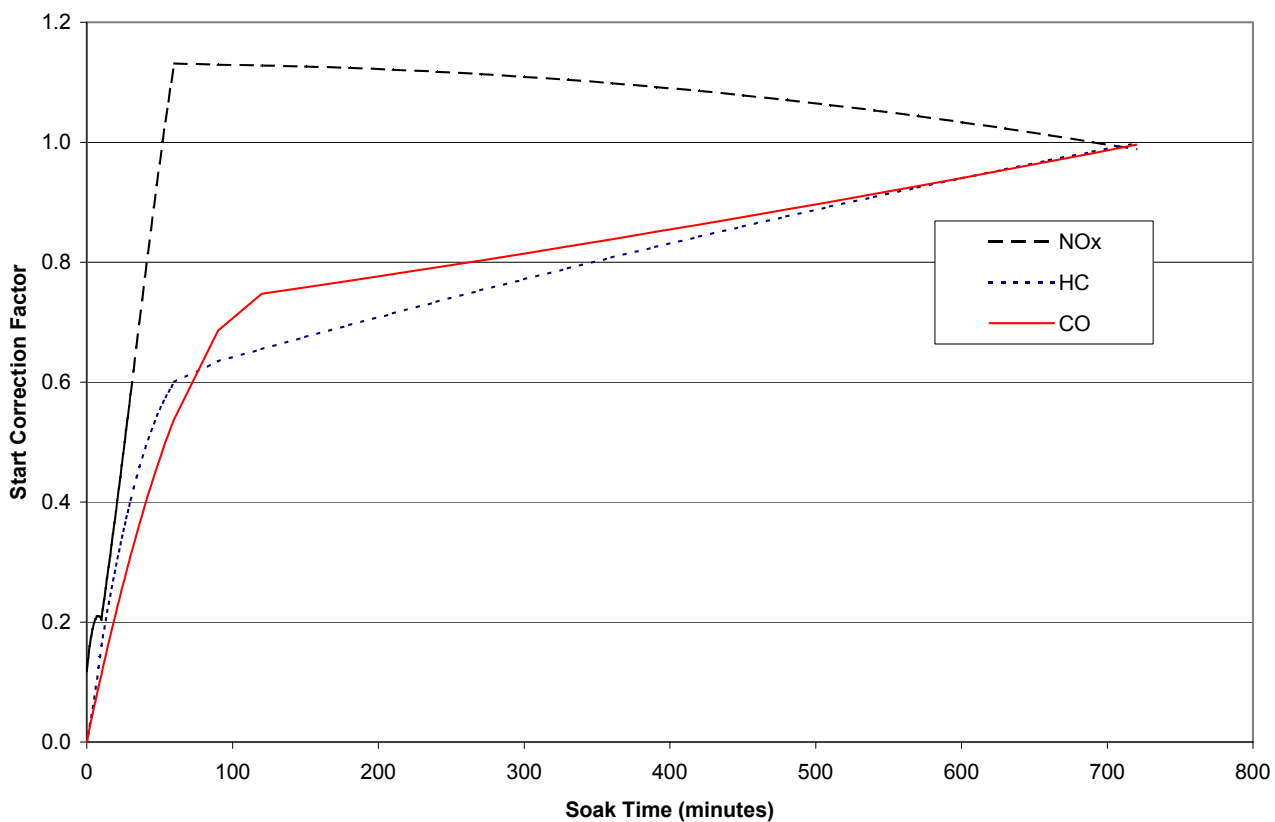
- VMT mix is calculated within MOBILE by applying average annual mileage accumulation rates for each vehicle class to population estimates for each vehicle class.
- MOBILE6 VMT mix estimates are significantly different from MOBILE5, particularly in terms of light-duty trucks.
- MOBILE5 projections were based on 1990 estimates that did not anticipate the growth in SUVs and mini-vans.
- Comparison for CY 2000 and 2010:

| CY | Model | L D G V | L D G T1 | L D G T2 | H D G V | L D D V | L D D T | H D D V | MC |
|------|-------|------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------|
| 2000 | M5 | .614 | .191 | .086 | .031 | .001 | .001 | .068 | .006 |
| | M6 | .494 | .283 | .097 | .036 | .001 | .002 | .081 | .006 |
| 2010 | M5 | .589 | .201 | .088 | .032 | .002 | .003 | .080 | .005 |
| | M6 | .354 | .386 | .132 | .036 | .000 | .002 | .086 | .005 |

Start Emissions

- There is no operating mode adjustment in MOBILE6.
- Instead, emissions are calculated in terms of running exhaust (“Running LA4” in g/mi) and a start offset (in g/trip).
- The start offset is corrected for:
 - Soak time (data are collected based on a 12-hour soak)
 - Temperature effects
 - Fuel effects
- A g/mi start emission rate is calculated by multiplying the start offset by the number of trips per day and dividing by average daily mileage.
- MOBILE6 assumes a much larger number of trips per day than MOBILE5.

MOBILE6 Soak-Time Start Correction Factor for Catalyst-Equipped Vehicles



Note: Soak time corrections are based on CARB data.

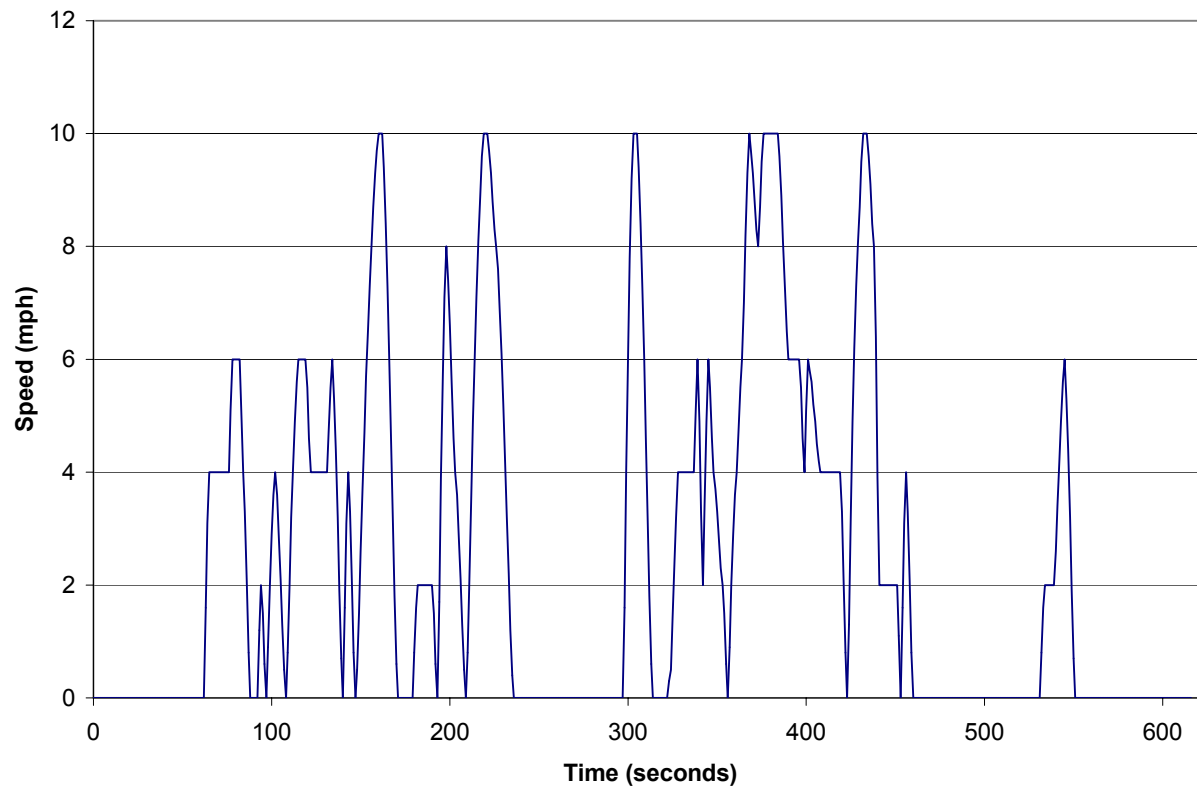
Idle Emission Rates

- Not calculated with MOBILE6.
- Current idle emission rates are not based on idle testing (but low-speed cycle has considerable idle time).
- The following calculation is used for idle rates:

$$\text{Idle (g/hr)} = \text{Fleet EF (g/mi) @ 2.5 mph} \times 2.5 \text{ mi/hr}$$

- The above methodology results in proportional reductions in idle rates relative to running exhaust emission rates as a result of I/M, oxygenated fuels, etc.

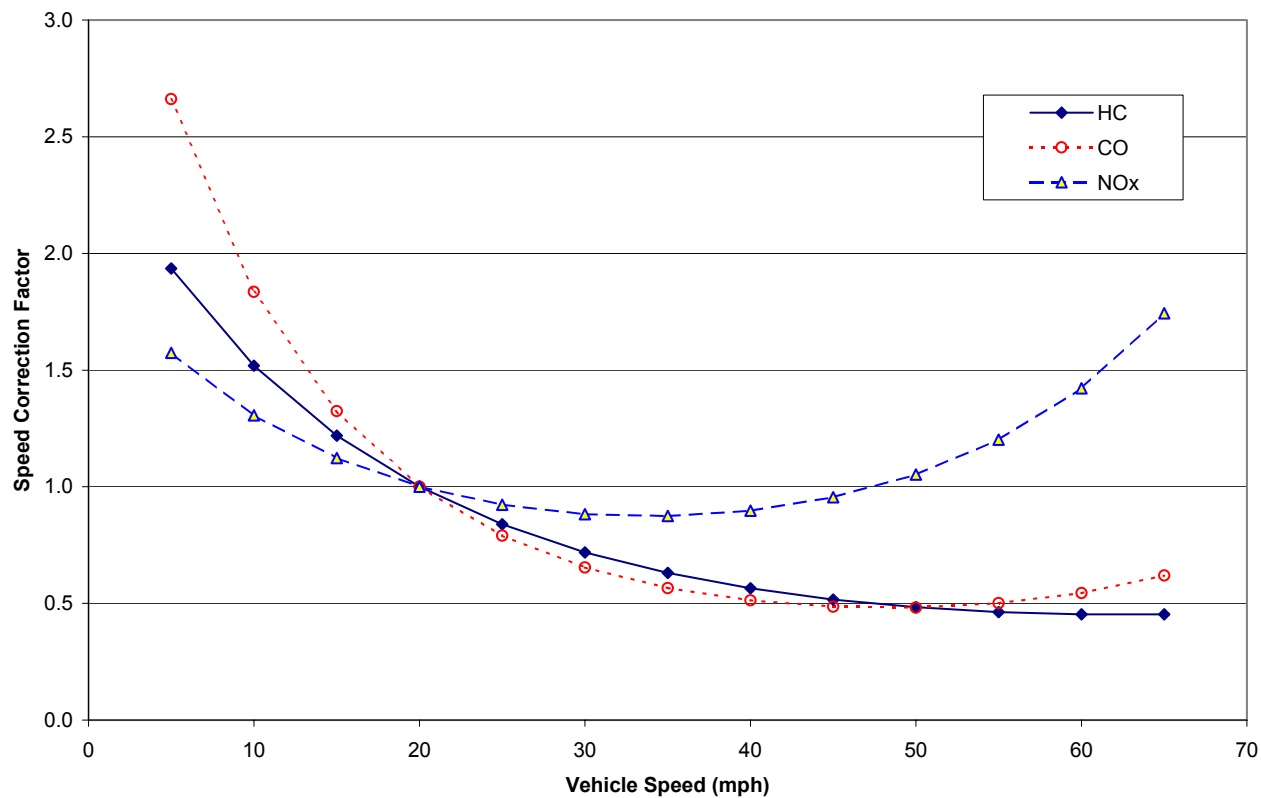
Speed-Time Profile for EPA Low-Speed Cycle
(Average Cycle Speed = 2.5 mph)



Heavy-Duty Gas and Diesel Emission/Conversion Factors

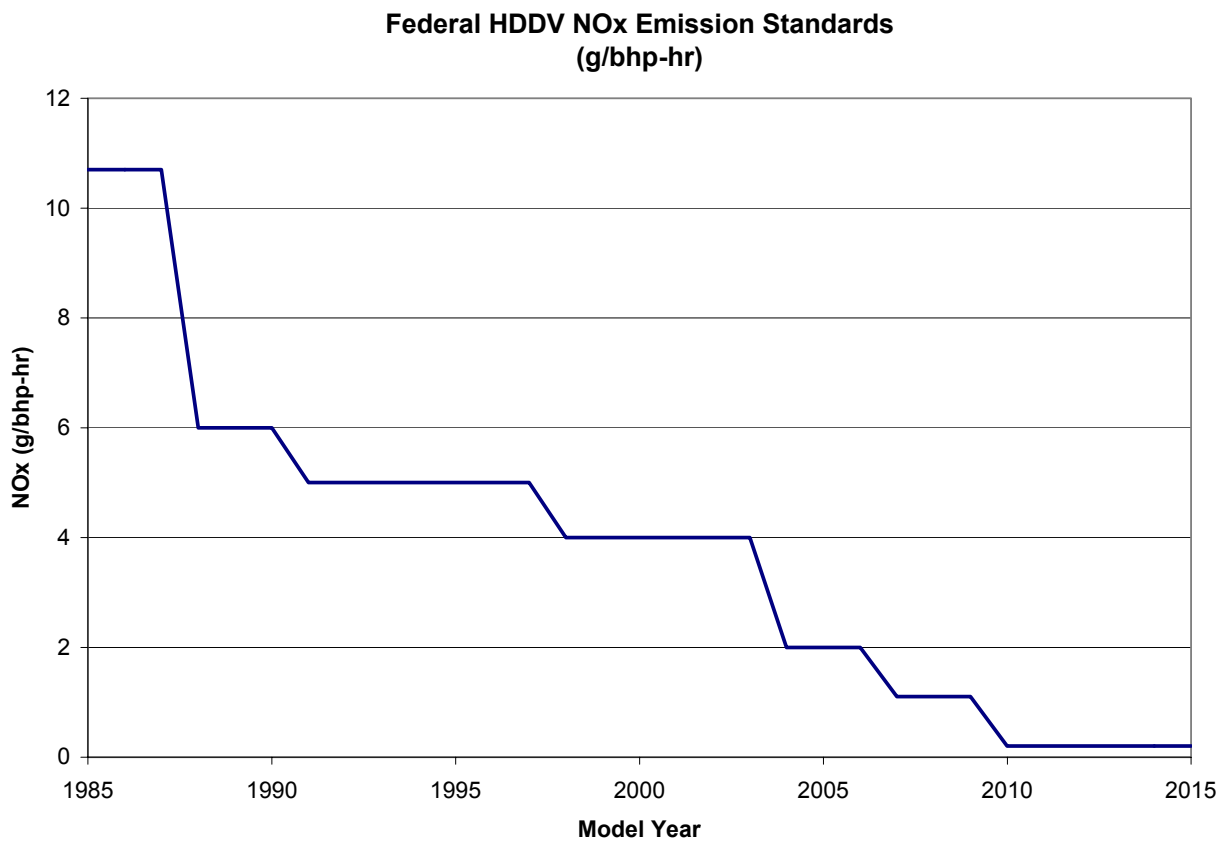
- Heavy-duty engines are removed from the vehicle and tested on an engine dynamometer.
- Emission rates are specified in g/bhp-hr (i.e., mass per unit of work) units.
- The emission factors (in g/bhp-hr) are converted to g/mi units with “conversion factors.”
- Conversion factors are a function of:
 - Brake specific fuel consumption
 - Fuel density
 - Fuel economy
- Temperature corrections are applied for gasoline vehicles.
- Speed corrections are applied for gasoline and Diesel.

HDDV Speed Correction Factors (MOBILE5 and MOBILE6)

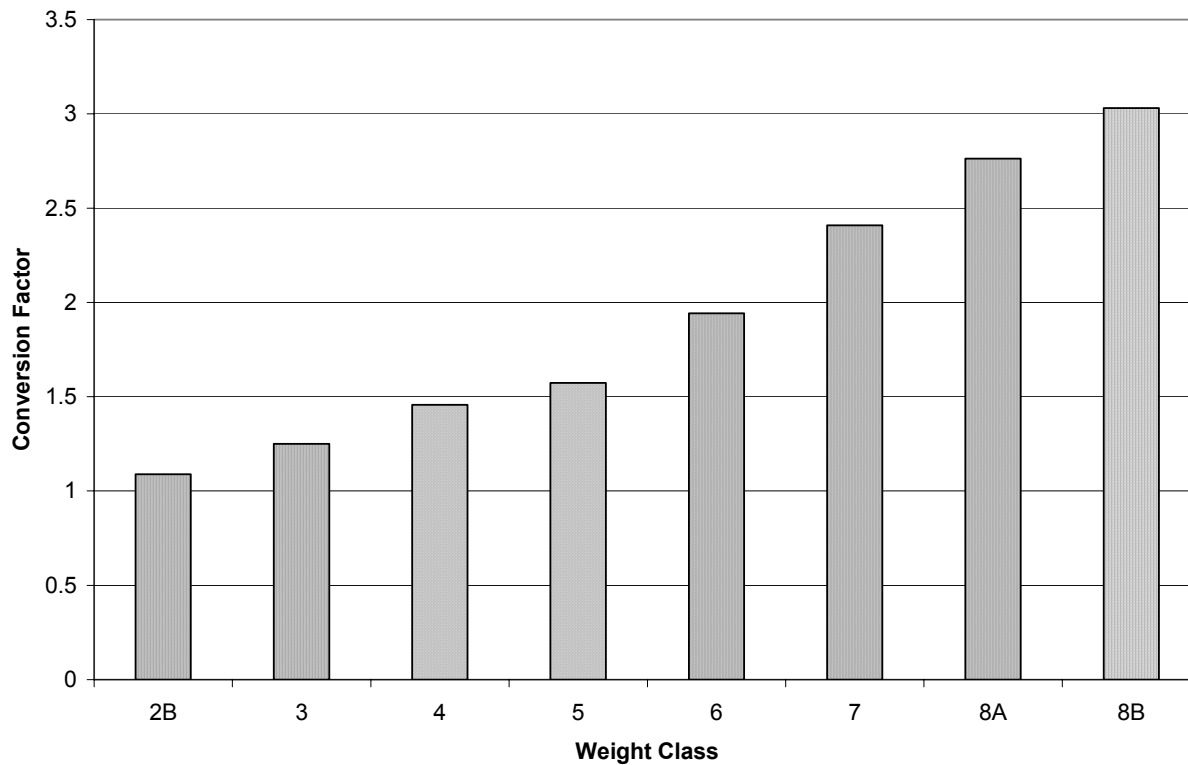


Heavy-Duty Vehicle Emission Factors Changes for MOBILE6

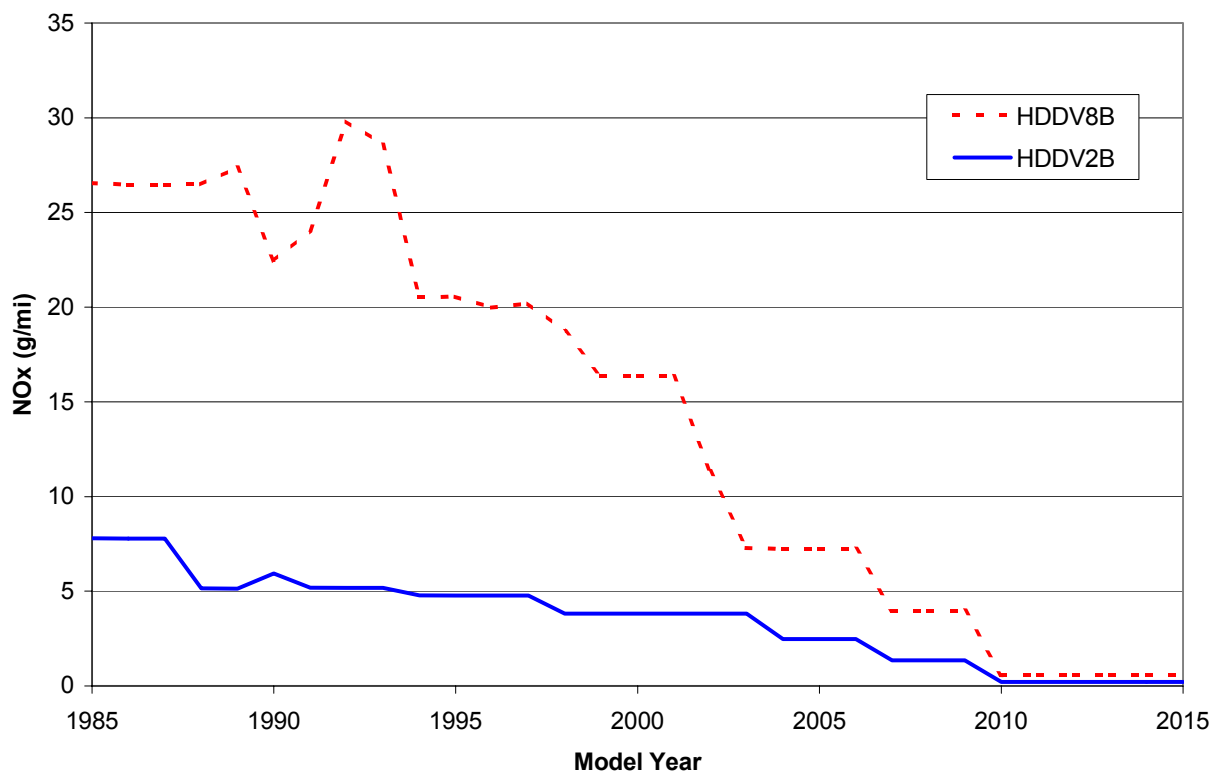
- Emission factors (g/bhp-hr) for 1988+ MY updated based on certification data and projected standards changes.
- Conversion factors revised based on updated estimates of fuel economy and fuel densities.
- Most significant addition to MOBILE6 was incorporation of NO_x emissions impacts of built-in “defeat devices.”



