

**From:** McDonald, Jacob  
**To:** ["Michael Spallek"](#)  
**Cc:** [Turpen, Casev](#); [Irshad, Hammad](#)  
**Subject:** RE: Scanned image from Gilligan  
**Date:** Thursday, April 10, 2014 8:34:43 AM

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Understood. we have also found some trucks but this car seemed also logistically easier. We will use an American truck.

-----Original Message-----

From: Michael Spallek [<mailto:michael.spallek@eugt.org>]  
Sent: Thursday, April 10, 2014 12:42 AM  
To: McDonald, Jacob  
Subject: AW: Scanned image from Gilligan

Jake,

I remember that we talked about an old small truck as a source for TDE, considering that the old engine for generating TDE-particles should be from the technical side as close as possible to the Volvo engine emissions used in the Salvi study. Hammad has made some suggestions in an earlier mail (see down).

Because Daimler, VW and BMW are sponsors of EUGT, we should try to avoid using cars from these companies for generating TDE. This will prevent some annoying discussions at EUGT...Thanks for your understanding !

Regarding the best driving cycles I am in touch with our technical people at VW and will come back to you with feasible suggestions asap.

Michael

I think that our dyno can accommodate a diesel truck. The testing at Mustang was done with a large van (most probably a Ford E150 Econoline).

Our dyno can at least handle 73-in wide vehicles (the rollers are 80-in from end-to-end- however, the ramps may limit the maximum width (end-of wheel to end-of wheel) to about 73-in).

Dyno spec reports 80-in outer track. 1995

F150/250/350 was 79-in wide, but we know that wheel-wheel width is less than truck's width. So even 73-in may be OK. Diesel engines were only available in F250 or F350 (1992-1996). 1995 Dodge Ram 1500 was 79.4 in wide and Silverado from the same year was 76.4 in. Another option is 1992-2001 Suburban 2500 (width 76-in) that was available with 6.5L turbo diesel. Salvi et al used an idling Volvo diesel engine (Volvo TD45, 4.5 L, 4 cylinders, 1991, 680 rpm). In summary, we can most probably use a diesel truck/van from 1990-1997 on our dyno.

Regards,  
Hammad

-----Ursprüngliche Nachricht-----

Von: McDonald, Jacob [<mailto:JMcDonal@lrri.org>]  
Gesendet: Mittwoch, 9. April 2014 21:11  
An: Michael Spallek  
Betreff: FW: Scanned image from Gilligan

Michael,

We were considering this vehicle. We are interested in your feedback.

We are interested in your thoughts on the engine cycle. We were considering using the FTP cycle.

Jake

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