



**Proposed Regulation and Certification Procedures for  
Light-Duty Engine Packages for Use in New Light-Duty  
Specially-Produced Motor Vehicles for 2019  
and Subsequent Model Years**

October 25, 2018

# Presentation Overview

- What is a specially-produced motor vehicle (SPMV)?
- History and federal law
- Staff proposal
- Cost/emissions
- Industry concerns and requests
- 15 Day Changes to address industry requests
- Staff recommendation



# What is a Specially-Produced Motor Vehicle (SPMV)?

- A brand new vehicle that resembles the body of a heritage motor vehicle sold commercially more than 25 years ago
- Includes a new engine and emission controls certified to current standards
- Built by low volume manufacturers
- Ready-to-use configuration
- Sold similarly to any new vehicle
- Limited safety requirements



# Examples of SPMVs That May Be Available





# Examples of SPMVs That May Be Available



# History & Federal Law

- H.R. 22, the Surface Transportation Reauthorization and Reform Act, section 24405, FAST Act, allows low volume manufacturers to produce and sell SPMVs starting in 2017
- SEMA was instrumental in getting the FAST Act through Congress and signed
- U.S. EPA is working on a guidance document that will provide a path for SPMV manufacturers
- NHTSA is working on a Notice of Proposed Rulemaking – May 2018
- In January 2017 SEMA requested CARB align regulations with the FAST Act



# Staff Proposal

## What is a Certified Engine Package?

- Meets small volume manufacturer exhaust and evaporative emissions standards; Executive Order required
- OBD flexibilities allowed for installation on multiple builds
- Same emissions warranty, defects reporting, recall as usual





# Staff Proposal

## What is a certified SPMV?

- Worldwide vehicle production of less than 5,000 vehicles/year
- Limited to new vehicle turnkey sales of 325 nationally/year/manufacturer
- Commercially produced (500 sales) over 25 years ago
- 1:1 size ratio to original vehicle
- Fuel tank/lines





# Cost/Emissions

- Cost
  - Optional path for SPMVs certification
  - No or minimal additional costs for engine manufacturers
  - Minor costs for SPMV manufacturers, offset by new revenue from SPMV sales
- Emissions
  - Certified SPMVs would meet LEV II or LEV III exhaust and evaporative emission standards
  - Nearly full OBD compliance
  - No significant adverse effect

# Industry Concerns & Requests

- OBD evaporative emissions monitoring
  - Will be too costly to make a custom OBD calibration for each unique vehicle model
- Definition of SPMV limited to past production vehicles
  - Industry prefers FAST Act definition of SPMV to prevent future confusion when NHTSA and EPA finalize their processes
  - CARB prefers stronger definition to preserve FAST Act's intent of allowing replicas of historic vehicles, while preventing other non-replica categories of vehicles from using this pathway

# Proposed 15 Day Changes Regulation and Procedures

- Proposed vehicle definition changes
  - Reduce original vehicle production number from 500 to 50
  - Include body style customization options
- On-Board Diagnostic System
  - Leak monitor or capless fuel storage system option
  - Purge system diagnostic starting with engines certified to the 2023 model year.
  - Readiness Status
- Non substantive changes to § 2209.4 Requirements for SPMV  
Manufacturers

# Staff Recommendation

- Adopt the proposed resolution, which would approve for adoption the proposed regulation and certification procedures for SPMVs, and allow staff to further develop 15 day changes