**MOBILE6 HDDV Conversion Factors
for 1997 and Later Model Year Vehicles**



**MOBILE6 HDDV NO_x Emission Rates (g/mi)
for Class 2B and Class 8B Trucks**



Summary of NO_x Increase (g/mi) as a Result of HDDVs Equipped with "Defeat Devices"

| MYR | Defeat Device NO _x Offset by Roadway Type | | | | Class 8b 100% DD |
|------|--|----------|-------|-----------|---------------------|
| | Interstate | Arterial | Urban | Composite | |
| 1987 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 1988 | 1.99 | 0.73 | 0.00 | 1.26 | 29.11 |
| 1989 | 3.26 | 1.19 | 0.00 | 2.06 | 28.82 |
| 1990 | 5.25 | 1.53 | 0.20 | 3.29 | 25.28 |
| 1991 | 8.22 | 2.46 | 0.14 | 5.13 | 27.96 |
| 1992 | 16.17 | 3.83 | 0.16 | 9.85 | 24.34 |
| 1993 | 15.73 | 3.55 | 0.23 | 9.57 | 23.03 |
| 1994 | 6.12 | 1.32 | 0.12 | 3.72 | 8.76 |
| 1995 | 6.17 | 1.44 | 0.16 | 3.78 | 8.75 |
| 1996 | 5.95 | 1.20 | 0.04 | 3.58 | 8.63 |
| 1997 | 6.10 | 1.34 | 0.04 | 3.69 | 8.70 |
| 1998 | 8.45 | 2.09 | 0.11 | 5.17 | 11.56 |
| 1999 | 3.98 | 0.90 | 0.05 | 2.42 | 5.92 |
| 2000 | 2.95 | 0.67 | 0.04 | 1.79 | 4.39 |
| 2001 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2002 | -1.19 | -0.94 | -1.00 | -1.09 | -1.39 |
| 2003 | -4.74 | -3.76 | -4.00 | -4.37 | -5.58 |
| 2004 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

Estimates based on M6.HDE.003

**Overall “Defeat Device” Impact
on Fleet-Average HDDV NO_x Emissions
(g/mi)**

| Calendar Year | With DD (Default) | No DD | NO_x Increase |
|--------------------------|------------------------------|--------------|------------------------------------|
| 1995 | 20.49 | 16.61 | 3.88 |
| 2000 | 18.05 | 13.41 | 4.64 |
| 2005 | 11.44 | 10.39 | 1.05 |
| 2010 | 6.83 | 6.42 | 0.41 |

Evaporative/Non-Exhaust Emissions

- Diurnal breathing losses occur as the fuel tank heats up during the day.
- Resting losses result from vapor permeation and liquid leaks through various parts of the evaporative control system.
- Hot Soak losses occur after the vehicle has been turned off and result from evaporation of fuel in the engine and fuel delivery system.
- Running evaporative losses occur as the vehicle is being operated over the road.
- Refueling losses are a result of vapor space displacement and spillage.
- Crankcase losses are primarily the result of defective PCV systems.

Evaporative Standards and Test Procedures

| Procedure | Model Year | HS + DI Test | Running Loss | Refueling (ORVR) |
|---------------|---------------------|--|--------------|------------------------|
| Carbon Trap | 1971 1972-77 | 6 g/test 2 g/test | None | None |
| 1-Hour SHED | 1978-80 1981-95 | 6 g/test 2 g/test | None | None |
| Enhanced Evap | 1996+ (phase-in) | 2 g/test or 2.5 g/test ^a | 0.05 g/mi | 0.2 g/gal ^b |

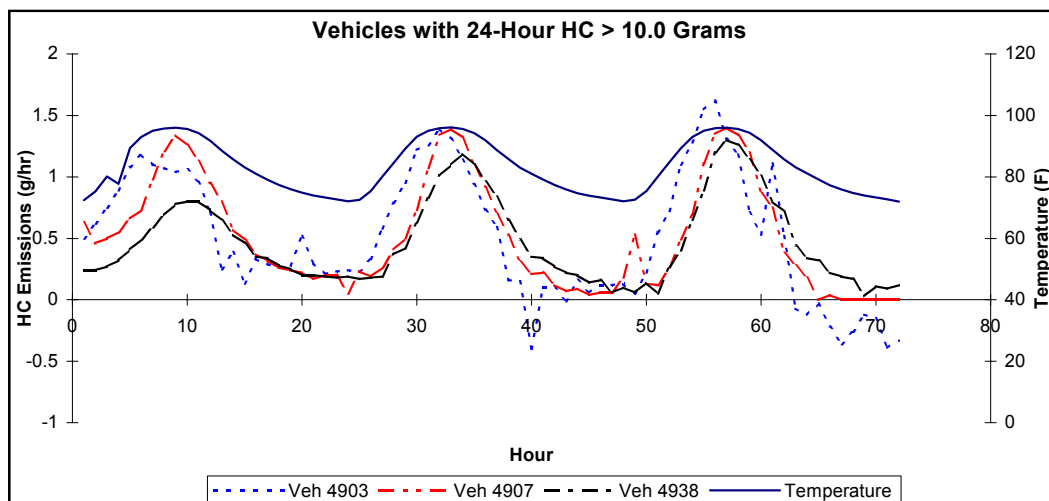
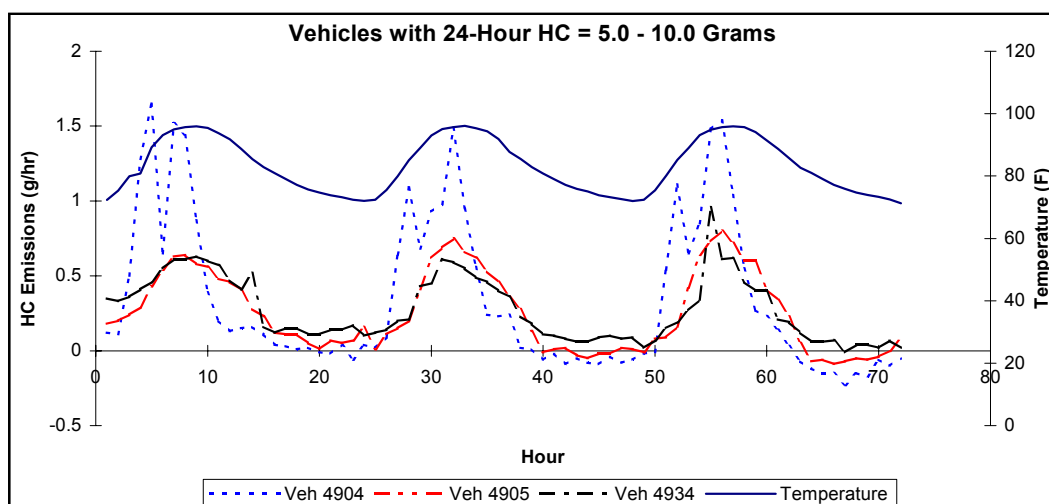
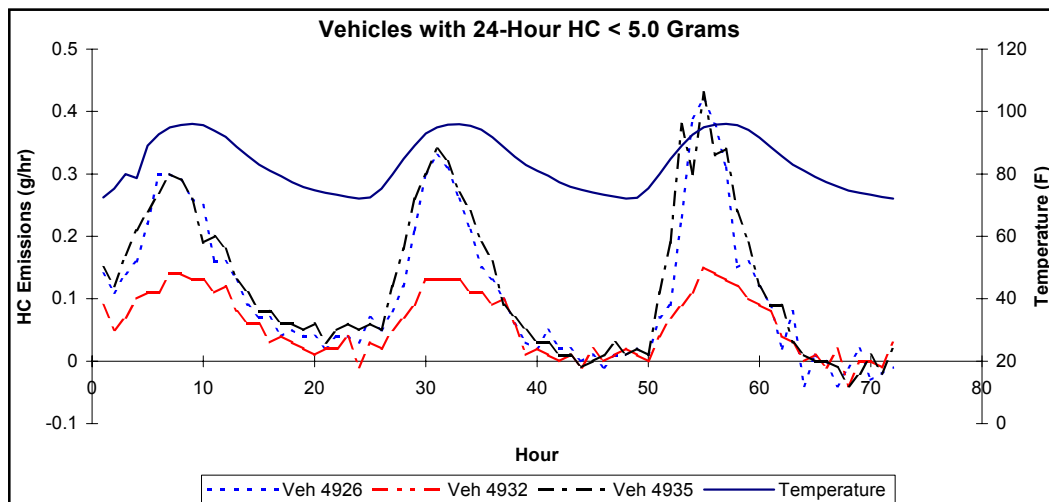
^a 2 g/test for the 3-day procedure; 2.5 g/test for the 2-day procedure.

More stringent standards are required with Tier 2.

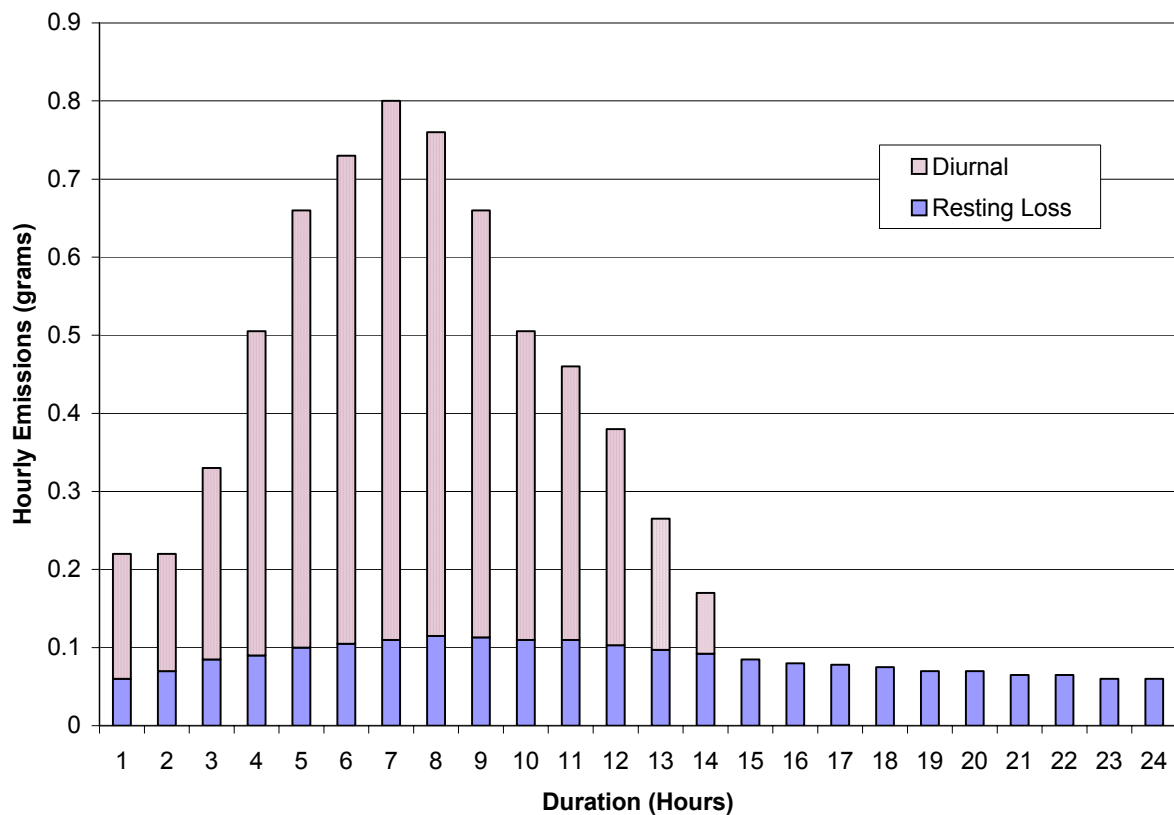
^b ORVR standards are phased-in beginning in 1998.

- Carbon trap procedure vented air filter housing and filler neck/cap into carbon canisters.
- One-hour SHED test enclosed entire vehicle within a test cell; diurnal testing was performed by heating fuel from 60° to 84°F in one hour.
- Enhanced evap procedure requires 2- or 3-day real-time diurnal testing (72° to 96°F) and a running loss test (at 95°F).
- PCV required in 1963 in CA; federally required shortly thereafter.

**Baseline Hourly Diurnal Emissions for Vehicles in the IM92 Program
(6.7 psi RVP Fuel - 72° to 96° F Temperature Profile)**



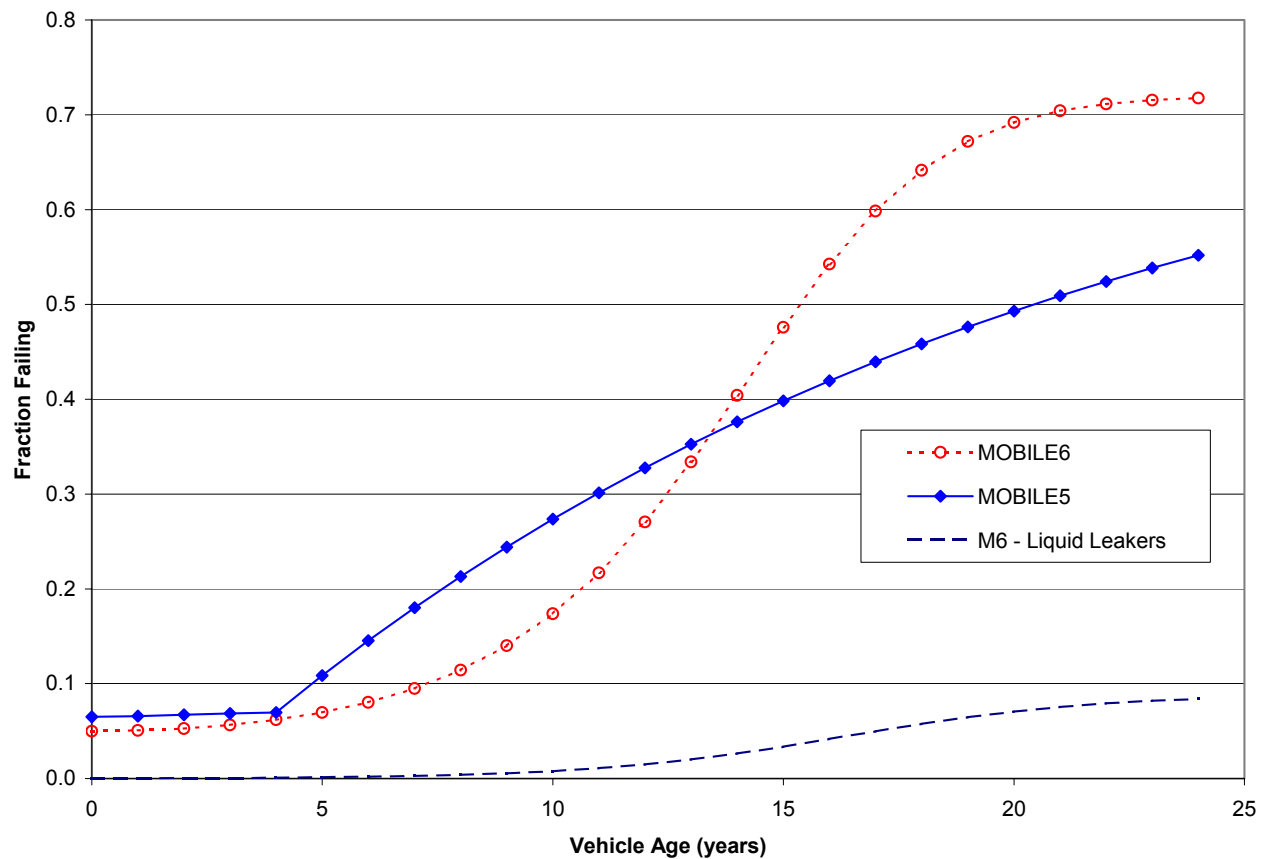
MOBILE6 Modeling of Real-Time Diurnal Emissions



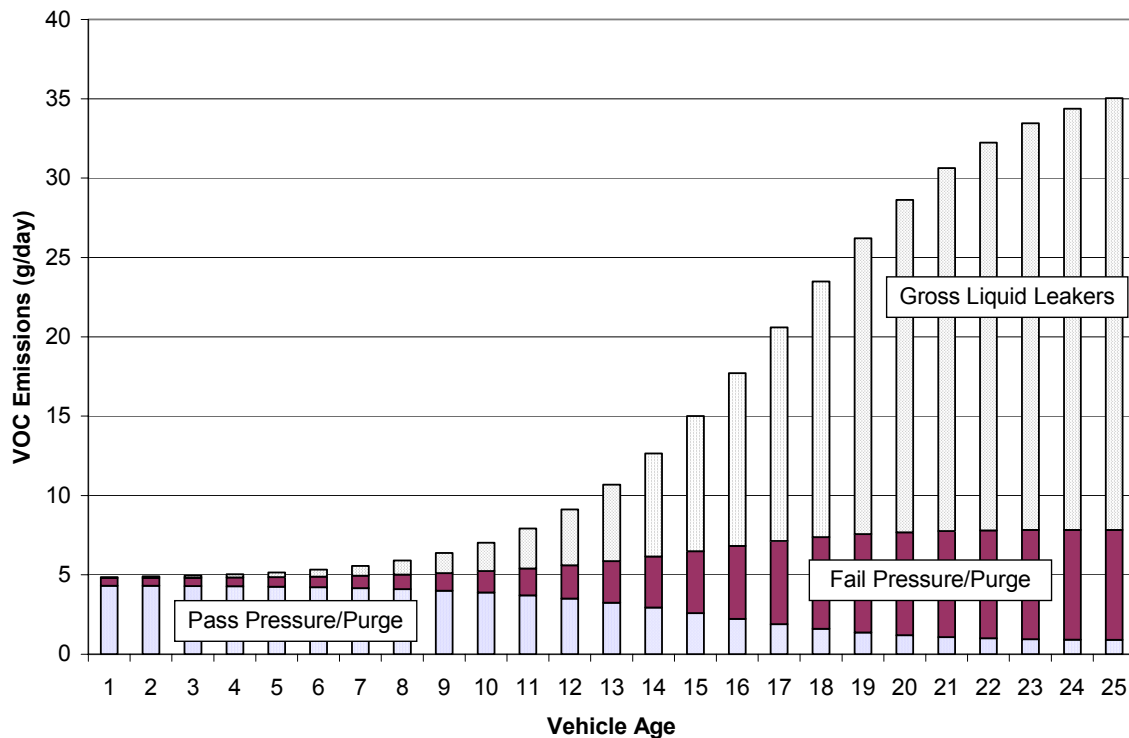
Modeling Evaporative Emissions

- Evaporative emissions are modeled by segregating the fleet by fuel delivery technology and by pressure/purge (P/P) passing and failing vehicles.
- In addition, MOBILE6 includes another emissions category for evap – Gross Liquid Leaker (GLL).
- Composite emission rate (by vehicle age) is determined by applying the fraction of passing and failing vehicles to the emission rates of passing and failing vehicles.
- MOBILE5 example – full-day diurnal rates from a 5-year old 1990 MY vehicle:
 - passing vehicle - 1.47 g/day
 - fail purge - 7.40 g/day
 - fail pressure - 14.28 g/day
$$\begin{aligned} \text{DI} &= 1.47 * 0.891 + 7.40 * 0.039 + 14.28 * 0.070 \\ &= 2.60 \text{ g/day} \end{aligned}$$
- Emissions deterioration results from an increase in P/P failing vehicles as the fleet ages.

Pressure/Purge Failure Rate Estimates for Non-Enhanced Evap Light-Duty Vehicles



Contribution of Evaporative Emitter Categories to
24-Hour Diurnal + Resting Loss Emissions for
Non-Enhanced Evap Light-Duty Vehicles



Modeling Evaporative Emissions (Continued)

- Evaporative emissions estimates are adjusted to account for local RVP and ambient temperature.
- MOBILE5 corrects hot soaks for the fraction that run to completion; MOBILE6 includes a distribution of soak times and different HS emission estimates depending on soak time.
- Running losses are also corrected for speed and trip length – longer trips have more fuel heating and higher running losses; MOBILE6 will use MOBILE5-based factors except for GLLs.
- MOBILE5 calculated diurnal losses over three “partial-day” periods, a full-day period, and for multi-day events; MOBILE6 is much more detailed in its calculations.

| Comparison of Running Loss Emissions from MOBILE5a and the RL95 Test Program (95°F, 9.0 psi RVP, 19.6 mph) | | | | |
|---|-------------------|------|---------------------|------|
| Trip Length (min) | P/P Passes (g/mi) | | P/P Failures (g/mi) | |
| | MOBILE5a | RL95 | MOBILE5a | RL95 |
| ≤10 | 0.14 | 0.07 | 1.19 | 1.14 |
| 11-20 | 0.30 | 0.09 | 2.94 | 3.35 |
| 21-30 | 0.35 | 0.09 | 3.88 | 4.04 |
| 31-40 | 0.51 | 0.09 | 5.03 | 4.69 |
| 41-50 | 0.61 | 0.09 | 5.50 | 4.99 |
| >50 | 0.77 | 0.21 | 6.14 | 5.69 |

- MOBILE6 gross liquid leaker (GLL) running loss emission rate:
 - 17.65 g/mi (including resting losses)
 - GLL resting loss emission rate = 9.16 g/hr

| Comparison of Hot Soak Results from the Auto/Oil Test Program and the HS95 Test Program | | |
|--|------------------|------------------|
| Parameter | A/O Fleet | HS95 Fleet |
| Sample Size | 299 | 181 |
| Mean Model Year/Age | 1987.9 / 5.5 yrs | 1988.0 / 7.5 yrs |
| Mean Temperature (°F) | 100 | 98 |
| Mean RVP (psi) | 6.6 | 6.4 |
| Mean HS Emissions (g) | 1.53 | 1.76 |

- MOBILE6 GLL hot soak emission rate (including resting losses):
 - 16.95 g/hr for carbureted vehicles
 - 45.00 g/hr for TBI vehicles
 - 57.14 g/hr for MPFI vehicles

| Single-Day Real-Time Diurnal Results from the IM92 Test Program (Grams per Day) | | | | |
|---|----------------------|-------------------|-------------|--------------|
| Pressure/ Purge Status | Fuel RVP (psi) | Temperature Range | | |
| | | 60° to 84°F | 72° to 96°F | 82° to 106°F |
| All (n=21) ^a | 9.0 | 6.23 | 10.07 | -- |
| | 6.7 | -- | 6.73 | 10.38 |
| Pass (n=12) | 9.0 | 4.00 | 6.83 | -- |
| | 6.7 | -- | 4.54 | 6.93 |
| Fail (n=9) | 9.0 | 9.21 | 14.21 | -- |
| | 6.7 | -- | 9.66 | 14.98 |

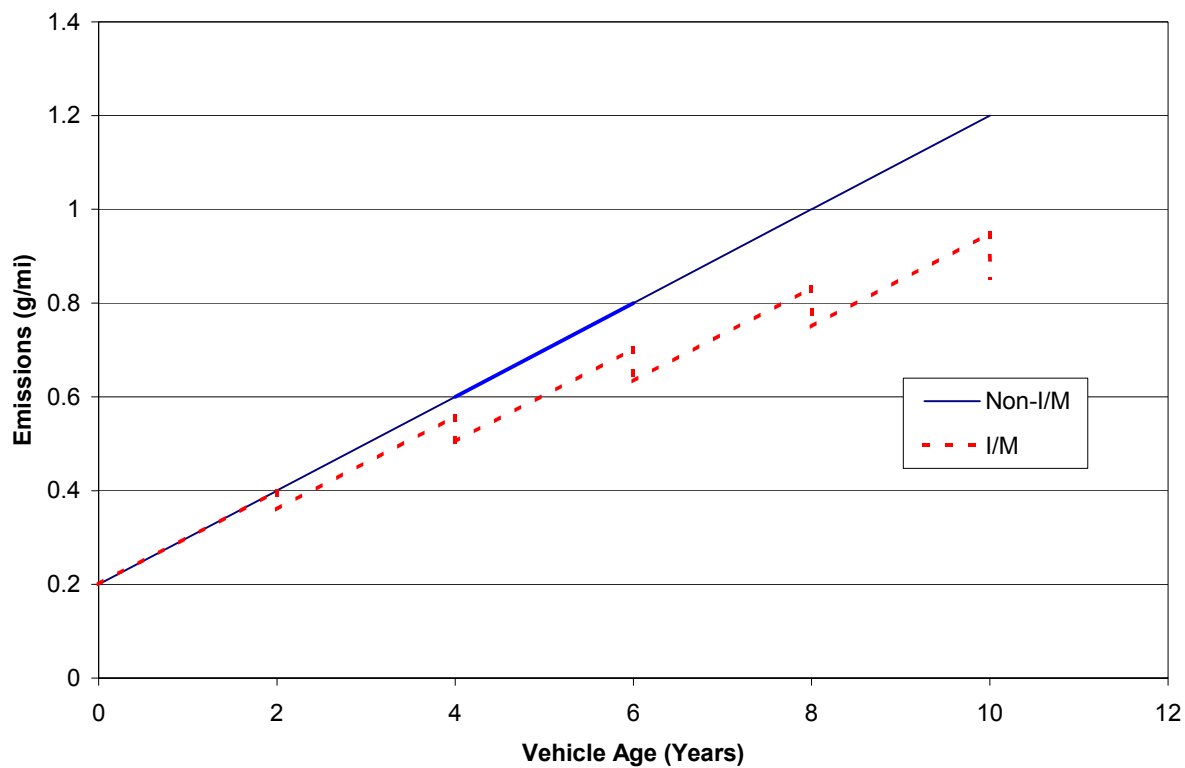
^a Sample size is in parentheses.

