

Attachment 5 INDIVIDUAL ENGINE TEST DATA PER QUARTER FILE

Sequence	Data Name	Type	Length	Range or Domain	Description
1	QTR	C	3	101 = Jan-Mar 2001 201= Apr-Jun 2001 301= Jul-Sep 2001 401= Oct-Dec 2001	First Digit = Quarter Number Second and Third Digit = Last two digits of calendar year
2	ENGFAM	C	12	Example: 1XYZS.072ABC	12-digit engine family name used at certification
3	DISP	N	4	ex. 145 Range: 0 to 9999	Engine displacement [unit = cubic centimeters (cc)]
4	ENGCODE	C	15	ex. XY123456AB-1234	Manufacturer designated engine code or calibration number of the test engine
5	ENGID	C	15	ex. AB1234XY5678	Manufacturer designated serial number or other unique identification number of the test engine
6	MODEL	C	15	ex. ST400	Manufacturer designated engine/equipment model name or model number
7	CONFIG	C	20	Example: Standard exhaust system	Subsystems configuration, i.e. air inlet, exhaust system, fuel tank
8	FUELSYS	C	3	CRB - carburetor DFI = direct fuel injection IDI = indirect injection TBI = throttle body injection EC = electronic control MFI = multiport fuel injection OTH = other	Fuel system
9	RATEDKW	N	3.2	ex. 3.15 Range: 0.00 to 999.99	Rated power of the test engine model as certified [unit = kWpower (kW)]
10	OBSKW	N	3.2	ex. 3.25 Range: 0.00 to 999.99	Observed power of the test engine model at 100% load (refer to SAE J1228) [unit = kwpower (kW)]
11	RATEDSP	N	5	ex. 9000 Range: 0 to 99999	Rated speed of the test engine model as certified [unit = revolutions per minute (rpm)]
12	CARBSET	C	2	L = within lean third of limiter cap range R = within rich third of limiter cap range M = in the center third of limiter cap range N = not adjustable or not applicable P = preset	Mixture-adjustment setting(s) referring to three equally divided sections of the adjustment range(s) of the limiter cap(s). 1 letter for single adjust 2 letters for low/hi adjust, 1st letter = low, 2nd letter = hi ex. R single rich; RM rich is low, center is hi
13	TESTPRC	C	1	G = Raw Gas V = CVS X = Other Test Procedure	Emission sampling test procedure used for testing this engine
14	PRODSTRT	D	10	ex. July 20, 2001 = 2001/07/20 format: yyyy/mm/dd	1st day of production for the batch from which the test engine was taken
15	PRODEND	D	10	ex. Dec. 12, 2001 = 2001/12/12 format: yyyy/mm/dd	Last day of production for the batch from which the test engine was taken
16	BLDDATE	D	10	ex. January 12, 2001 = 2001/01/12 format: yyyy/mm/dd	Date when the engine/equipment was built
17	MFRPLANT	C	4	ex. MILW - Milwaukee plant	Abbreviated name/location of manufacturing plant
18	TESTLOC	C	4	ex. LA - Los Angeles Laboratory	Abbreviated name/location of test facility
19	TESTFAC	C	30		Description of test facility
20	RUNIN	N	3.2	ex. 10.20 hours Range: 0.00 to 999.99 hours	Total break-in time accumulated by this engine prior to the audit test (including preconditioning)
21	RNINLOC	C	4		Location of service accumulation
22	RNINPROC	C	30		Description of Service accumulation and schedule
23	TESTDATE	D	10	ex. January 22, 2001 = 2001/01/22 format: yyyy/mm/dd	Date when the engine/equipment was tested
24	HCNOX_DF	N	3.2	ex. 105.97 Range: 0.000 to 999.99	HC+NOx test result for this engine with rounding and DF applied [unit = (g/kW-hr)]

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25	HC_DF	N	3.2	ex. 105.97 Range: 0.000 to 999.99	HC test result for this engine with rounding and DF applied [unit = (g/kW-hr)]
26	NOX_DF	N	3.2	ex. 2.520 Range: 0.000 to 999.99	NOx test result for this engine with rounding and DF applied [unit = (g/kW-hr)]
27	HC	N	3.3	ex. 0.1187 Range: 0.000 to 999.999	HC test result for this engine without rounding or DF applied [unit = (g/kW-hr)]
28	CO	N	3.3	ex. 7.524 Range: 0.000 to 999.999	CO test result for this engine without rounding or DF applied [unit = (g/kW-hr)]
29	NOx	N	3.3	Range: 0.000 to 999.999	NOx test result for this engine without rounding or DF applied [unit = (g/kW-hr)]
30	FAIL	C	1	Y = YES N = NO	Indicate if emission test, with the DF applied, failed applicable FEL or STANDARD
31	TESTSTAT	C	2	OK = useable test data AV = average of multiple tests RA = results to be averaged IN = invalid test AB = aborted test RT = retest of failed engine NT = not testable NR = not reasonably operative NS = not safe to test DT = would be damaged by test	Test status for this engine. "OK" and "AV" flags data used for evaluation. "RA" is used to identify multiple tests for the same engine to be averaged. Report the reason(s) for aborting, invalidating retesting or not testing in the NOTES field of the initial test record. Report repairs in the REPAIRS field of the engine retest record.
32	TESTNUM	N	2	Range: 1 to 99	Test number for the engine being tested. To be used if multiple tests are conducted on the same engine. Number will be greater than 1 if engine tested more than once.
33	REPAIRS	C	40	ex. replaced spark plug or manufacturer designated repair code	Any repairs/adjustments/corrective measures performed on the engine. List specific components replaced or adjusted. Manufacturer may use repair codes explained in the Code Key File.
34	NOTES	C	50	ex. Test cell temperature too high Manufacturer designated test-problem code.	Any comments: Reason(s) for aborting, invalidating, retesting or not testing. Any engine failure remedies or corrective actions. Manufacturer may use test-problem code explained in the Code Key File
35	CS_HCNOX	N	3.2	Range: 0.00 to 999.99	Cum sum statistic for HCNOx for current test using test results with DFs applied, as applicable
36	HCNOX-N	N	2	Range: 0 to 30	Sample size (N) calculated for cum sum procedure for HCNOX with DFs applied, as applicable. If, at any time throughout the model year, the sample mean for any regulated pollutant is greater than the FEL, the engine manufacturer must continue testing that engine family at the rate of 30 models per year.
37	HCNOX-H	N	3.2	Range: 0.00 to 999.99	Action Limit for HCNOX for current emission test
38	HCNOXEXC	C	1	Y = YES N = NO	Action limit exceedance for HCNOX