

California Environmental Protection Agency  
AIR RESOURCES BOARD

**PROPOSED**

**CALIFORNIA EXHAUST EMISSION STANDARDS AND TEST PROCEDURES  
FOR 2001 AND SUBSEQUENT MODEL  
PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY VEHICLES**

Adopted: \_\_\_\_\_

These test procedures reference 40 CFR, Part 86, Subpart S as it was proposed by U.S. EPA in July 1998. Subsequent to releasing the proposed regulations, U.S. EPA staff have indicated an intent to renumber some of the sections to accommodate future rulemakings. Four new sections have been added after section 86.1815 and thus, the numbering of all subsequent sections has been raised by four numbers. These proposed test procedures reference the Subpart S sections as with the latest renumbering now proposed by U.S. EPA.

NOTE: This document is incorporated by reference in title 13, California Code of Regulations, sections 1960.1(k) and 1961(d). It contains the majority of the requirements necessary for certification of a passenger car, light-duty truck or medium-duty vehicle for sale in California, in addition to containing the exhaust emission standards and test procedures for these motor vehicles. However, reference is made in these test procedures to other ARB documents that contain additional requirements necessary to complete an application for certification. These other documents are designed to be used in conjunction with this document. They include:

1. “California Zero-Emission and Hybrid Electric Vehicle Standards and Test Procedures for 2003 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles;”
2. “California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles;”
3. “California Refueling Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles;”
4. OBD II (CCR, title 13, section 1968.1);
5. “California Motor Vehicle Emission Control and Smog Index Label Specifications;”
6. Warranty Requirements (CCR, title 13, sections 2037 and 2038); and
7. Fill Pipe Specifications

The section numbering conventions for this document are set forth in Part I, section A.3 on page A-2.

## TABLE OF CONTENTS

Section	Page No.
PART I: GENERAL PROVISIONS FOR CERTIFICATION AND IN-USE VERIFICATION OF EMISSIONS .....	A-1
A. General Applicability .....	A-1
1. §86.1801 Applicability. ....	A-1
2. California Provisions .....	A-2
3. §86.1802 Section Numbering; Construction. ....	A-2
B. Definitions, Acronyms and Abbreviations .....	B-1
1. §86.1803 Definitions .....	B-1
2. California Definitions .....	B-1
3. §86.1804 Acronyms and Abbreviations .....	B-4
C. General Requirements for Certification .....	C-1
1. §86.1805 Useful Life .....	C-1
1.1. §86.1805-01 .....	C-1
2. §86.1806 On-Board Diagnostics .....	C-1
2.1. §86.1806-01. ....	C-1
2.2. California On-Board Diagnostic System Requirements .....	C-1
3. §86.1807 Vehicle Labeling .....	C-1
3.1. §86.1807-01 .....	C-1
3.2. California Labeling Requirements .....	C-1
4. §86.1808 Maintenance Instructions .....	C-1
4.1 §86.1808-01 .....	C-1
5. §86.1809 Prohibition of Defeat Devices .....	C-1
5.1. §86-1809-01 .....	C-1
5.2 Emission Control System Continuity at Low Temperature .....	C-1
D. §86.1810 General standards; increase in emissions; unsafe conditions; waivers .....	D-1
1. §86.1810-01; §86.1810-04 .....	D-1
2. Supplemental FTP General Provisions for California. ....	D-2
E. California Exhaust Emission Standards .....	E-1
1. Exhaust Emission Standards .....	E-1
1.1 FTP Exhaust Emission Standards for Light- and Medium-Duty Vehicles .....	E-1
1.2. Supplemental Federal Test Procedure (“SFTP”) Exhaust Emission Standards for Light- and Medium-Duty Vehicles. ....	E-6

1.3.	NMOG Standards for Fuel-Flexible, Bi-Fuel and Dual-Fuel Vehicles Operating on Gasoline. . . . .	E-8
1.4.	50°F Exhaust Emission Standards. . . . .	E-10
1.5.	Cold CO Standards. . . . .	E-11
1.6.	Highway NO <sub>x</sub> Standard. . . . .	E-11
1.7.	Requirements for Vehicles Certified to the Optional 150,000 Mile Standards. . . . .	E-11
1.8.	Optional LEV NO <sub>x</sub> Standard . . . . .	E-12
1.9.	NMOG Credit for Vehicles with Zero-Evaporative Emissions. . . . .	E-12
2.	Emission Standards Phase-In Requirements for . . . . .	E-13
2.1.	Fleet Average NMOG Requirements for Passenger Cars and Light-Duty Trucks . . . . .	E-13
2.2.	Medium-Duty Vehicle Phase-In Requirements. . . . .	E-16
2.3.	Implementation Schedules for SFTP Emission Standards . . . . .	E-16
3.	Calculation of NMOG Credits/Debits . . . . .	E-19
3.1.	Calculation of NMOG Credits for Passenger Cars and Light-Duty Trucks. . . . .	E-19
3.2.	Calculation of Vehicle Equivalent NMOG Credits for Medium-Duty Vehicles. . . . .	E-19
3.3.	Procedure for Offsetting Debits. . . . .	E-20
4.	Intermediate In-Use Compliance Standards. . . . .	E-22
5.	Reactivity Adjustment Factors . . . . .	E-24
F.	Requirements and Procedures for Durability Demonstration . . . . .	F-1
1.	§86.1820 Durability group determination . . . . .	F-1
1.1.	§86.1820-01 . . . . .	F-1
2.	§86.1821 Evaporative/refueling emission family determination. . . . .	F-1
3.	§86.1822 Durability data vehicle selection . . . . .	F-1
4.	§86.1823 Durability demonstration procedures for exhaust emissions . . . . .	F-1
5.	§86.1824 Durability demonstration procedures for evaporative emissions . . . . .	F-1
6.	§86.1825 Durability demonstration procedures for refueling emissions. . . . .	F-1
7.	§86.1826 Assigned Deterioration Factors for Small Volume Manufacturers and Small Volume Test Groups . . . . .	F-1
G.	Procedures for Demonstration of Compliance with Emission Standards . . . . .	G-1
1.	§86.1827 Test Group Determination . . . . .	G-1
1.1.	§86.1827-01 . . . . .	G-1
1.2.	HEVs . . . . .	G-1
2.	§86.1828 Emission data vehicle selection . . . . .	G-1
2.1.	§86.1828-01 . . . . .	G-1
2.2.	50°F Requirements . . . . .	G-1
3.	§86.1829 Durability data and emission data testing requirements . . . . .	G-1
3.1.	§86.1829-01 . . . . .	G-1

3.2	50°F Requirements	G-2
3.3	Highway Fuel Economy Test	G-2
4.	§86.1830 Acceptance of Vehicles for Testing	G-2
5.	§86.1831 Mileage accumulation requirements for test vehicles.	G-2
6.	§86.1832 Optional equipment and air conditioning	G-3
7.	§86.1833 Adjustable parameters.	G-3
8.	§86.1834 Allowable maintenance.	G-3
8.1	§86.1834-01	G-3
8.2	HEVs	G-3
9.	§86.1835 Confirmatory certification testing.	G-3
10.	§86.1836 Manufacturer-supplied production vehicles for testing.	G-3
11.	§86.1837 Rounding of emission measurements	G-3
12.	§86.1838 Small volume manufacturers certification procedures	G-3
12.1	§86.1838-01	G-3
13.	§86.1839 Carryover of certification data	G-3
14.	§86.1840 Special test procedures	G-3
H.	Certification, Information and Reporting Requirements	H-1
1.	§86.1841 Compliance with certification emission standards	H-1
1.1	§86.1841-01	H-1
1.3	Scope of Certification	H-1
2.	§86.1842 Addition of a vehicle after certification; and changes to a vehicle covered by certification	H-1
3.	§86.1843 General information requirements	H-1
3.1	§86.1843-01	H-1
3.2	Alternative Fuel Information	H-1
3.3	Credit Reporting	H-2
3.4	SFTP.	H-2
4.	§86.1844 Information Requirements: Application for Certification and Submittal of Information Upon Request	H-2
4.1	§86.1844-01	H-2
4.2	OBD Requirements	H-2
4.3	HEVs.	H-2
I.	In-Use Compliance Requirements and Procedures	I-1
1.	§86.1845 Manufacturer in-use verification testing requirements	I-1
1.1	§86.1845-01	I-1
1.2	§86.1845-04	I-2
1.3	SFTP	I-2
2.	§86.1846 Manufacturer in-use confirmatory testing requirements	I-3
2.1	§86.1846-01	I-3
2.2	SFTP	I-3
	Appendices I, II, and III to §86.1845-01	I-4

J.	Procedural Requirements . . . . .	J-1
1.	§86.1848 Certification. . . . .	J-1
2.	§86.1849 Right of entry . . . . .	J-1
3.	§86.1850 Denial, Suspension or Revocation of Certificate of Conformity. . . . .	J-1
4.	§86.1851 Application of good engineering judgment to manufacturers' decisions . . . . .	J-1
5.	§86.1852 Waivers for good in-use emission performance. . . . .	J-1
6.	§86.1853 Certification hearings . . . . .	J-1

**PART II -  
CALIFORNIA EXHAUST AND PARTICULATE EMISSION TEST PROCEDURES FOR  
PASSENGER CARS, LIGHT-DUTY TRUCKS AND MEDIUM-DUTY VEHICLES . II-1**

A.	40 CFR Part 86, Subpart B - Emission Regulations for 1977 and Later Model Year New Light-Duty Vehicles and New Light-Duty Trucks; Test Procedures. . . . .	II-1
	100.1 General applicability. . . . .	II-1
	100.2 Equipment and Facility Requirements. . . . .	II-1
	100.3 Certification Fuel Specifications. . . . .	II-1
	100.3.1 California Certification Gasoline Specification . . . . .	II-1
	100.3.2 Certification Diesel Fuel Specifications . . . . .	II-3
	100.3.3 Alcohol Fuels . . . . .	II-4
	100.3.4 Mixtures of Petroleum and Alcohol Fuels for Flexible Fuel Vehicles . . . . .	II-5
	100.3.5 Natural Gas Fuels . . . . .	II-6
	100.3.6 Liquefied Petroleum Gas Fuels . . . . .	II-6
	100.3.7 Identification of New Clean Fuels to be Used in Certification Testing . . . . .	II-7
	100.4 Calibration methods and frequency. . . . .	II-7
	100.5 Test Procedures and Data Requirements. . . . .	II-8
	100.5.1 California Road Load Power, Test Weight and Inertia Weight Class Determination. . . . .	II-8
	100.5.2 California test sequence; general requirements . . . . .	II-9
	100.5.3 California Vehicle Preconditioning Requirements . . . . .	II-10
	100.5.4 Calculations; exhaust emissions . . . . .	II-11
B.	Subpart C - Emission Regulations for 1994 and Later Model Year Gasoline-Fueled New Light-Duty Vehicles and New Light-Duty Trucks; Cold Temperature Test Procedures . . . . .	II-12
	200.1 California applicability. . . . .	II-12
	200.2 California Equipment Required; Overview . . . . .	II-12
C.	50°F Emission Test Procedure . . . . .	II-14
D.	Procedure for Determining Specific Reactivity. . . . .	II-15
	1. Procedure for Determining Specific Reactivity. . . . .	II-15
	2. Procedure for Determining Reactivity Adjustment Factors. . . . .	II-15
	3. Procedures for Establishing Test Group Specific Reactivity Adjustment Factors . . . . .	II-16
	4. Procedure for Establishing A New Reactivity Adjustment Factor . . . . .	II-18
	5. Procedure for Revising Reactivity Adjustment Factors . . . . .	II-18

**CALIFORNIA EXHAUST EMISSION STANDARDS AND TEST PROCEDURES  
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The provisions of Subparts B, C, and S, Part 86, Title 40, Code of Federal Regulations, as adopted or amended on [Insert date of U.S. EPA's promulgation of final CAP 2000 regulations] or on such other date set forth next to the 40 CFR Part 86 section title listed below, and to the extent they pertain to exhaust emission standards and test procedures, are hereby adopted as the "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," with the following exceptions and additions.

**PART I: GENERAL PROVISIONS FOR CERTIFICATION AND IN-USE  
VERIFICATION OF EMISSIONS**

**A. General Applicability**

**1. §86.1801 Applicability.**

1.1 §86.1801-01. Amend as follows:

1.1.1 Amend subparagraph (a) as follows: Except as otherwise indicated, the provisions of this subpart apply to new 2001 and later model year Otto-cycle and diesel-cycle passenger cars, light-duty trucks and medium-duty vehicles, including alternative fuel and hybrid electric vehicles. In cases where a provision applies only to a certain vehicle group based on its model year, vehicle class, motor fuel, engine type, or other distinguishing characteristics, the limited applicability is cited in the appropriate section or paragraph.

1.1.2 Delete subparagraph (b)

1.1.3 (a) Delete subparagraph (c)(1)

(b) Subparagraph (c)(2). [No change.]

1.1.4 Amend subparagraph (d) as follows: Small volume manufacturers. Special certification procedures are available for any manufacturer whose projected or actual combined California sales of passenger cars, light-duty trucks, medium-duty vehicles, heavy-duty vehicles and heavy-duty engines in its product line are fewer than 4,500 units based on the average number of vehicles sold for the three previous consecutive model years for which a manufacturer seeks certification. For manufacturers certifying for the first time in California, model-year production volume shall be based on projected California sales. The small-volume manufacturer's light- and medium-duty vehicle and truck certification procedures are described in 40 CFR §86.1838.

1.1.5 Delete subparagraph (e).



## **2. California Provisions**

2.1 References to "light-duty trucks" in 40 CFR 86 shall apply to both "light-duty trucks" and "medium-duty vehicles" in these procedures. References to "light-duty vehicles" shall apply to "passenger cars" in these procedures. References to dual fuel vehicles shall also mean bi-fuel vehicles.

2.2 Any reference to vehicle sales throughout the United States shall mean vehicle sales in California.

2.3 Regulations concerning EPA hearings, EPA inspections, specific language on the Certificate of Conformity, evaporative emissions, high-altitude vehicles and testing, particulate and oxides of nitrogen averaging and test group standards applicable in such averaging, alternative useful life, selective enforcement audit, Certification Short Test, and heavy-duty engines and vehicles shall not be applicable to these procedures, except where specifically noted.

2.4 Regulations both herein and in Title 40, CFR Part 86, Subparts B, C, and S, concerning Otto-cycle and diesel-cycle vehicles shall be applicable to ethanol vehicles, including dual fuel, bi-fuel and fuel-flexible vehicles, except where specifically noted otherwise.

2.5 For engines used in medium-duty vehicles that are not distinctly diesel engines nor derived from such, the Executive Officer shall determine whether the engines shall be subject to diesel or Otto-cycle engine regulations, in consideration of the relative similarity of the engines' torque-speed characteristics and vehicle applications with those of Otto-cycle and diesel engines.

2.6 Regulations concerning federal OBD system requirements shall mean the California OBD requirements, except where specifically noted otherwise.

## **3. §86.1802 Section Numbering; Construction.**

3.1 §86.1802-01. [No change.]

3.2 The section numbering convention employed in these test procedures, in order of priority, is A.1.1.1. in order to distinguish California procedures and requirements from those of the federal government. References in these test procedures to specific sections of the Code of Federal Regulations maintain the same numbering system employed in the Code of Federal Regulations.

3.3 In cases where the entire CFR section is incorporated by reference with no modifications, the notation "[No change.]" is used. In cases where there are no changes to the CFR language but there are additional California requirements, the notation "[No change.]" is used and the additional California requirements are then noted in a separate subsection with the numbering convention set forth in subparagraph 3.2, above.

## **B. Definitions, Acronyms and Abbreviations**

### **1. §86.1803 Definitions**

1.1 §86.1803-01 Definitions. [No change, except as otherwise noted below.]

### **2. California Definitions**

“**AB 965 vehicle**” means a vehicle certified pursuant to Title 13 CCR §1960.5.

"**Administrator**" means the Executive Officer of the Air Resources Board (ARB).

"**Alcohol fuel**" means either methanol or ethanol as those terms are defined in these test procedures.

“**All-Electric Range Test**” means a test sequence used to determine the range of an electric or hybrid electric vehicle without the use of its auxiliary power unit. The All-Electric Range Test is described in the “California Zero-Emission and Hybrid Electric Vehicle Exhaust Emission Standards and Test Procedures for 2003 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles.”

"**Battery assisted combustion engine vehicle**" means any vehicle which allows power to be delivered to the driven wheels solely by a combustion engine, but which uses a battery pack to store energy which may be derived through remote charging, regenerative braking, and/or a flywheel energy storage system or other means which will be used by an electric motor to assist in vehicle operation.

“**Bi-fuel vehicle**” is any motor vehicle that is engineered and designed to be capable of operating on two fuels wherein the two fuels are stored on board in separate fuel tanks and metered separately, but in operation the two fuels are combusted together.

"**Certificate of Conformity**" means Executive Order certifying vehicles for sale in California.

"**Certification**" means certification as defined in section 39018 of the Health and Safety Code.

"**Certification level**" means the official exhaust or evaporative emission result from an emission-data vehicle which has been adjusted by the applicable mass deterioration factor and is submitted to the Executive Officer for use in determining compliance with an emission standard for the purpose of certifying a particular test group. For those test groups that are certified using reactivity adjustment factors developed by the manufacturer pursuant to Part II, Section D of these test procedures, the exhaust NMOG certification level shall include adjustment by the ozone deterioration factor.

"**Conventional gasoline**" means any certification gasoline which meets the specifications of 40 CFR 86.113-94(a), but does not include the specifications of California reformulated gasoline as set forth in Part II, section 100.3.1. of these test procedures. For the purpose of determining the ozone-forming potential of conventional gasoline vehicle exhaust emissions, gasoline meeting the specifications of Part II, Section D of these test procedures shall be used.

"**Dedicated Ethanol Vehicle**" means any ethanol-fueled motor vehicle that is engineered and designed to be operated solely on ethanol.