- MOBILE6 GLL full-day diurnal emission rate (not including resting losses):
 - 104.36 g/day
 - GLL resting loss emission rate = 220 g/day

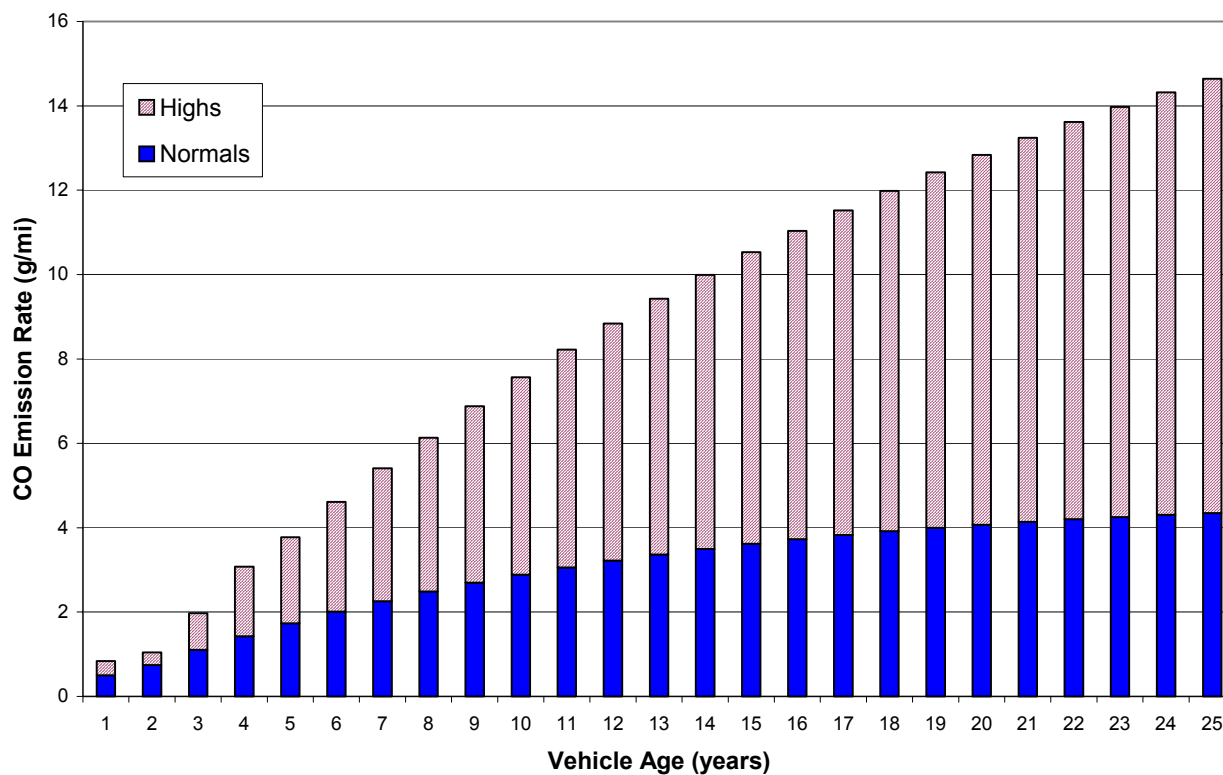
MOBILE6 I/M Benefits Modeling

- The I/M benefits algorithm is built into MOBILE6 (no stand-alone model).
- The basic methodology is similar to MOBILE5 (i.e., high emitters are identified and repaired) but with only two emitter groups – normals and highs.
- Running LA4 and starting emissions are treated separately; I/M benefits are greater for running LA4 emissions.
- Credits are forecast in a sawtooth fashion representing repair and between-inspection deterioration.
- OBD II equipped vehicles are treated in I/M by assuming:
 - 85% of high emitters are identified;
 - 90% of them are repaired; and
 - after-repair level is equivalent to normal-emitter level, capped at 1.5 times the certification standard.

**Effect of an I/M Program on Fleet Emissions
as a Result of Identification and Repair of High Emitters**



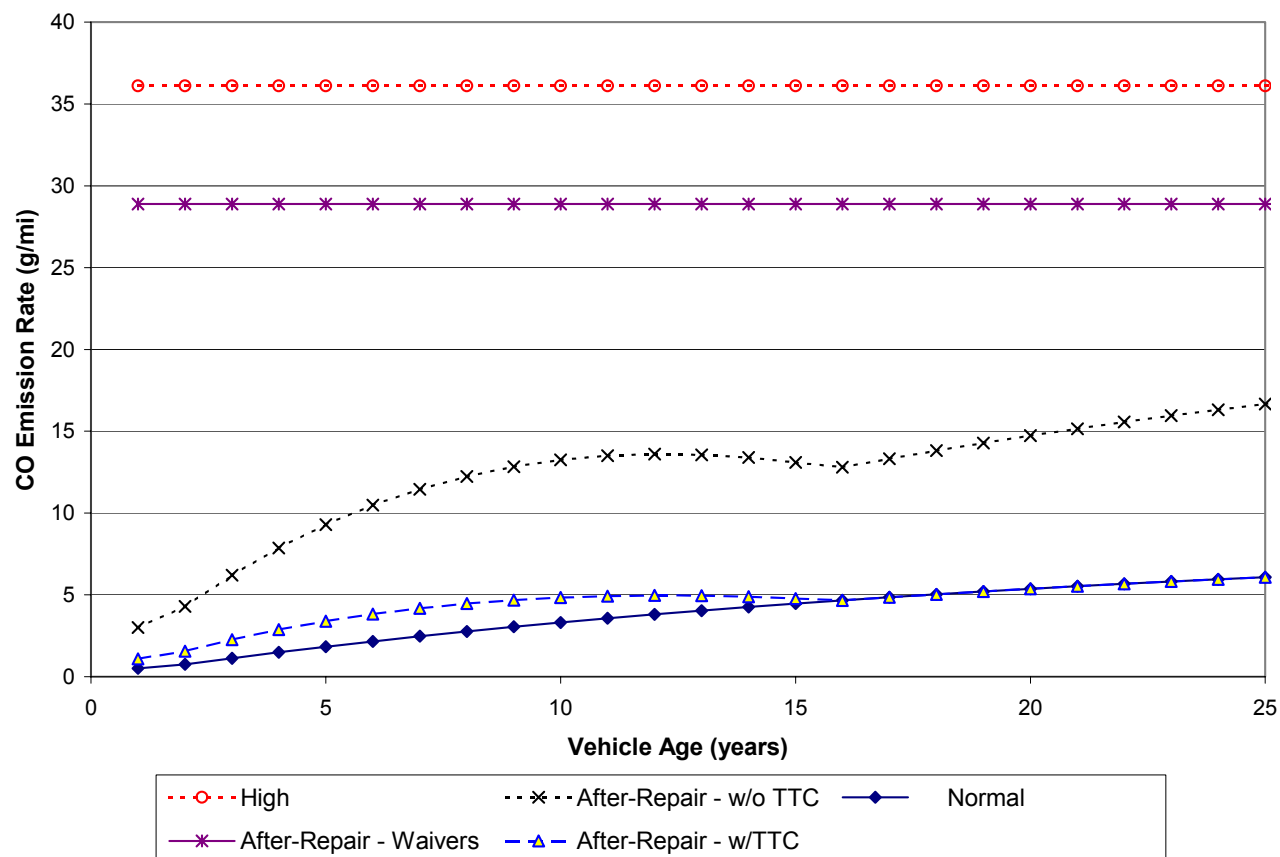
**Contribution of Emitter Categories to the
MOBILE6 Baseline Running LA4 CO Emission Rate
(1988 - 1993 PFI LDGVs)**



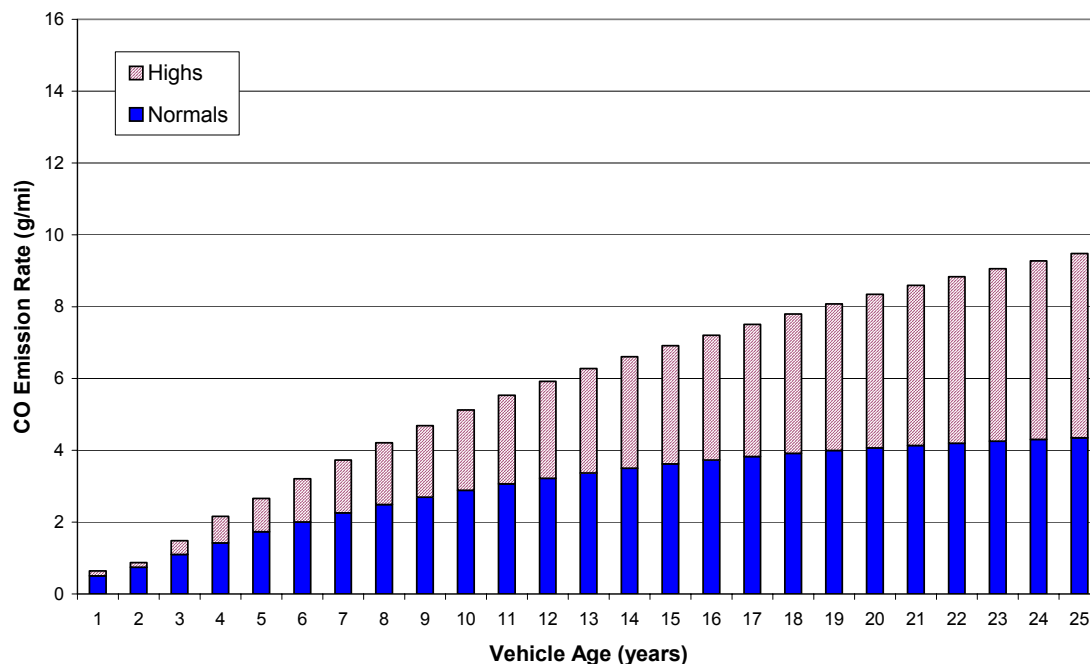
**Fraction of LA4 High Emissions ID'd
by IM240 Testing**

| Pollutant | Cutpoint (g/mi) | Fraction ID'd | Cutpoint (g/mi) | Fraction ID'd |
|-----------|--------------------|------------------|--------------------|------------------|
| HC | 1.2 | 0.80 | 0.8 | 0.89 |
| CO | 20 | 0.78 | 15 | 0.86 |
| NOx | 3 | 0.59 | 2 | 0.91 |

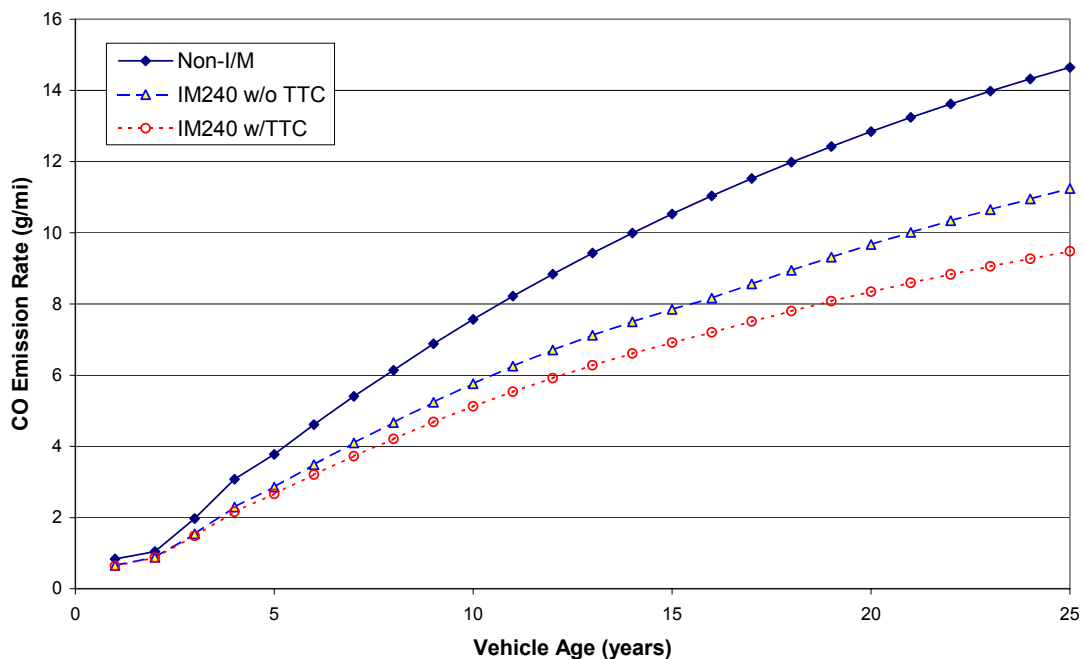
MOBILE6 Running LA4 CO Emission Rates (1988 - 1993 PFI LDGVs)



**Contribution of Emitter Categories to the
MOBILE6 After-I/M (with TTC) Running LA4 CO Emission Rate
(1988 - 1993 PFI LDGVs)**



**MOBILE6 Running LA4 CO Emissions
With and Without Technician Training and Certification Credits
(1988 - 1993 PFI LDGV)**



Evaporative Emissions I/M Modeling

- MOBILE5 and MOBILE6 are similar in treatment: pressure/purge failures are moved into the passing regime after repair.
- MOBILE5 has the following options:
 - visual cap check (part of ATP)
 - pressure testing
 - purge testing
- MOBILE6 has the following options:
 - visual cap check (part of ATP)
 - pressure testing
 - functional cap check
 - OBD II check
- MOBILE6 does not allow modeling of purge test benefits.

EPA I/M Rule

- Required under the 1990 CAAA
- Finalized November 1992
- Established minimum performance standards for “basic” and “enhanced” areas
- Performance standards are based on a very specific set of MOBILE5 input parameters:

| Input Parameter | Basic I/M | Enhanced I/M |
|----------------------|---------------|---|
| Network: | Centralized | Centralized |
| Frequency: | Annual | Annual |
| Model Years: | 1968+ | 1968+ |
| Vehicle Types: | LDGV | LDGV,LDGT1,LDGT2 |
| Emission Test(s): | Idle on 1968+ | Idle on 1968-80 Idle/2500 on 81-85 IM240 on 1986+ |
| Start Date: | 1983/1994 | 1983/1995 |
| Pressure Test: | None | 1983+ |
| Purge Test: | None | 1986+ |
| Visual Check: | None | Catalyst & Fuel Inlet |
| Pre-81 Stringency: | 20% | 20% |
| Pre-81 Waiver Rate: | 0% | 3% |
| Post-80 Waiver Rate: | 0% | 3% |
| Compliance Rate: | 100% | 96% |

EPA I/M Rule (Cont.)

- MOBILE5-based emission reductions from basic and enhanced performance standards (CY 2000):

| I/M Scenario | VOC (Including Evap) | | Carbon Monoxide | |
|--------------|----------------------|-----------|-----------------|-----------|
| | g/mi | Reduction | g/mi | Reduction |
| No I/M | 2.47 | -- | 21.62 | -- |
| Basic I/M | 2.28 | 8% | 19.28 | 11% |
| Enhanced I/M | 1.64 | 34% | 13.83 | 36% |

- MOBILE6-based emission reductions from basic and enhanced performance standards (CY 2000):

| I/M Scenario | VOC (Including Evap) | | Carbon Monoxide | |
|--------------|----------------------|-----------|-----------------|-----------|
| | g/mi | Reduction | g/mi | Reduction |
| No I/M | 1.92 | -- | 18.28 | -- |
| Basic I/M | 1.84 | 4% | 17.23 | 6% |
| Enhanced I/M | 1.64 | 15% | 15.30 | 16% |

- Note that the above estimates are based on model defaults; estimates for specific areas may differ

EPA I/M Rule (Cont.)

- I/M “flexibility” rule (September 1995) established “low-enhanced” and “high-enhanced” areas.
- Flexibility rule made it easier for enhanced areas to meet performance standard with decentralized testing.

California Low-Emission Vehicle Program

- In 1990, CARB adopted the Low-Emission Vehicle (LEV) and Clean Fuel regulations.
- Established four levels of “low-emission” vehicles: TLEVs, LEVs, ULEVs, and ZEVs.

| Category | NMOG (g/mi) | CO (g/mi) | NO _x (g/mi) |
|-------------------|-------------------|--------------|---------------------------|
| 1993 Conventional | 0.25 ^a | 3.4 | 0.4 |
| TLEV | 0.125 | 3.4 | 0.4 |
| LEV | 0.075 | 3.4 | 0.2 |
| ULEV | 0.040 | 1.7 | 0.2 |
| ZEV | 0 | 0 | 0 |

^a This is a non-methane hydrocarbon standard.

- By using a categorized fleet-average emissions approach, manufacturers were given some flexibility in meeting the standards.

California LEVs (Cont.)

- Original California implementation schedule:

| Model Year | Conventional | | TLEV (.125) | LEV (.075) | ULEV (.040) | ZEV ^a (0) | Fleet Ave. Std. |
|------------|--------------|--------|----------------|---------------|----------------|-------------------------|-----------------|
| | (0.39) | (0.25) | | | | | |
| 1994 | 10% | 80% | 10% | | | | 0.250 |
| 1995 | | 85% | 15% | | | | 0.231 |
| 1996 | | 80% | 20% | | | | 0.225 |
| 1997 | | 73% | | 25% | 2% | | 0.202 |
| 1998 | | 48% | | 48% | 2% | 2% | 0.157 |
| 1999 | | 23% | | 73% | 2% | 2% | 0.113 |
| 2000 | | | | 96% | 2% | 2% | 0.073 |
| 2001 | | | | 90% | 5% | 5% | 0.070 |
| 2002 | | | | 85% | 10% | 5% | 0.068 |
| 2003+ | | | | 75% | 15% | 10% | 0.062 |

^a Percentage requirements for ZEVs are mandatory.

- A number of Northeast states have adopted California emission standards.
- The National LEV program was patterned after the California LEV program.

National LEV Program (NLEV)

- Voluntary program in which CA LEVs are sold nationwide.
- Phase-in beginning in 1999 for Northeast states, nationwide in 2001.
- The following fleet-average NMOG standards were established for cars and light trucks under 6,000 lbs. GVWR:

| <u>MY</u> | <u>LDV</u> | <u>LDT</u> |
|-----------|------------|------------|
| 1999 | 0.148 | 0.190 |
| 2000 | 0.095 | 0.124 |
| 2001+ | 0.075 | 0.100 |

- EPA is preempted from requiring standards more stringent than Tier 1 until the 2004 model year.
- The NLEV program will be replaced by Tier 2 in 2004.

Tier 2 Standards

- Fleet-average standard based on NO_x; NMOG standards roughly equivalent to CA LEVs.
- Eight final and two interim standard “bins” were established, giving manufacturers considerable flexibility in meeting the fleet-average NO_x standard.
- All vehicles under 8,500 lbs. GVWR will eventually certify to the same fleet-average standards (as will “passenger vehicles” from 8,500 to 10,000 lbs.).
- Passenger cars and lighter light trucks ($\leq 6,000$ lbs. GVWR, LLDTs) are phased-in to meet a fleet-average 0.07 g/mi NO_x level from 2004 - 2007.
- Heavier trucks (6,001 to 8,500 lbs., HLDTs) will meet 0.6 g/mi NO_x in 2004; 0.2 g/mi NO_x by 2007; and 0.07 g/mi NO_x by 2009 (based on fleet-average).
- Evaporative standards are also reduced:

| | <u>3-Day DI+HS</u> | <u>2-Day DI+HS</u> |
|--------------|--------------------|--------------------|
| LDVs + LLDTs | 0.95 g/test | 1.2 g/test |
| HLDTs | 1.2 g/test | 1.5 g/test |

- Refiners must meet more stringent gasoline sulfur requirements that are phased-in between 2004 and 2007 (30 ppm nationwide required by 2007).

On-Board Diagnostics

- Rudimentary systems were first implemented by GM on early 1980s model year vehicles.
- OBD II regs were adopted by CARB in 1989; federal regulations were promulgated in 1993.
- Requires monitoring of all emissions-critical components on the vehicle; in the event of a malfunction, the malfunction indicator light (MIL) is illuminated and a fault code is stored.
- Phase-in began with the 1994 model year, but manufacturers did not have to enable the MIL for all faults until 1996.
- CARB requires a fault to be identified if the certification standard is exceeded by 1.5 times (1.75 for some LEV category vehicles).
- Federal rules include specific g/mi thresholds for certain components.
- As a practical matter, nearly all systems are certified to CARB's requirements (EPA accepts CARB certification).

OBD II – Components Monitored

- Catalyst
- Misfire
- Evaporative control system
 - Purge flow
 - Leak check
- Secondary air system
- Fuel system
- Oxygen sensor
- EGR system
- PCV system (beginning in 2002)
- Thermostat monitoring (beginning in 2000)
- Comprehensive component monitoring – shall monitor any electronic powertrain component that provides input to or receives commands from the on-board computer and can affect emissions.

