

July 31, 2007

Dr. Chris Tennant
Coordinating Research Council
3650 Mansell Road
Suite 140
Alpharetta, GA 30022

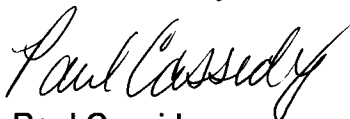
Dear Dr. Tennant:

Further to our letter of June 2007 regarding issues relating to corrections required for HC measurements, we are enclosing as promised a revised final report. The following tables, figures and appendices in the original report dated December 22, 2006 are affected and have been corrected accordingly.

1. Table 4.3: Stepwise regression coefficients for data normalization;
2. Table 5.3: Results for indicated specific HC emission;
3. Figure 3.12: Relative air/fuel ratios (λ) of HCCI combustions at the three different speed/load points;
4. Figure 3.16: Indicated specific HC emissions for the three different charge preparation modes;
5. Figure 4.7: Indicated specific HC emissions for all fuel tests;
6. Figure 5.5: Contour plots of observed air/fuel ratio (λ) at 2000 rpm, RCEI (mode);
7. Figure 5.6: Contour plots of observed air/fuel ratio (λ) at 3000 rpm, RCEI (mode);
8. Figure 5.11: Contour plots of indicated specific HC emission under best ranked r^2 model for RCEI (Mode=2);
9. Figure 5.12: Contour plots of indicated specific HC emission at 2000 rpm under best ranked r^2 model;
10. Figure 5.16: The relationship between λ and percentages of aromatics and iso-paraffins for RCEI at 1000 rpm;
11. Appendix B: Summary of measured data;
12. Appendix D: All 2-factor regression models sorted by R^2 .

We apologize for any inconvenience resulting from the need to make these corrections. We trust this updated report meets your needs. If any questions, please contact me at 248 756 0010.

Yours sincerely



Paul Cassidy
VP Business Development
AVL Powertrain Engineering Inc.