**"Dedicated Methanol Vehicle"** means any methanol-fueled motor vehicle that is engineered and designed to be operated solely on methanol.

**"Diesel Engine"** means any engine powered with diesel fuel, gaseous fuel, or alcohol fuel for which diesel engine speed/torque characteristics and vehicle applications are retained.

**"Dual-fuel vehicle"** means any motor vehicle that is engineered and designed to be capable of operating on gasoline or diesel and on compressed natural gas or liquefied petroleum gas, with separate fuel tanks for each fuel on-board the vehicle. In operation, only one fuel is used at a time.

**"Ethanol"** means any fuel for motor vehicles and motor vehicle engines that is composed of either commercially available or chemically pure ethanol (CH<sub>3</sub>CH<sub>2</sub>OH) and gasoline as specified in Part II, section 100.3 (Certification Fuel Specifications) of these test procedures. The required fuel blend is based on the type of ethanol-fueled vehicle being certified and the particular aspect of the certification procedure being conducted.

**"Ethanol vehicle"** means any motor vehicle that is engineered and designed to be operated using ethanol as a fuel.

**"Fuel-Flexible Vehicle"** or **"FFV"** means any motor vehicle engineered and designed to be operated on a petroleum fuel and an alcohol fuel, or any mixture of the two. Alcohol-fueled vehicles that are only marginally functional when using gasoline (e.g., the engine has a drop in rated horsepower of more than 80 percent) are not flexible fuel vehicles.

**"Heavy-duty engine"** means an engine which is used to propel a heavy-duty vehicle.

**"Heavy-duty vehicle"** means any motor vehicle having a manufacturer's gross vehicle weight rating greater than 6,000 pounds for vehicles certifying to the standards in Section I.E.1.1.1 or any motor vehicle having a manufacturer's gross vehicle weight rating greater than 8,500 pounds for vehicles certifying to the standards in Section I.E.1.1.2, except passenger cars.

**"Hybrid electric vehicle"** or **"HEV"** means any vehicle which is included in the definition of a "series hybrid electric vehicle," a "parallel hybrid electric vehicle," or a "battery assisted combustion engine vehicle."

**"Incomplete vehicle"** means any vehicle which does not have the primary load carrying device or container attached. In situations where individual marketing relationships makes the status of the vehicle questionable, the Executive Officer shall determine whether a specific model complies with the definition of incomplete vehicle.

**"Intermediate volume manufacturer"** is any pre-2001 model year manufacturer with California sales between 3,001 and 35,000 new light- and medium-duty vehicles per model year based on the average number of vehicles sold by the manufacturer each model year from 1989 to 1993; any 2001 through 2002 model year manufacturer with California sales between 4,501 and 35,000 new light- and medium-duty vehicles per model year based on the average number of vehicles sold by the manufacturer each model year from 1989 to 1993; and any 2003 and subsequent model year manufacturer with California sales between 4,501 and 35,000 new light- and medium-duty vehicles based on the average number of vehicles sold for the three previous consecutive model years for which a manufacturer seeks certification. For a manufacturer certifying for the first time in California, model year sales shall be based on projected California sales.

“**LEV I**” refers to the low-emission vehicle standards that were initially adopted by the Board on July 12, 1991 and are set forth in Section E.1.1.1 of these test procedures.

“**LEV II**” refers to the standards that were initially adopted by the Board on [insert date of adoption] and are set forth in Section E.1.1.2 of these test procedures.

**"Light-duty truck"** or **"LDT"** means any 2000 and subsequent model motor vehicle certified to the standards in section 1961(a)(1) rated at 8,500 pounds gross vehicle weight or less, and any other motor vehicle rated at 6,000 pounds gross vehicle weight or less, which is designed primarily for purposes of transportation of property or is a derivative of such a vehicle, or is available with special features enabling off-street or off-highway operation and use.

**"Low-emission vehicle"** or **"LEV"** means any vehicle certified to low-emission standards.

**"Medium-duty vehicle"** or **"MDV"** means any pre-1995 model year heavy-duty vehicle having a manufacturer's gross vehicle weight rating of 8,500 pounds or less; any 1992 through 2006 model-year heavy-duty low-emission, ultra-low-emission, super-low-emission or zero-emission vehicle certified to the standards in section 1960.1(h)(2) having a manufacturer's gross vehicle weight rating of 14,000 pounds or less; any 1995 through 2002 model year heavy-duty vehicle certified to the standards in section 1960.1(h)(1) having a manufacturer's gross vehicle weight rating of 14,000 pounds or less; and any 2000 and subsequent model heavy-duty low-emission, ultra-low-emission, super-ultra-low-emission or zero-emission vehicle certified to the standards in Section 1961(a)(1) or 1962 having a manufacturer's gross vehicle weight rating between 8,501 and 14,000 pounds.

**"Methane Reactivity Adjustment Factor"** means a factor applied to the mass of methane emissions from natural gas fueled vehicles for the purpose of determining the gasoline equivalent ozone-forming potential of the methane emissions.

**"Methanol"** means any fuel for motor vehicles and motor vehicle engines that is composed of either commercially available or chemically pure methanol (CH<sub>3</sub>OH) and gasoline as specified in Part II, Section 100.3.1 (Certification Fuel Specifications) of these procedures. The required fuel blend is based on the type of methanol-fueled vehicle being certified and the particular aspect of the certification procedure being conducted.

**"Natural gas vehicle"** means any motor vehicle that is engineered and designed to be operated using either compressed natural gas or liquefied natural gas.

**"Non-methane organic gas"** (or **"NMOG"**) means the sum of non-oxygenated and oxygenated hydrocarbons contained in a gas sample as measured in accordance with the "California Non-Methane Organic Gas Test Procedures," incorporated by reference in Section I.D of these test procedures.

**"Organic material non-methane hydrocarbon equivalent"** (or **"OMNMHCE"**) for methanol-fueled vehicles means the sum of the carbon mass contribution of non-oxygenated hydrocarbons (excluding methane), methanol, and formaldehyde as contained in a gas sample, expressed as gasoline-fueled hydrocarbons. For ethanol-fueled vehicles, "organic material non-methane hydrocarbon equivalent" (or **"OMNMHCE"**) means the sum of carbon mass contribution of non-oxygenated hydrocarbons (excluding methane), methanol, ethanol, formaldehyde and acetaldehyde as contained in a gas sample, expressed as gasoline-fueled hydrocarbons.

**"Ozone deterioration factor"** means a factor applied to the mass of NMOG emissions from TLEVs, LEVs, ULEVs or SULEVs which accounts for changes in the ozone-forming potential of the NMOG emissions from a vehicle as it accumulates mileage.

**"Parallel hybrid electric vehicle"** means any vehicle which allows power to be delivered to the driven wheels by either a combustion engine and/or by a battery powered electric motor.

**"Passenger car"** or **"PC"** means any motor vehicle designed primarily for transportation of persons and having a design capacity of 12 persons or less.

**"Reactivity adjustment factor"** or **"RAF"** means a fraction applied to the mass of NMOG emissions from a vehicle powered by a fuel other than conventional gasoline for the purpose of determining a gasoline-equivalent NMOG emission value. The reactivity adjustment factor is defined as the ozone-forming potential of the exhaust from a vehicle powered by a fuel other than conventional gasoline divided by the ozone-forming potential of conventional gasoline vehicle exhaust.

**"Series hybrid electric vehicle"** means any vehicle which allows power to be delivered to the driven wheels solely by a battery powered electric motor, but which also incorporates the use of a combustion engine to provide power to the battery and/or electric motor.

**"Specific reactivity"** is defined as the grams of ozone created per gram of NMOG emitted. This term is also known as ozone-forming potential.

**"Super-Ultra-Low-Emission Vehicle"** or **"SULEV"** means any vehicle certified to super-ultra-low-emission standards.

**"Tier 1 vehicle"** means any passenger car and light-duty truck certified to the standards in Title 13, CCR, §1960.1(f)(2), and any medium-duty vehicle certified to the standards in Title 13, CCR, §1960.1(h)(1).

**"Transitional low-emission vehicle"** or **"TLEV"** means any vehicle certified to transitional low-emission standards.

**"Ultra-low-emission vehicle"** or **"ULEV"** means any vehicle certified to ultra-low emission standards.

**"Zero-emission vehicle"** or **"ZEV"** means any vehicle certified to the zero-emission standards set forth in the "California Zero-Emission and Hybrid Electric Vehicle Exhaust Emission Standards and Test Procedures for 2003 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles," incorporated by reference in title 13, California Code of Regulations, §1962(d).

### **3. §86.1804 Acronyms and Abbreviations**

3.1 §86.1804-01 Acronyms and Abbreviations. [No change.]

#### **3.2 California Acronyms and Abbreviations**

"CCR" means California Code of Regulations

"CFR" means Code of Federal Regulations

"HEV" means hybrid-electric vehicle.

"LDT" means light-duty truck.

"LEV" means low-emission vehicle.

"LVW" means loaded vehicle weight.

"MDV" means medium-duty vehicle.

"n/a" means not applicable.

"Non-Methane Organic Gases" or "NMOG" means the total mass of oxygenated and non-oxygenated hydrocarbon emissions.

"OBD" means on-board diagnostic system.

"PC" means passenger car.

"SULEV" means super ultra-low-emission vehicle.

"TLEV" means transitional low-emission vehicle.

"ULEV" means ultra-low-emission vehicle.

## C. General Requirements for Certification

### 1. §86.1805 Useful Life

1.1. §86.1805-01 [No change.]

1.2. Amend §86.1805-01(b) to add the following: For vehicles certified to the LEV II emission standards in Section I.E.1.1.2 of these test procedures, full useful life is as follows:

1.2.1 For passenger cars, light-duty trucks, and medium-duty vehicles (including hybrid electric vehicles), the full useful life shall be 10 years or 120,000 miles, whichever occurs first.

1.2.2 The full useful life of LEV, ULEV and SULEV passenger cars, light-duty trucks and medium-duty vehicles certified to the optional LEV II 150,000 mile standards in section E.1.1.2 shall be 15 years or 150,000 miles, whichever occurs first.

### 2. §86.1806 On-Board Diagnostics

2.1. §86.1806-01. Delete.

2.2. **California On-Board Diagnostic System Requirements.** All vehicles shall be subject to the provisions of title 13, CCR, §1968.1. No vehicle shall be certified unless the Executive Officer finds that the vehicle complies with the requirements of title 13, CCR, §1968.1.

### 3. §86.1807 Vehicle Labeling

3.1. §86.1807-01. [No change.]

3.2. **California Labeling Requirements.** In addition to the federal requirements set forth in §86.1807, labeling shall conform with the requirements specified in title 13, CCR, §1965, and the "California Motor Vehicle Emission Control and Smog Index Label Specifications" as incorporated by reference in title 13, CCR, §1965. In cases where there is conflict with the federal label specifications, the California requirements shall apply.

### 4. §86.1808 Maintenance Instructions

4.1. §86.1808-01. [No change.]

### 5. §86.1809 Prohibition of Defeat Devices

5.1. §86-1809-01. [No change.]

5.2 **Emission Control System Continuity at Low Temperature.** For each test group certified to TLEV, LEV, ULEV, or SULEV standards, the manufacturer shall submit, with the Part II certification application, an engineering evaluation demonstrating that a discontinuity in emissions of non-methane organic gases, carbon monoxide, oxides of nitrogen and formaldehyde measured on the Federal Test Procedure (40 CFR Part 86) does not occur in the temperature range of 20°F to 86°F. For diesel vehicles, the engineering evaluation shall also include particulate emissions.

**D. §86.1810 General standards; increase in emissions; unsafe conditions; waivers**

1. §86.1810-01; §86.1810-04. Amend §§86.1810-01 and 86.1810-04 as follows:

This section applies to model year 2001 and later light-duty vehicles and light-duty trucks fueled by gasoline, diesel, methanol, ethanol, natural gas and liquefied petroleum gas fuels. Multi-fueled vehicles (including bi-fueled, dual-fueled and flexible-fueled vehicles) shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of flexible-fueled vehicles). The standards of this subpart apply to both certification and in-use vehicles unless otherwise indicated.

(a) through (d) [No change.]

(e) On-board diagnostics. Delete and replace with:

All passenger cars, light-duty trucks and medium-duty vehicles must have an on-board diagnostic system as described in title 13, CCR, §1968.1.

(f) through (g) [No change.]

(h) [Delete; see D.1.1 below.]

(i) **Supplemental FTP general provisions.** [Delete; see D.2. below]

(j) **Evaporative emissions general provisions.** [Delete. (The provisions of this section are contained the “California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, Heavy-Duty Vehicles and Motorcycles.”)]

(k) through (n) [Delete. (The provisions of these sections are contained the “California Refueling Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles.”)]

**1.1 Measurement of Hydrocarbon Emissions.**

1.1.1 Except as otherwise indicated in these test procedures, for vehicles fueled by gasoline, methanol, ethanol, natural gas, or liquefied petroleum gas and certified to the Tier 1 standards, hydrocarbon emissions shall mean non-methane hydrocarbons (NMHC) and shall be measured in accordance with Part B (Determination of NMHC Emissions by Flame Ionization Detection) of the "California Non-Methane Organic Gas Test Procedures," as incorporated by reference in Part II, §100.5.4 of these test procedures. For vehicles fueled by gasoline, methanol, ethanol, natural gas, or liquefied petroleum gas and certified to the TLEV, LEV, ULEV and SULEV standards, hydrocarbon emissions shall mean non-methane organic gases (NMOG) and shall be measured in accordance with the “California NMOG Test Procedures” as incorporated by reference herein.

1.1.2 For diesel vehicles, NMOG shall mean non-methane hydrocarbons and shall be measured in accordance with Part B of the “California Non-Methane Organic Gas Test Procedures,” as incorporated by reference in Part II, §100.5.4 of these test procedures.”



1.1.3 For vehicles certifying to the SFTP standards set forth in Section E.1.2.1 of these test procedures, hydrocarbon emissions shall be measured as follows: for PCs and LDTs certified to the Tier 1 exhaust standards, hydrocarbon emissions shall be measured in accordance with the "California Non-Methane Hydrocarbon Test Procedures," as last amended May 15, 1990, which is incorporated herein by reference. For PCs and LDTs certified to the TLEV exhaust standards hydrocarbon emissions shall be measured in accordance with Part B (Determination of Non-Methane Hydrocarbon Mass Emissions by Flame Ionization Detection) of the "California Non-Methane Organic Gas Test Procedures." For alcohol-fueled vehicles certifying to the standards in Section E.1.2.1., "Non-Methane Hydrocarbons" shall mean "Organic Material Non-Methane Hydrocarbon Equivalent."

## 2. Supplemental FTP General Provisions for California.

2.1 Amend 40 CFR §86.1810-01(i) and §86.1810-04(i) as follows:

2.1.1 Delete subparagraphs (1) through (3) [The implementation schedules for SFTP are set forth in Section E.2 of these test procedures.]

2.1.2 Subparagraph (4) [No change.]

2.1.3 Subparagraph (5) [No change.]

2.1.4 Delete subparagraph (6); replace with: **Air to Fuel Ratio Requirement.** With the exception of cold-start conditions, warm-up conditions and rapid-throttle motion conditions ("tip-in" or "tip-out" conditions), the air to fuel ratio shall not be richer at any time than, for a given engine operating condition (e.g., engine speed, manifold pressure, coolant temperature, air charge temperature, and any other parameters), the leanest air to fuel mixture required to obtain maximum torque (lean best torque) with a tolerance of six percent of the fuel consumption. The Executive Officer may approve a manufacturer's request for approval to use additional enrichment in subsequent testing if the manufacturer demonstrates that additional enrichment is needed to protect the vehicle, occupants, engine, or emission control hardware.

2.1.5 Delete subparagraph (7); replace with: **Single Roll Electric Dynamometer Requirement.** For all vehicles certified to the SFTP standards, a single-roll electric dynamometer or a dynamometer which produces equivalent results, as set forth in 40 CFR §86.108-00, must be used for all types of emission testing to determine compliance with the applicable emission standards.

2.1.6 Delete subparagraph (8); replace with: **Small Volume Provisions.** Small volume manufacturers of PCs, LDTs, and MDVs shall certify 100% of their PC and LDT fleet in 2004 and subsequent model years, and 100% of their MDV fleet in 2005 and subsequent model years under the supplemental FTP requirements.

2.1.7. Subparagraph (9) [No change.]

2.1.8. Subparagraph (10) [No change.]

2.1.9. Subparagraph (11) [No change.]

2.2 **A/C-on Specific Calibrations.** A manufacturer may use A/C-on specific calibrations (e.g. air to fuel ratio, spark timing, and exhaust gas recirculation) which differ from A/C-off calibrations for given engine operating conditions (e.g., engine speed, manifold pressure,

coolant temperature, air charge temperature, and any other parameters). Such calibrations must not unnecessarily reduce the NMHC+NO<sub>x</sub> emission control effectiveness during A/C-on operation when the vehicle is operated under conditions which may reasonably be expected to be encountered during normal operation and use. If reductions in control system NMHC+NO<sub>x</sub> effectiveness do occur as a result of such calibrations, the manufacturer shall, in the Application for Certification, specify the circumstances under which such reductions do occur, and the reason for the use of such calibrations resulting in such reductions in control system effectiveness.

A/C-on specific "open-loop" or "commanded enrichment" air-fuel enrichment strategies (as defined below), which differ from A/C-off "open-loop" or "commanded enrichment" air-fuel enrichment strategies, may not be used, with the following exceptions: cold-start and warm-up conditions, or, subject to Executive Officer approval, conditions requiring the protection of the vehicle, occupants, engine, or emission control hardware. Other than these exceptions, such strategies which are invoked based on manifold pressure, engine speed, throttle position, or other engine parameters shall use the same engine parameter criteria for the invoking of this air-fuel enrichment strategy and the same degree of enrichment regardless of whether the A/C is on or off.