III. MOBILE5 vs. MOBILE6

Primary Revisions to MOBILE6

- LDV basic exhaust emission rates - Revised based on new data with different treatment of high emitters (no more emissions increase at 50,000 miles).
- Start emissions - Running exhaust and starting emissions for light-duty vehicles were separated, and a continuous start algorithm was incorporated.
- Speed/cycle corrections - New “inventory” cycles were developed based on chase car data collected over different roadway types and congestion levels.
- Inspection and maintenance - More I/M options are included in MOBILE6; TECH5 is no longer a stand-alone model.
- Gasoline fuel composition - Impact of variable sulfur level was included; oxy fuel effects were revised.
- Air conditioning - Emissions impact of air conditioner usage was incorporated.

Primary Revisions to MOBILE6 (Cont.)

- Diurnal and resting losses - These evaporative rates were re-evaluated based on “real-time” test results.
- “Gross liquid leakers” - This class of emitters was added to the evap emissions algorithms.
- Heavy-duty vehicles - Emission and conversion factors were revised; impacts of “defeat devices” were incorporated.
- Fleet characterization - Default fleet characteristics were revised with more recent data (e.g., age dist, mileage accumulation, etc.).
- Trip characteristics - Defaults were revised based on instrumented vehicle data (e.g., trips per day, soak times, etc.).
- New emission standards - NLEV, Tier 2, and heavy-duty standards were built into MOBILE6.
- Idle emissions - Not explicitly calculated by MOBILE6.

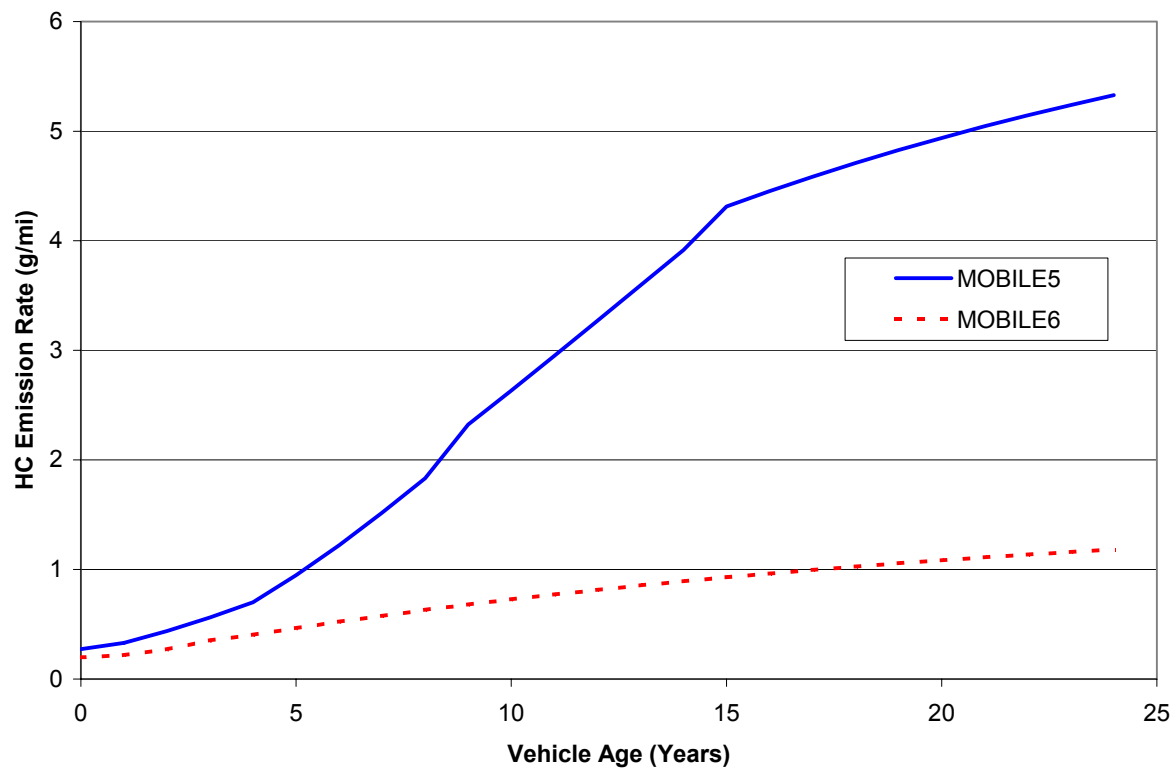
Differences Between MOBILE5 and MOBILE6

- Base Emission Rate Equations
- Treatment of Starting vs. Running Emissions
- Treatment of Vehicle Speed and Activity
- I/M Effects and Treatment of OBD
- Fuel Corrections
- Other Corrections

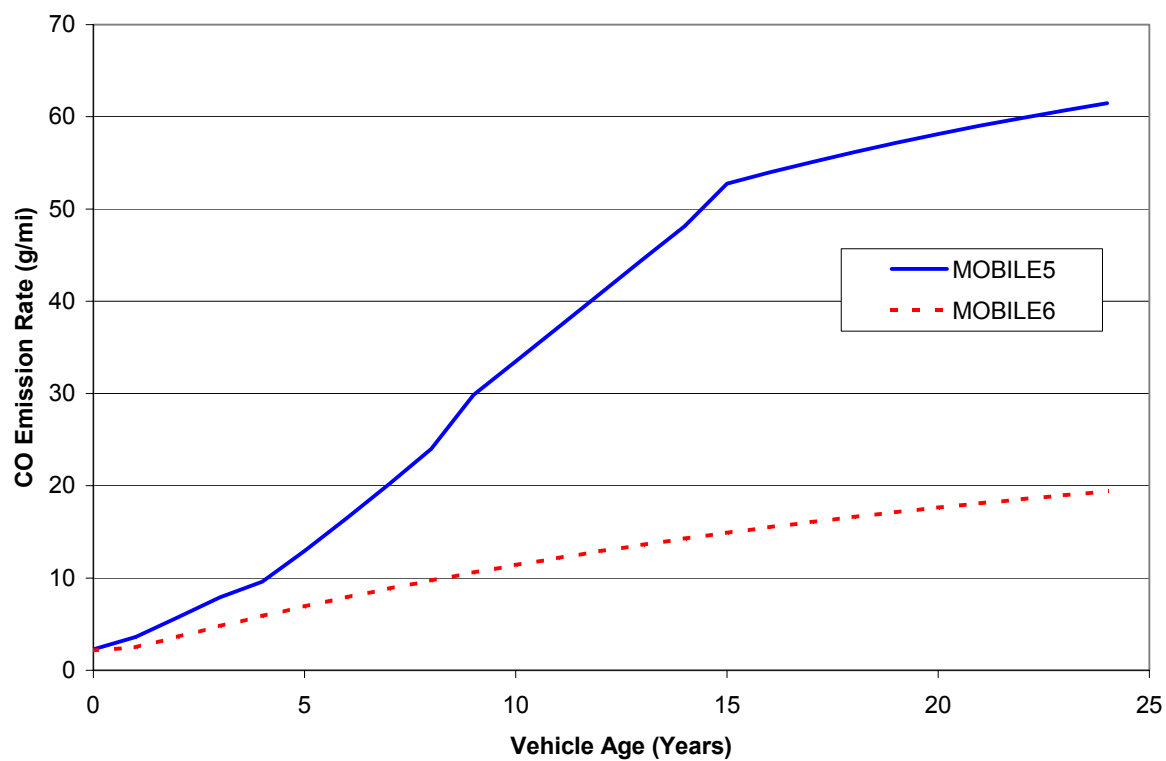
Base Emission Rate Equations

- The base emission rate equations are substantially different in MOBILE6 relative to MOBILE5.
- Using new data and a different analysis methodology, emission control system deterioration is reduced in MOBILE6, particularly for 1988+ MY vehicles.
- Because of the lower baseline emission factors, the benefits of I/M (on a percentage basis) are much lower for MOBILE6 relative to MOBILE5.
- The revised BERs, coupled with some of the other new features of MOBILE6 (e.g., off-cycle impacts, which are controlled in the out-years), result in an increase in the rate at which emissions decrease over time relative to MOBILE5.

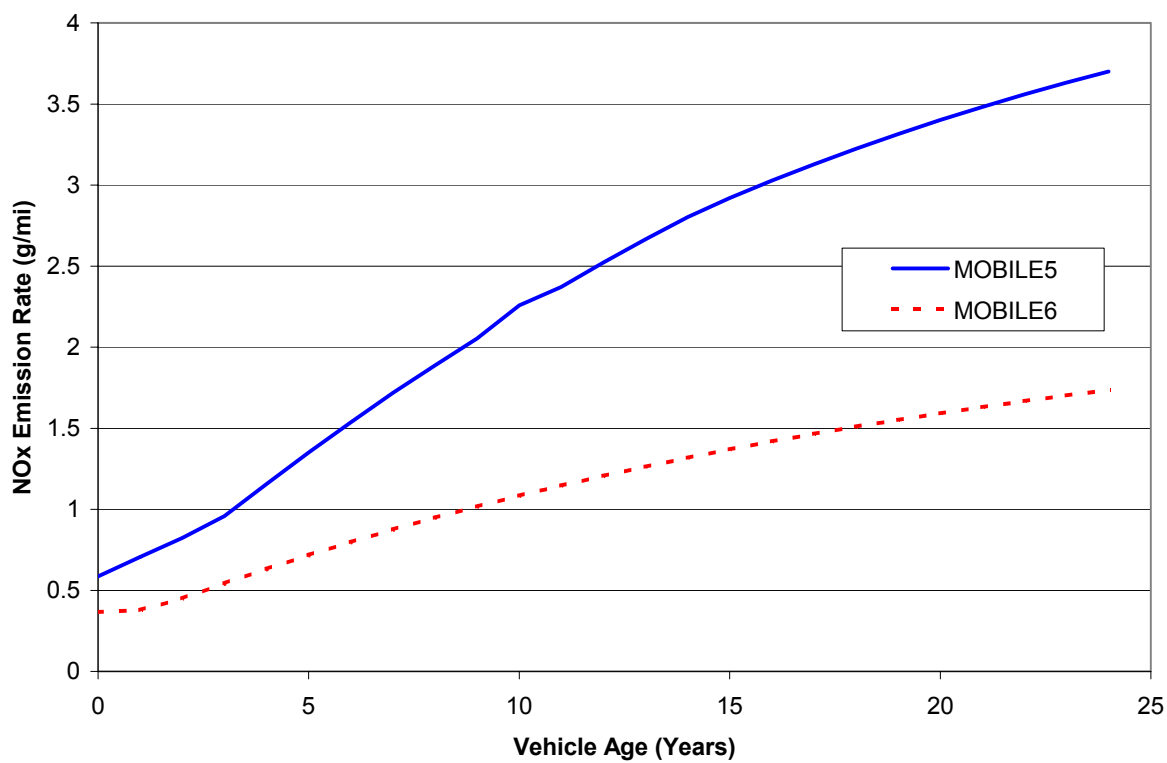
**LDGV MPFI HC Emission Rates
MOBILE5 (83-93 MY) vs. MOBILE6 (88-93 MY)**



LDGV MPFI CO Emission Rates
MOBILE5 (83-93 MY) vs. MOBILE6 (88-93 MY)



LDGV MPFI NOx Emission Rates
MOBILE5 (83-93 MY) vs. MOBILE6 (88-93 MY)



Treatment of Start vs. Running Emissions

- MOBILE5 accounted for vehicle start emissions by virtue of how the bag weightings were specified; typically FTP weightings were used.
- MOBILE6 separates running exhaust from vehicle start emissions.
- Running emissions are corrected for speed; start emissions are corrected for soak time.
- Start emissions (calculated as an offset in g/trip) are converted to a g/mi basis as follows:

$$\text{Start}_{\text{g/mi}} = (\text{Start}_{\text{g/trip}} \times \text{Starts/day}) / (\text{Miles/day})$$

- MOBILE6 reports a total g/mi value, but the user can specify an output option that separates running and starting emissions.
- Allows users more flexibility to model certain problems.

Treatment of Vehicle Speed

- MOBILE5 included vehicle speed as a required user input.
- MOBILE5 did not distinguish among roadway types.
- MOBILE6 speed correction factors were developed for:
 - Freeways
 - Freeway ramps (single speed assumed)
 - Arterials
 - Local roads (single speed assumed)
- There is a default distribution of VMT by speed built into MOBILE6, but the user can specify an average speed or modify the distribution.
- Development of VMT by speed distribution estimates is likely to be one of the most difficult aspects of configuring MOBILE6 to reflect local conditions.

MOBILE6 VMT Fractions

- As noted above, MOBILE6 does not require the user to enter an average speed.
- Instead, each MOBILE6 run calculates emission rates for:
 - 24 hourly periods
 - 4 roadway types
 - 14 speed bins (2.5, 5, 10, ... 65 mph)
 - 28 vehicle classes (up from 8 in MOBILE5)
- For each hour, the model has default distributions of:
 - VMT fraction by roadway type (summing to 1 over the four roadway types for each hour and specified for each of the 28 vehicle classes)
 - VMT fraction by speed bin for freeways (summing to 1 for each hour)
 - VMT fraction by speed bin for arterials (summing to 1 for each hour).
- There is also a default distribution of VMT by hour (a 24-element array summing to 1) that is used to weight each of the hourly emissions estimates into a single value for the daily emission rate.

I/M Effects and Treatment of OBD

- MOBILE5 included fairly detailed algorithms to estimate the impacts of I/M, including various exhaust (Idle, TSI, ASM, IM240) and evap (pressure/purge) tests.
- MOBILE5 did not, however, incorporate an algorithm to address OBD checks.
- MOBILE6 incorporates most of the features included in MOBILE5 (except for purge testing) and adds flexibility (e.g., grace period and I/M exemption age).
- MOBILE6 also includes the ability to change cutpoint level by model year.
- OBD I/M checks are modeled by assuming:
 - 85% of high emitters are identified (MIL on)
 - 90% of identified vehicles are repaired
- In non-I/M areas, the response to MIL illumination is a function of vehicle mileage:
 - 90% for 0 - 36,000 miles
 - 10% for 36,000 to 80,000 miles
 - 0% for over 80,000 miles

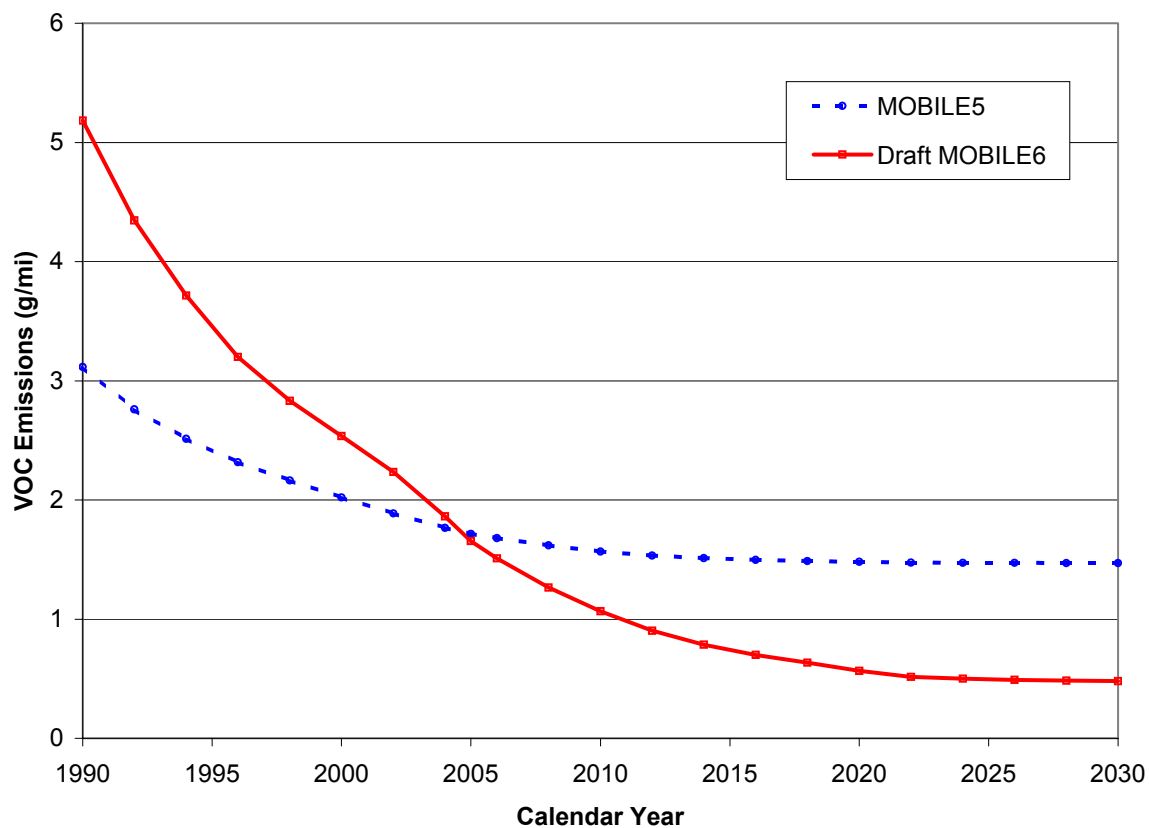
Fuel Corrections

- MOBILE5 makes adjustments for the following fuel characteristics:
 - Certification to in-use
 - RVP (exhaust and evap)
 - Oxygenates
 - Reformulated gasoline (RFG)
- MOBILE6 also includes an adjustment for gasoline sulfur levels, including irreversibility effects.
- Modeling of oxygenated gasoline is significantly different between MOBILE5 and MOBILE6, with MOBILE6 predicting much lower benefit.

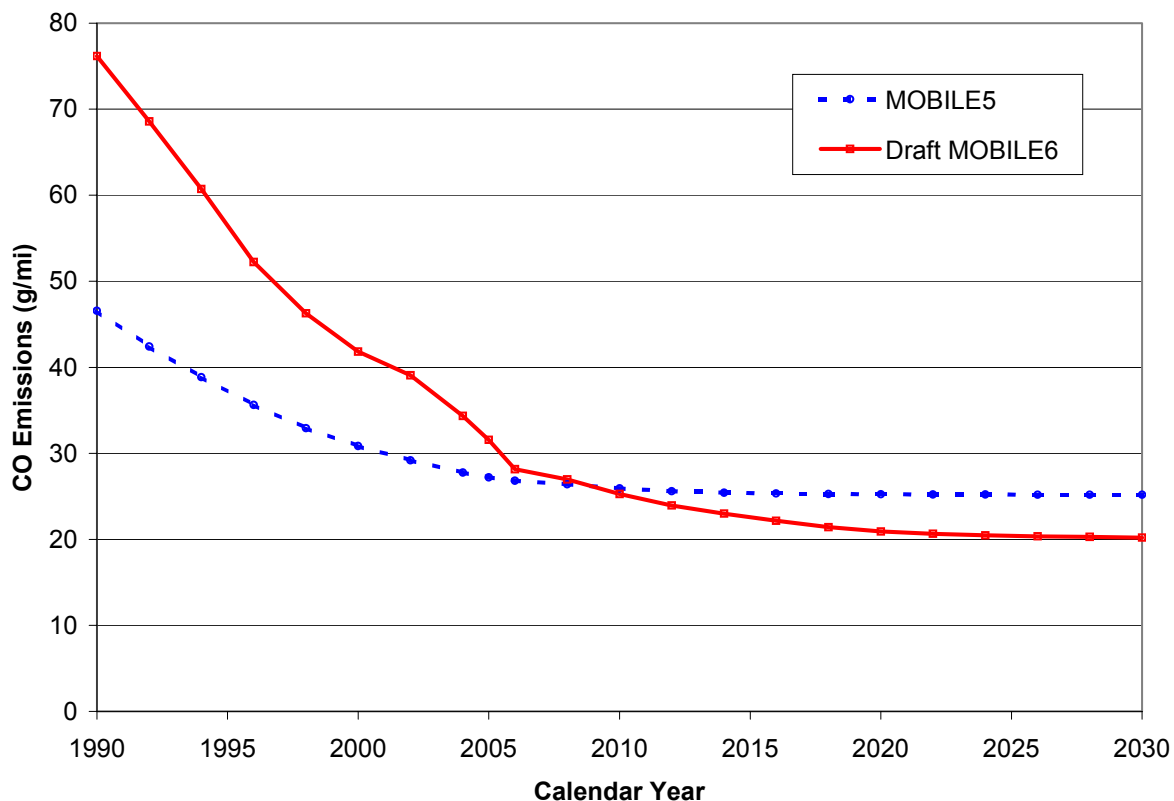
Other Corrections

- Although MOBILE5 had an option to include the impacts of air conditioning and extra load, those adjustments were outdated and it was recommended that they not be used.
- MOBILE6 includes the emissions impacts of air conditioning usage based on data and algorithms developed to support the SFTP rulemaking.
- MOBILE6 also includes the impacts of aggressive driving, which are incorporated into the formulation of the speed correction factors.
- The emissions impacts of both aggressive driving and A/C usage decline in the future as SFTP standards are phased-in.

