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Fitzgerald Glider Study

Per [1], gliders 'are medium and heavy duty trucks that are assembled by combining certain new truck parts (that together constitute a 'glider kit') with the refurbishedM refu] uc

1. Mr. Tom Brewer and Dr. Bharat Soni were hired by President Oldham without the benefit of a formal search being conducted, and with little or no input from the faculty or other administrators in TTU. Mr. Brewer has a B.S. degree in Business Administration. Dr. Soni has a Ph.D. in Applied Mathematics, and an M.S. degree in statistics and operation research, and a B.S. degree in statistics. In August, 2017, the creation of the Center for Intelligent Mobility was announced [2]. The center was created without seeking advice from the TTU faculty or other administrators. The center is housed in the Office of Research, and does not coordinate any of its activities with other research centers in the College of Engineering. The Director of the center does not have formal degrees in any engineering discipline.
2. On June 15, 2017 a letter (which constitutes the only publically available report of

Engineering beginning Aug. 1, 2016, shortly after the start of the Fitzgerald Project Phase I. Despite the faculty member's extensive expertise and experience in this area, the faculty member was never asked to participate in the Fitzgerald project, either directly or indirectly. The faculty member was never asked to review any test data, reports, test conclusions, or the letter sent to EPA by Dr. Oldham and Mr. Tom Brewer to provide independent review of the results and conclusions.

5. Although Dr. Mohr was originally listed as the PI on the first phase of the Fitzgerald Glider project, he has stated that he did not actually do any of the testing, and his requests to visit the test site at Fitzgerald were never arranged. Tom Brewer ran the project as a "shadow PI", and did not even show the final report to Dr. Mohr until it was sent to Fitzgerald and copied to him. Ben Mohr played no part in the subsequent petition to EPA, and that did not include Dr. Mohr's signature as the principal investigator. The apparent change in status of the PIs was not conveyed to Dr. Mohr or the College of Engineering. Data from the project were released to EPA, without the knowledge of Dr. Mohr, by individuals who lack the specific education and experience to properly interpret the data or assess whether the experiments were conducted according to well-established standard protocols.
6. Independent professional experts at the EPA recently published the Agency's own study of glider vehicle emission tests that directly contradicts TTU's findings; refer to [5].
7. Mr. Brewer has stated that he and the technician did not receive any pay from the project. This further makes TTU susceptible to the charge of Conflict of Interest, since it appears that the testing was done with cost share from the university (not charging for the time spent by Tom Brewer and the technician) in addition to the fact that Dr. Soni reduced the indirect cost to only 10%, as opposed to the standard rate of 42%. The formal announcement made on Aug. 8, 2017 that Fitzgerald Glider Kits would fund a new building to house the TCIM further makes the apparent conflict of interest more troubling.
8. A resolution approved by a TTU Faculty Senate vote on January 30, 2018 called on President Oldham to issue a signed letter withdrawing all Tennessee Tech support from the study,

- [1] <https://www.epa.gov/sites/production/files/2017-07/documents/hd-ghg-fr-fitzgerald->