# ARB Strawman Proposal

- Consider a new CNG specification based on a minimum methane number (MN) according to the following engine technology groups:

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|---|---|
| Existing heavy duty technology (HD) | = 80 MN |
| Advanced HD technology | = 73 MN |
| Light duty technology | = 73 MN* |

- CNG motor vehicle fuel meeting an appropriate minimum MN would be required as follows:

| | |
|---|---|
| Public Outlet | = 80 MN |
| Fleet Outlet for: Mixed or existing HD technology | = 80 MN |
| Light duty* and/or advanced HD technology | = 73 MN |

* MN for light duty being further reviewed.

- A corresponding BTU or WOBBE number will be developed for each MN.

# Questions and Answers

- What is the purpose of methane number and BTU/WOBBE number?

  Methane and BTU/ WOBBE numbers are experimentally derived indicies that are used to determine the quality of fuel to ensure satisfactory engine performance and durability. Using a fuel that does not meet the manufacturers' minimum methane number and BTU/ WOBBE number requirements may result in engine damage and poor performance.

- How will the minimum methane number and BTU/ WOBBE number be determined for engines?

  The minimum methane number and BTU/ WOBBE number will be determined by the engine manufacturer for each engine model.

- If I operate a public fueling outlet, what minimum methane number fuel do I provide?

  A minimum methane number of 80 is required because all vehicle/engine technology groups will have fueling access at the facility.

- If I operate a fleet fueling outlet, what minimum methane number fuel do I provide?

  The minimum methane number of the fuel will be dependent on the type of vehicle /engine technology groups that are allowed to access the fueling facility. If access is allowed for all groups, fuel with a minimum methane number of 80 is required. If access is allowed only to light-duty or advanced engine technology groups, a minimum of 73 is required.

- Can I provide separate fuels meeting a minimum methane number of 80 and 73 to a mixed fleet of vehicles (e.g. existing technology vs. light duty) at the same facility?

  Yes, this could be accomplished by segregated storage or fuel blending.