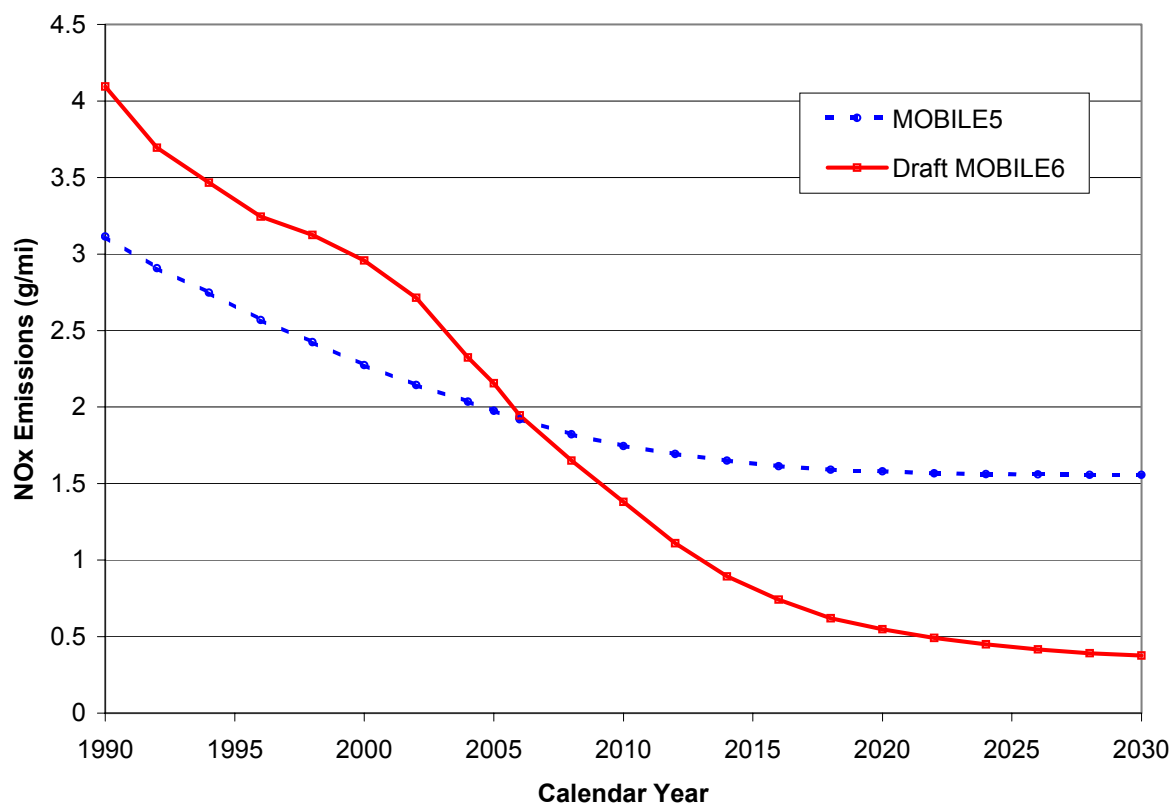
VOC Emissions (Exhaust and Evap) from On-Highway Vehicles
MOBILE5 vs. Draft MOBILE6



**Carbon Monoxide (CO) Emissions from On-Highway Vehicles
MOBILE5 vs. Draft MOBILE6 at 20 Degrees F**



Oxides of Nitrogen (NOx) Emissions from On-Highway Vehicles MOBILE5 vs. Draft MOBILE6



Summary of Overall Impacts

MOBILE6 emissions are higher than MOBILE5 in the past, lower in the future, because:

| Higher | Lower |
|---|----------------------------------|
| Off-cycle + A/C | SFTP Regulation |
| Sulfur Effects | Tier 2 Sulfur Limits |
| HDDV NO _x (Defeat Device Issue) | Consent Decree HDDV 2007 Rule |
| Older Fleet (Age Dist.) | Better Durability |
| More LDTs/SUVs | Tier 2 Tailpipe Stds |
| Reduced Tailpipe I/M Benefits | OBD II Requirements |

IV. MOBILE6 OPERATION

MOBILE6 Training Opportunities

- “User’s Guide” and “Frequently Asked Questions” (FAQ) document (available on EPA’s web site at <http://www.epa.gov/otaq/m6.htm>)
- This course and others like it, including materials prepared by EPA for the Colorado inventory conference (copies available on EPA’s web site)
- All materials presented in this course will be posted on EPA’s web site
- “Computer-Based Training” (CBT) on EPA’s web site
- Most importantly: Run the model; make errors; repair errors; re-run the model.

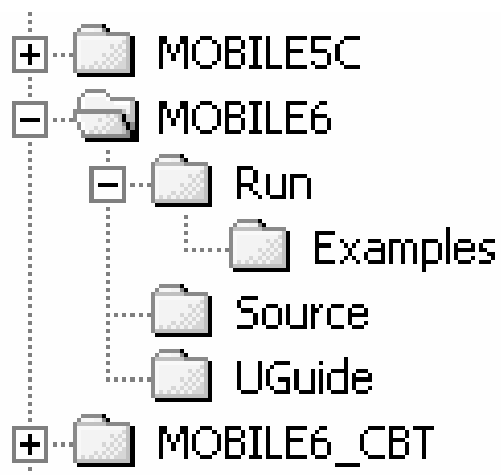
System Requirements

- IBM-compatible 80386 or better processor (i.e., Pentium)
- At least 5 megabytes of available RAM
- Math coprocessor chip
- DOS or Windows operating system
- Faster is better – Here are some benchmarks with a simple example (single CY, basic I/M program):

| CPU | RAM (MB) | Run Time (min:sec) |
|------------|---------------------|-------------------------------|
| 486 | 8 | 14:20 |
| P I-200 | 32 | 02:24 |
| AMD K6-333 | 64 | 01:13 |
| P II-266 | 32 | 00:52 |
| P III-800 | 128 | 00:16 |
| Duron-800 | 192 | 00:16 |

Basic Installation

- The draft MOBILE6 model has been released in a ZIP file with the following directory structure:



- Copy the ZIP file (M6ZIP.ZIP) onto the hard drive and unzip; the above directory structure will be established.

Contents of Sub-Directories

- C:\MOBILE6
 - README.TXT, which contains brief instructions on how to run the model
- C:\MOBILE6\RUN
 - MOBILE6 executable and necessary external files (e.g., I/M credits); a sample MOBILE6 input file; sample data files (*.D and *.DEF)
- C:\MOBILE6\RUN\EXAMPLES
 - Example input/output files
- C:\MOBILE6\SOURCE
 - Source code (currently empty)
- C:\MOBILE6\UGUIDE
 - User's guide and FAQ document

BASICS OF RUNNING MOBILE6

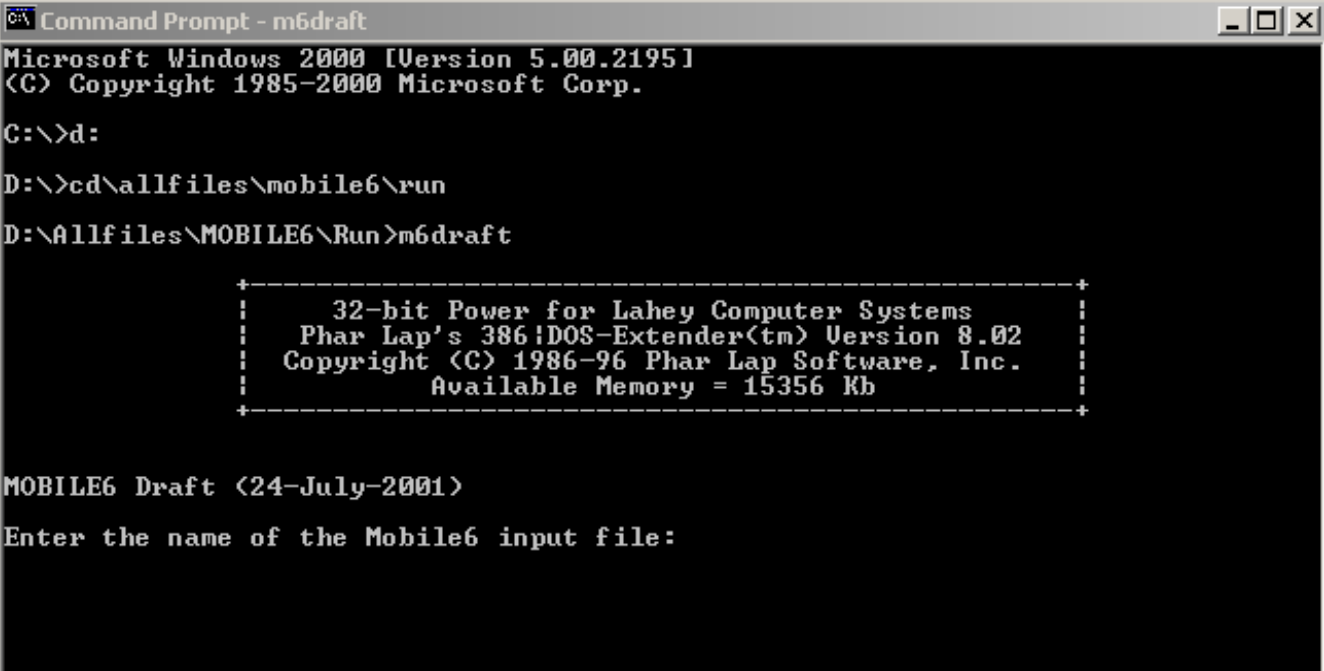
Running MOBILE6 Input File Basics

- MOBILE6 is not interactive; an input file must be prepared.
- Input files **MUST**:
 - **Be in DOS text (ASCII) format**
 - **NOT contain TAB characters**
 - **NOT have a root name longer than 8 characters**
- Thus, to create input files:
 - Use a text editor (e.g., Notepad); or
 - Use a word processor and use the “Save As” command to save as a DOS text file (beware of auto-tabbing!).
- Recommendation:

Use a non-proportional font (e.g., Courier) when creating input files. Although MOBILE6 is more forgiving than MOBILE5, inputs still need to be placed in the correct columns.

Running MOBILE6 Example

- Double-click on M6DRAFT.EXE from the Explorer window; or
- Open a DOS shell, move to the RUN directory, type M6DRAFT, and hit return.



```
Command Prompt - m6draft
Microsoft Windows 2000 [Version 5.00.2195]
(C) Copyright 1985-2000 Microsoft Corp.

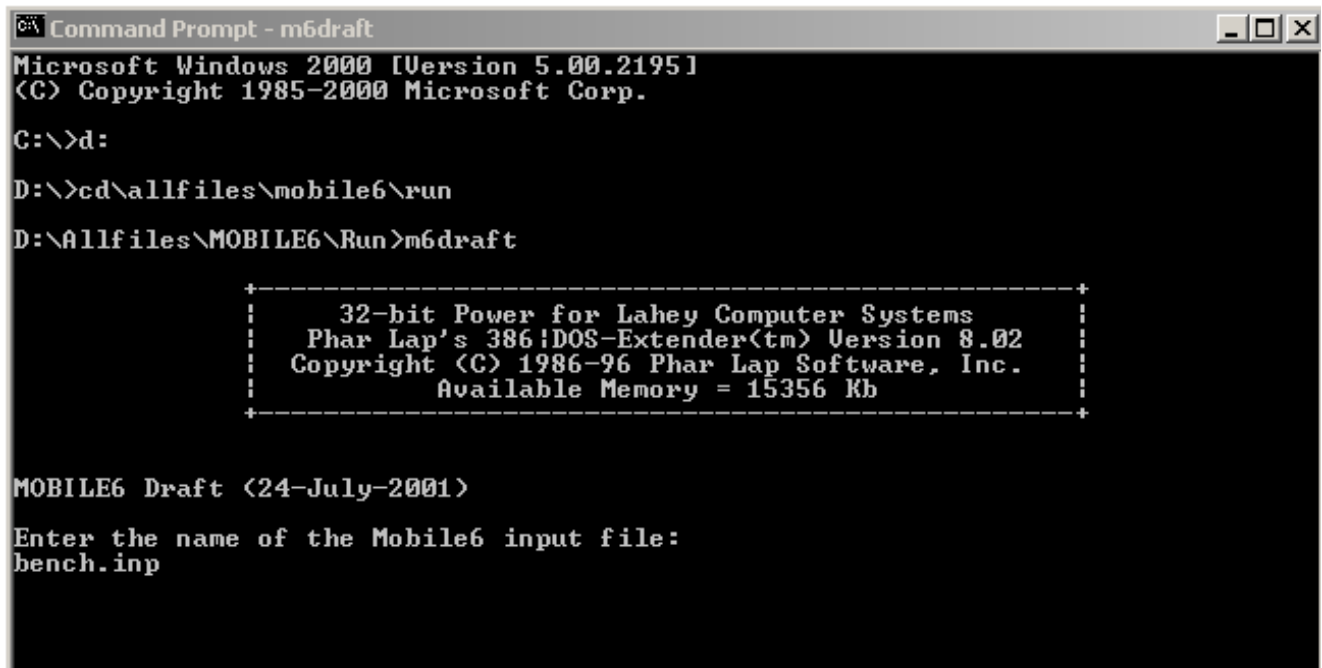
C:\>d:
D:\>cd\allfiles\mobile6\run
D:\Allfiles\MOBILE6\Run>m6draft

+-----+
| 32-bit Power for Lahey Computer Systems |
| Phar Lap's 386!DOS-Extender(tm) Version 8.02 |
| Copyright (C) 1986-96 Phar Lap Software, Inc. |
| Available Memory = 15356 Kb |
+-----+

MOBILE6 Draft <24-July-2001>
Enter the name of the Mobile6 input file:
```

Running MOBILE6 Example

- Enter the input file name (need to include the path if in different directory than executable); or
- Drag the file into the DOS window.
- Hit return.



```
Command Prompt - m6draft
Microsoft Windows 2000 [Version 5.00.2195]
(C) Copyright 1985-2000 Microsoft Corp.

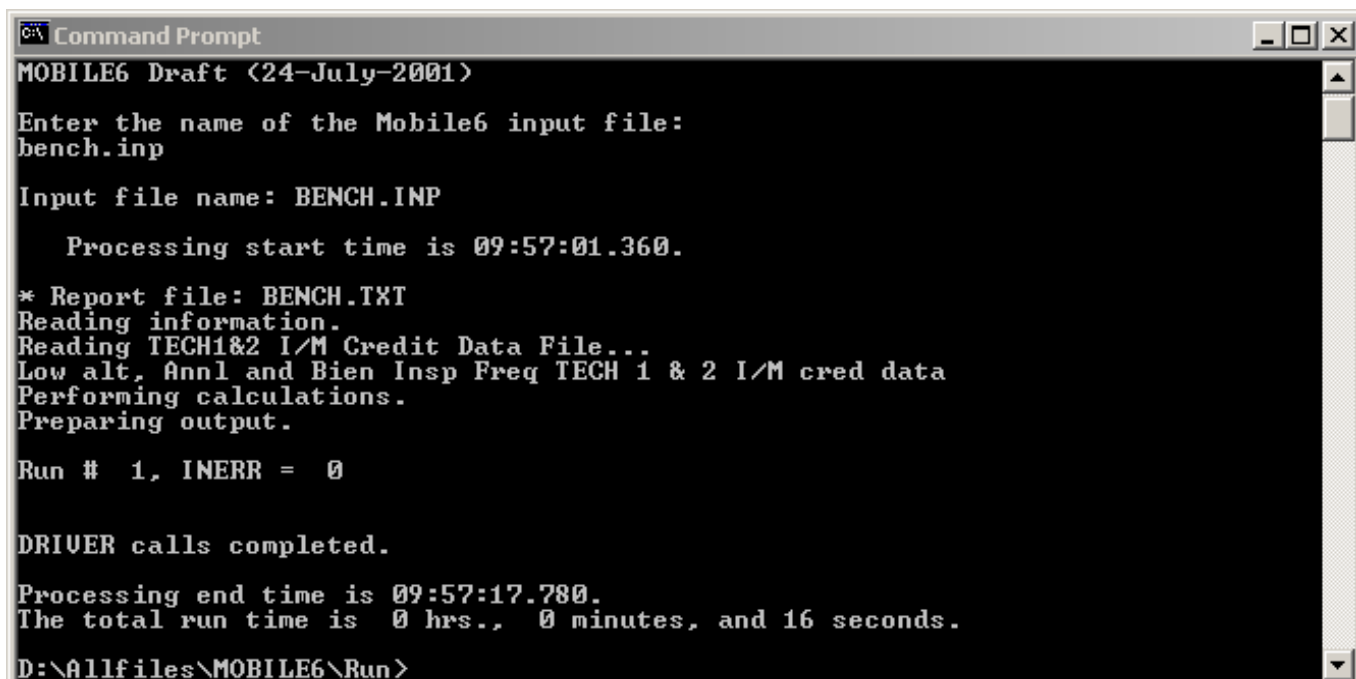
C:\>d:
D:\>cd\allfiles\mobile6\run
D:\Allfiles\MOBILE6\Run>m6draft

+-----+
| 32-bit Power for Lahey Computer Systems |
| Phar Lap's 386!DOS-Extender(tm) Version 8.02 |
| Copyright (C) 1986-96 Phar Lap Software, Inc. |
| Available Memory = 15356 Kb |
+-----+

MOBILE6 Draft <24-July-2001>
Enter the name of the Mobile6 input file:
bench.inp
```

Running MOBILE6 Example

- Let the model run.
- The statement, “DRIVER calls completed,” signifies that the run is finished.



```
MOBILE6 Draft <24-July-2001>

Enter the name of the Mobile6 input file:
bench.inp

Input file name: BENCH.INP

    Processing start time is 09:57:01.360.

* Report file: BENCH.TXT
Reading information.
Reading TECH1&2 I/M Credit Data File...
Low alt. Annl and Bien Insp Freq TECH 1 & 2 I/M cred data
Performing calculations.
Preparing output.

Run # 1, INERR = 0

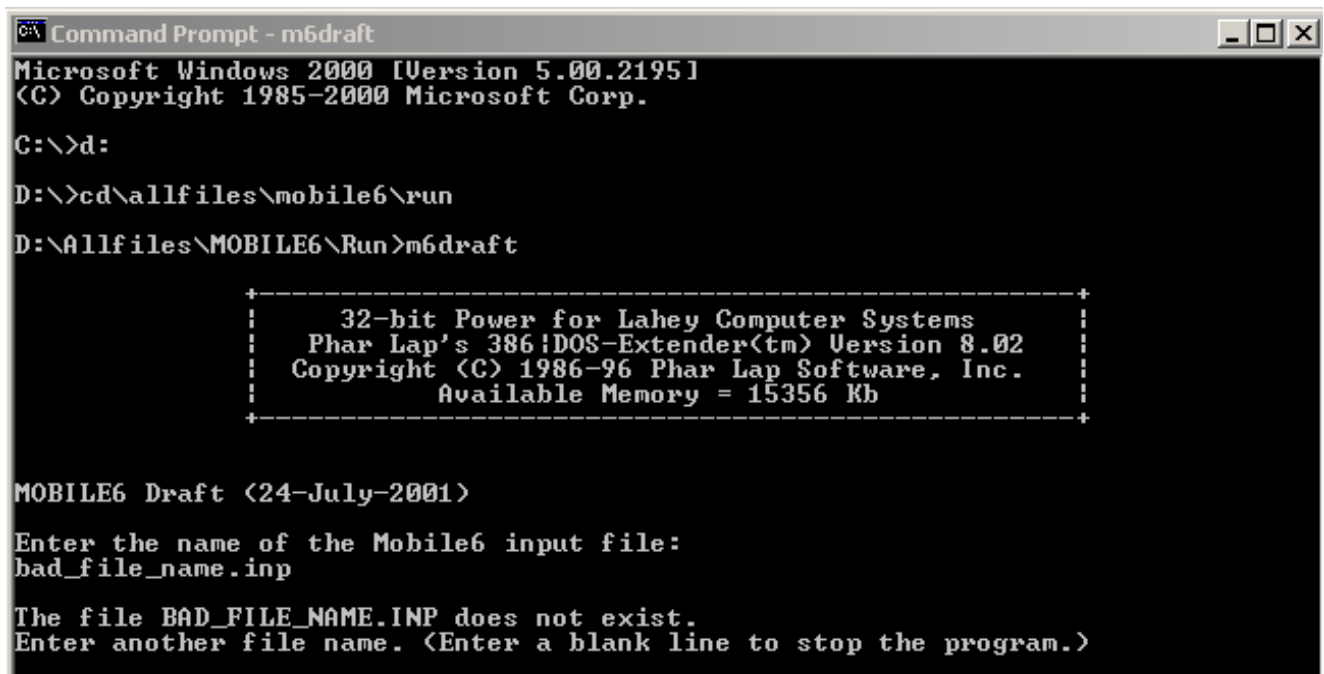
DRIVER calls completed.

Processing end time is 09:57:17.780.
The total run time is 0 hrs., 0 minutes, and 16 seconds.

D:\Allfiles\MOBILE6\Run>
```

Running MOBILE6 Incorrect Input File Name

- If the file name is typed incorrectly, the model will prompt the user for a different file name:



```
Command Prompt - m6draft
Microsoft Windows 2000 [Version 5.00.2195]
(C) Copyright 1985-2000 Microsoft Corp.

C:\>d:
D:\>cd\allfiles\mobile6\run
D:\Allfiles\MOBILE6\Run>m6draft

+-----+
| 32-bit Power for Lahey Computer Systems |
| Phar Lap's 386!DOS-Extender(tm) Version 8.02 |
| Copyright (C) 1986-96 Phar Lap Software, Inc. |
| Available Memory = 15356 Kb |
+-----+

MOBILE6 Draft (24-July-2001)

Enter the name of the Mobile6 input file:
bad_file_name.inp

The file BAD_FILE_NAME.INP does not exist.
Enter another file name. (Enter a blank line to stop the program.)
```

Input/Output File Specifics

- Input Files
 - Limited to 8 character root; 3 character extension.
 - If the input file is not in the same directory as the executable, the directory path must be explicitly entered (directories also limited to 8 characters).
 - If the *.IN extension is used, it does not need to be entered when running the model.
- Output Files
 - Default output file name has the same root name as the input file (user can specify different name).
 - Descriptive output has a *.TXT extension.
 - Database output has a *.TB1 extension.
 - Unless specified otherwise, the output file is placed in the same directory as the input file.