"Open-loop" or "commanded" air-fuel enrichment strategy is defined as enrichment of the air to fuel ratio beyond stoichiometry for the purposes of increasing engine power output and the protection of engine or emissions control hardware. However, "closed-loop biasing," defined as small changes in the air-fuel ratio for the purposes of optimizing vehicle emissions or driveability, shall not be considered an "open-loop" or "commanded" air-fuel enrichment strategy. In addition, "transient" air-fuel enrichment strategy (or "tip-in" and "tip-out" enrichment), defined as the temporary use of an air-fuel ratio rich of stoichiometry at the beginning or duration of rapid throttle motion, shall not be considered an "open-loop" or "commanded" air-fuel enrichment strategy.

**2.3 "Lean-On-Cruise" Calibration Strategies.** In the Application for Certification, the manufacturer shall state whether any "lean-on-cruise" strategies are incorporated into the vehicle design. A "lean-on-cruise" air-fuel calibration strategy is defined as the use of an air-fuel ratio significantly greater than stoichiometry, during non-deceleration conditions at speeds above 40 mph. "Lean-on-cruise" air-fuel calibration strategies shall not be employed during vehicle operation in normal driving conditions, including A/C-usage, unless at least one of the following conditions is met:

1. Such strategies are substantially employed during the FTP or SFTP, or
2. Such strategies are demonstrated not to significantly reduce vehicle NMHC + NO<sub>x</sub> emissions control effectiveness over the operating conditions in which they are employed, or
3. Such strategies are demonstrated to be necessary to protect the vehicle, occupants, engine, or emissions control hardware.

If the manufacturer proposes to use a "lean-on-cruise" calibration strategy, the manufacturer shall specify the circumstances under which such a calibration would be used, and the reason or

reasons for the proposed use of such a calibration. The above provisions shall not apply to vehicles powered by “lean-burn” engines or Diesel-cycle engines. A “lean-burn” engine is defined as an Otto-cycle engine designed to run at an air-fuel ratio significantly greater than stoichiometry during the large majority of its operation.

## **E. California Exhaust Emission Standards**

Delete 40 CFR §§86.1811 through 86.1819. The following section E. contains the exhaust emission standards, phase-in requirements and reactivity adjustment factors applicable to California passenger cars, light-duty trucks and medium-duty vehicles. A manufacturer must demonstrate compliance with the exhaust standards applicable to specific test groups, and with the composite phase-in requirements applicable to the manufacturer's entire fleet.

A manufacturer has the option of certifying engines used in incomplete and diesel MDVs with a gross vehicle weight rating of greater than 8,500 lbs. to the heavy-duty engine standards and test procedures set forth in title 13, CCR, Sections 1956.8(g) and (h).

The procedures for meeting the ZEV phase-in requirements and for earning ZEV credits are contained in the "California Zero-Emission and Hybrid Electric Vehicle Standards and Test Procedures for 2003 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles," incorporated by reference in title 13, CCR, §1962(d).

### **1. Exhaust Emission Standards**

#### **1.1 FTP Exhaust Emission Standards for Light- and Medium-Duty Vehicles.**

The exhaust emission standards set forth in this section refer to the exhaust emitted over the driving schedule set forth in title 40, CFR, Subparts B and C, except as amended in these test procedures.

**1.1.1 LEV I and Tier 1 Exhaust Standards.** The following standards represent the maximum exhaust emissions for the intermediate and full useful life from new 2001 through 2003 model-year Tier 1 passenger cars, light-duty trucks and medium-duty vehicles, and 2001 through 2006 model year "LEV I" TLEVs, LEVs, and ULEVs in the light- and medium-duty vehicle classes and 2001 through 2006 model year "LEV I" SULEVs in the medium-duty vehicle classes, including bi-fuel, fuel-flexible and dual fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use:

**Exhaust Mass Emission Standards for New 2001 - 2003 Model Year Tier 1 Vehicles and 2001 - 2006 Model Year TLEVs, LEVs, and ULEVs in the Passenger Car and Light-Duty Truck Vehicle Classes; 2001-2003 Model Year Tier 1 Medium-Duty Vehicles; and 2001-2006 Model Year LEV, ULEV and SULEV Medium-Duty Vehicles**

Vehicle Type	Durability Vehicle Basis(mi.)	Vehicle Emission Category	NMOG (g/mi)	Carbon Monoxide (g/mi)	Oxides of Nitrogen (g/mi)	Formaldehyde (mg/mi)	Particulate from diesel vehicles** (g/mi)
All PCs; LDTs (0-3750 lbs. LVW)	50,000	Tier 1	0.25*	3.4	0.4	n/a	0.08
		TLEV	0.125	3.4	0.4	15	n/a
		LEV	0.075	3.4	0.2	15	n/a
		ULEV	0.040	1.7	0.2	8	n/a
	100,000	Tier 1	0.31	4.2	0.6	n/a	n/a
		Tier 1 - diesel option	0.31	4.2	1.0	n/a	n/a
		TLEV	0.156	4.2	0.6	18	0.08
		LEV	0.090	4.2	0.3	18	0.08
		ULEV	0.055	2.1	0.3	11	0.04
	LDTs (3751-5750 lbs. LVW)	50,000	Tier 1	0.32	4.4	0.7	n/a
TLEV			0.160	4.4	0.7	18	n/a
LEV			0.100	4.4	0.4	18	n/a
ULEV			0.050	2.2	0.4	9	n/a
100,000		Tier 1	0.40	5.5	0.97	n/a	n/a
		TLEV	0.200	5.5	0.9	23	0.10
		LEV	0.130	5.5	0.5	23	0.10
		ULEV	0.070	2.8	0.5	13	0.05
MDVs (3751-5750 lbs. ALVW)	50,000	Tier 1	0.32	4.4	0.7	18	n/a
		LEV	0.160	4.4	0.4	18	n/a
		ULEV	0.100	4.4	0.4	9	n/a
		SULEV	0.050	2.2	0.2	4	n/a
	120,000	Tier 1	0.46	6.4	0.98	n/a	0.10
		LEV	0.230	6.4	0.6	27	0.10
		ULEV	0.143	6.4	0.6	13	0.05
		SULEV	0.072	3.2	0.3	13	0.05

Vehicle Type	Durability Vehicle Basis(mi.)	Vehicle Emission Category	NMOG (g/mi)	Carbon Monoxide (g/mi)	Oxides of Nitrogen (g/mi)	Formaldehyde (mg/mi)	Particulate from diesel vehicles** (g/mi)
MDVs (5751-8500 lbs. ALVW)	50,000	Tier 1	0.39	5.0	1.1	22	n/a
		LEV	0.195	5.0	0.6	22	n/a
		ULEV	0.117	5.0	0.6	11	n/a
		SULEV	0.059	2.5	0.3	6	n/a
	120,000	Tier 1	0.56	7.3	1.53	n/a	0.12
		LEV	0.280	7.3	0.9	32	0.12
		ULEV	0.167	7.3	0.9	16	0.06
		SULEV	0.084	3.7	0.45	8	0.06
MDVs 8501 -10,000 lbs. ALVW	50,000	Tier 1	0.46	5.5	1.3	28	n/a
		LEV	0.230	5.5	0.7	28	n/a
		ULEV	0.138	5.5	0.7	14	n/a
		SULEV	0.069	2.8	0.35	7	n/a
	120,000	Tier 1	0.66	8.1	1.81	n/a	0.12
		LEV	0.330	8.1	1.0	40	0.12
		ULEV	0.197	8.1	1.0	21	0.06
		SULEV	0.100	4.1	0.5	10	0.06
MDVs 10,001-14,000 lbs. ALVW	50,000	Tier 1	0.60	7.0	2.0	36	n/a
		LEV	0.300	7.0	1.0	36	n/a
		ULEV	0.180	7.0	1.0	18	n/a
		SULEV	0.09	3.5	0.5	9	n/a
	120,000	Tier 1	0.86	10.3	2.77	n/a	n/a
		LEV	0.430	10.3	1.5	52	0.12
		ULEV	0.197	10.3	1.5	26	0.06
		SULEV	0.130	5.2	0.7	13	0.06

\* For Tier 1 vehicles, NMOG shall mean NMHC as set forth in Section I.D.1.1 of these test procedures.

\*\* Particulate standards are determined on a 50,000 mile basis for Tier 1 passenger cars and light-duty trucks, on a 100,000 mile basis for all other passenger cars and light-duty trucks and on a 120,000 mile basis for medium-duty vehicles.

1.1.2 **LEV II Exhaust Standards.** The following LEV II standards represent the maximum exhaust emissions for the intermediate and full useful life from new 2004 and subsequent model-year TLEVs, LEVs, ULEVs, and SULEVs, including fuel-flexible, bi-fuel and dual fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use. Prior to the 2004 model year, a manufacturer that produces vehicles meeting these standards has the option of certifying the vehicles to the standards, in which case the vehicles will be treated as LEV II vehicles for purposes of the fleet-wide phase-in requirements.

<b>Exhaust Mass Emission Standards for New 2004 and Subsequent Model TLEVs, LEVs, ULEVs, and SULEVs in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes</b>							
Vehicle Type	Durability Vehicle Basis (mi)	Vehicle Emission Category	NMOG (g/mi)	Carbon Monoxide (g/mi)	Oxides of Nitrogen (g/mi)	Formaldehyde (mg/mi)	Particulate from Diesel Vehicles (g/mi)
All PCs; LDTs <8,500 lbs. GVW  Vehicles in this category are tested at their loaded vehicle weight.	50,000	TLEV	0.125	3.4	0.4	15	n/a
		LEV	0.075	3.4	0.05	15	n/a
		LEV, Option 1	0.075	3.4	0.07	15	n/a
		ULEV	0.040	1.7	0.05	8	n/a
	120,000	TLEV	0.156	4.2	0.6	18	0.04
		LEV	0.090	4.2	0.07	18	0.01
		LEV, Option 1	0.075	3.4	0.10	15	n/a
		ULEV	0.055	2.1	0.07	11	0.01
		SULEV	0.010	1.0	0.02	4	0.01
	150,000 (Optional)	TLEV	0.156	4.2	0.6	18	0.04
		TLEV, Option 1	0.125	3.4	0.5	15	n/a
		LEV	0.090	4.2	0.07	18	0.01
		LEV, Option 1	0.075	3.4	0.10	15	n/a
		ULEV	0.055	2.1	0.07	11	0.01
		SULEV	0.010	1.0	0.02	4	0.01

Vehicle Type	Durability Vehicle Basis (mi)	Vehicle Emission Category	NMOG (g/mi)	Carbon Monoxide (g/mi)	Oxides of Nitrogen (g/mi)	Formaldehyde (mg/mi)	Particulate from Diesel Vehicles (g/mi)
MDVs 8,500 - 10,000 lbs. GVW  Vehicles in this category are tested at their adjusted loaded vehicle weight.	120,000	LEV	0.195	6.4	0.2	32	0.12
		ULEV	0.143	6.4	0.2	16	0.06
		SULEV	0.100	3.2	0.1	8	0.06
	150,000 (Optional)	LEV	0.195	6.4	0.2	32	0.12
		ULEV	0.143	6.4	0.2	16	0.06
		SULEV	0.100	3.2	0.1	8	0.06
MDVs 10,001-14,000 lbs. GVW  Vehicles in this category are tested at their adjusted loaded vehicle weight.	120,000	LEV	0.230	7.3	0.4	40	0.12
		ULEV	0.167	7.3	0.4	21	0.06
		SULEV	0.117	3.7	0.2	10	0.06
	150,000 (Optional)	LEV	0.230	7.3	0.4	40	0.12
		ULEV	0.167	7.3	0.4	21	0.06
		SULEV	0.117	3.7	0.2	10	0.06



**1.2. Supplemental Federal Test Procedure (“SFTP”) Exhaust Emission Standards for Light- and Medium-Duty Vehicles.**

1.2.1 The following standards represent the maximum SFTP exhaust emissions for the intermediate and full useful life from new 2001 and subsequent model year Tier 1 and TLEV passenger cars and light-duty trucks:

**SFTP EXHAUST EMISSION STANDARDS FOR 2001 AND SUBSEQUENT MODEL-YEAR TIER 1 AND TLEV PASSENGER CARS AND LIGHT-DUTY TRUCKS**  
(grams per mile)

Vehicle Type	Loaded Vehicle Weight (lbs.)	Durability Vehicle Basis (mi)	Fuel Type	NMHC + NOx Composite	CO		
					A/C Test	US06 Test	Composite Option
PC	All	50,000	Gasoline	0.65	3.0	9.0	3.4
			Diesel	1.48	n/a	9.0	3.4
	100,000	Gasoline	0.91	3.7	11.1	4.2	
		Diesel	2.07	n/a	11.1	4.2	
LDT	0-3750	50,000	Gasoline	0.65	3.0	9.0	3.4
			Diesel	1.48	n/a	9.0	3.4
	100,000	Gasoline	0.91	3.7	11.1	4.2	
		Diesel	2.07	n/a	11.1	4.2	
LDT	3751-5750	50,000	Gasoline	1.02	3.9	11.6	4.4
			Diesel	n/a	n/a	n/a	n/a
	100,000	Gasoline	1.37	4.9	14.6	5.5	
		Diesel	n/a	n/a	n/a	n/a	

1.2.2 The following standards represent the maximum SFTP exhaust emissions at 4,000 miles for new 2001 and subsequent model LEVs, ULEVs, and SULEVs in the passenger car and light-duty truck class, and new 2003 and subsequent model year LEV, ULEV and SULEV medium-duty vehicles less than 8,500 pounds gross vehicle weight rating:

**SFTP EXHAUST EMISSION STANDARDS  
FOR LEVS, ULEVS, AND SULEVS IN THE PASSENGER CAR, LIGHT-DUTY  
TRUCK, AND MEDIUM-DUTY VEHICLE CLASSES**  
(grams per mile)

Vehicle Type	LVW/ALVW (lbs.)	US06 Test*		A/C Test*	
		NMHC + NO <sub>x</sub>	CO	NMHC + NO <sub>x</sub>	CO
PC	All	0.14	8.0	0.20	2.7
LDT	0-3750 lbs.(LVW)	0.14	8.0	0.20	2.7
LDT	3751-5750 lbs. (LVW)	0.25	10.5	0.27	3.5
MDV	3751-5750 lbs. (ALVW)	0.40	10.5	0.31	3.5
MDV	5751-8500 lbs. (ALVW)	0.60	11.8	0.44	4.0

\* For certification purposes, testing shall be conducted at  $\pm 250$  miles or at the mileage determined by the manufacturer for emission-data vehicles.

**1.3. NMOG Standards for Fuel-Flexible, Bi-Fuel and Dual-Fuel Vehicles Operating on Gasoline.**

For fuel-flexible, bi-fuel and dual-fuel PCs, LDTs and MDVs, compliance with the NMOG exhaust mass emission standards shall be based on exhaust emission tests both when the vehicle is operated on the gaseous or alcohol fuel it is designed to use, and when the vehicle is operated on gasoline. A manufacturer must demonstrate compliance with the applicable exhaust mass emission standards for NMOG, CO, NOx and formaldehyde set forth in the tables in Section E.1.1 when certifying the vehicle for operation on the gaseous or alcohol fuel.

The following standards represent the maximum NMOG emissions when the vehicle is operating on gasoline. A manufacturer shall not apply a reactivity adjustment factor to the exhaust NMOG mass emission result when operating on gasoline. Testing at 50°F is not required for fuel-flexible, bi-fuel and dual-fuel vehicles when operating on gasoline. The applicable CO, NOx and formaldehyde standards are set forth in Section E.1.1 above.

**1.3.1 LEV I Standards for 2001 through 2006 Model Year Bi-Fuel, Fuel-Flexible and Dual Fuel Vehicles Operating on Gasoline.** The applicable exhaust mass emission standards for NMOG when certifying the vehicle for operation on gasoline (as specified in Part II, Section A. paragraph 100.3.1) are:

<b>NMOG Standards for Bi-Fuel, Fuel-Flexible and Dual-Fuel Vehicles Operating on Gasoline (g/mi)</b>			
Vehicle Type, LVW/ALVW	Emission Category	Durability Vehicle Basis	
		50,000 mi	100,000 mi
All PCs, LDTs, 0-3750 lbs. LVW	TLEV	0.25	0.31
	LEV	0.125	0.156
	ULEV	0.075	0.090
LDTs, 3751-5750 lbs. LVW	TLEV	0.32	0.40
	LEV	0.160	0.200
	ULEV	0.100	0.130
MDVs, 3751-5750 lbs. ALVW	LEV	0.32	0.46
	ULEV	0.160	0.230
	SULEV	0.100	0.143

Vehicle Type, LVW/ALVW	Emission Category	Durability Vehicle Basis	
		50,000 mi	100,000 mi
MDVs, 5751-8500 lbs. ALVW	LEV	0.39	0.56
	ULEV	0.195	0.280
	SULEV	0.117	0.167
MDVs, 8501-10,000 lbs. ALVW	LEV	0.46	0.66
	ULEV	0.230	0.330
	SULEV	0.138	0.197
MDVs, 10,001-14,000 lbs. ALVW	LEV	0.60	0.86
	ULEV	0.300	0.430
	SULEV	0.180	0.257

**1.3.2 LEV II Standards for 2004 and Subsequent Model Year Bi-fuel, Fuel-Flexible and Dual Fuel Vehicles Operating on Gasoline.** The applicable exhaust mass emission standards for NMOG when certifying the vehicle for operation on gasoline (as specified in Part II, Section A. paragraph 100.3.1) are:

NMOG Standards for Bi-Fuel, Fuel-Flexible and Dual-Fuel Vehicles Operating on Gasoline (g/mi)			
Vehicle Type	Vehicle Emission Category	Durability Vehicle Basis	
		50,000 mi	120,000 mi
All PCs; LDTs, 0-8500 lbs. GVW	TLEV	0.25	0.31
	LEV	0.125	0.156
	ULEV	0.075	0.090
	SULEV	0.010	0.040
MDVs, 8501-10,000 lbs. GVW	LEV	n/a	0.230
	ULEV	n/a	0.167
	SULEV	n/a	0.117
MDVs, 10,000-14,000 lbs. GVW	LEV	n/a	0.280
	ULEV	n/a	0.195
	SULEV	n/a	0.143

#### 1.4. 50°F Exhaust Emission Standards.

All light- and medium-duty TLEVs, LEVs, ULEVs and SULEVs must demonstrate compliance with the following exhaust emission standards for NMOG and formaldehyde measured on the FTP (40 CFR, Part 86, Subpart B) conducted at a nominal test temperature of 50°F, as modified by Part II, Section C of these test procedures. The NMOG mass emission result shall be multiplied by the applicable reactivity adjustment factor, if any, prior to comparing to the applicable adjusted 50,000 mile certification standards set forth in subparagraphs 1.4.1 and 1.4.2 below. Emissions of CO and NO<sub>x</sub> measured at 50°F shall not exceed the standards set forth in Section E.1.1 applicable to vehicles of the same emission category and vehicle type subject to a cold soak and emission test at 68° to 86°F. Natural gas and diesel-fueled vehicles are exempt from the 50° F test requirements.

