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Verify Software Release Notes, Release 18.0

DCN: 1530082115-0339

Key	Manufacturer Software Release Notes	Industry Sector
Light Duty		
VERIFY-25469	Problem: A Manufacturer was able to submit two engine configurations with the same configuration number and details for the engine family because no business rule exists to check for duplicate configuration numbers in a test group submission. Solution: Added LD-CERT-TG-BR248 which says: Each Engine Configuration Number (TG-36) should be a unique value.	Light Duty
VERIFY-26236, VERIFY-27032	Problem: ICR OMB Burden Statement for Light-Duty Vehicles & Trucks could not be viewed in Verify. Solution: Added Burden Statement link below the footer on the main Light-Duty Vehicle & Truck Home page which says: The public reporting and recordkeeping burden for this collection of information is estimated to average 5667 hours per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates , and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., Washington, D.C. 20420. Include the OMB control number in any correspondence. Do not send the completed forms to this address. OMB No. 2060-0104 Approval Expires on 09/30/2016	Light Duty
Marine Compression Ignition (Marine CI)		
VERIFY-24334	Problem: Marine CI Manufacturer could not submit Maximum Torque Limit of 1,000,000+ Nm because Maximum Torque Limit in the database was 999,999.99. Solution: Changed Maximum Torque Limit in the database from NUMBER(7,1) to (8,1).	Marine CI
VERIFY-24829, VERIFY-25825, VERIFY-26403	Problem: Manufacturers were unable to submit new certifications for Reflagged Vessels with a Model Year prior to the current year. Solution: Add a data element to identify a Marine CI submission as being for a vessel reflag from foreign to U.S. Modified MCI-BR002 as follows: If Process Code (MCI-2) equals 'N' (New Submission) and Vessel Reflag Indicator (MCI-325) equals 'N' (No), then Date Submitted must be on or before December 31st of the Model Year (MCI-3). Remove emissions standards from certificate for engines prior to 2004.	Marine CI
VERIFY-26591	Problem: The value allowed for the Displacement Per Cylinder was not large enough to accommodate Displacement Per Cylinder values. Solution: Increased the maximum value allowed for the Displacement Per Cylinder from '999.9' to '9999.9', and increased size the Total Displacement maximum allowed value from '99999.9' to '999999.9'.	Marine CI
Non-Road Compression Ignition (NRCI)		
VERIFY-24574	Problem: Maximum allowed values for "Fuel Rate@Rated Speed" and "Fuel Rate@Maximum Torque" data elements are not large enough. Solution: Increased maximum allowed values from 1,000 (mm3/stroke) to 9999.9 by closing two business rules: NRCI-BR197 which said: Fuel Rate @ Maximum Torque (122) must be between 1 and 1,000 mm3/stroke; and closed NRCI-BR198 which said: Fuel Rate @ Rated Speed (123) must be between 1 and 1,000 mm3/stroke.	NRCI