Output File Types

- Descriptive Output
 - Similar to the 112-column descriptive output in MOBILE5 (OUTFMT=3)
 - Can be printed or displayed with a text editor or word processor
 - Use Courier font
- Database Output
 - TAB-separated output that can be imported into spreadsheets and database applications

Sample MOBILE6 Input File

```
* This is a test file for MOBILE6 input - Bench.inp
*
***** Header Section *****
MOBILE6 INPUT FILE :

RUN DATA :
***** Run Section *****

> Basic I/M Program -- Idle Testing for MY68-MY95
I/M PROGRAM      : 1 1983 2020 1 T/O IDLE
I/M MODEL YEARS  : 1 1968 1995
I/M VEHICLES     : 1 22222 11111111 1
I/M STRINGENCY   : 1 20.0
I/M COMPLIANCE   : 1 96.0
I/M WAIVER RATES : 1 3.0 3.0
NO I/M TTC CREDITS : 1

***** Scenario Section *****
SCENARIO RECORD : Summer Basic I/M - CY2000

CALENDAR YEAR    : 2000
EVALUATION MONTH : 7
MIN/MAX TEMP     : 72.0 92.0
FUEL RVP         : 8.7

***** End of This Run *****
END OF RUN :
```


| | | | | | | | | | | |
|-----------------|-------|-------|-------|-------|-------|------|------|-------|-------|--------|
| Composite VOC : | 2.12 | 2.30 | 3.39 | 2.58 | 3.39 | 0.80 | 0.99 | 0.79 | 2.47 | 2.233 |
| Composite CO : | 16.39 | 21.65 | 29.80 | 23.74 | 33.93 | 1.78 | 1.72 | 4.10 | 16.57 | 18.831 |
| Composite NOX : | 1.28 | 1.40 | 1.72 | 1.48 | 5.20 | 1.81 | 1.74 | 18.05 | 1.16 | 2.876 |

Sample MOBILE6 Database Output File

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R |
|----|------|-----|------|-----|-------|-------|-------|-----|---------|--------|--------|------|-------|-------|--------|---------|----------|------|
| 1 | FILE | RUN | SCEN | POL | WTYPE | ETYPE | FTYPE | AGE | GM_MILE | GM_DAY | STARTS | ENDS | MILES | MPG | FACVMT | REGDIST | VCOUNT | MYR |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 7 | 0.234 | 6.783 | 7.28 | 5.38 | 29.04 | 22.64 | 0.3421 | 0.0831 | 110.8046 | 1995 |
| 3 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 7 | 0.208 | 6.043 | 7.28 | 5.38 | 29.04 | 22.64 | 0.4978 | 0.0831 | 110.8046 | 1995 |
| 4 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 7 | 0.289 | 8.378 | 7.28 | 5.38 | 29.04 | 22.64 | 0.1305 | 0.0831 | 110.8046 | 1995 |
| 5 | 1 | 1 | 1 | 1 | 1 | 1 | 4 | 7 | 0.335 | 9.719 | 7.28 | 5.38 | 29.04 | 22.64 | 0.0297 | 0.0831 | 110.8046 | 1995 |
| 6 | 1 | 1 | 1 | 1 | 1 | 2 | 5 | 7 | 0.179 | 5.195 | 7.28 | 5.38 | 29.04 | 22.64 | 1 | 0.0831 | 110.8046 | 1995 |
| 7 | 1 | 1 | 1 | 1 | 1 | 5 | 5 | 7 | 0.092 | 2.664 | 7.28 | 5.38 | 29.04 | 22.64 | 1 | 0.0831 | 110.8046 | 1995 |
| 8 | 1 | 1 | 1 | 1 | 1 | 8 | 5 | 7 | 0.035 | 1.028 | 7.28 | 5.38 | 29.04 | 22.64 | 1 | 0.0831 | 110.8046 | 1995 |
| 9 | 1 | 1 | 1 | 1 | 1 | 3 | 5 | 7 | 0.090 | 2.622 | 7.28 | 5.38 | 29.04 | 22.64 | 1 | 0.0831 | 110.8046 | 1995 |
| 10 | 1 | 1 | 1 | 1 | 1 | 4 | 5 | 7 | 0.020 | 0.583 | 7.28 | 5.38 | 29.04 | 22.64 | 1 | 0.0831 | 110.8046 | 1995 |
| 11 | 1 | 1 | 1 | 1 | 1 | 7 | 5 | 7 | 0.010 | 0.299 | 7.28 | 5.38 | 29.04 | 22.64 | 1 | 0.0831 | 110.8046 | 1995 |
| 12 | 1 | 1 | 1 | 1 | 1 | 6 | 1 | 7 | 0.225 | 6.523 | 7.28 | 5.38 | 29.04 | 22.64 | 0.3421 | 0.0831 | 110.8046 | 1995 |
| 13 | 1 | 1 | 1 | 1 | 1 | 6 | 2 | 7 | 0.266 | 7.713 | 7.28 | 5.38 | 29.04 | 22.64 | 0.4978 | 0.0831 | 110.8046 | 1995 |
| 14 | 1 | 1 | 1 | 1 | 1 | 6 | 3 | 7 | 0.643 | 18.67 | 7.28 | 5.38 | 29.04 | 22.64 | 0.1305 | 0.0831 | 110.8046 | 1995 |
| 15 | 1 | 1 | 1 | 1 | 1 | 6 | 4 | 7 | 0.234 | 6.802 | 7.28 | 5.38 | 29.04 | 22.64 | 0.0297 | 0.0831 | 110.8046 | 1995 |
| 16 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 7 | 0.235 | 8.158 | 8.06 | 5.75 | 34.73 | 16.87 | 0.3421 | 0.0731 | 14.4963 | 1995 |
| 17 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 7 | 0.214 | 7.426 | 8.06 | 5.75 | 34.73 | 16.87 | 0.4978 | 0.0731 | 14.4963 | 1995 |
| 18 | 1 | 1 | 1 | 1 | 2 | 1 | 3 | 7 | 0.300 | 10.419 | 8.06 | 5.75 | 34.73 | 16.87 | 0.1305 | 0.0731 | 14.4963 | 1995 |
| 19 | 1 | 1 | 1 | 1 | 2 | 1 | 4 | 7 | 0.343 | 11.908 | 8.06 | 5.75 | 34.73 | 16.87 | 0.0297 | 0.0731 | 14.4963 | 1995 |
| 20 | 1 | 1 | 1 | 1 | 2 | 2 | 5 | 7 | 0.183 | 6.346 | 8.06 | 5.75 | 34.73 | 16.87 | 1 | 0.0731 | 14.4963 | 1995 |
| 21 | 1 | 1 | 1 | 1 | 2 | 5 | 5 | 7 | 0.077 | 2.664 | 8.06 | 5.75 | 34.73 | 16.87 | 1 | 0.0731 | 14.4963 | 1995 |
| 22 | 1 | 1 | 1 | 1 | 2 | 8 | 5 | 7 | 0.048 | 1.65 | 8.06 | 5.75 | 34.73 | 16.87 | 1 | 0.0731 | 14.4963 | 1995 |
| 23 | 1 | 1 | 1 | 1 | 2 | 3 | 5 | 7 | 0.071 | 2.463 | 8.06 | 5.75 | 34.73 | 16.87 | 1 | 0.0731 | 14.4963 | 1995 |
| 24 | 1 | 1 | 1 | 1 | 2 | 4 | 5 | 7 | 0.017 | 0.583 | 8.06 | 5.75 | 34.73 | 16.87 | 1 | 0.0731 | 14.4963 | 1995 |
| 25 | 1 | 1 | 1 | 1 | 2 | 7 | 5 | 7 | 0.014 | 0.499 | 8.06 | 5.75 | 34.73 | 16.87 | 1 | 0.0731 | 14.4963 | 1995 |
| 26 | 1 | 1 | 1 | 1 | 2 | 6 | 1 | 7 | 0.225 | 7.82 | 8.06 | 5.75 | 34.73 | 16.87 | 0.3421 | 0.0731 | 14.4963 | 1995 |
| 27 | 1 | 1 | 1 | 1 | 2 | 6 | 2 | 7 | 0.251 | 8.723 | 8.06 | 5.75 | 34.73 | 16.87 | 0.4978 | 0.0731 | 14.4963 | 1995 |
| 28 | 1 | 1 | 1 | 1 | 2 | 6 | 3 | 7 | 0.646 | 22.445 | 8.06 | 5.75 | 34.73 | 16.87 | 0.1305 | 0.0731 | 14.4963 | 1995 |
| 29 | 1 | 1 | 1 | 1 | 2 | 6 | 4 | 7 | 0.216 | 7.515 | 8.06 | 5.75 | 34.73 | 16.87 | 0.0297 | 0.0731 | 14.4963 | 1995 |
| 30 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 7 | 0.067 | 0.06 | 8.06 | 5.75 | 34.73 | 16.87 | 0.0297 | 0.0731 | 14.4963 | 1995 |

MOBILE6 INPUT FILE DEVELOPMENT

“Bare Bones” MOBILE6 Input File

123456789012345678901234567890123456789012...

| | | |
|--------------------|---|---------------------|
| MOBILE6 INPUT FILE | : | |
| RUN DATA | : | |
| SCENARIO RECORD | : | The Title Goes Here |
| CALENDAR YEAR | : | 2000 |
| MIN/MAX TEMP | : | 72.0 92.0 |
| FUEL RVP | : | 8.7 |
| END OF RUN | : | |

Items to Note:

- Columns 1 to 19 contain “Command Names.”
- By convention, column 20 contains a colon when data are input but is not required; column 21 is left blank.
- Columns 22-150 contain specific inputs that are either free-format or fixed-format, depending on the entry:
 - In free-format, the data values are entered into any column, but must be separated by a blank space.
 - In fixed-format, the inputs follow Fortran formatting rules.
- The seven lines reflected in the input file above are the **only required inputs** for a MOBILE6 run.

Compare That to a MOBILE5 Input File

```
1          PROMPT - no prompting
Bare Bones MOBILE5 Run
1          TAMFLG - default tampering rates
1          SPDFLG - one speed per scenario for all IV
1          VMFLAG - default VMT mix
1          MYMRFG - default reg. distributions and MAR
1          NEWFLG - default BERS
1          IMFLAG - no I/M program
1          ALHFLG - no additional correction factor inputs
1          ATPFLG - no anti-tampering program
5          RLFLAG - zero out refueling emissions
1          LOCFLG - different LAP rec for each scenario
1          TEMFLG - ambient temperatures calc'd by model
3          OUTFMT - 112 column descriptive output format
4          PRTFLG - print HC, CO and NOx emission factors
1          IDLFLG - do not print idle emissions results
3          NMHFLG - calculate VOC emissions
3          HCFLAG - print detailed HC emission factors
1 00 19.6 86.0 20.6 27.3 20.6
Summer No I/M      C 72.0 92.0 10.1  8.7 89
```

MOBILE6 Input File Structure

- MOBILE6 input files are broken up into three sections:
 - HEADER
 - RUN
 - SCENARIO
- Certain commands can only be placed in one of these three sections.
- An END OF RUN command appears at the end to mark the end of the run and to separate multiple runs.
- Our input file above becomes:

```
*****      Header Section      *****
MOBILE6 INPUT FILE :

RUN DATA          :
*****      Run Section          *****

*****      Scenario Section      *****
SCENARIO RECORD    : The Title Goes Here
CALENDAR YEAR      : 2000
MIN/MAX TEMP       : 72.0  92.0
FUEL RVP           : 8.7

*****      End of This Run      *****
END OF RUN         :
```

MOBILE6 Input File Structure Separator Commands

- The commands

MOBILE6 INPUT FILE (for regular input files)
MOBILE6 BATCH FILE (for batch input files)
RUN DATA
SCENARIO RECORD
END OF RUN

are known as “Separator Commands” because they mark the beginning or end of an input file, and/or establish the start or end of a HEADER, RUN, or SCENARIO section.

- The first command in each MOBILE6 input file **MUST** begin with either of the following:

MOBILE6 INPUT FILE (for regular input files)
MOBILE6 BATCH FILE (for batch input files)

MOBILE6 Input File Structure Comment Lines

- Blank lines and comment lines are disregarded by the program, and should be used liberally in your input file development.
- Comment lines are distinguished by:
 - “*” in the first column for non-printed comments
 - “>” in the first column for comments printed on the output file

MOBILE6 Input File Structure Multiple Runs

For multiple runs, the following input file structure is adopted:

Header Section

Run Section #1

Scenario Section #1-1
Scenario Section #1-2
Scenario Section #1-n

Run Section #2

Scenario Section #2-1
Scenario Section #2-2
Scenario Section #2-n

Run Section #m

Scenario Section #m-1
Scenario Section #m-2
Scenario Section #m-n

Sample Input File for Multiple Run Sections

```
*****      Header Section      *****
MOBILE6 INPUT FILE :

RUN DATA          :
*****      Run Section #1      *****
MIN/MAX TEMP       : 72.0  92.0
FUEL RVP           : 8.7

*****      Scenario Section #1  *****
SCENARIO RECORD    : Run #1 - Scenario #1
CALENDAR YEAR      : 2000

SCENARIO RECORD    : Run #1 - Scenario #2
CALENDAR YEAR      : 2010

*****      End of Run #1        *****
END OF RUN         :

*****      Run Section #2        *****
MIN/MAX TEMP       : 72.0  92.0
FUEL RVP           : 6.7

***  *****      Scenario Section #2  *****
SCENARIO RECORD    : Run #2 - Scenario #1
CALENDAR YEAR      : 2000

SCENARIO RECORD    : Run #2 - Scenario #2
CALENDAR YEAR      : 2010
*****      End of Run #2        *****
END OF RUN         :
```

MOBILE6 Input File Structure Batch Files

- The format for batch input files is very simple:

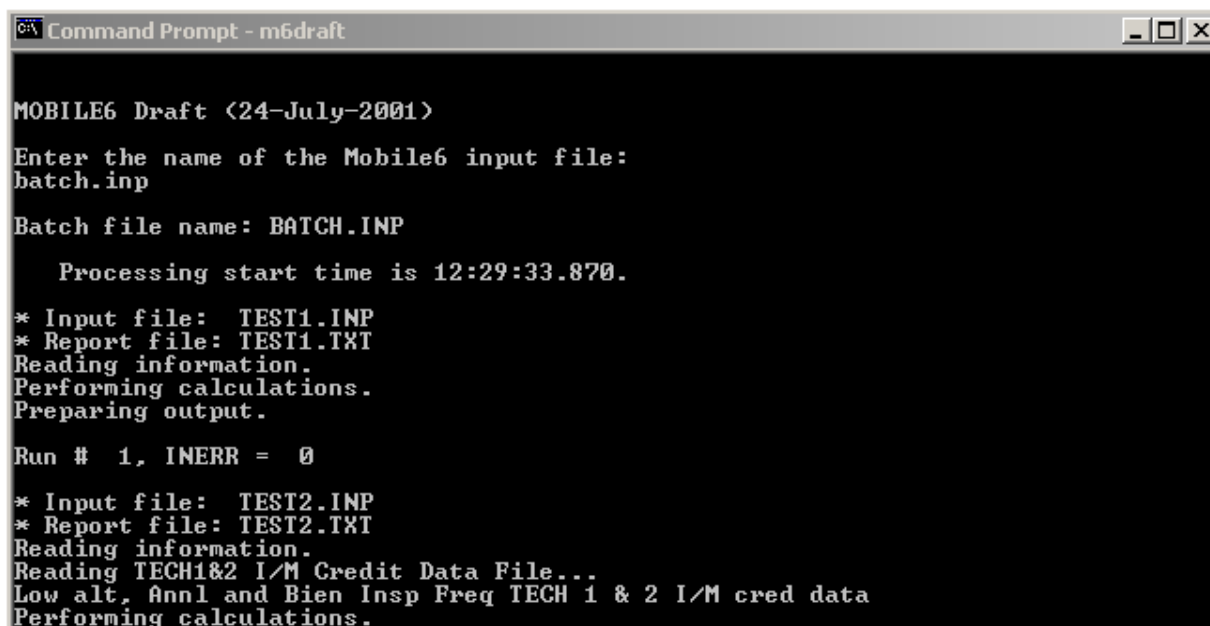
```
* Sample MOBILE6 Batch File
* Begin with batch file command

MOBILE6 BATCH FILE

* Now enter the input file names

Test1.inp
Test2.inp
Test3.inp d:\allfiles\m6\runs\test3
.
.
.
```

- The run looks like this:



```
Command Prompt - m6draft

MOBILE6 Draft <24-July-2001>
Enter the name of the Mobile6 input file:
batch.inp
Batch file name: BATCH.INP
Processing start time is 12:29:33.870.
* Input file: TEST1.INP
* Report file: TEST1.TXT
Reading information.
Performing calculations.
Preparing output.
Run # 1, INERR = 0
* Input file: TEST2.INP
* Report file: TEST2.TXT
Reading information.
Reading TECH1&2 I/M Credit Data File...
Low alt, Ann1 and Bien Insp Freq TECH 1 & 2 I/M cred data
Performing calculations.
```

MOBILE6 INPUTS AND COMMANDS

Summary of MOBILE6

Required and Optional User Inputs

| Required Inputs | |
|--------------------------------|---|
| Parameter | Comments |
| Min/Max or Hourly Temperatures | Used to estimate TCF temp, evap temps, diurnal emissions. |
| RVP | Gasoline volatility. |
| Calendar Year | Range: 1955 to 2050. |

| Optional Inputs/Features | |
|---|--|
| Parameter | Comments |
| <u>Output Options:</u> | |
| Reporting HC Results | HC can be reported as THC, NMHC, VOC, TOG, NMOG |
| Specify Pollutant(s) to Print | HC, CO, and/or NOx can be printed. |
| Expanded Exhaust/Evap Results | Allows more detail to be output. |
| Expanded LDT/HDT/Bus Results | Allows more detail to be output. |
| Database Output | Allows for MY-specific and other detailed output. |
| <u>Activity Parameters:</u> | |
| VMT Mix by Veh Type | User may input locally derived VMT mix. |
| Alternate VMT Distribution by Hour | Takes the place of average speed. |
| Alternate VMT Distribution by Facility Type | Takes the place of average speed. |
| VMT by Speed Distribution | Takes the place of average speed. |
| Average Speed | User can input average speed. |
| Starts per Day | Alternate number of starts by hour of day. |
| Start Distribution | Alternate distribution of starts by hour of day. |
| Soak Time Distribution | Alternate distribution of soak time by hour of day. |
| Hot Soak Activity | Alternate distribution of hot soak length. |
| Diurnal Soak Activity | Alternate distribution of diurnal soak times. |
| Trip Length Dist - Weekend and Weekday | Used in estimating running loss emissions. |
| Weekend vs Weekday Activity | User can specify activity type, depending on need. |
| <u>Fleet Characteristics:</u> | |
| Registration Distribution | User may input locally derived registration distribution. |
| Mileage Accumulation | User may input locally derived mileage accumulation rates. |
| Alternate Diesel Sales Fraction | User may input locally derived LDV Diesel registration info. |
| NGV Fractions | User may specify a fraction of natural gas vehicles. |
| <u>External Conditions:</u> | |
| Month of Evaluation | Jan or Jul - choice based on winter or summer evaluation. |
| Altitude | Low/high altitude - low is default. |
| Humidity | Used for A/C calculations and impacts exhaust NOx. |
| Cloud Cover | Used primarily for A/C calculations. |
| Peak Sun | Used primarily for A/C calculations. |
| Sunrise/Sunset | Used primarily for A/C calculations. |
| <u>Fuels Options:</u> | |
| Reformulated Gasoline | Effects of reformulated gasoline can be included. |
| Gasoline Sulfur Level | Local data on gasoline sulfur level can be entered. |
| Oxygenated Fuels | Ether/alcohol market share and oxygen content required. |
| <u>State Programs:</u> | |
| I/M Program | Idle, Idle/2500, ASM, and IM240 tests included in MOBILE5. |
| Anti-Tampering Program | Effects of an anti-tampering program can be included. |
| Functional Pressure/Cap Check | Effects of a functional evap system check can be included. |
| Refueling Emissions | Uncontrolled, with Stage II, with on-board, or zeroed. |
| <u>Miscellaneous Options:</u> | |
| Disable CAAA Requirements | Cold CO, Tier 1 and 2, and evap benefits can be disabled. |
| Tier 1/Tier 2/LEV Implementation | Implementation and emission rates can be modified. |
| HDDV Defeat Device Parameters | Inputs to the defeat device emissions calcs can be modified. |
| 2007 HDDV Rule Disablement | Disables the impacts of this regulation. |

MOBILE6 Command Structure

- All of the preceding inputs and features are “enabled” with a command.
- Depending on the specific command, it is placed in the HEADER section, the RUN section, or the SCENARIO section of the input file.
- Command names are entered in columns 1-19, column 20 is a colon, column 21 is blank, and command data are entered in columns 22 - 150:

| | 1 | 2 | 3 | 4 |
|-----------------|--|---|---------------------|---|
| | 12345678901234567890123456789012345678901234567890123. | | | |
| SCENARIO RECORD | | : | The Title Goes Here | |
| CALENDAR YEAR | | : | 2000 | |
| MIN/MAX TEMP | | : | 72.0 92.0 | |
| FUEL RVP | | : | 8.7 | |

- Some commands do not need data, while others have data entered below the command, and still others reference an external data file.
- Refer to the User's Guide for a complete description of each command.

MOBILE6 Command Structure

- Commands requiring no data:

| 1 | 2 | 3 | 4 |
|--|---|---|---|
| 1234567890123456789012345678901234567890123... | | | |
| EXPAND EVAPORATIVE : | | | |
| EXPRESS HC AS TOG : | | | |

- Commands requiring input on same line:

| 1 | 2 | 3 | 4 |
|--|---|--------|---|
| 1234567890123456789012345678901234567890123... | | | |
| POLLUTANTS | : | HC NOX | |
| SULFUR CONTENT | : | 230.0 | |

- Command requiring input below the command:

| 1 | 2 | 3 | 4 |
|--|---|---|---|
| 1234567890123456789012345678901234567890123... | | | |
| STAGE II REFUELING : | | | |
| 89 3 92. 84. | | | |

- Commands requiring an external data file:

| 1 | 2 | 3 | 4 |
|--|---|-----------|---|
| 1234567890123456789012345678901234567890123... | | | |
| VMT BY HOUR | : | HVMT.DEF | |
| REG DIST | : | REGDATA.D | |

MOBILE6 Command Structure

Location of Commands

- Recall the three input file sections:
 - HEADER
 - RUN
 - SCENARIO
- Some commands can be placed only in specific sections.
- Other commands may be placed in either the RUN or SCENARIO sections.
- Commands can occur more than once in a section, but only the last occurrence is used in the calculations.

Data Entry Format

- Free Format
 - New for MOBILE6, allows data to be entered into any column in the data space, with values separated by spaces or single commas.
 - Allows data to be entered onto more than one data line.
- Fixed Format
 - Typical input format for MOBILE5, used for some inputs in MOBILE6.
 - Specifies precisely in which columns data must be placed.
 - Specifies the form of the data (real, integer).
 - Follows Fortran convention.

Required MOBILE6 Inputs

| Parameter | Comments |
|--|---|
| Min/Max or Hourly Temperatures RVP Calendar Year | Used to estimate TCF temp, evap temps, diurnal emissions. Gasoline volatility. Range: 1955 to 2050. |

Summary of MOBILE6 Required Commands

| MOBILE6 Command | Header/ Run/ Scenario? | Comment |
|---|------------------------------|----------------------------------|
| MOBILE6 INPUT FILE | H | First Line of Input File |
| RUN DATA | H | Ends Header/Begins Run |
| SCENARIO RECORD | S | Begins Scenario Section |
| CALENDAR YEAR : 2000 | S | Calendar Year of Analysis |
| FUEL RVP : 8.7 | R/S | Gasoline RVP (in psi) |
| MIN/MAX TEMP : 72.0 92.0 | R/S | Min/Max Daily Temperature |
| HOURLY TEMPERATURES: 72.0 73.0 74.5 ... | R/S | Hourly Temp (24 Entries) |
| END OF RUN : | R | Marks the End of the Run Section |

Sample MOBILE6 Input File Required Inputs

```
*****      Header Section      *****
MOBILE6 INPUT FILE :

RUN DATA      :
*****      Run Section      *****
MIN/MAX TEMP      : 72.0  92.0
FUEL RVP      : 8.7

*****      Scenario Section      *****
SCENARIO RECORD      : CY 1990 Run
CALENDAR YEAR      : 1990

SCENARIO RECORD      : CY 2000 Run
CALENDAR YEAR      : 2000

SCENARIO RECORD      : CY 2010 Run
CALENDAR YEAR      : 2010

SCENARIO RECORD      : CY 2020 Run
CALENDAR YEAR      : 2020

*****      End of This Run      *****
END OF RUN      :
```

Optional MOBILE6 Inputs and Features Output Options

| Parameter | Comments |
|---|--|
| <u>Output Options:</u> Reporting HC Results Specify Pollutant(s) to Print Expanded Exhaust/Evap Results Expanded LDT/HDT/Bus Results Database Output | HC can be reported as THC, NMHC, VOC, TOG, NMOG HC, CO, and/or NOx can be printed. Allows more detail to be output. Allows more detail to be output. Allows for MY-specific and other detailed output. |

Optional MOBILE6 Inputs and Features

Summary of MOBILE6 Output Commands

| MOBILE6 Command | Header/ Run/ Scenario? | Comment |
|----------------------------|------------------------------|---------------------------------|
| POLLUTANTS : HC NOX | H | Specify Pollutants to Print |
| EXPRESS HC AS NMHC : | R | Report HC as NMHC |
| EXPRESS HC AS NMOG : | R | Report HC as NMOG |
| EXPRESS HC AS THC : | R | Report HC as THC |
| EXPRESS HC AS TOG : | R | Report HC as TOG |
| EXPRESS HC AS VOC : | R | Report HC as VOC |
| NO REFUELING : | R | Zero Out Refueling Losses |
| REPORT FILE : FILENAME.OUT | H | User-Specified Output File Name |
| NO DESC OUTPUT : | H | Do Not Print Descriptive Output |
| EXPAND BUS EFS : | R | More Detailed Bus Output |
| EXPAND EVAPORATIVE : | R | More Detailed Evap Output |
| EXPAND EXHAUST : | R | More Detailed Exhaust Output |
| EXPAND HDDV EFS : | R | More Detailed HDDV Output |
| EXPAND HDGV EFS : | R | More Detailed HDGV Output |
| EXPAND LDT EFS : | R | More Detailed LDT Output |
| DATABASE OUTPUT : | H | MY-Specific and Other Details |

Note: DATABASE commands will be covered in the next class.

