

EV-CIS Software Release Notes, Release 27.0

Key	Manufacturer Software Release Notes	Compliance Program
Common Services Maintenance and Enhancements		
EVCIS-10338	<p>Problem: Double data types were used for certain Nonroad Spark-Ignition (NRSI), Marine Compression-Ignition (CI), and Locomotive calculations and comparisons.</p> <p>Solution: Modified the following industry calculations to use BigDecimal instead of Double data types:</p> <ul style="list-style-type: none"> - NRSI Evaporative Fuel Line Test Sample Internal Surface Area calculation - Marine CI Displacement Per Cylinder calculation - Marine CI Comparison of Pollutant Standard and Family Emission Limit (FEL) Cap for multiple engine configurations - Locomotive Composite Result calculation 	Common Services
Defects and Recalls Maintenance and Enhancements		
EVCIS-10108	<p>Problem: Model information is not deleted when user clicks 'Yes' on the delete confirmation message in the Defects/Recalls module.</p> <p>Solution: Resolved the issue so that Model information is deleted when clicking "Yes" on the delete confirmation message when changing the family name.</p>	Defect/Recalls
EVCIS-10080	<p>Problem: User unable to Edit or Delete records on the Defects and Recalls Family and Model Details screen when using the Enter key.</p> <p>Solution: Resolved the issue so that users can edit or delete information by using the Enter key.</p>	Defect/Recalls
Light-Duty Maintenance and Enhancements		
EVCIS-10762	<p>Problem: Rounded Adjusted Fuel Economy (RAFE) is not being calculated for charge depleting tests.</p> <p>Solution: Resolved the issue so that RAFE is calculated when manufacturers resubmit their charge depleting tests.</p>	Light-Duty
EVCIS-10112	<p>Problem: Light-Duty fuel properties submission generates an exception error.</p> <p>Solution: Modified the submission process to correctly parse the Fuel Batch Calibration Effective Date in the database.</p>	Light-Duty
EVCIS-10093	<p>Problem: When Canister Loading is 'Yes', the Number of Canisters, Canister Working Capacity, and Total Canister Volume fields were not required.</p> <p>Solution: Updated business rule LD-CFT-SI-BR003 and added LD-CFT-SI-BR038 so that when Canister Loading is 'Yes', the Number of Canisters, Canister Working Capacity, and Total Canister Volume fields are required.</p>	Light-Duty
EVCIS-9195	<p>Problem: Test Number is not required if Subconfiguration Index is between 1 and 49.</p> <p>Solution: Updated business rule LD-FE-CA-BR011(b), so that Test Number is required if Subconfiguration Index is between 1 and 49 indicating that it is a 'tested' subconfiguration.</p>	Light-Duty
EVCIS-5333	<p>Problem: No validation to check that the model year for the Light-Duty Test Group and the Evaporative Family matched.</p> <p>Solution: Added business rule LD-CERT-TG-BR256 to ensure that the model year for the Light-Duty Test Group and the Evaporative Family matched.</p>	Light-Duty
EVCIS-4032	<p>Problem: The description for Test Result Nonmethane Organic Gas (NMOG) contains the word "(California)" in the Light Duty Manufacturer Test Information input and review screens.</p> <p>Solution: Removed the word "(California)" from the input and review screens.</p>	Light-Duty
Marine Compression Ignition Maintenance and Enhancements		
EVCIS-10098	<p>Problem: The maximum value allowed in the Substrate Volume field was too small.</p> <p>Solution: Changed the maximum value to 99,999.9 in the Substrate Volume field.</p>	Marine CI