##### 1.4.1. Standards for Vehicles Certified to the LEV I Standards.

Vehicle Weight Class	Vehicle Emission Category (g/mi)							
	TLEV		LEV		ULEV		SULEV	
	NMOG	HCHO	NMOG	HCHO	NMOG	HCHO	NMOG	HCHO
PCs; LDTs 0-3750 lbs. LVW	0.25	0.030	0.150	0.030	0.080	0.016	n/a	n/a
LDTs 3751-5750 lbs. LVW	0.312	0.036	0.180	0.036	0.110	0.018	n/a	n/a
MDVs 3751-5750 lbs. TW	n/a	n/a	0.320	0.036	0.200	0.018	0.100	0.008
MDVs 5751-8500 lbs. TW	n/a	n/a	0.390	0.044	0.234	0.022	0.118	0.012
MDVs 8501-10,000 lbs. TW	n/a	n/a	0.460	0.056	0.276	0.028	0.138	0.014
MDVs 10,001-14,000 lbs. TW	n/a	n/a	0.600	0.072	0.360	0.036	0.180	0.018

##### 1.4.2 Standards for Vehicles Certified to the LEV II Standards

Vehicle Weight Class	Vehicle Emission Category (g/mi)							
	TLEV		LEV		ULEV		SULEV	
	NMOG	HCHO	NMOG	HCHO	NMOG	HCHO	NMOG	HCHO
PCs; LDTs 0-8500 lbs. GVW	0.25	0.030	0.150	0.030	0.080	0.016	0.02	0.008
MDVs 8501-10,000 lbs. GVW	n/a	n/a	0.390	0.044	0.286	0.022	0.200	0.012
MDVs 10,001-14,000 lbs. GVW	n/a	n/a	0.460	0.056	0.334	0.028	0.234	0.014

**1.5. Cold CO Standards.** The following standards represent the 50,000 mile cold temperature exhaust carbon monoxide emission levels from new 2001 and subsequent model-year passenger cars, light-duty trucks, and medium-duty vehicles:

**2001 AND SUBSEQUENT MODEL-YEAR COLD TEMPERATURE  
CARBON MONOXIDE EXHAUST EMISSIONS STANDARDS FOR PASSENGER  
CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY VEHICLES**  
(grams per mile)

Vehicle Type	Carbon Monoxide
All PCs, LDTs 0-3750 lbs. LVW	10.0
LDTs, 3751-5750 lbs. LVW; LDTs 3751 lbs. LVW - 8500 lbs. GVW LEV I and Tier 1 MDVs, 6000 - 8,500 lbs. GVW	12.5

These standards are applicable to vehicles tested in accordance with 40 CFR Part 86 Subpart C, as modified in Part II, Section B of these test procedures at a nominal temperature of 20°F (-7°C). Natural gas vehicles, diesel-fueled vehicles, and medium-duty vehicles with a gross vehicle weight rating greater than 8,500 lbs. are exempt from these standards.

**1.6. Highway NOx Standard.** The maximum emissions of oxides of nitrogen measured on the federal Highway Fuel Economy Test (HWFET; 40 CFR 600 Subpart B, which is incorporated herein by reference) shall not be greater than 1.33 times the applicable PC and LDT standards or 2.0 times the applicable MDV standards set forth in section E.1.1. Both the projected emissions and the HWFET standard shall be rounded in accordance with ASTM E29-67 to the nearest 0.1 g/mi (or 0.01 g/mi for vehicles certified to the 0.05 or 0.02 g/mi NOx standards) before being compared.

**1.7 Requirements for Vehicles Certified to the Optional 150,000 Mile Standards.**

**(a) Requirement to Receive Additional NMOG Fleet Average Credit.** A manufacturer that certifies to the 150,000 mile standards in section E.1.1.2 shall be eligible to receive additional NMOG fleet average credit as set forth in section E.3.1 or additional vehicle equivalent credits as set forth in E.3.2 provided that the manufacturer extends the warranty on high cost parts to 8 years or 100,000 miles, whichever occurs first, and agrees to extend the limit on high mileage in-use testing to 105,000 miles.

**(b) Requirement to Receive a Partial ZEV Allowance.** A manufacturer that certifies to the 150,000 mile SULEV standards may also be eligible to receive a partial ZEV allocation according to the criteria set forth in section C.3 of the “California Zero-Emission and

Hybrid Electric Vehicle Standards and Test Procedures for 2003 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles.”

(c) **TLEV, Option 1 Requirements.** For vehicles certifying to the optional 150,000 mile standard for TLEVs, the 50,000 and 150,000 mile standards are the same. A manufacturer that certifies to this standard must extend the warranty on high cost parts to 8 years or 100,000 miles, whichever occurs first, and agree to extend the limit on high mileage in-use testing to 105,000 miles. The fleet average NMOG value for these vehicles shall be 0.125 g/mi NMOG.

**1.8 Optional LEV NOx Standard.** A manufacturer may certify up to 4% of its light-duty truck fleet from 3751 lbs. LVW - 8500 lbs. GVW with a maximum base payload of 2500 lbs. or more, to the LEV, option 1, standard set forth in Section E.1.1.2 based on projected sales of trucks in this category. Passenger cars and light-duty trucks 0-3750 lbs. LVW are not eligible for this option.

**1.9 NMOG Credit for Vehicles with Zero-Evaporative Emissions.** A manufacturer that certifies to the “zero” evaporative emission standard set forth in title 13, CCR, section 1976(b)(1)(E) shall be eligible to receive an 0.006 g/mi NMOG credit to be subtracted from the reactivity-adjusted NMOG exhaust mass emission certification level to demonstrate compliance with the standard. This credit shall not apply to SULEVs eligible to receive a partial ZEV allowance.

**1.10 NMOG Credit for Direct Ozone Reduction Technology.** A manufacturer that certifies vehicles equipped with direct ozone reduction technologies shall be eligible to receive NMOG credits that can be applied to the NMOG exhaust emissions when determining compliance with the standard. In order to receive credit, the manufacturer must submit the following information for each vehicle model, including, but not limited to:

- (a) a demonstration of the airflow rate through the direct ozone reduction device and the ozone-reducing efficiency of the device over the range of speeds encountered in the SFTP test cycle;
- (b) an evaluation of the durability of the device for the full useful life of the vehicle; and
- (c) a description of the on-board diagnostic strategy for monitoring the performance of the device in-use.

Using the above information, the Executive Officer shall determine the value of the NMOG credit based on the calculated change in the one-hour peak ozone level using an approved airshed model.

2. **Emission Standards Phase-In Requirements for Manufacturers**

2.1. **Fleet Average NMOG Requirements for Passenger Cars and Light-Duty Trucks.** The fleet average non-methane organic gas exhaust mass emission values from the passenger cars and light-duty trucks produced and delivered for sale in California by a manufacturer each model year shall not exceed:

<b>FLEET AVERAGE NON-METHANE ORGANIC GAS EXHAUST MASS EMISSION REQUIREMENTS FOR LIGHT-DUTY VEHICLE WEIGHT CLASSES</b> (50,000 mile Durability Vehicle Basis)		
Model Year	Fleet Average NMOG (g/mi)	
	All PCs; LDTs 0-3750 lbs. LVW	LDTs 3751 lbs. LVW - 8500 lbs. GVW
2001	0.070	0.098
2002	0.068	0.095
2003	0.062	0.093
2004	0.053	0.085
2005	0.049	0.076
2006	0.046	0.062
2007	0.043	0.055
2008	0.040	0.050
2009	0.038	0.047
2010+	0.035	0.043

2.1.1. **Calculation of Fleet Average NMOG Value.** Each manufacturer's fleet average NMOG value for the total number of PCs and LDTs produced and delivered for sale in California shall be calculated as follows:

$$\frac{\sum [\text{Number of vehicles in a test group} \times \text{applicable emission standard}] + \sum [\text{Number of hybrid electric vehicles in a test group} \times \text{HEV NMOG factor}]}{\text{Total Number of Vehicles Produced, Including ZEVs and HEVs}}$$



The applicable emission standards to be used in the above equation are as follows:

Model Year	Emission Category	Emission Standard Value	
		All PCs; LDTs 0-3750 lbs. LVW	LDTs 3751-5750 lbs. LVW
2001 and subsequent (AB 965 vehicles only)	Tier 1	0.25	0.31
2001 - 2003	Tier 1	0.25	0.31
2001 - 2006 model year vehicles certified to the "LEV I" standards in E.1.1.1	TLEVs	0.125	0.160
	LEVs	0.075	0.100
	ULEVs	0.040	0.050
Model Year	Emission Category	All PCs; LDTs 0-3750 lbs. LVW	LDTs 3751 lbs. LVW - 8500 lbs. GVW
2001 and subsequent model year vehicles certified to the "LEV II" standards in E.1.1.2	TLEVs	0.125	0.125
	LEVs	0.075	0.075
	ULEVs	0.040	0.040
	SULEVs	0.01	0.01
2001 and subsequent model year vehicles certified to the optional 150,000 mile "LEV II" standards for PCs and LDTs in E.1.1.2	TLEVs	0.11	0.11
	LEVs	0.06	0.06
	ULEVs	0.03	0.03
	SULEVs	0.0085	0.0085

**2.1.2 LEV II Phase-In Requirement.** Beginning in the 2004 model year, a manufacturer, except a small volume manufacturer, shall certify a percentage of its PC and LDT fleet to the LEV II standards in section 1961(a) according to the following phase in schedule:

Model Year	PC/LDT1 (%)	LDT2 (%)
2004	25	25
2005	50	50
2006	75	75
2007	100	100

A manufacturer may use an alternative phase-in schedule to comply with these phase-in requirements as long as equivalent NOx emission reductions are achieved by the 2007 model year from each of the two categories -- PC/LDT1 or LDT2. Model year emission reductions shall be calculated by multiplying the percent of either PC/LDT1 or LDT2 vehicles meeting the LEV II standards in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2004 model year, 3 for the 2005 model year, 2 for the 2006 model year and 1 for the 2007 model year. The yearly results for PCs/LDT1s shall be summed together to determine a separate cumulative total for PCs/LDT1s and the yearly results for LDT2s shall be summed together to determine a cumulative total for LDT2s. The cumulative total for each category must be equal to or exceed 500 to be considered equivalent. Vehicles introduced prior to the 2004 model year shall not be considered in this equation.

**2.1.3 HEV NMOG Factor.** The HEV NMOG factor for light-duty vehicles is calculated as follows:

$$\begin{aligned} \text{LEV HEV Contribution Factor} &= 0.075 - [(\text{Zero-emission VMT Factor}) \times 0.035] \\ \text{ULEV HEV Contribution Factor} &= 0.040 - [(\text{Zero-emission VMT Factor}) \times 0.030] \end{aligned}$$

where Zero-emission VMT Factor for HEVs is determined in accordance with Section C.3 of the "California Zero-Emission and Hybrid Electric Vehicle Exhaust Emission Standards and Test Procedures for 2003 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles."

**2.1.4. Requirements for Small Volume Manufacturers.**

(a) In 2001 through 2003 model years, a small volume manufacturer shall not exceed a fleet average NMOG value of 0.075 g/mi for PCs and LDTs from 0-3750 lbs. LVW or 0.100 g/mi for LDTs from 3751-5750 lbs. LVW calculated in accordance with subsection E.2.1.2. In 2004 and subsequent model years, a small volume manufacturer shall not exceed a fleet average NMOG value of 0.075 for PCs and LDTs from 0-3750 lbs. LVW or 0.075 for LDTs from 3751 lbs. LVW - 8,500 lbs. GVW calculated in accordance with subsection E.2.1.2.

(b) If a manufacturer's average California sales exceeds 4500 units of new PCs, LDTs, MDVs and heavy duty engines based on the average number of vehicles sold for the three previous consecutive model years, the manufacturer shall no longer be treated as a small volume manufacturer and shall comply with the fleet average requirements applicable to larger manufacturers as specified in section E.2.1.2 beginning with the fourth model year after the last of the three consecutive model years.

(c) If a manufacturer's average California sales falls below 4500 units of new PCs, LDTs, MDVs and heavy duty engines based on the average number of

vehicles sold for the three previous consecutive model years, the manufacturer shall be treated as a small volume manufacturer and shall be subject to the requirements for small volume manufacturers beginning with the next model year.

2.1.5 ZEVs classified as LDTs (>3750 lbs. LVW) that have been counted toward the ZEV requirement for PCs and LDTs (0-3750 lbs. LVW) as specified in Section C of the “California Zero-Emission and Hybrid Electric Vehicle Exhaust Emission Standards and Test Procedures for 2003 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles” shall be included in this equation.

2.2 **Medium-Duty Vehicle Phase-In Requirements.** A manufacturer of MDVs shall certify an equivalent percentage of its MDV fleet according to the following phase-in schedule:

Model Year	Vehicles Certified to Section I.E.1.1 (%)		Vehicles Certified to title 13 CCR Section 1956.8(g) or (h) (%)		
	LEV	ULEV	Tier 1	LEV	ULEV
2001	80	20	100	0	0
2002	70	30	0	100	0
2003	60	40	0	100	0
2004 +	40	60	0	0	100

2.2.1 Beginning with the 2004 model year, a manufacturer shall phase-in at least one test group per model year to the MDV LEV II standards.

2.2.2 For the 2001 and subsequent model years, each manufacturer's MDV fleet shall be defined as the total number of California-certified MDVs produced and delivered for sale in California. The percentages shall be applied to the manufacturers' total production of California-certified medium-duty vehicles delivered for sale in California.

2.2.3 **Requirements for Small Volume Manufacturers.** In 2001 and subsequent model years, a small volume manufacturer shall certify, produce, and deliver for sale in California LEVs in a quantity equivalent to 100% of its MDV fleet.

**2.3 Implementation Schedules for SFTP Emission Standards**

2.3.1 A manufacturers of PCs and of LDTs certified to the Tier 1 and TLEV standards as set forth in Section E.1 of these test procedures, except a small volume manufacturer, shall certify a minimum percentage of its PC and LDT fleet according to the following phase-in schedule.

Model Year	Percentage of PC and LDT Fleet
2001	25
2002	50
2003	85
2004 and subsequent	100

(a) For the purposes of the implementation schedule set forth in this subparagraph 2.3.1, each manufacturer's PC and LDT fleet shall be defined as the total projected number of Tier 1 and TLEV PCs and LDTs from 0-5750 lbs. LVW sold in California. As an option, a manufacturer may elect to have its total PC and LDT fleet defined, for the purposes of this implementation schedule only, as the total projected number of the manufacturer's PCs and LDTs, other than zero-emission vehicles, certified and sold in California.

2.3.2 (a) A manufacturer of PCs, LDTs, and MDVs certified to the LEV, ULEV and SULEV standards as set forth in Section E.1 of these test procedures, except a small volume manufacturer, shall certify a minimum percentage of its PC and LDT fleet, and a minimum percentage of its MDV fleet, according to the following phase-in schedule.

Model Year	Percentage	
	PC, LDT	MDV
2001	25	NA
2002	50	NA
2003	85	25
2004	100	50
2005 and subsequent	100	100

(b) A manufacturer may use an "Alternative or Equivalent Phase-in Schedule" to comply with the phase-in requirements. An "Alternative Phase-in" is one that achieves at least equivalent emission reductions by the end of the last model year of the scheduled phase-in. Model-year emission reductions shall be calculated by multiplying the percent of vehicles (based on the manufacturer's projected California sales volume of the applicable vehicle fleet) meeting the new requirements per model year by the number of model years implemented prior to and including the last model year of the scheduled phase-in. The "cumulative total" is the summation of the model-year emission reductions (e.g., a four model-year 25/50/85/100 percent phase-in schedule would be calculated as:  $(25\% * 4 \text{ years}) + (50\% * 3 \text{ years}) + (85\% * 2 \text{ years}) + (100\% * 1 \text{ year}) = 520$ ). Any alternative phase-

in that results in an equal or larger cumulative total than the required cumulative total by the end of the last model year of the scheduled phase-in shall be considered acceptable by the Executive Officer under the following conditions: 1) all vehicles subject to the phase-in shall comply with the respective requirements in the last model year of the required phase-in schedule and 2) if a manufacturer uses the optional phase-in percentage determination in Section 2.3.1(a) above, the cumulative total of model-year emission reductions as determined only for PCs and LDTs certified to this Section 2.3.2. must also be equal to or larger than the required cumulative total by end of the 2004 model year. A manufacturer shall be allowed to include vehicles introduced before the first model year of the scheduled phase-in (e.g., in the previous example, 10 percent introduced one year before the scheduled phase-in begins would be calculated as:  $(10\% * 5 \text{ years})$  and added to the cumulative total).

