



January 4, 2008

Ms. Lori Andreoni
Clerk of the Board
California Air Resources Board
1001 I Street
Sacramento, CA 95814

SUBJ: Emission Control and Smog Index Label Regulations 15-Day Notice, Comments on

Dear Ms. Andreoni:

The Alliance of Automobile Manufacturers (Alliance), a trade association of 10 car and light-truck manufacturers, submits the following comments with respect to the subject 15-Day Notice published on December 7, 2007¹. The Alliance has worked closely with ARB staff to develop this regulation, and we appreciate their efforts to accommodate our concerns with the California Environmental Performance Label (CEPL).

We have reviewed the regulations and the changes proposed. This letter provides our understanding of the regulatory requirements concerning three specific issues: 1) tolerances; 2) additional labels on the same sheet as the CEPL; and 3) additional information outside of the 4 x 6 inch CEPL border. We have discussed each of these with ARB staff. We do not believe that regulatory changes are needed, unless we have misinterpreted the regulations. We also recommend that ARB delete "Grid-Connected Hybrid Electric Vehicles" from Section 5 of the regulation. If we have misinterpreted the regulations, we request ARB staff contact us as soon as possible to discuss possible ways to address our concerns and still meet the requirements.

Tolerances: We understand that the regulation specifies a number of dimensions with respect to label size, and location of scales and statements. Sections 6 and 7 allow "...a dimensional tolerance of plus or minus 0.039 inches (1.0 millimeter)..." for each dimension. A 1 millimeter dimension may be exceeded by a very slight paper misalignment. The manufacturers understand the purpose of this requirement is to ensure a uniform label when customers view a vehicle and intend to meet the requirement. The Alliance requests that ARB clarify in the Final Statement of Reasons that enforcement action will not be taken for slight paper misalignment or slight variations in paper stock greater than 1 millimeter, provided the printed black information is properly aligned with itself.

¹ Public Hearing to Consider Amendments to the Emission Control and Smog Index Labels Regulation, Notice of Public Availability of Modified Text and Availability of Additional Documents and Information, Public Availability Date December 7, 2007.

BMW Group • Chrysler LLC • Ford Motor Company • General Motors
Mazda • Mercedes-Benz • Mitsubishi Motors • Porsche • Toyota • Volkswagen

Additional Labels on Same Sheet: As we read the regulations, they do not require that the CEPL be on a separate sheet. In fact, some manufacturers plan to print the CEPL on the same sheet with other labels such as the Bumper Quality Label and Parts Content Information. This was discussed with ARB staff during the rulemaking process before the board hearing. Although not specified by the regulations for the Environmental Performance Label (even though it is specified for the Alternative Environmental Performance Label), manufacturers do not intend to use green color within a 2-inch perimeter outside of the CEPL label's border. Again, we do not believe the regulations require the CEPL to be on a separate sheet.

Additional Information outside of 4 x 6 inch CEPL Border: Some manufacturers will put additional information outside of the 4 x 6 inch CEPL border. The regulation (§2(a)) specifically allows expanding the CEPL to include "bar coding information" outside of the 4 x 6 inch perimeter. As noted in the accompanying explanation, this will allow "label ordering and inventory flexibility among manufacturers." We understand that, provided all of the other requirements are met and the information is placed outside of the 4 x 6 inch border, the manufacturer could also include the Vehicle Identification Number (VIN) and/or Part Number (the label itself may be assigned a part number).

Grid Connected Hybrid Electric Vehicles (GCHEVs): GCHEVs were added to Section 5 of the regulation as part of the proposed 15-Day Notice changes to specify that the global warming score and smog score for GCHEVs should be based on tests when the vehicle is operating on gasoline. The test procedures for GCHEVs have not yet been finalized, and GCHEVs might use blended operation, which would not lend itself to "gasoline-only" type operation. We recommend deleting "Grid Connected Hybrid Electric" from Section 5, and then revising the regulation in the future when test procedures are established for these vehicles.

We appreciate your consideration and look forward to working with ARB in the future. If you have any questions or if we have misunderstood the requirements above, please contact me at (916) 266-4532 or by email at sdouglas@autoalliance.org.

Sincerely,



Steven P. Douglas

cc: Analisa Bevan
Gerhard Achtelik
Craig Duehring
Aron Livingston