Sample MOBILE6 Input File Optional Output Commands

```
*****      Header Section      *****
MOBILE6 INPUT FILE :
REPORT FILE       : TEST_B.OUT

RUN DATA        :
*****      Run Section      *****
EXPAND EXHAUST   :
EXPAND EVAP      :
EXPRESS HC AS NMOG :

*****      Scenario Section      *****
SCENARIO RECORD  : CY 2000 Run
CALENDAR YEAR    : 2000
MIN/MAX TEMP     : 72.0  92.0
FUEL RVP         : 8.7

*****      End of This Run      *****
END OF RUN      :
```

Optional MOBILE6 Inputs and Features

Activity Parameters

| Parameter | Comments |
|---|---|
| <u>Activity Parameters:</u> | |
| VMT Mix by Veh Type | User may input locally derived VMT mix. |
| Alternate VMT Distribution by Hour | Takes the place of average speed. |
| Alternate VMT Distribution by Facility Type | Takes the place of average speed. |
| VMT by Speed Distribution | Takes the place of average speed. |
| Average Speed | User can input average speed. |
| Starts per Day | Alternate number of starts by hour of day. |
| Start Distribution | Alternate distribution of starts by hour of day. |
| Soak Time Distribution | Alternate distribution of soak time by hour of day. |
| Hot Soak Activity | Alternate distribution of hot soak length. |
| Diurnal Soak Activity | Alternate distribution of diurnal soak times. |
| Trip Length Dist - Weekend and Weekday | Used in estimating running loss emissions. |
| Weekend vs Weekday Activity | User can specify activity type, depending on need. |

Optional MOBILE6 Inputs and Features

Summary of MOBILE6 Activity Commands

| MOBILE6 Command | Header/ Run/ Scenario? | Comment |
|---|------------------------------|---|
| VMT FRACTIONS : 0.354 0.089 0.297 0.092 0.041 0.040 0.004 0.003 0.002 0.008 0.010 0.012 0.040 0.002 0.001 0.005 | R/S | VMT Mix by Veh Type (Included in Fleet Commands) |
| VMT BY HOUR : HVMT.DEF ^a | R/S | VMT Distribution by Hour |
| VMT BY FACILITY : FVMT.DEF | R/S | VMT Distribution by Facility Type |
| SPEED VMT : SVMT.DEF | R/S | VMT by Speed Distribution |
| AVERAGE SPEED : 38.0 Freeway | S | User-Input Average Speed |
| STARTS PER DAY : FTP_SPD.D | R | Starts per Day |
| START DIST : SDIST.D | R | Start Distribution |
| SOAK DISTRIBUTION : SOAKDST.D | S | Soak Time Distribution |
| HOT SOAK ACTIVITY : HSACT.D | S | Hot Soak Activity |
| DIURN SOAK ACTIVITY: DSACT.D | S | Diurnal Soak Activity |
| WE DA TRI LEN DI : WEDATRIIP.D | R/S | Trip Length Dist - Weekday |
| WE EN TRI LEN DI : WEENTRIIP.D | R/S | Trip Length Dist - Weekend |
| WE VEH US : | S | Weekend Activity |

^a File names refer to the default or template files provided with the model.

Sample MOBILE6 Input File Optional Activity Commands

```
*****      Header Section      *****
MOBILE6 INPUT FILE :
REPORT FILE       : TEST_C.OUT

RUN DATA        :
*****      Run Section      *****
VMT BY HOUR      : HVMT.DEF

*****      Scenario Section      *****
SCENARIO RECORD   : CY 2000 Run
CALENDAR YEAR     : 2000
MIN/MAX TEMP      : 72.0  92.0
FUEL RVP          : 8.7
AVERAGE SPEED    : 38.0 Freeway

*****      End of This Run      *****
END OF RUN       :
```

Optional MOBILE6 Inputs and Features

Fleet Characteristics

| Parameter | Comments |
|---------------------------------|--|
| <u>Fleet Characteristics:</u> | |
| Registration Distribution | User may input locally derived registration distribution. |
| Mileage Accumulation | User may input locally derived mileage accumulation rates. |
| Alternate Diesel Sales Fraction | User may input locally derived LDV Diesel registration info. |
| NGV Fractions | User may specify a fraction of natural gas vehicles. |

Summary of MOBILE6 Fleet Characteristics Commands

| MOBILE6 Command | Header/ Run/ Scenario? | Comment |
|---|------------------------------|--|
| REG DIST : REGDATA.D ^a | R | User-Input Registration Data |
| DIESEL FRACTIONS : DIESFRAC.DEF | R/S | User-Input Diesel Fractions |
| MILE ACCUM RATE : MARDATA.DEF | R | Mileage Accumulation Rates |
| VMT FRACTIONS : 0.354 0.089 0.297 0.092 0.041 0.040 0.004 0.003 0.002 0.008 0.010 0.012 0.040 0.002 0.001 0.005 | R/S | VMT Mix by Veh Type (Included in Activity Commands) |
| NGV FRACTION : NGVFR.D | R | Natural Gas Vehicle Analyses |

^a File names refer to the default or template files provided with the model.

Optional MOBILE6 Inputs and Features External/Ambient Conditions

| Parameter | Comments |
|-----------------------------|---|
| <u>External Conditions:</u> | |
| Month of Evaluation | Jan or Jul - choice based on winter or summer evaluation. |
| Altitude | Low/high altitude - low is default. |
| Humidity | Used for A/C calculations and impacts exhaust NOx. |
| Cloud Cover | Used primarily for A/C calculations. |
| Peak Sun | Used primarily for A/C calculations. |
| Sunrise/Sunset | Used primarily for A/C calculations. |

Summary of MOBILE6 External/Ambient Condition Commands

| MOBILE6 Command | Header/ Run/ Scenario? | Comment |
|--------------------------|------------------------------|-------------------------------------|
| EVALUATION MONTH : 7 | S | 7 for July; 1 for Jan (Default=1) |
| ALTITUDE : 1 | S | 1 for Low; 2 for High (Default=1) |
| ABSOLUTE HUMIDITY : 94.8 | R/S | Humidity in grains water/lb dry air |
| CLOUD COVER : 0.07 | R/S | Fraction Cloud Cover (0 to 1.0) |
| PEAK SUN : 10 4 | R/S | Time for Peak Sun (9 to 5) |
| SUNRISE/SUNSET : 6 9 | R/S | Sunrise (AM)/Sunset (PM) |

Mapping for Distribution of Hourly Inputs

(e.g., START DIST and HOURLY TEMPERATURE Commands)

| Number | Abbreviation | Description |
|--------|--------------|--------------------------------|
| 1 | 6 a.m. | 6 a.m. through 6:59 a.m. |
| 2 | 7a.m. | 7 a.m. through 7:59 a.m. |
| 3 | 8 a.m | 8 a.m. through 8:59 a.m. |
| 4 | 9 a.m. | 9 a.m. through 9:59 a.m. |
| 5 | 10 a.m | 10 a.m. through 10:59 a.m. |
| 6 | 11 a.m. | 11 a.m. through 11:59 a.m. |
| 7 | 12 Noon | 12 Noon through 12:59 p.m. |
| 8 | 1 p.m. | 1 p.m. through 1:59 p.m. |
| 9 | 2 p.m. | 2 p.m. through 2:59 p.m. |
| 10 | 3 p.m. | 3 p.m. through 3:59 p.m. |
| 11 | 4 p.m. | 4 p.m. through 4:59 p.m. |
| 12 | 5 p.m. | 5 p.m. through 5:59 p.m. |
| 13 | 6 p.m. | 6 p.m. through 6:59 p.m. |
| 14 | 7 p.m. | 7 p.m. through 7:59 p.m. |
| 15 | 8 p.m. | 8 p.m. through 8:59 p.m. |
| 16 | 9 p.m. | 9 p.m. through 9:59 p.m. |
| 17 | 10 p.m | 10 p.m. through 10:59 p.m. |
| 18 | 11 p.m. | 11 p.m. through 11:59 p.m. |
| 19 | 12 Midnight | 12 Midnight through 12:59 a.m. |
| 20 | 1 a.m. | 1 a.m. through 1:59 a.m. |
| 21 | 2 a.m. | 2 a.m. through 2:59 a.m. |
| 22 | 3 a.m. | 3 a.m. through 3:59 a.m. |
| 23 | 4 a.m. | 4 a.m. through 4:59 a.m. |
| 24 | 5 a.m. | 5 a.m. through 5:59 a.m. |

Optional MOBILE6 Inputs and Features

Fuels Options

| Parameter | Comments |
|---|---|
| <u>Fuels Options:</u> Reformulated Gasoline Gasoline Sulfur Level Oxygenated Fuels | Effects of reformulated gasoline can be included. Local data on gasoline sulfur level can be entered. Ether/alcohol market share and oxygen content required. |

Summary of MOBILE6 Fuels Commands

| MOBILE6 Command | Header/ Run/ Scenario? | Comment |
|---|------------------------------|---|
| FUEL PROGRAM : 2 N | R/S | Used to Specify RFG |
| FUEL PROGRAM : 4 | R/S | Used to Specify Alt Sulfur Levels For CY2000 and Later Years |
| 300.0 299.0 279.0 259.0 121.0 92.0 33.0 33.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 30.0 1000 1000 1000 1000 303.0 303.0 87.0 87.0 80.0 80.0 80.0 80.0 80.0 80.0 80.0 80.0 | | |
| SULFUR CONTENT : 230.0 | S | Gasoline Sulfur (30-600 ppm) for pre-CY2000 |
| OXYGENATED FUELS : .200 .800 .027 .035 1 | R/S | Specification of Oxy Fuels |
| SEASON : 1 | R/S | Season for RFG (1=Sum;2=WIn) |

Optional MOBILE6 Inputs and Features

State Programs

| Parameter | Comments |
|---|---|
| <u>State Programs:</u> I/M Program Anti-Tampering Program Functional Pressure/Cap Check Refueling Emissions | Idle, Idle/2500, ASM, and IM240 tests included in MOBILE5. Effects of an anti-tampering program can be included. Effects of a functional evap system check can be included. Uncontrolled, with Stage II, with on-board, or zeroed. |

Summary of MOBILE6 State Programs Commands

| MOBILE6 Command | Header/ Run/ Scenario? | Comment |
|--|------------------------------|-----------------------------------|
| I/M PROGRAM : 1 1983 2020 2 T/O IDLE | R | I/M Program |
| ANTI-TAMP PROG : 83 68 20 22222 11111111 1 11 096. 22112222 | R | Anti-Tampering Program |
| STAGE II REFUELING 89 3 92. 84. | R | Stage II Refueling Vapor Recovery |

Summary of I/M Program Commands

- I/M and ATP program specifications are placed in the RUN section of the MOBILE6 input file or in an external file read by the input file.
- Up to seven I/M programs can be specified.
- The following commands apply to I/M programs:

```
I/M PROGRAM           :  
I/M MODEL YEARS      :  
I/M VEHICLES          :  
I/M STRINGENCY        :  
I/M COMPLIANCE        :  
I/M WAIVER RATES      :  
I/M CUTPOINTS         :  
I/M EXEMPTION AGE     :  
I/M GRACE PERIOD      :  
NO I/M TTC CREDITS    :  
I/M EFFECTIVENESS     :  
I/M DESC FILE         :
```

- The following command specifies an ATP program:

```
ANTI-TAMP PROG       :  
83 68 20 22222 11111111 1 11 096. 22112222
```

- Details of specific user inputs for these commands will be covered on Day 2.

Optional MOBILE6 Inputs and Features

Miscellaneous Options

| Parameter | Comments |
|---|---|
| <u>Miscellaneous Options:</u> Disable CAAA Requirements Tier 1/Tier 2/LEV Implementation HDDV Defeat Device Parameters 2007 HDDV Rule Disablement | Cold CO, Tier 1 and 2, and evap benefits can be disabled. Implementation and emission rates can be modified. Inputs to the defeat device emissions calcs can be modified. Disables the impacts of this regulation. |

- These miscellaneous options allow for estimating the emissions impacts of individual programs.
- These model features will be covered on Day 2.

Sample MOBILE6 Input File

```
*****      Header Section      *****
MOBILE6 INPUT FILE :

RUN DATA      :
*****      Run Section      *****

NO REFUELING      :
REG DIST      : REG_99.DAT
WE DA TRI LEN DI : TripL_99.DAT
VMT BY FACILITY  : VFC99.DAT
VMT BY HOUR     : VHR99.DAT
SPEED VMT       : VSP99.DAT

I/M PROGRAM      : 1 1990 2001 1 TRC IDLE
I/M MODEL YEARS  : 1 1975 1995
I/M VEHICLES     : 1 22222 22222222 2
I/M STRINGENCY   : 1 20.0
I/M COMPLIANCE   : 1 96.0
I/M WAIVER RATES : 1 3.0 3.0

*****      Scenario Section      *****
SCENARIO RECORD   : CY1999 Run
CALENDAR YEAR     : 1999
EVALUATION MONTH  : 7
MIN/MAX TEMP      : 72.0  92.0
ABSOLUTE HUMIDITY : 94.9
CLOUD COVER       : 0.03
FUEL RVP          : 7.1
FUEL PROGRAM      : 2 S

*****      End of This Run      *****
END OF RUN
```

Converting MOBILE5 Inputs to MOBILE6 Inputs

- Most of the MOBILE5 inputs and features can be used directly in MOBILE6 once the corresponding command has been identified.
- Appendix C of the User's Guide contains a summary table listing all MOBILE5 inputs and the corresponding MOBILE6 commands.
- Because MOBILE6 has expanded features relative to MOBILE5, direct conversion of MOBILE5 input files will under-utilize MOBILE6; however, guidance from EPA will be needed for official inventory work.
- In addition, a number of user-supplied inputs need conversion from MOBILE5 format to MOBILE6 format:
 - Data provided daily
 - Data provided by vehicle class
 - User-supplied operating modes
 - Average speed
 - Specific roadway/facility type modeling
- These will be covered in Days 2 and 5.

Miscellaneous Materials

- Summary of MOBILE6 command names (from the MOBILE6 User's Guide)
- MOBILE6 Readme File
- Listing of MOBILE6 documentation available on EPA's web site

Alphabetical List of MOBILE6 Commands

| Command Name | User's Guide Section | Command Input File Section | Command Parameter Type | Required Command? | Command Function |
|---------------------|----------------------------------|----------------------------|------------------------|-------------------|---|
| ABSOLUTE HUMIDITY | External Conditions 2.8.6.6 | Run or Scenario | Value | | Absolute humidity in grains per pound. |
| AGGREGATED OUTPUT | Database Output 2.8.5.1.k | Header | On/Off | | Database output by daily time periods aggregated to the level of the descriptive output. |
| ALTITUDE | External Conditions 2.8.6.5 | Scenario | Option | | High or low altitude of area evaluated. |
| ANTI-TAMP PROG | State Programs 2.8.9.3 | Run | Program description | | Anti-Tampering Programs. |
| AVERAGE SPEED | Activity 2.8.8.2.d | Scenario | Value | | Allows the user to enter a single average speed value, rather than an average speed distribution. |
| CALENDAR YEAR | External Conditions 2.8.6.1 | Scenario | Value | Yes | Calendar year of scenario evaluated. |
| CLOUD COVER | External Conditions 2.8.6.7.a | Run or Scenario | Value | | Allows user to input fraction of cloud cover for a given day. |
| DAILY OUTPUT | Database Output 2.8.5.1.j | Header | On/Off | | Database output by time periods. |
| DATABASE AGES | Database Output 2.8.5.1.g | Header | Vehicle age choice | | Limits which of the 25 vehicle ages have emissions reported in database output format. |
| DATABASE EMISSIONS | Database Output 2.8.5.1.d | Header | Etype choice | | Limits which of the eight types of emissions are reported in database output format. |
| DATABASE FACILITIES | Database Output 2.8.5.1.e | Header | Facility choice | | Limits which of five roadway types have emissions reported in database output format. |
| DATABASE HOURS | Database Output 2.8.5.1.h | Header | Hours of day choice | | Limits which of the 24 hours of the day have emissions reported in database output format. |
| DATABASE OPTIONS | Database Output 2.8.5.1.c | Header | File name | | Specifies a name for the external file holding a set of database output selection records. |
| DATABASE OUTPUT | Database Output 2.8.5.1.a | Header | On/Off | | Specifies MOBILE6 to report output in database format. |

| Command Name | User's Guide Section | Command Input File Section | Command Parameter Type | Required Command? | Command Function |
|---------------------|--------------------------------|----------------------------|------------------------|-------------------|---|
| DATABASE VEHICLES | Database Output 2.8.5.1.f | Header | Vehicle choice | | Limits which of the 28 vehicle types have emissions reported in database output format. |
| DATABASE YEARS | Database Output 2.8.5.1.i | Header | Model year choice | | Limits which of the 25 model years, based on the calendar year chosen, have emissions reported in database output format. |
| DIESEL FRACTIONS | Fleets 2.8.7.2 | Run or Scenario | Values | | Allows user-supplied alternate diesel sales fractions. |
| DIURN SOAK ACTIVITY | Activity 2.8.8.7 | Scenario | External file | | Specifies alternative distribution of diurnal soak times. |
| EMISSIONS TABLE | Database Output 2.8.5.2 | Header | File name | | Specifies a file name for the database output file. |
| END OF RUN | Separators 2.8.2.5 | End of Run | | | Required to separate multiple runs in command input files. |
| EVALUATION MONTH | External Conditions 2.8.6.2 | Scenario | Value | | Specifies January 1 or July 1 for calendar year of interest. |
| EXPAND BUS EFS | Descriptive Output 2.8.4.3 | Run | On/Off | | Directs M6 to report gas, urban and school bus categories separately. |
| EXPAND EVAPORATIVE | Descriptive Output 2.8.4.5 | Run | On/Off | | Display all 6 evaporative emission types in descriptive output. |
| EXPAND EXHAUST | Descriptive Output 2.8.4.4 | Run | On/Off | | Causes start, running and total exhaust EFs to be displayed in descriptive output. |
| EXPAND HDDV EFS | Descriptive Output 2.8.4.3 | Run | On/Off | | Directs MOBILE6 to display EFs by eight HDDV classes. |
| EXPAND HDGV EFS | Descriptive Output 2.8.4.3 | Run | On/Off | | Directs MOBILE6 to display EFs by eight HDGV classes. |
| EXPAND LDT EFS | Descriptive Output 2.8.4.3 | Run | On/Off | | Directs MOBILE6 to display EFs by six LDT classes. |
| EXPRESS HC AS NMHC | All Output 2.8.3.2 | Run | On/Off | | Directs MOBILE6 to output exhaust HC as non-methane hydrocarbons. |
| EXPRESS HC AS NMOG | All Output 2.8.3.2 | Run | On/Off | | Directs MOBILE6 to output exhaust HC as non-methane organic gases. |
| EXPRESS HC AS THC | All Output 2.8.3.2 | Run | On/Off | | Directs MOBILE6 to output exhaust HC as total hydrocarbons. |

| Command Name | User's Guide Section | Command Input File Section | Command Parameter Type | Required Command? | Command Function |
|---------------------|-----------------------------|----------------------------|------------------------|-------------------|---|
| EXPRESS HC AS TOG | All Output 2.8.3.2 | Run | On/Off | | Directs MOBILE6 to output exhaust HC as total organic gases. |
| EXPRESS HC AS VOC | All Output 2.8.3.2 | Run | On/Off | | Directs MOBILE6 to output exhaust HC as volatile organic compounds. |
| FUEL PROGRAM | State Programs 2.8.10.1 | Run or Scenario | Program description | | Designates fuel sulfur level of gasoline and whether RFG use should be assumed. |
| FUEL RVP | Fuels 2.8.10.4 | Run or Scenario | Values | Yes | Required input of average fuel Reid vapor pressure. |
| HOT SOAK ACTIVITY | Activity 2.8.8.6 | Scenario | External file | | Specifies alternative distribution of lengths of hot soaks. |
| HOURLY TEMPERATURES | External Conditions 2.8.6.4 | Run or Scenario | Values | Yes* | Allows entry of 24 hourly temperatures. *Required unless MIN/MAX TEMP is used. |
| I/M COMPLIANCE | State Programs 2.8.9.4.e | Run | Value | | Required input indicating percentage of total vehicle fleet certified or waived by I/M program. |
| I/M CUTPOINTS | State Programs 2.8.9.4.g | Run | External file | | Optional command for cutpoints if I/M 240 used. |
| I/M DESC FILE | State Programs 2.8.9.4.i | Run | File name | | Optional external input file containing I/M program description records. |
| I/M EFFECTIVENESS | State Programs 2.8.9.4.k | Run | Value | | Reduce I/M effectiveness to account for Test and Repair losses. |
| I/M EXEMPTION AGE | State Programs 2.8.9.4.h | Run | Value | | Optional command indicating age that vehicle automatically becomes exempt from I/M program. |
| I/M GRACE PERIOD | State Programs 2.8.9.4.i | Run | Value | | Optional command indicating when vehicle first becomes subject to I/M program. |
| I/M MODEL YEARS | State Programs 2.8.9.4.b | Run | Values | | Required command indicating vehicle model years subject to I/M program. |
| I/M PROGRAM | State Programs 2.8.9.4.a | Run | Values | | Required command indicating program start and end dates, frequency and test type. |
| I/M STRINGENCY | State Programs 2.8.9.4.d | Run | Values | | Required command indicating initial test failure rate (%) for pre-1981 LDGVs and pre-1984 LDGTs. |
| I/M VEHICLES | State Programs 2.8.9.4.c | Run | Vehicle choice | | Required command indicating vehicle types subject to I/M. |
| I/M WAIVER RATES | State Programs 2.8.9.4.f | Run | Values | | Required command indicating percentage of vehicles failing initial I/M test and do not have to pass a retest. |