EVCIS-9794	<p>Problem: An exception error occurs if no selection is made for the Engine Category field for Engine International Air Pollution Prevention (EIAPP)-Only engine applications.</p> <p>Solution: Resolved the issue so that Engine Category is no longer required for EIAPP-Only engines.</p>	Marine CI
EVCIS-8720	<p>Problem: No validation to prevent the reporting of extraneous hydrocarbon (HC) or Greenhouse Gas (GHG) pollutants under some or all modes.</p> <p>Solution: Added MCI-BR358 to ensure that if one or more pollutants are reported in one mode, the same number and type of pollutants must be reported in all modes.</p>	Marine CI
Motorcycle/All-Terrain Vehicle Maintenance and Enhancements		
EVCIS-10203	<p>New Feature/Functionality: Manufacturers will now be able to enter HC FEL information for a recreational vehicle if the ABT Indicator is Yes.</p> <p>Description: A new HC FEL data entry field will be enabled and optional if the ABT Indicator is 'Yes'.</p>	MC/ATV
EVCIS-5743	<p>New Feature/Functionality: Manufacturers will be able to submit "Three way catalyst (TWC), single bed, closed-loop, without warm-up" as a Catalyst Type in an MC/ATV dataset.</p> <p>Description: New value "Three way catalyst (TWC), single bed, closed-loop, without warm-up" was added to the "Select the catalytic converter type used" field drop down menu on the CSI.4 screen.</p>	MC/ATV
EVCIS-5714	<p>Problem: Manufacturer were not required to enter both the Engine and Vehicle OEM Name and Location for an Engine Family.</p> <p>Solution: Resolved the issue so that manufacturers are required to enter both the Engine and Vehicle OEM Name and Location for an Engine Family.</p>	MC/ATV
EVCIS-5616	<p>Problem: "EDV Type" field name on the CSI.5 manufacturer screen was incorrect.</p> <p>Solution: Field was renamed to "EDV/Test Data Type".</p>	MC/ATV
EVCIS-5328	<p>Problem: On the CSI.4 screen manufacturers could select "open loop" as the Catalyst Type and a non-existing Air/Fuel Feedback Sensor; or select "closed-loop" at the Catalyst Type with no Air/Fuel Feedback Sensor.</p> <p>Solution: Resolved the issue so that when "closed-loop" is selected as the Catalyst Type at least one "Air/Fuel Feedback Sensor" is required and when "open loop" is selected as the Catalyst Type, "Air/Fuel Feedback Sensor" is automatically set to 'No'.</p>	MC/ATV
EVCIS-4531	<p>Problem: When "(EPA-Only) Are you Certifying This Vehicle/Engine By Design " is 'Yes', the CSI.5 tab is displayed.</p> <p>Solution: Resolved the issue so that CSI.5 tab is no longer displayed when "(EPA-Only) Are you Certifying This Vehicle/Engine By Design is 'Yes'.</p>	MC/ATV
EVCIS-10397	<p>New Feature/Functionality: New Test Fuel Types on the CSI.5 screen.</p> <p>Description: Added nine new options to the Test Fuel Type drop-down list on the CSI.5 screen.</p>	MC/ATV
Nonroad Compression Ignition Maintenance and Enhancements		
EVCIS-8880	<p>Problem: Error description box does not appear as expected on the Model and Parts Tab when there are no errors on all the other tabs.</p> <p>Solution: Resolved the issue so that the red error validation messages are displayed properly on the Model and Parts tab.</p>	NRCI
EVCIS-6743	<p>Problem: No validation to ensure that Carryover Test information is from a prior model year.</p> <p>Solution: Added new rule NRCI-BR379 to require that Carryover tests are from a prior model year.</p>	NRCI

