



ZEV Regulation: Minor Amendments

Staff Proposal

Public Workshop
May 20, 2013

[Send us your Comments]

Email us at:

sierrarm@calepa.ca.gov

Background

- ZEV regulation for air quality and climate change goals
- Advanced Clean Cars Regulations adopted in January 2012
- Finalized August 2012, Clean up regs finalized in December 2012
- EPA Waiver Granted January 2013
- Further minor amendments needed

Purpose of these Amendments

- Clean up regulatory language to ensure provisions work as intended
- Close potential loopholes
- Provide clarity where needed within the regulatory language

Optional S177 State Compliance Path

- **Purpose of Provision:**

To encourage manufacturers to produce additional ZEVs in the Section 177 States prior to 2018 model year

- **How Provision works:**

- An OEM will deliver set amount of ZEVs in the S177 states in 2016 and 2017 model years
- If OEM opts in, then
 - OEM will be allowed to “pool” ZEV and TZEV credits
 - OEM will be allowed to comply with reduced TZEV and ZEV requirements through 2019



Optional S177 State Compliance Path

- **How Provision is being modified:**
 - Allow 2012-2017 credits to be transferred within regional pools
 - Clarify how IVMs can meet remaining requirements
 - Simplify how penalties are applied
 - Add other clarifying language where needed

Proposed regulatory language provided in hard copy at the back of the room and on ARB's ZEV Program Website



Applying Credits Caps (2018 +)

- **Current Caps for LVMs, 2018 +**
 - TZEVs (50% of Total ZEV)
 - BEVx (50% of minimum ZEV)
 - GHG Over Compliance (50%-30% of minimum ZEV, 50%-30% of Total ZEV, depending on MY)
 - Transportation System Credits (10% of min ZEV, 10% of TZEV portion)
 - Converted PZEV and AT PZEV and NEV credits (25% of TZEV portion)
- **Bottom Line: In some model years, could end up with no ZEVs**

Applying Credit Caps (2018 +)

- Proposal:

In any given model year, can only meet 50% of minimum ZEV requirement with non-ZEV credits

- Individual caps still apply

- Example: TSCs are still limited to 10% of min. ZEV requirement

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Fast Refueling Definition

- Proposal: tighten up definition of fast refueling
 - Designate battery swapping as ineligible for meeting fast refueling capability
- Intent for regular use of fast refueling mechanism
- Current BEVs do not rely on battery swap for refueling

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Other Minor Modifications

- Correct CCR references in over compliance provision
- Correct reference to R_{cda} in 2018+ TZEV equation
- Minor conforming and grammar corrections throughout

Timeline

- Submit comments to Anna Wong no later than **Friday, May 24**
- ISOR released: August 7, 2013
- Board Hearing: September 26 & 27

[Contact Us]

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[Acronyms]

- **ARB:** Air Resources Board
- **CCR:** California Code of Regulations
- **OEM:** Original Equipment Manufacturer
- **ZEV:** Zero Emission Vehicle
- **TZEV:** Transitional Zero Emission Vehicle
- **S177:** Section 177 of the Clean Air Act
- **LVM:** Large Volume Manufacturer
- **IVM:** Intermediate Volume Manufacturer
- **MY:** Model Year
- **PZEV:** Partial Zero Emission Vehicle
- **AT PZEV:** Advanced Technology Partial Zero Emission Vehicle
- **NEV:** Neighborhood Electric Vehicle
- **GHG:** Green House Gas
- **BEVx:** Extended Range Battery Electric Vehicle
- **TSC:** Transportation System Credits