2.3.2.1 For the purposes of the implementation schedule set forth in this subparagraph 2.3.2, each manufacturer's PC and LDT fleet shall be defined as the total projected number of low-emission, ultra-low-emission and super-ultra-low-emission PCs and LDTs from 0-5750 pounds loaded vehicle weight sold in California. Each manufacturer's MDV fleet shall be defined as the total projected number of low-emission, ultra-low-emission, and super-ultra-low-emission MDVs less than 8501 pounds gross vehicle weight rating sold in California.

### 3. Calculation of NMOG Credits/Debits

#### 3.1 Calculation of NMOG Credits for Passenger Cars and Light-Duty Trucks.

3.1.1 In 2001 and subsequent model years, a manufacturer that achieves fleet average NMOG values lower than the fleet average NMOG requirement for the corresponding model year shall receive credits in units of g/mi NMOG determined as:

$$\frac{[(\text{Fleet Average NMOG Requirement}) - (\text{Manufacturer's Fleet Average NMOG Value})]}{(\text{Total No. of Vehicles Produced and Delivered for Sale in California, Including ZEVs and HEVs})}$$

A manufacturer with 2001 and subsequent model year fleet average NMOG values greater than the fleet average requirement for the corresponding model year shall receive debits in units of g/mi NMOG equal to the amount of negative credits determined by the aforementioned equation. For the 2001 through 2006 model year, the total g/mi NMOG credits or debits earned for PCs and LDTs 0-3750 lbs. LVW and for LDTs 3751-5750 lbs. and LDTs 3751 lbs. LVW - 8500 lbs. GVW shall be summed together. For the 2007 and subsequent model years, the total g/mi NMOG credits or debits earned for PCs and LDTs 0-3750 lbs. LVW and for LDTs 3751 lbs. LVW - 8500 lbs. GVW shall be summed together. The resulting amount shall constitute the g/mi NMOG credits or debits accrued by the manufacturer for the model year.

3.1.2. For 2004 through 2006 model years, a manufacturer shall equalize emission debits within three model years and prior to the end of the 2007 model year by earning g/mi NMOG emission credits in an amount equal to the g/mi NMOG debits, or by submitting a commensurate amount of g/mi NMOG credits to the Executive Officer that were earned previously or acquired from another manufacturer. For 2007 and subsequent model years, manufacturers shall equalize emission debits by the end of the following model year.

**3.2 Calculation of Vehicle Equivalent NMOG Credits for Medium-Duty Vehicles.** In 2001 and subsequent model years, a manufacturer that produces and delivers for sale in California MDVs in excess of the equivalent requirements for LEVs, ULEVs and/or SULEVs certified to the exhaust emission standards set forth in section E.1 of these test procedures or to the exhaust emission standards set forth in title 13, CCR, Section 1956.8(h) shall receive "Vehicle-Equivalent Credits" (or "VECs") calculated in accordance with the following equation, where the term "produced" means produced and delivered for sale in California:

$$\{[(\text{No. of LEVs Produced excluding HEVs}) + (\text{No. of LEV HEVs} \times \text{HEV VEC factor for LEVs})] + (1.20 \times \text{No. of LEVs certified to the 150,000 mile standards})\} - (\text{Equivalent No. of LEVs Required to be Produced})\} +$$

$$\{[(1.4) \times (\text{No. of ULEVs Produced excluding HEVs}) + (\text{No. of ULEV HEVs} \times \text{HEV VEC factor for ULEVs})] + (1.50 \times \text{No. of ULEVs certified to the 150,000 mile standards})\} - [(1.4) \times (\text{Equivalent No. of ULEVs Required to be Produced})] +$$

$$\{[(1.7) \times (\text{No. of SULEVs Produced excluding HEVs}) + (\text{No. of SULEV HEVs} \times \text{HEV VEC factor for SULEVs})] + (1.75 \times \text{No. of SULEVs certified to the 150,000 mile standards})\} - [(1.7) \times (\text{Equivalent No. of SULEVs Required to be Produced})] +$$

$$[(2.0) \times (\text{No. of ZEVs Certified and Produced as MDVs})].$$

3.2.1 The MDV HEV VEC factor is calculated as follows:

$$1 + [(\text{LEV standard} - \text{ULEV standard}) \times (\text{Zero-emission VMT Factor}) \div \text{LEV standard}] \text{ for LEVs};$$

$$1 + [(\text{ULEV standard} - \text{SULEV standard}) \times (\text{Zero-emission VMT Factor}) \div \text{ULEV standard}] \text{ for ULEVs};$$

$$1 + [(\text{SULEV standard} - \text{ZEV standard}) \times (\text{Zero-emission VMT Factor}) \div \text{SULEV standard}] \text{ for SULEVs};$$

where "Zero-emission VMT Factor" for an HEV is determined in accordance with Section C.3 of the "California Zero-Emission and Hybrid Electric Vehicle Exhaust Emission Standards and Test Procedures for and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles."

3.2.2 A manufacturer that fails to produce and deliver for sale in California the equivalent quantity of MDVs certified to LEV, ULEV and/or SULEV exhaust emission standards, shall receive "Vehicle-Equivalent Debits" (or "VEDs") equal to the amount of negative VECs determined by the aforementioned equation.

3.2.3 Only ZEVs certified as MDVs and not used to meet the ZEV requirement shall be included in the calculation of VECs.

### 3.3 Procedure for Offsetting Debits.

3.3.1 For through 2003 and for 2007 and subsequent model years, manufacturers shall equalize emission debits by the end of the following model year. If emission debits are not equalized within the specified time period, the manufacturer shall be subject to the Health and Safety Code §43211 civil penalty applicable to a manufacturer which sells a new motor vehicle that does not meet the applicable emission standards adopted by the state board. The cause of action shall be deemed to accrue when the emission debits are not equalized by the end of the specified time period. For the purposes of Health and Safety Code §43211, the number of passenger cars and light-duty trucks not meeting the state board's emission standards shall be determined by dividing the total amount of g/mi NMOG emission debits for the model year by the g/mi NMOG fleet average requirement for PCs and LDTs 0-3750 lbs. LVW and LDTs 3751 lbs. LVW - 8500 lbs. GVW applicable for the model year in which the debits were first incurred and

the number of medium-duty vehicles not meeting the state board's emission standards shall be equal to the amount of VEDs incurred.

3.3.2 The emission credits earned in any given model year shall retain full value through the subsequent model year. The value of any credits not used to equalize the previous model-year's debit shall be discounted by 50% at the beginning of second model year after being earned, shall be discounted to 25% of its original value if not used by the beginning of the third model year after being earned, and will have no value if not used by the beginning of the fourth model year after being earned.



**4. Intermediate In-Use Compliance Standards.**

4.1 The following intermediate in-use compliance standards for 50,000 miles and 120,000 miles for MDVs from 3751-14,000 lbs. ALVW certified to the standards in Section E.1.1.1, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on an available fuel other than gasoline, shall apply for the specified model years only. In-use compliance with standards beyond 50,000 miles shall be waived through the model year for SULEVs.

<b>Intermediate In-Use Compliance Standards*</b> (in grams per mile)										
Emission Category	Model Year	Durability Vehicle Basis (mi)	3751-5750 lbs.		5751 - 8500 lbs.		8501-10,000 lbs.		10,001-14,000 lbs.	
			NMOG	NOx	NMOG	NOx	NMOG	NOx	NMOG	NOx
ULEV	-2002	50,000	0.128	--	0.156	--	0.184	--	0.240	--
	-2002	120,000	0.160	--	0.195	--	0.230	--	0.300	--
SULEV	through 2002	50,000	0.072	0.3	0.084	0.45	0.100	0.5	0.130	0.7
	2002	120,000	0.100	0.4	0.117	0.6	0.138	0.65	0.180	1.0

\* Dashes mean that the standards in Section E.1.1. apply.

4.2 **Intermediate In-Use Compliance Standards for Fuel-Flexible, Bi-Fuel and Dual-Fuel Medium-Duty SULEVs Operating on Gasoline.** For fuel-flexible, bi-fuel and dual-fuel model year MDV SULEVs operating on gasoline, the following intermediate in-use compliance standards for NMOG emissions at 50,000 miles, apply:

<b>Fuel-Flexible, Bi-Fuel and Dual-Fuel MDVs Intermediate In-Use Compliance Standards</b>		
Test Weight (lbs.)	Vehicle Emission Category	50,000 (g/mi)
3751-5750	SULEV	0.128
5751-8500	SULEV	0.156
8501-10,000	SULEV	0.184
10,001-14,000	SULEV	0.240

Compliance with the standards beyond 50,000 miles shall be waived for the model year for SULEVs.

4.3 **Intermediate LEV II In-Use Compliance Standards.** Prior to the 2006 model year, the following intermediate in-use compliance standards shall apply for only the first two model years after introduction of a test group to a new standard.

Emission Category	Durability Vehicle Basis	LEV II PCs and LDTs		LEV II MDVs 8500 - 10,000 lbs. GVW
		NMOG	NOx	NOx
LEV/ULEV	50,000	n/a	0.07	n/a
	120,000	n/a	0.10	0.3
SULEV	120,000	0.015	0.025	0.15

## 5. Reactivity Adjustment Factors

A reactivity adjustment factor is the ratio of the specific reactivity of a low-emission vehicle designed to operate on a fuel other than conventional gasoline (including a fuel-flexible, bi-fuel or dual-fuel vehicle when operating on any fuel other than conventional gasoline) compared to the NMOG baseline specific reactivity of vehicles in the same vehicle emission category operating on conventional gasoline. The procedure for determining compliance with the standard is set forth in Section H.1.2 of these test procedures.

5.1 The following specific reactivity values and generic reactivity adjustment factors have been established pursuant to the criteria established in Part I.D. of these test procedures. A manufacturer requesting to certify to existing standards utilizing an adjustment factor unique to its vehicle/fuel system must follow the data requirements described in Part II, Section D of these test procedures.

5.1.1 The following reactivity adjustment factors apply through the 2003 model year:

	Light-Duty Vehicles 0-6000 lbs. GVW			Medium-Duty Vehicles 6001- 14,000 lbs. GVW	
	TLEV	LEV	ULEV	LEV	ULEV
<b>Fuel*</b>	<b>Baseline Specific Reactivity</b> (grams ozone / gram NMOG)				
Conventional Gasoline	3.42	3.13	3.13	3.13	3.13
	<b>Reactivity Adjustment Factors</b>				
Phase 2 RFG	0.98	0.94	0.94	0.94	0.94
M85	0.41	0.41	0.41	0.41	0.41
Natural Gas	1.0	0.43	0.43	0.43	0.43
LPG	1.0	0.50	0.50	0.50	0.50
	<b>Methane Reactivity Adjustment Factors</b>				
Natural Gas	0.0043	0.0047	0.0047	0.0047	0.0047

\*The fuel specifications are set forth in Part II.A., Section 100.3 (reformulated gasoline, M85, CNG and LPG) and Part I.D. (conventional gasoline specification) of these test procedures.

**F. Requirements and Procedures for Durability Demonstration**

**1. §86.1820 Durability group determination.**

1.1 §86.1820-01 [No change.]

**2. §86.1821 Evaporative/refueling emission family determination.** [Delete. (The provisions of this section are set forth in the “California Evaporative Emission Standards and Test Procedures for and Subsequent Model Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, Heavy-Duty Vehicles and Motorcycles,” and “California Refueling Emission Standards and Test Procedures for and Subsequent Model Motor Vehicles.”)]

**3. §86.1822 Durability data vehicle selection.** [No change.]

**4. §86.1823 Durability demonstration procedures for exhaust emissions**

4.1 §86.1823-01 [No change.]

4.2 **SFTP.** These procedures are not applicable to vehicles certified to the SFTP standards set forth in Section E.1.2.2.

4.3 **HEVs.** A manufacturer shall consider expected customer usage as well as emissions deterioration when developing its durability demonstration for HEVs,

**5. §86.1824 Durability demonstration procedures for evaporative emissions.** [Delete. (The provisions of this section are set forth in the “California Evaporative Emission Standards and Test Procedures for and Subsequent Model Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, Heavy-Duty Vehicles and Motorcycles.”)]

**6. §86.1825 Durability demonstration procedures for refueling emissions.** [Delete. (The provisions of this section are set forth in the “California Refueling Emission Standards and Test Procedures for and Subsequent Model Motor Vehicles.”)]

**7. §86.1826 Assigned Deterioration Factors for Small Volume Manufacturers and Small Volume Test Groups.** [No change.]

## **G. Procedures for Demonstration of Compliance with Emission Standards**

### **1. §86.1827 Test Group Determination.** [No change.]

1.1 §86.1827-01. [No change.]

1.2 **HEVs.** A manufacturer of hybrid electric vehicles shall create separate test groups based on both the type of battery technology employed by the HEV and upon the features most related to their exhaust emission characteristics.

### **2. §86.1828 Emission data vehicle selection**

2.1 §86.1828-01. [No change.]

#### **2.2 50°F Requirements**

2.2.1 **Vehicle Selection.** A manufacturer shall select at least three emission data and/or engineering development vehicles each year from PC or LDT test groups and at least three emission data and/or engineering development vehicles from MDV test groups.

2.2.2 The same test group shall not be selected in the succeeding two years unless the manufacturer produces fewer than three test groups. If the manufacturer produces more than three TLEV, LEV, ULEV or SULEV test groups per model year, the Executive Officer may request 50°F testing of specific test groups. If the manufacturer provides a list of the TLEV, LEV, ULEV and SULEV test groups that it will certify for a model year and provides a description of the technologies used on each test group (including the information in Section G.2.1.2(1)), the Executive Officer shall select the test groups subject to 50°F testing within a 30 day period after receiving such a list and description. The Executive Officer may revise the test groups selected after the 30 day period if the information provided by the manufacturer does not accurately reflect the test groups actually certified by the manufacturer.

### **3. §86.1829 Durability data and emission data testing requirements**

3.1 §86.1829-01. Amend as follows:

3.1.1 Delete (b)(1)(ii) and replace with: For Otto-cycle vehicles or hybrid vehicles that use Otto-cycle engines, evidence shall be supplied showing that the air/fuel metering system or secondary air injection system is capable of providing sufficient oxygen to theoretically allow enough oxidation to attain the CO emission standards at barometric pressures equivalent to those expected at altitudes ranging from sea level to an elevation of 6000 feet. For fuel injected vehicles or hybrid electric vehicles that use fuel-injected engines, compliance may be demonstrated upon a showing by the manufacturer that the fuel injection system distributes fuel based on mass air flow, rather than volume flow, and is therefore self-compensating. All submitted test proposals will be evaluated on their acceptability by the Executive Officer. As an alternative to the demonstration described above, a manufacturer may demonstrate compliance by testing California vehicle configurations as part of its federal high altitude certification requirements. Engine families that meet all the applicable California low altitude emission standards when tested at the EPA test elevation are deemed to be in compliance. The SFTP standards do not apply to testing at high altitude.

3.1.2 Amend (b)(4)(i) as follows: All and subsequent model-year emission-data vehicles shall be required to be tail-pipe tested at 4,000 miles or at the mileage at which the vehicle is stabilized as determined in §86.1827-01 and demonstrate compliance with the California Inspection and Maintenance (“I/M”) emission standards as specified in the "Mandatory Exhaust Emissions Inspection Standards and Test Procedures," title 16, California Code of Regulations, Section 3340.42. A manufacturer shall have the option of using the I/M test procedures in place at the time of certification or, if the I/M test procedures have been amended within two years of the time of certification, a manufacturer may use the preceding procedures. Test vehicles shall undergo preconditioning procedures prior to the tail-pipe test which consist of idle conditions for a minimum period of ten minutes after the thermostat is open. Preconditioning and test procedures shall be conducted at an ambient temperature from 68° to 86° F. The manufacturer shall, in accordance with good engineering practices, attest that such test vehicles will meet the requirements of this section when preconditioned and tested at ambient temperatures from 35° to 68° F.

3.1.3 Amend (b)(4)(ii) as follows: In lieu of testing vehicles according to the provisions of §86.1829(b)(4)(i), a manufacturer may provide a statement in its application for certification that, based on the manufacturer’s engineering evaluation of such I/M testing as the manufacturer deems appropriate, all light-duty vehicles and light-duty trucks comply with the I/M emission standards.

3.1.4 Delete (b)(5). Idle CO Testing.

3.2 **50°F Requirements.** A manufacturer shall demonstrate compliance with the 50°F requirement each year by testing at least three PC or LDT and three MDV emission data and/or engineering development vehicles (with at least 4000 miles) as determined under the provisions of Section G.2.2 of these test procedures. Only TLEVs, LEVs, ULEVs and SULEVs are to be considered for testing at 50°F. It is not necessary to apply deterioration factors (DFs) to the 50°F test results to comply with this requirement.

3.3 **Highway Fuel Economy Test.** The exhaust emissions shall be measured from all exhaust emission data vehicles tested in accordance with the federal Highway Fuel Economy Test (HWFET; 40 CFR Part 600, Subpart B). The oxides of nitrogen emissions measured during such tests shall be multiplied by the oxides of nitrogen deterioration factor computed in accordance with 40 CFR §86.1823, and then rounded and compared with the standard as set forth in Section I.E1.1 preceding. All data obtained pursuant to this paragraph shall be reported in accordance with procedures applicable to other exhaust emissions data required pursuant to these procedures. In the event that one or more of the manufacturer's emission data vehicles fail the HWFET standard listed in Section E of these test procedures, the manufacturer may submit to the Executive Officer engineering data or other evidence showing that the system is capable of complying with the standard. If the Executive Officer finds, on the basis of an engineering evaluation, that the system can comply with the HWFET standard, he or she may accept the information supplied by the manufacturer in lieu of vehicle test data.

4. **§86.1830 Acceptance of Vehicles for Testing** [No change.]

5. **§86.1831 Mileage accumulation requirements for test vehicles.** [No change.]