EVCIS-5026	<p>Problem: Manufacturer receives business rule error NRCI-BR004 when an engine family has both a pending and a certified dataset.</p> <p>Solution: Modified NRCI-BR004 business rule so that an engine family can have both a pending and a certified dataset.</p>	NRCI
Nonroad Spark Ignition Maintenance and Enhancements		
EVCIS-10300	<p>New Feature/Functionality: Manufacturers will not be able to submit a FEL that is greater than the FEL Cap for a Small SI engine family.</p> <p>Description: Added new business rules NRSI-EF-BR356 and NRSI-EF-BR357 and removed the FEL Cap field so that manufacturers can no longer submit a FEL that is greater than the FEL Cap for a Small SI engine family.</p>	NRSI
EVCIS-10299	<p>New Feature/Functionality: Manufacturers will now be required to report a FEL with the correct number of decimal places for a Small SI engine family.</p> <p>Description: Added new business rules NRSI-EF-BR354 and NRSI-EF-BR355 to ensure that if the Service Class is Class I or Class II, the value entered in the Manufacturer FEL field must have 1 decimal digit, and If the Service Class is Class III, IV, or V, the value entered in the Manufacturer FEL field must have 0 decimal digits.</p>	NRSI
EVCIS-10172	<p>New Feature/Functionality: Manufacturers will no longer see "Note: ABT Participation Indicator only applicable for Cold Weather Fuel Line" on the Equipment/Vessel screen.</p> <p>Description: Invalid Note text was removed from the Equipment/Vessel screen.</p>	NRSI
EVCIS-9739	<p>Problem: NRSI equipment manufacturers who participate in the banking and trading of evaporative emissions credits are unable to correctly input their application.</p> <p>Solution: Modified NRSI-EV-BR018 to allow NRSI evaporative equipment and vessel manufacturers to select 'Yes' for the ABT Participation indicator when they participate in the banking and trading of evaporative emissions credits.</p>	NRSI
EVCIS-9736	<p>Problem: No validation to check that the FEL value reported for an NRSI fuel tank is compliant.</p> <p>Solution: Added new business rules NRSI-EV-BR105, NRSI-EV-BR106, NRSI-EV-BR107, and NRSI-EV-BR108 to ensure that the FEL value reported for an NRSI fuel tank is compliant.</p>	NRSI
EVCIS-9297	<p>Problem: EPA FEL Cap for HC+NOx for Class I Small SI engine families is not applied correctly.</p> <p>Solution: Resolved the issue so that the correct EPA FEL Cap for HC+NOx will be assigned to Class I Small SI engines.</p>	NRSI
EVCIS-9122	<p>Problem: The description for enumeration CP3 for Engine Certification Test Fuel ("California Phase 3") is incorrect on the Small SI data entry screen, review screen, CSI report, and the EPA user interface Test Result(s) tab.</p> <p>Solution: The description for enumeration CP3 for Engine Certification Test Fuel was changed to "CARB LEV3 E10 Regular Gasoline" on the Small SI data entry screen, review screen, CSI report, and the EPA user interface Test Result(s) tab.</p>	NRSI
EVCIS-8650	<p>Problem: Large SI datasets were not being validated to ensure that the correct number of transient and C2 tests were reported.</p> <p>Solution: Modified NRSI-EF-BR327 and added NRSI-EF-BR365 and NRSI-EF-BR366 to validate the reporting of Transient and C2 tests.</p>	NRSI
EVCIS-7979	<p>New Feature/Functionality: The Test Fuel Type on the NRSI evaporative test information tab will be validated for diurnal components.</p> <p>Description: When Design Based Certification is 'No', the Test Fuel Type on the Test Information tab must be Gasoline.</p>	NRSI

EVCIS-5007	<p>Problem: Manufacturers were able to select several incorrect Fuel Type options for Small SI and Marine SI.</p> <p>Solution: Added seven new business rules and modified NRSI-EF-BR166 to ensure that the Fuel Type and Certification Test Fuel options of E10 (Gasoline (as defined in 1065.710) with 10% Ethanol) and Methanol (>10% Alcohol Blend) were removed for Small SI and the Fuel Type and Certification Test Fuel option of Methanol (>10% Alcohol Blend) were removed for Marine SI.</p>	NRSI
EVCIS-4721	<p>Problem: "Effectiveness" needs to be corrected to "Effectiveness" in business rules NRSI-EF-BR205a, NRSI-EF-BR205b, and NRSI-EF-BR205c.</p> <p>Solution: "Effectiveness" typo corrected to "Effectiveness" in business rules NRSI-EF-BR205a, NRSI-EF-BR205b, and NRSI-EF-BR205c.</p>	NRSI
EVCIS-10690	<p>Problem: Reporting a blank FEL value for an NRSI fuel tank generated an exception error.</p> <p>Solution: Modified business rules NRSI-EV-BR105, NRSI-EV-BR105106, NRSI-EV-BR105107, NRSI-EV-BR105108, NRSI-EV-BR027.2, and NRSI-EV-BR029 so that an exception will not be generated when a FEL value is not reported.</p>	NRSI
Streamlined Certificate Module Maintenance and Enhancements		
EVCIS-9645	<p>Problem: Navigation controls not working correctly.</p> <p>Solution: Resolved the issue so that the navigation controls work as expected.</p>	SCM