

MOVESDRAFT2009

Errata/Information Sheet

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Assessment and Standards Division
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

DRAFTMOVES2009 Errata/Information Sheet

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This page lists substantive errors and concerns that have been identified for Draft MOVES2009. Many of the items listed here are errors that we intend to fix for the final version of MOVES2009. Others items are not errors, per se, but areas where the MOVES design may be problematic and not match user expectations.

If you find problems with MOVES that are not on this list, please let us know by emailing the MOVES team at mobile@epa.gov. We plan to update this list as needed. Thank you for helping us improve the MOVES model.

Problem Reported	Is this an actual error or an information item?	Will a correction be in the final year-end version of MOVES?
1. Default vehicle miles traveled (VMT) projections may not match the VMT projections used in other EPA models (such as the National Mobile Inventory Model, NMIM).	Information	NA
2. There will be no output of Benzene, Ethanol, MTBE, Naphthalene or Methane for the Refueling Vapor or Refueling Spillage loss processes, even though there are check boxes for these pollutants in the Pollutants and Processes panel.	Error	Yes
3. When you execute MOVES, you get the pop-up window that allows you to cancel. However, if you instead hit the X in the top corner of the box, the program will execute. The normal response should be to cancel the run.	Error	Yes
4. There will be no output of Methane for Evaporative Vapor, Evaporative Permeation or Evaporative Leak losses, even though there are check boxes for these processes for Methane in the Pollutants and Processes panel.	Error	Yes
5. There are no options to get non-methane hydrocarbon, non-methane organic gases, total organic gases or volatile organic compound speciation of total gaseous hydrocarbons or options for methane, nitrous oxide, benzene, ethanol, MTBE, naphthalene, 1,3-butadiene, formaldehyde, acetaldehyde or acrolein for the crankcase running, crankcase start or crankcase extended idle processes.	Error	Possibly

6.	There are no options to get non-methane hydrocarbon, non-methane organic gases, total organic gases or volatile organic compound speciation of total gaseous hydrocarbons or options for methane or nitrous oxide for the extended idle process.	Error	Possibly
7.	The sulfate particulate (PM10 and PM2.5) results from the Extended Idle Exhaust process are not correct. This will also cause the Primary Exhaust Particulate Total results (PM10 and PM2.5) for this process to be incorrect.	Error	Yes
8.	When using the Project Level scale, the Extended Idle Exhaust process will only produce results for Total Energy Consumption.	Error	Yes
9.	When using the Project Level scale, adding grade to a link will not work properly and incorrectly adjusts for the effects of grade. Do not use the grade option.	Error	Yes
10.	In the Time Spans panel, if you choose the Time Aggregation Level Year, the panel will still allow you to choose Months, Days and Hours. Of course, since you want a total year, selecting anything other than all months, days and hours will cause problems. If you choose the Time Aggregation Level Year, you must select all months, days and hours. Similarly, if you choose the Time Aggregation Level Month, you must select all days and hours. If you choose the Time Aggregation Level Day, you must select all hours.	Information	An improvement will be included.
11.	When making a retrofit parameter file for importing for the On Road Retrofit Strategies panel, you must not use the PollutantID, ProcessID, FuelTypeID or SourceTypeID numbers. You must use the text names for these parameters.	Information	NA
12.	This version of MOVES does not include criteria pollutant or air toxic emission factors for motorcycles. Composite fleet emission rates of criteria pollutants or air toxics that are intended to include motorcycle emissions will not properly reflect their contribution.	Information	Yes
13.	The Well-to-Pump emission process in this version of MOVES has not been updated and will not produce appropriate emission results. Users should not select Well-to-Pump process.	Information	No
14.	The emission results for non-methane hydrocarbon, non-methane organic gases, total organic gases or volatile organic compound speciation of total gaseous hydrocarbons from Refueling Vapor and Refueling Spillage losses are not correct. Do not select these pollutants when including refueling emissions.	Error	Yes

15. The option to Manage Input Datasets or the Pre-Processing Data Importer option does not work properly in some circumstances. We are scoping the problem.	Error	Yes
16. The Calculation Type of Emission Rates on the Scale panel will produce emission rates only for the Exhaust Running process.	Information	NA
17. If you select only the brake wear and tire wear toggle boxes for PM, the Distance Traveled toggle box will be inaccessible. You will need to select another pollutant in the Running process in order to obtain vehicle miles traveled information along with brake wear and tire wear emissions.	Error	Yes
18. I/M NOx rates for the HD RegClassIDs (41, 42, 46, 47, & 48) for model years 2010 and later are greater than the non-I/M rates.	Error	Yes
19. When using the Custom Domain option of the County Data Manager, you can not obtain emissions for the Refueling Displacement Vapor Loss or Refueling Spillage Loss emission processes.	Error	Yes
20. Introducing electric vehicles into your fleet using the Alternative Vehicle Fuel & Technology option of the Strategies navigation panel inappropriately reduces Tirewear and Brakewear PM emissions proportional to the number of electric vehicles.	Error	Yes
21. When using the Emission Rate calculation in the Scale panel, you cannot obtain either elemental carbon (EC) or organic carbon (OC) results.	Error	Yes
22. The Source Classification Code (SCC) option in the Emission Output Detail navigation panel inappropriately diverts some emissions from diesel fueled vehicles into gasoline-only SCCs. This will make both the gasoline and diesel results using the SCC codes inaccurate.	Error	Yes
23. Rates for Heavy Duty Diesel Running NOx emissions in model years 2021 onward are too high. Running MOVES for heavy duty diesel vehicles after year 2020 will cause inaccurate emissions for those model years.	Error	Yes
24. There is an error in the MOVES Output Processing Scripts. Once a RunSpec is loaded into the MOVES GUI, the scripts may be found in the Post Processing dropdown menu. The TabbedOutput.sql script has the error. A new version of the script may be found at www.epa.gov/otaq/models/moves/ . Download this script and use it to	Error	Yes

replace the following file: C:\ProgramFiles\DRAFTMOVES2009\database\OutputProcessingScripts\TabbedOutput.sql		
25. If the Pollutants/Processes panel is the active panel and the user opens a RunSpec from disk (using File-Open) or creates a new RunSpec (with File-New), the panel will become unresponsive after the RunSpec is created. If this happens, resize the main MOVES window to get the frozen panel to respond (or simply change to a different panel).	Error	Yes
26. Draft MOVES2009 erroneously applies a humidity correction to pollutants that do not need a humidity correction. The model also neglects to apply a NOx humidity correction for E85 vehicles. These errors can cause an error in emissions of about 10 percent.	Error	Yes