Non-Road Spark Ignition (NRSI)		
VERIFY-20309	Problem: Manufacturers could not input the correct catalyst loading information into their applications, because the system only allows for one decimal place. Solution: Fixed the catalyst precious metal loading values for the Small SI to allow for three decimal places (ex 0.000).	NRSI
VERIFY-20499	Problem: Because of an exception, manufacturers could not submit Fuel Line certification data for Model Year 2017. Solution: Add missing emission standards for fuel lines to Verify for MY 2017 and beyond.	NRSI
VERIFY-25917	Problem: NRSI Evaporative CAPS exception - NRSI-EV-57 is 5,2 in FE schema but 4,3 in database. Solution: Made schema and database consistent at 5,2 for the Fuel Cap Permeation Rate and the Fuel Tank Permeation Rate. Also fixed the hibernate configuration file for Max Permeation Loss for Fuel Line to be 6.3.	NRSI
Heavy-Duty Vehicles		
VERIFY-26019	Problem: Typical Application Description was required for tractors, but it should only be entered for vocational vehicles. Solution: Fixed so that Typical Application Description is not a required field. Created HDV-BR090 which says: If Vehicle Regulatory Sub-category Type (HDV-7) begins with 'V', indicating that the vehicle family is a vocational vehicle, then Typical Application Description (HDV-24) is required.	Heavy-Duty Vehicles
VERIFY-26020	Problem: The AES CO2 Credit (g/ton-mile) had to be entered by the manufacturer instead of being calculated by Verify. Solution: Fixed the AES CO2 Credit field to be a calculated field if the AES Expiration Point field is used.	Heavy-Duty Vehicles
VERIFY-26021, VERIFY-26425	Problem: The Effective Speed Limit Value (GEM input) had to entered by the manufacturer instead of being calculated by Verify. Solution: Fixed the Effective Speed Limit Value so it is a calculated field. If the Max Duration value is greater than the limits in the rule (3.9 hours and 252 miles for day cabs, and 7.3 hours and 474 miles for sleeper cabs), the Max Duration value is replaced in the calculation with the appropriate limit in the rule.	Heavy-Duty Vehicles
VERIFY-26555	Problems: (1) If CO2 Emission Rate B = 0, EPA Improvement Factor was calculated to 1, which exceeded the max field size of 0.9999. (2) Test Vehicle data should not be required if Advanced Technology Type is 'EV' (Electric Vehicle). Solution: Changed the max value for Mfr and EPA AT Improvement Factor and IT Improvement factor fields to 1.000, and added HDV-BR091 which states: If Advanced Technology Type (HDV-48) does not equal 'EV' (Electric Vehicle), then Test Vehicle A - Vehicle Model Name (HDV-50), Test Vehicle A - Identification Number (HDV-51), Test Vehicle A - Service Accumulation (HDV-52), Test Vehicle A - Description (HDV-53), Test Vehicle B - Vehicle Model Name (HDV-54), Test Vehicle B - Identification Number (HDV-55), Test Vehicle B - Service Accumulation (HDV-56), Test Vehicle B - Description (HDV-57), AT CO2 Emission Rate A (HDV-58), AT CO2 Emission Rate B (HDV-59), Manufacturer Advanced Technology Improvement Factor (HDV-60), GEM Result B Value (HDV-62), and Manufacturer Calculated CO2 Benefit Value (HDV-63) are required.	Heavy-Duty Vehicles

MC-ATV		
VERIFY-26878	Problem: The Verify application was sending two notifications to manufacturers upon submitting a Cert Request, which led to an exception, because Verify occasionally created two aggregate reports/inbox messages for the two notifications instead of combining them. Solution: Fixed so that the manufacturer only receives one detailed inbox notification with Engine Family information when a certificate request is submitted.	MC-ATV
Request for Certificate - Manufacturer Request for Certificate		
VERIFY-26055	Problem: On the Confirmation Page, special characters display on the Evaporative Family name. Solution: Fixed the RFC Confirmation Page, so the Evaporative Family displays correctly with no special characters.	RFC
Common Services		
VERIFY-26159	Problem: SCM Request Dataset Report returned deleted/inactive dataset report when EF was previously certified. Solution: Fixed the Request Dataset Report to return the active certified dataset.	Streamlined Certificate
VERIFY-26533	Problem: Text of SCM RFC business rule RFC-DOC-SCM-BR001 erroneously referred to "Application for Certificate" document. Solution: Fixed text of business rule to refer to "Application for Certification" document.	Streamlined Certificate
VERIFY-25735, VERIFY-26616	Problem: HDV and SCM Submission Processing Report .xml file showed incorrect values for Total Datasets Submitted, Accepted Datasets, and Rejected Datasets. Solution: Fixed the Submission Processing Report for Streamlined Certificate Module, and Heavy-Duty Vehicles so values display correctly for Total Datasets Submitted, Accepted Datasets, and Rejected Datasets in the .xml file.	Heavy-Duty Vehicles, Streamlined Certificate