6. **§86.1832 Optional equipment and air conditioning.** [No change.]
7. **§86.1833 Adjustable parameters.** [No change.]
8. **§86.1834 Allowable maintenance.**
  - 8.1 §86.1834-01. [No change.]
  - 8.2 HEVs. (a) The manufacturer shall equip the vehicle with a maintenance indicator consisting of a light that shall activate automatically by illuminating the first time the minimum performance level is observed for all battery system components. Possible battery system components requiring monitoring are: (i) battery water level; (ii) temperature control; (iii) pressure control; and (iv) other parameters critical for determining battery condition.
  - (b) The manufacturer shall equip “off-vehicle charge capable HEVs” with a useful life indicator for the battery system consisting of a light that shall illuminate the first time the battery system is unable to achieve an all-electric operating range (starting from a full state-of-charge) which is at least 75% of the range determined for the vehicle in the Urban Driving Schedule portion of the All-Electric Range Test (see the California Zero-Emission and Hybrid Electric Vehicle Exhaust Emission Standards and Test Procedures for and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles).
9. **§86.1835 Confirmatory certification testing.** [Delete.]
10. **§86.1836 Manufacturer-supplied production vehicles for testing.** [Delete.]
11. **§86.1837 Rounding of emission measurements**
  - 11.1 §86.1837-01 [No change.]
  - 11.2 Fleet average NMOG value calculations shall be rounded, in accordance with ASTM E29-67, to four significant figures before comparing with fleet average NMOG requirements.
12. **§86.1838 Small volume manufacturers certification procedures**
  - 12.1 §86.1838-01 [No change, except that the reference to 15,000 units shall mean 4,500 units in California.]
13. **§86.1839 Carryover of certification data.** [No change.]
14. **§86.1840 Special test procedures**
  - 14.1 §86.1840-01 [No change.]
  - 14.2 **Vehicles Equipped with Periodically Regenerating Trap Oxidizer Systems.** For vehicles equipped with periodically regenerating trap oxidizer systems, the manufacturer shall propose a procedure for certifying those vehicles for advance approval by the Executive Officer.

## **H. Certification, Information and Reporting Requirements**

### **1. §86.1841 Compliance with certification emission standards**

1.1 §86.1841-01. [No change.]

#### **1.2 Reactivity Adjustment Factors.**

1.2.1 The NMOG emission results from all TLEVs, LEVs, ULEVs and SULEVs certifying on a fuel other than conventional gasoline, shall be numerically adjusted to establish an NMOG exhaust mass emission value equivalent. A manufacturer shall multiply the NMOG exhaust emission result for each emission-data vehicle by the appropriate reactivity adjustment factor listed in Section E.5. of these test procedures or established by a manufacturer pursuant to Part II, Section D of these test procedures. This product shall be multiplied by, or added to in the case of additive DFs, the applicable deterioration factor to determine compliance with the standard.

1.2.2 For vehicles operating on natural gas, the product of the methane mass emission value and the methane reactivity adjustment factor shall be add to the result of subparagraph 1.2.1. This result shall be compared to the NMOG exhaust emission standards to determine compliance with the standards.

1.3 **Scope of Certification.** Certification, if granted, is effective only for the vehicle/test group described in the original manufacturer's certification application. Modifications by a secondary manufacturer to vehicles/engines shall be deemed not to increase emissions above the standards under which those vehicles/engines were certified and to be within the original certification if such modifications do not: (1) increase vehicle weight more than 10 percent above the curb weight, increase frontal area more than 10 percent, or result in a combination increase of weight plus frontal area of more than 14 percent; or (2) include changes in axle ratio, tire size, or tire type resulting in changes in the drive train ratio of more than 5 percent; or (3) include any modification to the emission control system. No originally certified vehicle/engine which is modified by a secondary manufacturer in a manner described in items (1) through (3) of the preceding sentence may be sold to an ultimate purchaser, offered or delivered for sale to an ultimate purchaser, or registered in California unless the modified vehicle/engine is certified by the state board in accordance with applicable test procedures to meet emission standards for the model year for which the vehicle/engine was originally certified. For the purposes of this subsection, "secondary manufacturer" means any person, other than the original manufacturer, who modifies a new motor vehicle prior to sale to the ultimate purchaser.

1.4 For vehicles certified to the SFTP standards in Section E1.2.2, full and intermediate useful life shall mean 4,000 miles.

### **2. §86.1842 Addition of a vehicle after certification; and changes to a vehicle covered by certification.** [No change.]

### **3. §86.1843 General information requirements**

3.1 §86.1843-01 [No change.]

3.2 **Alternative Fuel Information.** For and subsequent model-year TLEVs, LEVs, ULEVs, and SULEVs not certified exclusively on gasoline or diesel, the manufacturer shall



submit projected California sales and fuel economy data nineteen months prior to January 1 of the model year for which the vehicles are certified.

3.3 **Credit Reporting.** In order to verify the status of a manufacturer's compliance with the fleet average or phase-in requirements for a given model year, and in order to confirm the accrual of credits or debits, each manufacturer shall submit an annual report to the Executive Officer which sets forth the production data used to establish compliance, by no later than March 1 of the calendar year following the close of the model year.

3.4 **SFTP.** Prior to 2003 model year, a manufacturer that introduces MDVs certified to the SFTP requirements set forth in E1.2.2 must submit the implementation information required for vehicles produced in subsequent model years.

#### **4. §86.1844 Information Requirements: Application for Certification and Submittal of Information Upon Request**

4.1 §86.1844-01. Amend as follows:

4.1.1 Delete §86.1844-01(d)(9).

4.1.2 Add the following requirements to §86.1844-01(e):

(a) The information required in title 13, CCR, §§2037, 2038 and 2039.

(b) The NMOG/NMHC and/or formaldehyde to NMHC ratios established according to Section I.1.4 of these test procedures

4.2 **OBD Requirements.** For and subsequent model-year passenger cars, light-duty trucks and medium-duty vehicles, information shall be submitted in the application for certification according to the requirements of title 13, CCR, Section 1968.1.

4.3 **HEVs.** For HEVs, the information required in the “California Zero-Emission and Hybrid Electric Vehicle Standards and Test Procedures for 2003 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles” must be supplied with the Part I application for certification.

**I. In-Use Compliance Requirements and Procedures**

1. §86.1845 Manufacturer in-use verification testing requirements

1.1 §86.1845-01. Amend as follows:

1.1.1 **Table S01-5 California Small Volume Manufacturers and Small Volume Test Groups**

California only test group annual sales <sup>(1)</sup>	1-1,500	1,501-4,500
High Mileage	voluntary	2

<sup>(1)</sup> Total annual production of groups eligible for testing under small volume sampling plan is capped at a maximum of 4,500 California-only production volume per model year, per large volume manufacturer. All other remaining large or intermediate volume manufacturer small volume test groups shall meet the requirements in Table S01-06 below.

1.1.2 **Table S01-6 - California Large Volume Manufacturers**

California only test group - annual sales	4,500-15,000	15,001-25,000	>25,000
High Mileage	4	5	6

1.1.3. **High Mileage Testing.** Amend subparagraph (c)(2) of 40 CFR §86.1845-01 to read: All test vehicles must have a minimum odometer mileage of 50,000 miles. At least one vehicle of each test group certified to the emission standards in Section E.1.1.1 must have a minimum age and odometer mileage of 75,000 for light-duty vehicles and 90,000 miles for medium-duty vehicles. At least one vehicle of each test group certified to the emission standards in Section E.1.1.2 must have a minimum age and odometer mileage of 90,000 miles. See §86.1838-01(c)(2) for small volume manufacturer mileage requirements.

1.1.4 **High Altitude Testing.** Amend subparagraph (c)(5)(i) of 40 CFR §86.1845-01 to read: Each test vehicle shall be tested in accordance with the Federal Test Procedure and the US06 portion of the Supplemental Federal Test Procedure (if applicable) as described in subpart B of this part, when such test vehicle is tested for compliance with the applicable exhaust emission standards under this subpart. High altitude testing shall not apply.

1.2 §86.1845-04. Amend as follows:

1.2.1 **Table S04-5 California Small Volume Manufacturers and Small Volume Test Groups**

California only test group annual sales <sup>(1)</sup>	1-1,500	1,501-4,500
Low Mileage	voluntary	0
High Mileage	voluntary	2

<sup>(1)</sup> Total annual production of groups eligible for testing under small volume sampling plan is capped at a maximum of 4,500 California-only production volume per model year, per large volume manufacturer. All other remaining large or intermediate volume manufacturer small volume test groups shall meet the requirements in Table S04-06 below.

1.2.2 **Table S04-6 - California Large Volume Manufacturers**

California only test groups - annual sales	4,500-15,000	15,001-25,000	>25,000
Low Mileage	2	3	4
High Mileage	4	5	6

1.2.3 **High Mileage Testing.** Amend subparagraph (c)(2) of 40 CFR §86.1845-04 to read as follows: All test vehicles must have a minimum odometer mileage of 50,000 miles. At least one vehicle of each test group certified to the emission standards in Part I, Section E.1.1.1 of these procedures must have a minimum age and odometer mileage of 75,000 for light-duty vehicles and 90,000 miles for medium-duty vehicles. At least one vehicle of each test group certified to the emission standards in Part I, Section E.1.1.2 of these test procedures must have a minimum age and odometer mileage of 90,000 miles. See §86.1838-01(c)(2) for small volume manufacturer mileage requirements.

1.3 **SFTP.** The manufacturer in-use verification testing requirements shall not apply to vehicles certified to the SFTP standards set forth in Section E.1.2.2 of these test procedures.

1.4 **Test Ratios.** (a) As an alternative to measuring the NMOG content, the Executive Officer may approve, upon submission of supporting data by a manufacturer, the use of NMOG to NMHC ratios. To request the use of NMOG to NMHC ratios, a manufacturer shall establish during certification testing the ratio of measured NMOG exhaust emissions to measured NMHC exhaust emissions for each emission data vehicle for the applicable test group. The results shall be submitted to the Executive Officer in the Part II application for certification. A

manufacturer may conduct in-use testing on the test group by measuring NMHC exhaust emissions rather than NMOG exhaust emissions. After approval by the Executive Officer, the measured NMHC exhaust emissions shall be multiplied by the NMOG to NMHC ratio submitted in the application for certification for the test group to determine the equivalent NMOG exhaust emission values for the test vehicle. The equivalent NMOG exhaust emission value shall be used in place of the measured NMOG exhaust emission value in determining the reactivity adjusted exhaust NMOG results. The equivalent reactivity adjusted NMOG exhaust emission values shall be compared to the NMOG exhaust emission standard applicable to the vehicle emission category (TLEV, LEV, ULEV or SULEV) in which the test group was certified.

(b) For fuel-flexible vehicles certified to NMOG standards, the manufacturer may request from the Executive Officer the use of a methanol (M85) or ethanol (E85) NMOG exhaust emission to gasoline NMHC exhaust emission ratio which shall be established during certification testing for each emission data vehicle for the applicable test group. The results shall be submitted to the Executive Officer in the Part II application for certification. After approval by the Executive Officer, the measured gasoline NMHC exhaust emissions shall be multiplied by the M85 or E85 NMOG to gasoline NMHC ratio submitted in the application for certification for the test group to determine the equivalent NMOG exhaust emission values for the test vehicle. The equivalent NMOG exhaust emission value shall be used in place of the measured NMOG exhaust emission value in determining the reactivity adjusted exhaust NMOG results. The equivalent reactivity adjusted NMOG exhaust emission values shall be compared to the NMOG exhaust emission standard applicable to the vehicle emission category (TLEV, LEV, ULEV, or SULEV) in which the test group was certified.

(c) As an alternative to measuring the HCHO content, the Executive Officer may approve, upon submission of supporting data by a manufacturer, the use of HCHO to NMHC ratios. To request the use of HCHO to NMHC ratios, the manufacturer shall establish during certification testing the ratio of measured HCHO exhaust emissions to measured NMHC exhaust emissions for each emission data vehicle for the applicable test group. The results shall be submitted to the Executive Officer in the Part II application for certification. Following approval of the application for certification, the manufacturer may conduct in-use testing on the test group by measuring NMHC exhaust emissions rather than HCHO exhaust emissions. The measured NMHC exhaust emissions shall be multiplied by the HCHO to NMHC ratio submitted in the application for certification for the test group to determine the equivalent HCHO exhaust emission values for the test vehicle. The equivalent HCHO exhaust emission values shall be compared to the HCHO exhaust emission standard applicable to the test group.

**2. §86.1846 Manufacturer in-use confirmatory testing requirements.**

2.1 §86.1846-01 [No Change.]

2.2 **SFTP.** The manufacturer in-use compliance testing requirements shall not apply to vehicles certified to the SFTP standards set forth in Section E.1.2.2 of these test procedures.

**3. §86.1847 Manufacturer in-use verification and in-use confirmatory testing; submittal of information and maintenance of records.**

3.1 §86.1847-01 Amend as follows:

3.1.1 Amend subparagraph (a)(3) of 40 CFR §86.1847-01 to add: Procurement documentation. A description of the procurement area, a record of the source(s) of any list(s) of vehicles used as a basis for procurement, and a complete record of the number of vehicles rejected after positive vehicle owner response, reason(s) for manufacturer rejection of each rejected vehicles and the method used for random selection of positive owner response vehicles. A complete record of the number of vehicle owners/lessees in which attempt to contact was made and the number of vehicle owners/lessees actually contacted, the number of owners/lessees not contacted and the reasons and number of each for failure to contact, and the number of owners contacted who declined to participate.

3.1.2 Amend subparagraph (b)(1) of 40 CFR §86.1847-01 to read: A complete printout of each and every emission test performed, including, but not limited to, all test results, the date of each test, the full useful life emission standards to which the test group is certified, and the phase mass values for fuel economy, carbon dioxide and each pollutant measured by the Federal Test Procedure and Supplemental Test Procedure as prescribed by subpart B of this part.

3.1.3 Amend subparagraph (f)(1) of 40 CFR §86.1847-01 to read: A complete printout of each and every emission test performed, including, but not limited to, all test results, the date of each test, the full useful life emission standards to which the test group is certified, and the phase mass values for fuel economy, carbon dioxide and each pollutant measured by the Federal Test Procedure and Supplemental Test Procedure as prescribed by subpart B of this part.

Appendices I, II, and III to §86.1845-01 [No change.]

**J. Procedural Requirements**

1. §86.1848 Certification. [No change.]
2. §86.1849 Right of entry. [No change.]
3. §86.1850 Denial, Suspension or Revocation of Certificate of Conformity. [No change.]
4. §86.1851 Application of good engineering judgment to manufacturers' decisions. [No change.]
5. §86.1852 Waivers for good in-use emission performance. [No change.]
6. §86.1853 Certification hearings. [No change.]

**PART II**  
**CALIFORNIA EXHAUST AND PARTICULATE EMISSION TEST PROCEDURES**  
**FOR PASSENGER CARS, LIGHT-DUTY TRUCKS**  
**AND MEDIUM-DUTY VEHICLES**

This part describes the equipment required and the procedures necessary to perform gaseous and particulate exhaust emission tests (40 CFR Part 86, Subpart B); cold temperature test procedures (40 CFR Part 86, Subpart C); the California 50°F test procedure; the development of reactivity adjustment factors; and the supplemental federal test procedure (40 CFR Part 86, Subpart B) on passenger cars, light-duty trucks and medium-duty vehicles.

**A. 40 CFR Part 86, Subpart B - Emission Regulations for 1977 and Later Model Year New Light-Duty Vehicles and New Light-Duty Trucks; Test Procedures.**

**100.1 General applicability.**

- 86.101 General applicability. June 28, 1977.
- 86.102 Definitions. March 5, 1980.
- 86.103 Abbreviations. March 5, 1980.
- 86.104 Section numbering, construction. April 11, 1989.
- 86.105 Introduction; structure of subpart. April 11, 1989.

**100.2 Equipment and Facility Requirements.**

- 86.106-00 Equipment required; overview. October 22, 1996.
- 86.107-98 Sampling and analytical system, evaporative emissions. August 23, 1995.
- 86.108-00 Dynamometer. October 22, 1996.
- 86.109-94 Exhaust gas sampling system; Otto-cycle vehicles not requiring particulate emission measurements. June 30, 1995.
- 86.110-94 Exhaust gas sampling system; diesel-cycle vehicles, and Otto-cycle vehicles requiring particulate emissions measurements. June 30, 1995.
- 86.111-94 Exhaust gas analytical-system. September 30, 1994.
- 86.112-91 Weighing chamber (or room) and microgram balance specifications. June 5, 1991.

**100.3 Certification Fuel Specifications.**

- 86.113-94 Fuel Specifications. June 30, 1995.

**100.3.1 California Certification Gasoline Specification.** Add the following subparagraph which reads: Gasoline having the specifications listed below may be used in exhaust and evaporative emission testing as an option to the specifications referred to in 86.113-94(a)(1). If a manufacturer elects to utilize this option, both exhaust and evaporative emission testing shall be conducted by the manufacturer with gasoline having the specifications listed below, and the Executive Officer shall conduct exhaust and evaporative emission testing with gasoline having the specifications listed below.

<b>California Certification Gasoline Specifications</b>		
<b>Fuel Property<sup>(a)</sup></b>	<b>Limit</b>	<b>Test Method<sup>(b)</sup></b>
Octane (R+M)/2	91 (min)	D2699-88, D 2700-88
Sensitivity	7.5 (min)	D2699-88, D2700-88
Lead	0-0.01g/gal (max); no lead added	§2253.4(c), title 13 CCR
Distillation Range:		§2263, title 13 CCR <sup>(c)</sup>
10% point	130-150 °F	
50% point <sup>(d)</sup>	200-210 °F	
90% point <sup>(e)</sup>	290-300 °F	
EP, maximum	390 °F	
Residue	2.0 vol. % (max)	
Sulfur	30-40 ppm by wt.	§2263, title 13 CCR
Phosphorous	0.005 g/gal (max)	§2253.4(c), title 13 CCR
RVP	6.7-7.0 psi	§2263, title 13 CCR
Olefins	4.0-6.0 vol. %	§2263, title 13 CCR
Total Aromatic Hydrocarbons	22-25 vol. %	§2263, title 13 CCR
Benzene	0.8-1.0 vol. % <sup>(f)</sup>	§2263, title 13 CCR
Multi-substituted Alkyl Aromatic Hydrocarbons	12-14 vol. % <sup>(g)</sup>	
MTBE	10.8-11.2 vol. %	§2263, title 13 CCR
Additives	Sufficient to meet requirements of §2257, title 13 CCR	
Copper Corrosion	No. 1	D 130-88
Gum, washed	3.0 mg/100 mL (max)	D 381-86
Oxidation Stability	1000 minutes (min)	D 525-88
Specific Gravity	Report <sup>(h)</sup>	
Heat of Combustion	Report <sup>(h)</sup>	
Carbon	Report wt. % <sup>(h)</sup>	
Hydrogen	Report wt. % <sup>(h)</sup>	

<sup>(a)</sup> The gasoline must be blended from typical refinery feedstocks.

