

Production Line Testing

Manufacturer Data Submission Template -- INSTRUCTIONS

I. About

This template allows engine manufacturers to submit production line testing data in a simple, consistent format. Based on the information entered by the submitter, the template performs the required CumSum and sample size calculations and indicates the current status of the test.

It is intended that a copy of this template be created for each engine family for which you are required to submit production line testing results. Please include the engine family name in the submission file name. 40 CFR Part 91.103 requires that production line testing information must be submitted on a quarterly basis. It is intended that one copy of a template be mailed to you each quarter. For instance, the file submitted for the second quarter will contain all test results previously submitted plus the results from the second quarter added on. The template provides a field to indicate the associate level.

Please note that the instructions in this document are specific to the Marine SI template.

II. General

- The primary worksheet for entering production line testing data is the worksheet labeled 'Submission Template'. Only modify values in cells that are white. All other cells contain either labels or calculated values.
- The 'Notes' worksheet provides space for a manufacturer to provide any additional notes or relevant information regarding the family's production line testing information.
- The resulting calculations, including an indication of whether the test results yield a status of Pass, Fail, or Inconclusive, are shown in the 'Calculations' worksheet.

III. Entering PLT Test Information

At the top of the 'Submission Template' worksheet, there are spaces to enter general information about the engine family you are reporting. Please provide as much information as possible. These fields include:

- Manufacturer contact information;
- Engine family identifier;
- Projected annual production volume; and
- Indication if this engine family is a carry over engine family.

If you have indicated in the template that the engine family is a carry-over engine family, for the first row of the final engine test from the previous year's equivalent engine family. Your required sample size will be based on this. If you have indicated that the engine family is a carry-over engine family, the first row in the calculations worksheet is highlighted in pink.

IV. Entering PLT Engine Test Results

Each PLT test is comprised of multiple tests of individual engines within the engine family being tested. Enter the test results in the first row (beginning in cell D23 of the 'Submission Template' worksheet). Be sure to enter specific information regarding which tests they occurred, as the template's CumSum calculations depend on the correct order. In addition,

you enter your results.

The following data fields are available for each engine test. Fields that are required by federal regulatory calculations are indicated. The official reporting requirements can be found in 40 CFR Part 91.509 (e)

- Test Number (required); this should be numeric and sequential
- Test Date (required)
- Test Time
- Test Quarter
- Engine ID (required)
- Build Date (required)
- Service Hours Accumulation (required)
- Service Hours Location (required)
- Include in CumSum? Indicator (required)
- HC+NOx Initial Result (required)
- HC+NOx Final Result (required)
- HC+NOx Emission Limit or FEL (required)
- Unit of measure (g/bhp-hr or g/kW-hr)
- Deterioration Factor
- Test Location
- Test Contact
- Invalid Test Indicator (required -- must be yes if test is declared invalid)
- Invalid Reason
- Failure Reason
- Remedy
- Repairs
- Test Comments

V. The Calculations Worksheet

The 'Calculations' worksheet checks the data that you enter and attempts to determine the current status. A test will appear to be in exactly one of three possible statuses -- FAIL, PASS, or OPEN.

- FAIL: Your PLT Test will be in a failing status if, for one or more pollutants, you had consecutive engine tests where the calculated CumSum statistic exceeds the calculated Action Limit value. Once a test has reached a failing status, it will not change it.
- PASS: Your PLT Test will be a passing status if, for all required pollutants, the actual number of included tests is greater than or equal to the required test sample size (N), and for all required pollutants, the mean result is less than or equal to the provided emission limit or FEL.
- OPEN: Your PLT Test will remain in an open status if it has not yet reached a fail or pass status.

VI. Troubleshooting

If you are experiencing odd or unexpected results in the 'Calculations' worksheet, please check the following:

- Have you entered all engine tests sequentially without skipping rows?
- For each engine test, have you entered the Final Result and Emission Limit, and have you indicated whether to include it in the CumSum?
- Have you inadvertently marked an included test as Invalid?
- If the required sample size does not appear to be calculating correctly, verify that you have not entered an incorrect Production Volume.

