

## **Draft Predictive Model - Beta 2.**

This introduces the next revision to the draft Predictive Model. This version represents a significant upgrade to the previous version (Beta 1). While the Beta 2 model represent a significant amount of work it is still a draft version and as such should not be considered as finished.

There exist several outstanding issues that will need to be resolved prior to the release of a final version.

- 1) The weights used in this version of the draft model are based on EMFAC7g. When EMFAC99 becomes available the weights will be updated.
- 2) The automobile companies and the oil companies are participating in a test program this summer. The results of this test program are expected to be available by late October, 1999
- 3) We are currently investigating effects of possible duplicates in the model development database. Since there are only a few data points that will be removed, the effects are expected to be negligible.
- 4) We are receiving ICF Consulting's comments on effects associated with higher-emitters.
- 5) We are receiving ICF Consulting's comments on another algorithm for determining terms for an exhaust model.
- 6) The effect of the new specifications on the CO credit are under investigation. It is predicted that when oxygen content is decreased exhaust THC will be increased. To offset this, other parameters will have to be adjusted to decrease THC. This should also decrease CO. This is being investigated. Also, conversely, we are verifying the CO benefit of increased oxygen..
- 7) The Beta 2 version of the Predictive Model has not been stakeholder or peer reviewed, and as such there may be comments that will lead to changes in the Predictive Model spreadsheet.

If there are any questions for comments, please feel free to contact Steve Brisby, Manager of the Fuels Section at (916) 322-6019 or by E-mail at [sbrisby@arb.ca.gov](mailto:sbrisby@arb.ca.gov).