<sup>(b)</sup> ASTM specification unless otherwise noted. A test method other than that specified may be used following a determination by the Executive Officer that the other method produces results equivalent to the results with the specified method.



(c) Although §2263 title 13, CCR refers to the temperatures of the 50 and 90 percent points, this procedure can be extended to the 10 percent and end point temperatures, and to the determination of the residue content.

(d) The range for interlaboratory testing is 195-215° F.

(e) The range for interlaboratory testing is 285-305° F.

(f) The range for interlaboratory testing is 0.7-1.1 percent by volume.

(g) "Detailed Hydrocarbon Analysis of Petroleum Hydrocarbon Distillates, Reformates, and Gasoline by Single Column High Efficiency (Capillary) Column Gas Chromatography," by Neil Johansen, 1992, Boulder, CO.

(h) The fuel producer should report this fuel property to the fuel purchaser. Any generally accepted test method may be used and shall be identified in the report.

### 100.3.2 Certification Diesel Fuel Specifications

Amend subparagraphs §86.113-94(b)(2) and (b)(3) as follows:

(2) Except as noted below, petroleum fuel for diesel vehicles meeting the specifications referenced in 40 CFR §86.113-94(b)(2), or substantially equivalent specifications approved by the Executive Officer, shall be used in exhaust emission testing. The grade of petroleum fuel recommended by the engine manufacturer, commercially designated as "Type 2-D" grade diesel, shall be used. The petroleum fuel used in exhaust emission testing may meet the specifications listed below, or substantially equivalent specifications approved by the Executive Officer, as an option to the specifications in 40 CFR §86.113-94(b)(2). Where a manufacturer elects pursuant to this subparagraph to conduct exhaust emission testing using the specifications of 86.113-94(b)(2), or the specifications listed below, the Executive Officer shall conduct exhaust emission testing with the diesel fuel meeting the specifications elected by the manufacturer.

California Certification Diesel Fuel Specifications		
Fuel Property	Limit	Test Method <sup>(a)</sup>
Natural Cetane Number	47-55	D 613-86
Distillation Range		§2282(g)(3), title 13, CCR
IBP	340-420 °F	
10% point	400-490 °F	
50% point	470-560 °F	
90% point	550-610 °F	
EP	580-660 °F	
API Gravity	33-39°	D 287-82
Total Sulfur	0.01-0.05 wt. %	§2282(g)(3), title 13, CCR
Nitrogen Content	100-500 ppmw	§2282(g)(3), title 13, CCR
Total Aromatic Hydrocarbons	8-12 vol. %	§2282(g)(3), title 13, CCR
Polycyclic Aromatic Hydrocarbons	1.4 wt. % (max)	§2282(g)(3), title 13, CCR
Flashpoint	130 °F (max)	D 93-80
Viscosity @ 40°F	2.0-4.1 centistokes	D 445-83

(a) ASTM specifications unless otherwise noted. A reference to a subsection of §2282, title 13, CCR, means the test method identified in that subsection for the particular property. A test method other than that specified may be used following a determination by the Executive Officer that the other method produces results equivalent to the results of the specified method.

(3) Diesel fuel representative of commercial diesel fuel which will be generally available through retail outlets shall be used in service accumulation.

**100.3.3 Alcohol Fuels**

Amend §86.113-94(c) as follows:

Delete subparagraphs (c)(1) and (c)(2); replace with:

(c)(1) **Emission test fuel.** For Otto-cycle or diesel alcohol vehicles and hybrid electric vehicles which use Otto-cycle or diesel alcohol engines, methanol or ethanol fuel used for exhaust and evaporative emission testing shall meet the specifications set forth in section 2292.1, title 13, CCR, (Specifications for M-100 Fuel Methanol) or section 2292.3 (Specification for E-100 Fuel Ethanol) as modified by the following:

Specification	Limit
<b>M-100 Fuel Methanol</b>	
Methanol	98.0 ± 0.5 vol. percent
Ethanol	1.0 ± 0.1 vol. percent
Petroleum fuel meeting the specifications of section 100.3.1.	1.0 ± 0.1 vol. percent
<b>E-100 Fuel Ethanol</b>	
Ethanol	98.0 ± 0.5 vol. percent
Methanol	1.0 ± 0.1 vol. percent
Petroleum fuel meeting the specifications of section 100.3.1.	1.0 ± 0.1 vol. percent

(c)(2) **Mileage accumulation fuel.** For Otto-cycle or diesel alcohol vehicles and hybrid electric vehicles which use Otto-cycle or diesel alcohol engines, methanol or ethanol fuel used for service accumulation shall meet the applicable specifications set forth in section 2292.1, title 13, CCR, (Specifications for M-100 Fuel Methanol) or section 2292.3 (Specification for E-100 Fuel Ethanol).

(c)(3) Fuel additives and ignition improvers intended for use in alcohol test fuels shall be subject to the approval of the Executive Officer. In order for such approval to be granted, a manufacturer must demonstrate that emissions will not be adversely affected by the use of the fuel additive or ignition improver.

**100.3.4 Mixtures of Petroleum and Alcohol Fuels for Flexible Fuel Vehicles**

Amend §86.113-94(d) as follows:

Delete subparagraphs (d)(1) and (d)(2); replace with:

(d)(1) **Exhaust emission test fuel for emission-data and durability-data vehicles.** For Otto-cycle or diesel alcohol vehicles and hybrid electric vehicles which use Otto-cycle or diesel alcohol engines, methanol or ethanol fuel used for exhaust emission testing shall meet the applicable specifications set forth in section 2292.2, title 13, CCR, (Specifications for M-85 Fuel Methanol) or section 2292.4 (Specifications for E-85 Fuel Ethanol) as modified by the following:

Specification	Limit
<b>M-85 Fuel Methanol</b>	
Petroleum fuel meeting the specifications of section 100.3.1.	13-16 vol. percent
Reid vapor pressure	8.0-8.5 psi, using common blending components from the gasoline stream.
<b>E-85 Fuel Ethanol</b>	
Petroleum fuel meeting the specifications of section 100.3.1.	15-21 vol. percent
Reid vapor pressure	8.0-8.5 psi, using common blending components from the gasoline stream.

(d)(2) **Mileage accumulation fuel.** For flexible fuel Otto-cycle or diesel alcohol vehicles and hybrid electric vehicles that use Otto-cycle or diesel alcohol engines, petroleum fuel shall meet the applicable specifications in Part II, Sections A.100.3.1 or 100.3.2 and methanol or ethanol fuel shall meet the applicable specifications set forth in section 2292.2, title 13, CCR, (Specifications for M-85 Fuel Methanol) or section 2292.4 (Specification for E-85 Fuel Ethanol). Mileage accumulation procedures shall be subject to the requirements set forth in 40 CFR §86.1831-01(a) and (b) and are subject to the prior approval of the Executive Officer. A manufacturer shall consider expected customer fuel usage as well as emissions deterioration when developing its durability demonstration.

(d)(3) **Evaporative emission test fuel for emission-data and durability-data vehicles.** For Otto-cycle or diesel alcohol vehicles and hybrid electric vehicles which use Otto-cycle or diesel alcohol engines, a blend of methanol or ethanol fuel used for evaporative emission testing shall meet the applicable specifications set forth in section 2292.2, title 13, CCR, (Specifications for M-85 Fuel Methanol) or section 2292.4 (Specifications for E-85 Fuel Ethanol) and gasoline meeting the specifications of section 100.3.1 of these test procedures such that the final blend is composed of either 35 volume percent methanol ( $\pm 1.0$  volume percent of total blend) for methanol-fueled vehicles or 10 volume percent ethanol ( $\pm 1.0$  volume percent of total blend) for ethanol-fueled vehicles. Alternative alcohol-gasoline blends may be used in place of M35 or E10 if demonstrated to result in equivalent or higher evaporative emissions, subject to prior approval of the Executive Officer.

(d)(4) **Additive requirements.** Fuel additives and ignition improvers intended for use in alcohol test fuels shall be subject to the approval of the Executive Officer. In order for such approval to be granted, a manufacturer must demonstrate that emissions will not be adversely affected by the use of the fuel additive or ignition improver.

**100.3.5 Natural Gas Fuels**

Amend §86.113-94(e) as follows:

Delete subparagraphs (e)(1), (e)(2) and (e)(3); replace with:

(e)(1) **Exhaust emission test fuel.** For dedicated, dual-fueled or hybrid electric vehicles which use natural gas, fuel used for exhaust and evaporative emission testing shall meet the specifications listed in section 2292.5, title 13, CCR, (Specifications for Compressed Natural Gas) as modified by the following:

Specification	Limit
<b>Compressed Natural Gas Certification Test Fuel</b>	
Methane	90.0 ± 1.0 mole percent
Ethane	4.0 ± 0.5 mole percent
C <sub>3</sub> and higher hydrocarbon content	2.0 ± 0.3 mole percent
Oxygen	0.5 mole percent maximum
Inert gases (CO <sub>2</sub> + N <sub>2</sub> )	3.5 ± 0.5 vol. percent

(e)(2) **Mileage accumulation fuel.** For dedicated, dual-fueled or hybrid electric vehicles which use natural gas, fuel used for service accumulation shall meet the specifications listed in section 2292.5, title 13, CCR, (Specifications for Compressed Natural Gas).

**100.3.6 Liquefied Petroleum Gas Fuels**

Amend §86.113-94(f) as follows:

Delete subparagraphs (f)(1) and (f)(2); replace with:

(f)(1) **Evaporative and exhaust emission test fuel.** For dedicated, dual-fueled or hybrid electric vehicles which use liquefied petroleum gas, fuel used for exhaust and evaporative emission testing shall meet the specifications listed in section 2292.6, title 13, CCR, (Specifications for Liquefied Petroleum Gas) as modified by the following:

Specification	Limit
<b>Liquefied Petroleum Gas Certification Test Fuel</b>	
Propane	93.5 ± 1.0 volume percent
Propene	3.8 ± 0.5 volume percent
Butane and heavier components	1.9 ± 0.3 volume percent

(f)(2) **Mileage accumulation fuel.** For dedicated, dual-fueled or hybrid electric vehicles which use liquefied petroleum gas, fuel used for service accumulation shall meet the specifications listed in section 2292.6, title 13, CCR, (Specifications for Liquefied Petroleum Gas).

### **100.3.7 Identification of New Clean Fuels to be Used in Certification Testing**

Any person may petition the state board to establish by regulation certification testing specifications for a new clean fuel for which specifications for a new clean fuel are not specifically set forth in paragraph 86.113-94 as amended herein. Prior to adopting such specifications, the state board shall consider the relative cost-effectiveness of use of the fuel in reducing emissions compared to the use of other fuels. Whenever the state board adopts specifications for a new clean fuel for certification testing, it shall also establish by regulation specifications for the fuel as it is sold commercially to the public.

(a) If the proposed new clean fuel may be used to fuel existing motor vehicles, the state board shall not establish certification specifications for the fuel unless the petitioner has demonstrated that:

(1) Use of the new clean fuel in such existing motor vehicles would not increase emissions of NMOG (on a reactivity-adjusted basis), NO<sub>x</sub>, CO, and the potential risk associated with toxic air contaminants, as determined pursuant to the procedures set forth in "California Test Procedures for Evaluating Substitute Fuels and New Clean Fuels." In the case of fuel-flexible vehicles or dual-fuel vehicles which were not certified on the new clean fuel but are capable of being operated on it, emissions during operation with the new clean fuel shall not increase compared to emissions during vehicle operation on gasoline.

(2) Use of the new clean fuel in such existing motor vehicles would not result in increased deterioration of the vehicle and would not void the warranties of any such vehicles.

(b) Whenever the state board designates a new clean fuel pursuant to this section, the state board shall also establish by regulation required specifications for the new clean fuel sold commercially in California.

86.114-94 Analytical gases. June 30, 1995.

86.115-00 EPA urban dynamometer driving schedules. October 22, 1996.

### **100.4 Calibration methods and frequency.**

86.116-94 Calibrations, frequency and overview. April 11, 1989.

86.117-96 Evaporative emission enclosure calibrations. August 23, 1995.

86.118-00 Dynamometer calibrations. October 22, 1996.

86.119-90 CVS calibration. June 30, 1995.

- 86.120-94 Gas meter or flow instrumentation calibration, particulate, methanol and formaldehyde measurement. June 30, 1995.
- 86.121-90 Hydrocarbon analyzer calibration. June 30, 1995.
- 86.122-78 Carbon monoxide analyzer calibration. June 28, 1977.
- 86.123-78 Oxides of nitrogen analyzer calibration. June 30, 1995.
- 86.124-78 Carbon dioxide analyzer calibration. June 28, 1977.
- 86.125-94 Methane analyzer calibration. June 5, 1991.
- 86.126-90 Calibration of other equipment. April 11, 1989.

**100.5 Test Procedures and Data Requirements.**

- 86.127-00 Test procedures; overview. October 22, 1996.
- 86.128-00 Transmissions. October 22, 1996.
- 86.129-00 Road load power, test weight, inertia weight class determination, and fuel temperature profile. October 22, 1996.

**100.5.1 California Road Load Power, Test Weight and Inertia Weight Class Determination.**

100.5.1.1 Amend §86.129-00(a) to add the following specifications for medium-duty vehicles:

<b>ROAD LOAD POWER @ 50 mph FOR MEDIUM-DUTY VEHICLES</b>		
ADJUSTED LOADED VEHICLE WEIGHT (lbs.)	EQUIVALENT TEST WEIGHT (lbs.)	INERTIA WEIGHT CLASS (lbs.)
10001 to 10250	10000	10000
10251 to 10750	10500	10500
10751 to 11250	11000	11000
11251 to 11750	11500	11500
11751 to 12250	12000	12000
12251 to 12750	12500	12500
12751 to 13250	13000	13000
13251 to 13750	13500	13500
13751 to 14000	14000	14000

100.5.1.2 Amend §86.129-00(b) to add the following specifications for medium-duty vehicles: **Power absorption unit adjustment- medium-duty vehicles.**

(1) The power absorption unit shall be adjusted to reproduce road load power at 50 miles per hour true speed. The dynamometer power absorption shall take into account the dynamometer friction, as discussed in paragraph 86.118-78.

(2) The dynamometer road load setting is determined from the loaded test weight, the reference frontal area, vehicle protuberances, and an aerodynamic drag coefficient as determined appropriate by the Executive Officer. The vehicle manufacturer shall submit the procedure by which the aerodynamic drag coefficient was determined in the test vehicle information section in the certification application. The dynamometer road load setting shall be determined by the following equation.

(i) For medium-duty vehicles to be tested on twin or single large roll dynamometers:

$$H_p = (0.00182)V((0.015)(W)+(0.0375)(C_d)(A)(V^2)/(32.2\text{ft/s}^2))+P$$

where:

$H_p$  = the dynamometer power absorber setting at 50 mph (horsepower).

0.00182 = conversion factor to horsepower.

$V$  = velocity in feet/sec.

0.015 = coefficient of rolling resistance.

$W$  = loaded vehicle weight in pounds.

0.0375 = air density in lbm/cubic ft.

$C_d$  = aerodynamic drag coefficient.

$A$  = reference frontal area in square ft.

32.2 ft/s<sup>2</sup> = gravitational acceleration

$P$  = protuberance power (horsepower)

(ii) The protuberance power,  $P$  shall be determined per subparagraph 86.129-80(c)(2)(i).

(iii) The dynamometer power absorber setting for medium-duty vehicles shall be rounded to the nearest 0.1 horsepower.

(3) The road load power calculated above shall be used or the vehicle manufacturer may determine the road load power by an alternate procedure requested by the manufacturer and approved in advance by the Executive Officer.

(4) Where it is expected that more than 33 percent of a vehicle line within an engine-system combination will be equipped with air conditioning, per §86.1828-01, the road load power as determined in paragraph (2) or (3) of this section shall be increased by 10 percent up to a maximum increment of 1.4 horsepower, for testing all test vehicles of that vehicle line within that engine-system combination if those vehicles are intended to be offered with air conditioning in production. This power increment shall be added to the indicated dynamometer power absorption setting prior to rounding off this value.

86.130-00 Test sequence; general requirements. October 22, 1996.

### **100.5.2 California test sequence; general requirements**

100.5.2.1 Delete subparagraph (a) of §86.130-00 and replace with:

For purposes of determining conformity with 50°F test requirements, the procedures set forth in Part II, Section C. For all hybrid electric vehicles and all 2001 and subsequent model-year vehicles certifying to running loss and useful life evaporative emission standards, the test sequence specified in "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Motor Vehicles" as incorporated by reference in section 1976, title 13, CCR shall apply.

100.5.2.2 Add the following:

A manufacturer has the option of simulating air conditioning operation during testing at other ambient test conditions provided it can demonstrate that the vehicle tailpipe exhaust emissions are representative of the emissions that would result from the SC03 cycle test procedure and the ambient conditions of paragraph 86.161-00. The Executive Officer has approved two optional air conditioning test simulation procedures, AC1 and AC2, for the 2001 to 2003 model years only. If a manufacturer desires to conduct an alternative SC03 test simulation other than AC1 and AC2, or the AC1 and AC2 simulations for the 2004 and subsequent model years, the simulation test procedure must be approved in advance by the Executive Officer (see paragraphs 86.162-00 and 86.162-03).