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Expiration Date XXXXXX

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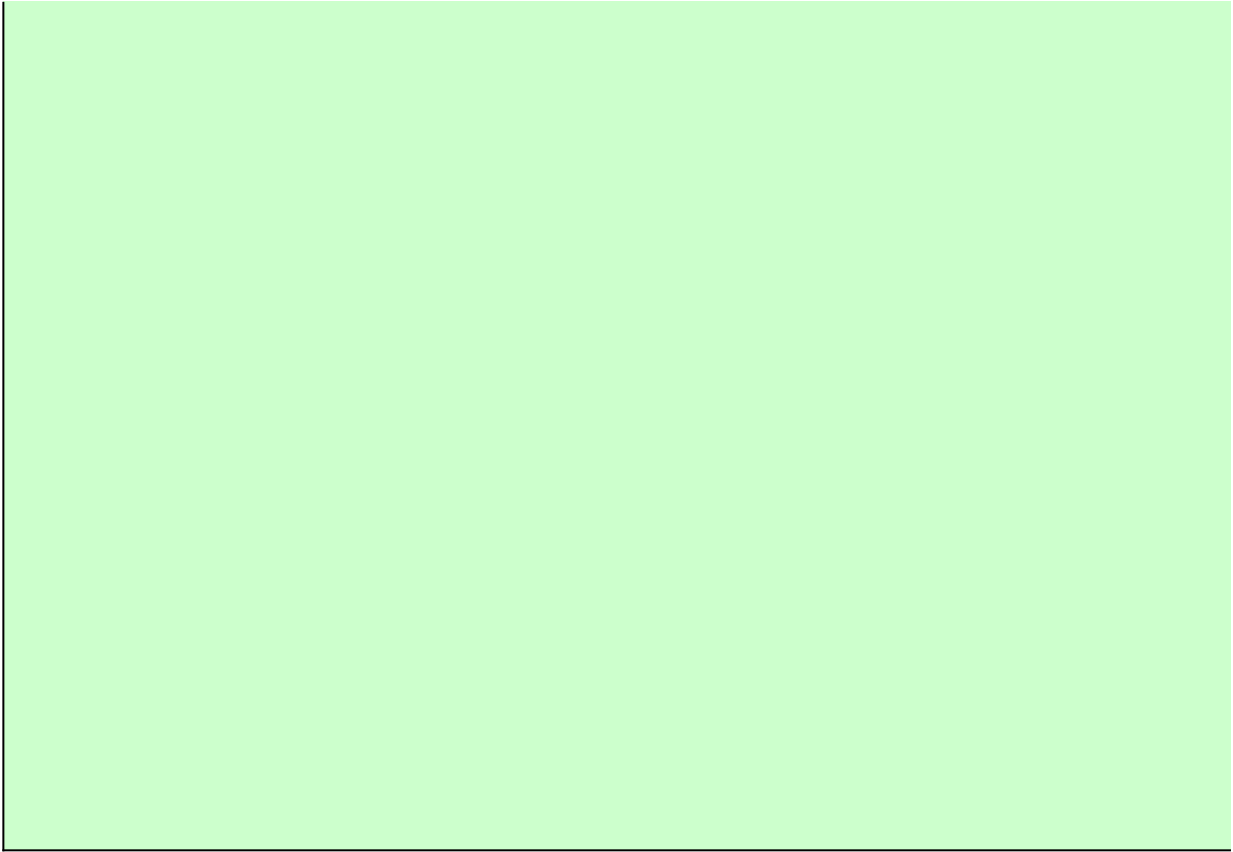
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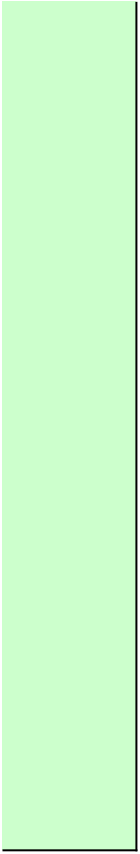




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HC+NOx (N-met?):	<input type="text" value="No"/>
Maximum Required Tests:	<input type="text" value="30"/>
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HC+NOx Pass?

Warnings





Production Line Testing

Manufacturer Notes **(Marine SI)**

Please provide any additional notes here