| Command Name | User's Guide Section | Command Input File Section | Command Parameter Type | Required Command? | Command Function |
|--------------------|---|----------------------------|------------------------|-------------------|--|
| MILE ACCUM RATE | Fleets 2.8.7.3 | Run | External file | | Allows user to supply annual accumulation rates by age for each of the 28 vehicle types. |
| MIN/MAX TEMP | External Conditions 2.8.6.3 | Run or Scenario | Values | Yes* | Specifies minimum and maximum daily temperature. * This command is required unless HOURLY TEMPERATURES is used. |
| MOBILE6 BATCH FILE | Separators 2.8.2.2 | Header | On/Off | | Identifies MOBILE6 input file as batch file as opposed to a regular command input file. |
| MOBILE6 INPUT FILE | Separators 2.8.2.1 | Header | | Yes | Identifies MOBILE6 input file as a regular command input file as opposed to a batch input file. |
| NGVEF | Fleets 2.8.7.6 | Run | External file | | Allows the user to enter alternate NGV emission factors for each of the 28 vehicle types, for each of the three pollutants, and (where applicable) for running and start emissions. Must be used in conjunction with NGV FRACTION command. |
| NGV FRACTION | Fleets 2.8.7.5 | Run | External file | | Indicates percentage of natural gas vehicles in each of the 28 vehicles classes. |
| 94+ LDG IMP | Alternative Regulations and Control Programs 2.8.11.4 | Run | File name | | Allows the user to input optional 1994 and later fleet penetration fractions for light-duty gasoline vehicles under the Tier 1, NLEV (or California LEV 1), and Tier 2 standards. |
| NO 2007 HDDV RULE | Alternative Regulations and Control Programs 2.8.11.5 | Run | On/Off | | Allows the user to disable the 2007 heavy duty vehicle emission standards. |
| NO CLEAN AIR ACT | State Programs 2.8.11.1 | Run | On/Off | | Allows users to model vehicle emissions as if the Federal Clean Air Act Amendments of 1990 had not been implemented. |
| NO DEFEAT DEVICE | Alternative Regulations and Control Programs 2.8.11.2.a | Run | On/Off | | Allows users to <u>turn off</u> the effects of the heavy-duty diesel vehicle NOx off-cycle emission effects (defeat device emissions). |
| NO DESC OUTPUT | Descriptive Output 2.8.4.2 | Header | On/Off | | Optional command that prevents production of descriptive output. |

| Command Name | User's Guide Section | Command Input File Section | Command Parameter Type | Required Command? | Command Function |
|--------------------|--|----------------------------|------------------------|-------------------|---|
| NO I/M TTC CREDITS | State Programs 2.8.9.4.j | Run | On/Off | | Optional command to eliminate credit for a technician training program. |
| NO NOX PULL AHEAD | 2.8.11.2.b Alternative Regulations and Control Programs | Run | On/Off | | Allows the user to <u>turn off</u> the effects of the Pull Ahead mitigation program used to reduce heavy-duty diesel vehicle off-cycle emissions. |
| NO REBUILD | 2.8.11.2.c Alternative Regulations and Control Programs | Run | On/Off | | Allows the user to turn off the effects of the Rebuild mitigation program used to reduce heavy-duty diesel off-cycle emissions. |
| NO REFUELING | All Output 2.8.3.3 | Run | On/Off | | Allows user to "zero out" refueling (Stage 2) emissions, which then must be accounted for in stationary source part of SLP. |
| NO TIER2 | Alternative Regulations and Control Programs 2.8.11.3.a | Run | On/Off | | Allows the user to disable the Tier 2 emission standards and fuel sulfur requirements. |
| OXYGENATED FUELS | Fuels 2.8.10.3 | Run or Scenario | Values | | Allows modeling of the effects of use of oxygenated fuels on exhaust emissions. |
| PEAK SUN | External Conditions 2.8.6.7.b | Run or Scenario | Value | | Allows input of 2 daily times demarcating period of peak sun. |
| POLLUTANTS | All Output 2.8.3.1 | Header | Pollutant choice | | Controls which pollutants will be calculated and output to the database report and descriptive output. |
| REBUILD EFFECTS | Alternative Regulations and Control Programs 2.8.11.2.d | Run | Value | | Allows the user to change the Rebuild program effectiveness rate used to reduce heavy-duty diesel vehicle NOx off-cycle emissions. |
| REG DIST | Fleets 2.8.7.1 | Run | External file | | Allows user to supply vehicle registration distributions by age for all 16 composite vehicles types. |
| REPORT FILE | Descriptive Output 2.8.4.1 | Header | File name | | Specifies name for descriptive output file. |
| RUN DATA | Separators 2.8.2.3 | End of Header | | Yes | Marks end of Header section and beginning of Run section of regular MOBILE6 command input file. |
| SCENARIO RECORD | Separators 2.8.2.4 | Start of Scenario | | Yes | Allows user to label individual scenario results. Marks start of new scenario. |

| Command Name | User's Guide Section | Command Input File Section | Command Parameter Type | Required Command? | Command Function |
|--------------------|---|----------------------------|------------------------|-------------------|--|
| SEASON | Fuels 2.8.10.5 | Run or Scenario | Value | | Allows users to specify winter or summer RVP independent of evaluation month. |
| SOAK DISTRIBUTION | Activity 2.8.8.5 | Scenario | External file | | Allows user to enter soak duration distributions for each hour of the day that will override MOBILE6 defaults. |
| SPEED VMT | Activity 2.8.8.2.c | Run or Scenario | External file | | Allows user to enter VMT distribution across 14 preselected average speed ranges for each of the 24 hours of the day for each scenario. |
| STAGE II REFUELING | State Programs 2.8.9.2 | Run | Program description | | Allows modeling of impact of stage II "at-the-pump" vapor recovery system for refueling emissions. |
| STAR DIST | Activity 2.8.8.4 | Run | External file | | Allows user to change the default for the hourly temporal distribution of engine starts (trips) across the day. |
| STARTS PER DAY | Activity 2.8.8.3 | Run | External file | | Allows user to change default average number of engine starts per day per vehicle. |
| SULFUR CONTENT | Fuels 2.8.10.2 | Scenario | Value | | Allows user to enter alternate sulfur content of gasoline (ppm) that overrides MOBILE6 default of 300 ppm. |
| SUNRISE/SUNSET | External Conditions 2.8.6.7.c | Run or Scenario | Values | | Specifies times for sunrise and sunset for A/C calculations. |
| T2 CERT | Alternative Regulations and Control Programs 2.8.11.3.d | Run | File name | | Allows the user to specify alternative Tier 2 50,000 mile certification standards. Must be used to model the effects of California's LEV II requirement. |
| T2 EVAP PHASE-IN | Alternative Regulations and Control Programs 2.8.11.3.b | Run | File name | | Allows the user to replace the default phase-in fractions (by certification bin) for the Tier 2 evaporative emissions standards, permitting different phase-in schedules to be modeled. Also necessary to model the evaporative effects of California's LEVII requirement. |
| T2 EXH PHASE-IN | Alternative Regulations and Control Programs 2.8.11.3.c | Run | File name | | Allows the user to replace the default phase-in fractions (by certification bin) for the Tier 2 exhaust emission standards, allowing different phase-in schedules to be modeled. Also necessary to model the exhaust effects of the California LEV II requirement. |

| Command Name | User's Guide Section | Command Input File Section | Command Parameter Type | Required Command? | Command Function |
|------------------|---------------------------|----------------------------|------------------------|-------------------|--|
| VMT BY FACILITY | Activity 2.8.8.2.a | Run or Scenario | External file | | Allows user to supply alternate VMT distributions by facility type that override MOBILE6 defaults for each scenario. |
| VMT BY HOUR | Activity 2.8.8.2.b | Run or Scenario | External file | | Allows user to supply alternate hourly distributions of VMT that override MOBILE6 defaults for each scenario. |
| VMT FRACTIONS | Activity 2.8.8.1 | Run or Scenario | Values | | Allows user to apply alternate vehicle miles traveled fractions by each of 16 combined vehicle types. |
| WE DA TRI LEN DI | Activity 2.8.8.8 | Run or Scenario | External file | | Allows user to supply alternate weekday hourly running loss trip length distribution. |
| WE EN TRI LEN DI | Activity 2.8.8.9 | Run or Scenario | External file | | Allows user to supply alternate weekend hourly running loss trip length distribution. |
| WE VEH US | Activity 2.8.8.10 | Scenario | On/Off | | Directs MOBILE6 to use the weekend activity fractions in its calculations. |
| WITH FIELDNAMES | Database Output 2.8.5.1.b | Header | On/Off | | Specifies that a header record of field names is to be generated for the database output. |

MOBILE6 Readme File

Draft MOBILE6
August 17, 2001

This file describes the draft version of the EPA MOBILE6 mobile source emission factor model.

System Requirements:

MOBILE6 requires a DOS or Microsoft Windows based computer system with a math coprocessor and at least 5 megabytes of free RAM.

To Install the Model:

The best way to install MOBILE6 is simply to copy the entire contents of the CD, including its directory structure, to your hard drive.

To Run the Model:

To run MOBILE6 in DOS, simply type the command M6DRAFT. In Windows, double click on the M6DRAFT icon and a DOS window will appear. The MOBILE6 application requires the use of an input file containing commands describing the parameters to be modeled by MOBILE6. The user is required to indicate which input file is to be used by entering the name of the file at the prompt.

If you have Questions:

Please consult the User Guide document (UGDRAFT.WPD or UGDRAFT.PDF) included with this material. Appendix A lists all MOBILE6 input commands alphabetically and indicates the section number of the user guide which documents the command.

If you have Comments or Problems:

You may send Email to mobile@epa.gov

The files provided with the MOBILE6 model are:

In the MOBILE6/RUN Directory:

| | |
|-------------|--|
| M6DRAFT.EXE | Contains the MOBILE draft executable application. |
| LF90.EER | Contains text for FORTRAN error statements. |
| MOBILE6.IN | Contains an example input file demonstrating many of the available commands and using the default file name for input files. |
| MOBILE6.TXT | Contains the descriptive output results using the MOBILE6.IN file. |
| MOBILE6.TB1 | Contains the database output results using the MOBILE6.IN file. |
| ASMDATA.D | Contains the I/M credits for the ASM test procedure required when using the |

| | |
|--------------|--|
| | I/M PROGRAM command. |
| CUTPOINT.D | Contains the I/M credits for the IM240 test procedure required when using the I/M PROGRAM command. |
| DBASE.D | Contains commands used with the DATABASE OPTIONS command. |
| DIESFRAC.DEF | Contains alternate data using the DIESEL FRACTIONS command. |
| DSACT.D | Contains alternate data using the DIURN SOAK ACTIVITY command. |
| FTP_SPD.D | Contains alternate data using the STARTS PER DAY command. |
| FVMT.DEF | Contains alternate data using the VMT BY FACILITY command. |
| HSACT.D | Contains alternate data using the HOT SOAK ACTIVITY command. |
| HSACTDAY.D | Contains alternate data using the HOT SOAK ACTIVITY command. |
| HSACTEND.D | Contains alternate data using the HOT SOAK ACTIVITY command. |
| HVMT.DEF | Contains alternate data using the VMT BY HOUR command. |
| IMTEST.D | Contains commands used with the I/M DESC FILE command. |
| MARDATA.DEF | Contains alternate data using the MILE ACCUM RATE command. |
| MILEDAT.D | Contains alternate data using the MILE ACCUM RATE command. |
| NGVEF2.D | Contains alternate data using the NGV EF command. |
| NGVFR.D | Contains alternate data using the NGV FRACTION command. |
| P94IMP.D | Contains alternate data using the 94+ LDG IMP command. |
| REGDATA.D | Contains alternate data using the REG DIST command. |
| SDIST.D | Contains alternate data using the START DIST command. |
| SOAKDST.D | Contains alternate data using the SOAK DISTRIBUTION command. |
| STPERDAY.D | Contains alternate data using the STARTS PER DAY command. |
| SVMT.DEF | Contains alternate data using the SPEED VMT command. |
| TECH12.D | Contains the I/M credits for pre-1981 model year vehicles required when using the I/M PROGRAM command. |
| T2CERT.D | Contains alternate data using the T2 CERT command. |
| T2EVAP.D | Contains alternate data using the T2 EVAP PHASE-IN command. |
| T2EXH.D | Contains alternate data using the T2 EXH PHASE-IN command. |
| VMTMIX.DEF | Contains alternate data using the VMT FRACTIONS command. |
| WEDATRIP.D | Contains alternate data using the WE DA TRI LEN DI command. |
| WEENTRIP.D | Contains alternate data using the WE EN TRI LEN DI command. |

In the MOBILE6\RUN\EXAMPLES directory:

| | |
|--------------|--|
| EXAMPLE1.IN | Contains an example input demonstrating the NO REFUELING command and commands to control output hydrocarbon speciation. |
| EXAMPLE1.TXT | Contains the resulting descriptive output using the EXAMPLE1.IN file. |
| EXAMPLE2.IN | Contains an example input demonstrating the extent of the I/M PROGRAM command options. |
| EXAMPLE2.TXT | Contains the resulting descriptive output using the EXAMPLE2.IN file. |
| EXAMPLE3.IN | Contains an example input demonstrating the database output options using the DAILY OUTPUT and NO DESC OUTPUT commands. |
| EXAMPLE3.TXT | Contains the resulting descriptive output using the EXAMPLE3.IN file. |
| EXAMPLE3.TB1 | Contains the resulting database output using the EXAMPLE3.IN file. |
| EXAMPLE4.IN | Contains an example input demonstrating the MOBILE6 BATCH FILE command option. This file will run the other example input files in a "batch" mode. |
| EXAMPLE4.TXT | Contains the resulting descriptive output using the EXAMPLE2.IN file. The file name was designated using the batch file option. |
| MYCUTS.D | Contains IM240 cutpoint combinations used in EXAMPLE2.IN and needed when running EXAMPLE4. |
| EXAMPLE5.IN | Contains an example input demonstrating the AGGREGATED form of the database output. |
| EXAMPLE5.TXT | Contains the resulting descriptive output using the EXAMPL5.IN file. |
| EXAMPLE5.TB1 | Contains the resulting database output using the EXAMPLE5.IN file. |

In the MOBILE6\UGUIDE directory:

| | |
|-------------|---|
| UGDRAFT.WPD | Contains the Draft MOBILE6 User Guide in Wordperfect 8.0 format. |
| UGDRAFT.PDF | Contains the Draft MOBILE6 User Guide in Adobe Acrobat PDF format. |
| FAQs.WPD | This contains our answers to "Frequently Asked Questions" on MOBILE6. |

In the MOBILE6\SOURCE directory:

Note: No source code is provided with the draft version of MOBILE6.

| | |
|-------|---|
| *.FOR | Will contain FORTRAN source code for routines. |
| *.I | Will contain FORTRAN source code include files. |

MOBILE6 Technical Reports on EPA's Web Site (<http://www.epa.gov/otaq/models/mobile6/m6tech.htm>)

Note that the MOBILE6 technical reports are still in the process of being completed and the web page will be updated as reports are finalized.

1. In-Use Exhaust Deterioration and I/M Benefits of 1981 and Newer Model Year Cars and Trucks: Package of Related Material for Stakeholder Review
2. Estimating Benefits of Inspection/Maintenance Programs for Evaporative Control Systems (M6.IM.003, posted 11/17/99, EPA420-P-99-031)
3. Determination of Methane Offsets as a Function of Mileage for Light-Duty Cars and Trucks (M6.EXH.006, posted 11/15/99, EPA420-P-99-029)
4. Development and Use of Heavy-Duty Defeat Device Emission Effects for MOBILE5 AND MOBILE6 (M6.HDE.003, posted 10/27/99, EPA420-P-99-030)
5. Facility-Specific Speed Correction Factors (M6.SPD.002, posted 8/24/99, EPA420-P-99-002)
6. Estimating Weighting Factors for Evaporative Emissions in MOBILE6 (M6.EVP.006, posted 7/15/99, EPA420-P-99-023)
7. Estimating Running Loss Evaporative Emissions Based on Real-time Data (M6.EVP.008, posted 7/15/99, EPA420-P-99-024)
8. Evaporative Emissions of Gross Liquid Leakers in MOBILE6 (M6.EVP.009, posted 7/15/99, EPA420-P-99-025)
9. Comparison of MOBILE6 Basic Emission Rates for 1981-1993 Model Year Light-Duty Cars and Trucks with FTP and IM240 Data (M6.EXH.010, posted 5/21/99, EPA420-P-99-021)
10. Determination of CO Basic Emission Rates, OBD and I/M Effects for Tier 1 and Later LDVs and LDTs (M6.EXH.009, posted 5/21/99, EPA420-P-99-017)
11. Modeling Emission Factors for Compressed Natural Gas Vehicles (M6.FUL.004, posted 5/17/99, EPA420-P-99-012)
12. Determining Repair Effects on IM240 Cold Start Emissions for 1981 and later Light Duty Vehicles (M6.IM.002, posted 5/17/99, EPA420-P-99-019)

13. Modeling Diurnal and Resting Loss Emissions from Vehicles Certified to the Enhanced Evaporative Standards (M6.EVP.005, posted 5/17/99, EPA420-P-98-012)
14. Basic Exhaust Emission Rates of Open Loop Vehicles for MOBILE6: Exhaust Emissions at High and Low Altitudes for Engine Starts and Running Emissions for Motorcycles, Light Duty Diesel Vehicles and Trucks and Pre-1981 Model Year Light Duty Gasoline Vehicles and Trucks (M6.EXH.005, posted 5/17/99, EPA420-P-99-020)
15. Overview of Methodology for Tier 0 In-Use Deterioration and Key Issues for Comment (M6.EXH.008, posted 5/3/99, EPA420-P-99-016)
16. Determination of Running Emissions as a Function of Mileage for 1981-1993 Model Year Light-Duty Cars and Trucks (M6.EXH.001, posted 5/3/99, EPA420-P-99-010)
17. Analysis of Emissions Deterioration Using Ohio and Wisconsin IM240 Data (M6.EXH.002, posted 5/3/99, EPA420-P-99-013)
18. 10/97 Determination of Hot Running Emissions from FTP Bag Emissions (M6.STE.002, reposted 5/3/99, EPA420-P-99-014)
19. Determination of Start Emissions as a Function of Mileage and Soak Time for 1981-1993 Model Year Light-Duty Vehicles (M6.STE.003, reposted 5/3/99, EPA420-P-99-015)
20. MOBILE6 Inspection / Maintenance Benefits Methodology for 1981 through 1993 Model Year Light Vehicles (M6.IM.001, posted 5/3/99, EPA420-P-99-007)
21. Determination of NO_x and HC Basic Emission Rates, OBD and I/M Effects for Tier 1 and Later LDVs and LDTs (M6.EXH.007, posted 5/3/99, EPA420-P-99-009)
22. Fleet Characterization Data for MOBILE6: Development and Use of Age Distributions, Average Annual Mileage Accumulation Rates and Projected Vehicle Counts for Use in MOBILE6 (M6.FLT.007, posted 5/3/99, EPA420-P-99-011)
23. Fuel Sulfur Effects on Exhaust Emissions: Recommendations for MOBILE6 (M6.FUL.001, posted 5/3/99, EPA420-P-99-008)
24. Evaluating Multiple Day Diurnal Evaporative Emissions Using RTD Tests (M6.EVP.003, posted 3/9/99, EPA420-P-99-003)
25. Soak Length Activity Factors for Diurnal Emissions (M6.FLT.006 posted 3/9/99, EPA420-P-98-019)
26. Guidance for the Development of Facility Type VMT and Speed Distributions (M6.SPD.004, posted 3/9/99, EPA420-P-99-004)

27. Exhaust Emission Temperature Correction Factors for MOBILE6: Engine Start and Running LA4 Emissions for Gasoline Vehicles (M6.STE.004, posted 3/9/99, EPA420-P-99-001)
28. Development of Methodology for Estimating VMT Weighting by Facility Type (M6.SPD.003, posted 3/9/99, EPA420-P-99-006)
29. Update of Hot Soak Emissions Analysis (M6.EVP.004 posted 3/8/99, EPA420-P-99-005)
30. Hot Soak Emissions as a Function of Soak Time (M6.EVP.007 posted 6/23/98)
31. Emission Control Technology Distribution (M6.FLT.008, posted 6/19/98)
32. Update of Fleet Characterization Data for Use in MOBILE6 (M6.FLT.002, posted 6/19/98, re-posted with correct figures 11/30/98)
33. Update Heavy-Duty Engine Emission Conversion Factors for MOBILE6: Analysis of BSFCs and Calculation of Heavy-Duty Engine Emission Conversion Factors (M6.HDE.004 posted 5/29/98)
34. Update Heavy-Duty Engine Emission Conversion Factors for MOBILE6: Analysis of Fuel Economy, Non-Engine Fuel Economy Improvements, and Fuel Densities (M6.HDE.002 posted 5/29/98)
35. Modeling Hourly Diurnal Emissions and Interrupted Diurnal Emissions Based on Real-Time Diurnal Data (M6.EVP.002 originally posted 5/21/98, revision posted 7/15/99, EPA420-P-99-027)
36. Fuel Oxygen Effects on Exhaust CO Emissions (M6.FUL.002 posted 3/30/98)
37. Air Conditioning Correction Factors in MOBILE6 (M6.ACE.002 posted 3/13/98)
38. Soak Length Activity Factors for Start Emissions (posted 2/18/98)
39. Soak Length Activity Factors for Hot Soak Emissions (posted 2/18/98)
40. Trip Length Activity Factors for Running Loss and Exhaust Running Emissions (posted 2/18/98)
41. Air Conditioning Activity Effects in MOBILE6 (posted 1/27/98)
42. Evaluating Resting Loss and Diurnal Evaporative Emissions Using Real Time Diurnal Tests (M6.EVP.001, originally posted 10/97 as M6.RTD.001, revision posted 7/15/99, EPA420-P-99-026)

- 43. 9/97 Update of Fleet Characterization Data for Use in MOBILE6 (Superseded by M6.FLT.002)
- 44. Development of Speed Correction Cycles
- 45. Comparison of Start Emissions in the LA92 and ST01 Test Cycles
- 46. Update of Heavy-Duty Emission Levels (Model Years 1988-2004+) for Use in MOBILE6 (M6.HDE.001, posted 5/3/99, EPA420-R-99-010)