86.131-00 Vehicle preparation. October 22, 1996.

86.132-00 Vehicle preconditioning. October 22, 1996

### **100.5.3 California Vehicle Preconditioning Requirements**

100.5.3.1 Add the following subparagraph: For all hybrid electric vehicles and all 2000 and subsequent model-year vehicles subject to running loss and useful life evaporative emission standards, the preconditioning sequence for the Federal Test Procedure specified in "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Motor Vehicles" as incorporated by reference in section 1976, title 13, CCR shall apply. In addition, the preconditioning sequence for the SFTP described in subparagraphs (n) and (o) of paragraph 86.132-00 shall apply.

- 86.133-96 Diurnal breathing loss test. August 23, 1995.
- 86.134-96 Running loss test. August 23, 1995.
- 86.135-00 Dynamometer procedure. October 22, 1996.
- 86.136-90 Engine starting and restarting. September 21, 1994.
- 86.137-96 Dynamometer test run, gaseous and particulate emissions. March 24, 1993.
- 86.138-96 Hot soak test. August 23, 1995.
- 86.139-90 Diesel particulate filter handling and weighing. April 11, 1989.
- 86.140-94 Exhaust sample analysis. June 30, 1995.
- 86.142-90 Records required. June 30, 1995.
- 86.143-96 Calculations; evaporative emissions. August 23, 1995.



86.144-94 Calculations; exhaust emissions. July 5, 1991.

**100.5.4 Calculations; exhaust emissions**

100.5.4.1 The exhaust emission calculations for California are set forth in the “California Non-Methane Organic Gas Test Procedures, as incorporated by reference herein.

100.5.4.2 Add the following calculation:

Organic material non-methane hydrocarbon equivalent mass for ethanol vehicles:

$$\text{OMNMHCE}_{\text{mass}} = \text{NMHC}_{\text{mass}} + (13.8756/32.042) \times (\text{CH}_3\text{OH})_{\text{mass}} + (13.8756/23.035) \times (\text{CH}_3\text{CH}_2\text{OH})_{\text{mass}} + (13.8756/30.0262) \times (\text{HCHO})_{\text{mass}} + (13.8756/22.027) \times (\text{CH}_3\text{CHO})_{\text{mass}}$$

86.145-82 Calculations; particulate emissions. November 2, 1982.

86.158-00 Supplemental Federal Test Procedures; overview. October 22, 1996.

86.159-00 Exhaust emission test procedures for US06 emissions. October 22, 1996.

86.160-00 Exhaust emission test procedure for SC03 emissions. October 22, 1996.

86.161-00 Air conditioning environmental test facility ambient requirements. October 22, 1996.

86.162-00 Approval of alternative air conditioning test simulations and descriptions of AC1 and AC2. October 22, 1996.

86.162-03 Approval of alternative air conditioning test simulations. October 22, 1996.

86.163-00 Spot check correlation procedures for vehicles tested using a simulation of the environmental test cell for air conditioning emission testing. October 22, 1996.

86.164-00 Supplemental federal test procedure calculations. October 22, 1996.

**B. Subpart C - Emission Regulations for 1994 and Later Model Year Gasoline-Fueled New Light-Duty Vehicles and New Light-Duty Trucks; Cold Temperature Test Procedures**

86.201-94 General applicability. July 17, 1992.

**200.1 California applicability.**

Amend subparagraph 86.201-94(a) as follows: This subpart describes procedures for determining the cold temperature carbon monoxide (CO) emissions from 2000 and later model year new passenger cars, light-duty trucks, and medium-duty vehicles (excluding natural gas, diesel-fueled, and zero-emission vehicles).

86.202-94 Definitions. July 17, 1992.

86.203-94 Abbreviations. July 17, 1992.

86.204-94 Section number construction. July 17, 1992.

86.205-94 Introduction; structure of subpart. July 17, 1992.

86.206-94 Equipment required; overview. July 17, 1992.

**200.2 California Equipment Required; Overview**

Amend §86.206-94, as follows:

This subpart contains procedures for exhaust emission tests on passenger cars, light-duty trucks, and medium-duty vehicles (excluding natural gas, diesel-fueled, and zero-emission vehicles.) Equipment required and specifications are as follows:

(a)(1) **Exhaust emission tests.** Exhaust from vehicles (excluding natural gas, diesel-fueled, and zero-emission vehicles) is tested for gaseous emissions using the Constant Volume Sampler (CVS) concept (§86.209). Equipment necessary and specifications appear in 40 CFR Part 86, §§86.208 through 86.214.

(a)(2) **Fuel, analytical gas, and driving schedule specifications.** Fuel specifications for exhaust emission testing for gasoline-fueled vehicles are specified in 40 CFR Part 86, §86.213. As an option, a manufacturer may utilize the fuel specified in §86.213 with the sulfur content limited to 30-40 ppm by weight. Fuel specifications for exhaust emission testing for alcohol-fueled vehicles and liquefied petroleum gas vehicles are specified in Part II, Section 100.3 of these test procedures. Analytical gases are specified in 40 CFR Part 86, §86.214. The EPA Urban Dynamometer Driving Schedule (UDDS) for use in emission tests is specified in 40 CFR Part 86, §86.215 and appendix I to this part.

86.208-94 Dynamometer. July 17, 1992.

86.209-94 Exhaust gas sampling system; gasoline-fueled vehicles. July 17, 1992.

86.211-94 Exhaust gas analytical system. July 17, 1992.

86.213-94 Fuel specifications. July 17, 1992.

86.214-94 Analytical gases. July 17, 1992.

86.215-94 EPA urban dynamometer driving schedule. July 17, 1992.

86.216-94 Calibrations, frequency and overview. July 17, 1992.

- 86.218-94 Dynamometer calibration. July 17, 1992.
- 86.219-94 CVS calibration. July 17, 1992.
- 86.221-94 Hydrocarbon analyzer calibration. July 17, 1992.
- 86.222-94 Carbon monoxide analyzer calibration. July 17, 1992.
- 86.223-94 Oxides of nitrogen analyzer calibration. July 17, 1992.
- 86.224-94 Carbon dioxide analyzer calibration. July 17, 1992.
- 86.226-94 Calibration of other equipment. July 17, 1992.
- 86.227-94 Test procedures; overview. July 17, 1992.
- 86.228-94 Transmissions. July 17, 1992.
- 86.229-94 Road load force, test weight, and inertia weight class determination. July 17, 1992.
- 86.230-94 Test Sequence; general requirements. July 17, 1992.
- 86.231-94 Vehicle Preparation. July 17, 1992.
- 86.232-94 Vehicle Preconditioning. July 17, 1992.
- 86.235-94 Dynamometer procedure. July 17, 1992.
- 86.236-94 Engine starting and restarting. July 17, 1992.
- 86.237-94 Dynamometer test run, gaseous emissions. July 17, 1992.
- 86.240-94 Exhaust sample analysis. July 17, 1992.
- 86.242-94 Records required. July 17, 1992.
- 86.244-94 Calculations; exhaust emissions. July 17, 1992.
- 86.246-94 Intermediate temperature testing. July 17, 1992.

Appendix I to Part 86 -- Urban Dynamometer Schedules. October 22, 1996.

### **C. 50°F Emission Test Procedure.**

The NMOG, CO, NO<sub>x</sub> and formaldehyde emissions from all light- and medium-duty TLEVs, LEVs, ULEVs and SULEVs shall be measured according to the Federal Test Procedure as set forth in Subpart B, 40 CFR Part 86 at a nominal temperature of 50°F with the following modifications:

#### **(1) Test Procedure.**

(a) The test vehicles shall not be subject to a diurnal heat build prior to the cold start exhaust test or evaporative emission testing.

(b) Following a 12 to 36 hour cold soak at a nominal temperature of 50°F, the nominal preconditioning, soak, and test temperatures shall be maintained within 3°F of the nominal temperature on an average basis and within 5°F of the nominal temperature on a continuous basis. The temperature shall be sampled at least once every 15 seconds during the preconditioning and test periods and at least once each 5 minutes during the soak period. A continuous strip chart recording of the temperature with these minimum time resolutions is an acceptable alternative to employing a data acquisition system.

(c) The test site temperature shall be measured at the inlet of the vehicle cooling fan used for testing.

(d) The test vehicle may be fueled before the preconditioning procedure in a fueling area maintained within a temperature range of 68 to 86°F. The requirement to saturate the evaporative control canister(s) shall not apply.

(e) If a soak area remote from the test site is used, the vehicle may pass through an area maintained within a temperature range of 68 to 86° F during a time interval not to exceed 10 minutes. In such cases, the vehicle shall be restabilized to 50°F by soaking the vehicle in the nominal 50°F test area for six times as long as the exposure time to the higher temperature area, prior to starting the emission test.

(f) The vehicle shall be approximately level during all phases of the test sequence to prevent abnormal fuel distribution.

**D. Procedure for Determining Specific Reactivity.**

The following procedure shall be used by the Executive Officer to establish reactivity adjustment factors for exhaust emissions of non-methane organic gases (NMOG) for the purpose of certifying a vehicle of specific emission category and fuel for sale in California.

**1. Procedure for Determining Specific Reactivity.**

(a) A representative speciated NMOG exhaust emission profile for light- and medium-duty low-emission vehicles shall be established according to the following conditions:

i. Speciated NMOG profiles shall be obtained from a statistically valid number of vehicles in each vehicle emission category and fuel type. The maximum incremental reactivities to be used are provided in the "California Non-Methane Organic Gas Test Procedures," incorporated by reference herein.

ii. The speciated NMOG profiles shall identify and quantify, in units of grams per mile or milligrams per mile, all compounds above the specified laboratory limit of detection as measured in accordance with the procedures specified in the "California NMOG Test Procedures."

(b) The "grams ozone per mile" value of each organic compound identified in the speciated profile shall be determined by multiplying the "grams per mile NMOG" emission value of each compound by the applicable maximum incremental reactivity value as specified in the "California Non-Methane Organic Gas Test Procedures."

(c) The "total grams ozone per mile" of NMOG exhaust emissions from each vehicle emission category and fuel type shall be the sum of all the organic compounds values calculated in step (b).

(d) The specific reactivity of each vehicle emission category and fuel type shall be determined by dividing the "total grams ozone per mile" value calculated in step (c) by the "total grams per mile of NMOG emissions."

**2. Procedure for Determining Reactivity Adjustment Factors.**

(a) The baseline specific reactivity of vehicle emission categories operating on conventional gasoline shall be determined by the Executive Officer in accordance with the procedure outlined in subparagraph 1., above.

i. Gasoline meeting the specifications listed below shall be used to determine the baseline specific reactivity low-emission vehicles operating on conventional gasoline:

Specifications for Conventional Gasoline	
Fuel Property	Limit
Sulfur	300 ± 50 ppm by weight
Benzene	1.6 ± 0.3 volume percent
Reid vapor pressure	8.7 ± 0.3 psi
Distillation, D-86, °F	

Fuel Property	Limit
10%	115-135
50%, maximum	240
90%,	323-333
EP, maximum	420
Hydrocarbons	
Total Aromatics	32 ± 3.0 volume percent
Multi-substituted alkyl aromatics	21 ± 3.0 volume percent
Olefins	12 ± 3.0 volume percent
Saturates	Remainder

(The test methods used for each fuel property shall be the same as the test method for the identical fuel property listed in Part II, Section 100.3 of these test procedures.)

(b) The generic specific reactivity of vehicle emission categories operating on clean fuels shall also be determined by the Executive Officer according to the procedure outlined in subparagraph 1. above.

(c) The candidate vehicle/fuel "reactivity adjustment factor" shall be determined by dividing the specific reactivity of a candidate fuel and vehicle by the baseline specific reactivity of vehicles in the same vehicle emission category using the procedure outline in subparagraph 1. above.

(d) For a candidate vehicle/fuel system operating on natural gas, a "methane reactivity adjustment factor" shall be calculated by dividing the maximum incremental reactivity value for methane given in the California Non-Methane Organic Gas Test Procedures by the specific reactivity for the vehicle in the same emission control technology category operated on conventional gasoline as listed in subparagraph (a).i. above or established by the Executive Officer pursuant to paragraph 4 and 5 below. The current methane reactivity adjustment factors are listed in Part I.E.4 of these test procedures.

**3. Procedures for Establishing Test Group Specific Reactivity Adjustment Factors.** A manufacturer may request the use of a unique specific reactivity for a specific vehicle test group category and fuel. The Executive Officer shall approve such a request provided the criteria outlined below are met.

(a) The manufacturer submits speciated NMOG exhaust emission profiles to the Executive Officer obtained from emission testing a minimum of four different vehicles representative of vehicles that will be certified in the test group. The test vehicles shall include the

official emission-data vehicle(s) for the engine family, and the mileage accumulation of each vehicle shall be at or greater than 4000 miles. One speciated profile shall be submitted for each test vehicle. Emission levels of each constituent NMOG shall be measured according to the "California Non-Methane Organic Gas Test Procedures." For the emission-data vehicle(s), the speciated profile(s) shall be obtained from the same test used to obtain the official exhaust emission test results for the emission-data vehicle at the 4,000 mile test point. The manufacturer shall calculate specific reactivity for each speciated NMOG exhaust emission profile in accordance with the procedures specified in paragraph 2. above. By using these specific reactivity values, the manufacturer shall calculate a "reactivity adjustment factor" for each test vehicle in accordance with the procedure specified in paragraph 3. above. A "reactivity adjustment factor" for the test group shall be calculated by taking the arithmetic mean of the "reactivity adjustment factor" obtained for each test vehicle. The 95 percent upper confidence bound (95% UCB) shall be calculated according to the equation:

$$95\% \text{ UCB} = \text{RAF} + 1.96 \times \left[ \frac{\sum_{i=1}^n (\text{RAF}_i - \text{RAF}_m)^2}{n-1} \right]^{1/2}$$

where:

RAF<sub>m</sub> = mean "reactivity adjustment factor" calculated for the test group

RAF<sub>i</sub> = "reactivity adjustment factor" calculated for the i'th test vehicle

n = number of test vehicles

The 95 percent upper confidence bound of the "reactivity adjustment factor" for the test group shall be less than or equal to 115 percent of the test group "reactivity adjustment factor."

(b) The manufacturer submits an "ozone deterioration factor" for the test group. To determine the "ozone deterioration factor," the manufacturer shall perform two tests at each mileage interval for one or more durability vehicle(s) tested in accordance with the procedures and conditions for calculating mass deterioration factors specified in Part I, Section F.3 (40 CFR §86.1819) of these test procedures. The Executive Officer shall approve the use of other mileage intervals and procedures if the manufacturer can demonstrate that equivalently representative "ozone deterioration factors" are obtained. One speciated profile shall be submitted for each test. Emission levels of each constituent NMOG shall be measured according to the "California Non-Methane Organic Gas Test Procedures. A mean gram per mile NMOG mass value and a mean specific reactivity value shall be calculated by taking the arithmetic mean of each measurement from the speciated profiles. These results shall be multiplied together to obtain a mean "total grams ozone per mile" value at each mileage interval. A mean "ozone deterioration factor" shall be calculated in accordance with the procedures in Part I Section F.3 (40 CFR §86.1819) of these test procedures except that the mean total "grams ozone per mile" value determined at each mileage interval shall be used in place of measured mass emissions. If the "ozone deterioration factor" is determined to be less than 1.00, the "ozone deterioration factor" shall be assigned a value of 1.00. The "ozone deterioration factor" shall be multiplied by the product of the official exhaust NMOG mass emission results at the 4,000 mile test point and the

mean "reactivity adjustment factor" for the test group to obtain the NMOG certification levels used to determine compliance with the NMOG emission standards.

(c) The speciated profiles, mean "reactivity adjustment factor" for the test group, and "ozone deterioration factor" are provided to the Executive Officer with the certification application for the engine family.

(d) The maximum incremental reactivities to be used are provided in the "California Non-Methane Organic Gas Test Procedures." Any manufacturer which intends to use the table shall submit to the Executive Officer a list which provides the specific organic gases measured by the manufacturer and the maximum incremental reactivity value assigned to each organic gas prior to or with the submittal of a request for the use of a reactivity adjustment factor unique to a specific test group. The Executive Officer may deny such requests if he or she determines that the maximum incremental reactivity value assignments are made incorrectly.

(e) Methanol and LPG Requirements. For a candidate vehicle/fuel system powered by methanol or liquefied petroleum gas, the reactivity adjustment factor determined by the manufacturer shall be multiplied by 1.1. The resulting value shall constitute the "reactivity adjustment factor" for the methanol or liquefied petroleum gas-powered vehicle/fuel system.

**4. Procedure for Establishing A New Reactivity Adjustment Factor.** The Executive Officer may establish by executive order new reactivity adjustment factor pursuant to the procedures set forth above. The Executive Officer shall notify manufacturers in writing of a new reactivity adjustment factor within 30 days of their establishment.

**5. Procedure for Revising Reactivity Adjustment Factors.** The Executive Officer may revise any reactivity adjustment factor listed in Part I.E.5 of these test procedures or established by the Executive Officer pursuant to the above criteria if he or she determines that the revised reactivity adjustment factor is more representative of the ozone-forming potential of vehicle NMOG emissions based on the best available scientific knowledge and sound engineering judgment. The Executive Officer shall notify manufacturers in writing of any such reactivity adjustment factor at least 3 years prior to January 1 of the calendar year which has the same numerical designation as the model year for which the revised reactivity adjustment factor first becomes effective. However, a manufacturer may use the revised reactivity adjustment factor in certifying any new test group whose certification application is submitted following such notification, if it so chooses. A manufacturer may also continue to use the original reactivity adjustment factor for any existing test group previously certified with that reactivity adjustment factor until a new durability-data vehicle is tested for that test group.