

ATTACHMENT A

FINAL REGULATION ORDER

The text of the amendments is shown below in underline to indicate additions and ~~strikeout~~ to show deletions.

Amend Title 13, California Code of Regulations, section 1976, to read as follows:

1976. Standards and Test Procedures for Motor Vehicle Fuel Evaporative Emissions.

(a) Fuel evaporative emissions from 1970 through 1977 model passenger cars and light-duty trucks are set forth in Title 40, Code of Federal Regulations, Part 86, Subparts A and C, as it existed on June 20, 1973. These standards are enforced in California pursuant to section 43008 of the Health and Safety Code.

(b)(1) Evaporative emissions for 1978 and subsequent model gasoline-fueled, 1983 and subsequent model liquefied petroleum gas-fueled, and 1993 and subsequent model alcohol-fueled motor vehicles and hybrid electric vehicles subject to exhaust emission standards under this article, except petroleum-fueled diesel vehicles, compressed natural gas-fueled vehicles, hybrid electric vehicles that have sealed fuel systems which can be demonstrated to have no evaporative emissions, and motorcycles, shall not exceed the following standards.

(A) For vehicles identified below, tested in accordance with the test procedure based on the Sealed Housing for Evaporative Determination as set forth in Title 40, Code of Federal Regulations, sections 86.130-78 through 86.143-90 as they existed July 1, 1989, the evaporative emission standards are:

Hydrocarbons
or OMHGE (1)

<u>Hot Soak + Diurnal (grams per test) 50K Useful Life (2)</u>	<u>Running Loss (grams/mile) Useful Life(2)</u>
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<u>Vehicle Type</u>	<u>Model Year</u>	<u>Hydrocarbons (1) Diurnal + Hot Soak (grams/test) 50K miles</u>
Passenger cars	1978 and 1979	6.0
Light-duty trucks		6.0
Medium-duty vehicles		6.0
Heavy-duty vehicles		6.0
Passenger cars	1980 - 1994 (2)	2.0
Light-duty trucks		2.0
Medium-duty vehicles		2.0
Heavy-duty vehicles		2.0

(1) Organic Material Hydrocarbon Equivalent, for alcohol-fueled vehicles.

(2) Other than hybrid electric vehicles.

(B) For the vehicles identified below, tested in accordance with the test procedure which includes the running loss test, the hot soak test, and the 72 hour diurnal test, the evaporative emission standards are:

<u>Vehicle Type</u>	<u>Model Year</u>	<u>Hydrocarbons (1) Three-Day Diurnal + Hot Soak (grams/test) Useful Life(2)</u>	<u>Running Loss (grams/mile) Useful Life(2)</u>
Passenger cars	1995 and	2.0	0.05
Light-duty trucks	subsequent (3)	2.0	0.05
Medium-duty vehicles (6,000-8,500 lbs. GVWR)			
<u>with fuel tanks < 30 gallons</u>		2.0	0.05
<u>with fuel tanks > 30 gallons</u>		2.5	0.05
(8,501-14,000 lbs. GVWR) (4)		3.0	0.05
Heavy-duty vehicles (over 14,000 lbs. GVWR)		2.0	0.05
Hybrid Electric Passenger Cars	1993 and	2.0	0.05
	subsequent (5)		
Hybrid Electric Light-Duty Trucks		2.0	0.05
Hybrid Electric Medium-Duty Vehicles		2.0	0.05

- (1) Organic Material Hydrocarbon Equivalent, for alcohol-fueled vehicles.
- (2) For purposes of this section, "useful life" shall have the same meaning as provided in section 2112, Title 13, California Code of Regulations. Approval of vehicles which are not exhaust emission tested using a chassis dynamometer pursuant to section 1960.1, Title 13, California Code of Regulations shall be based on an engineering evaluation of the system and data submitted by the applicant. The useful life of incomplete medium-duty vehicles certified to the "California Exhaust Emission Standards and Test Procedures for 1987 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles" shall be defined by the useful life of the medium-duty vehicle engine used in such vehicles.
- (3) The running loss and useful life three-day diurnal plus hot soak evaporative emission standards (hereinafter "running loss and useful life standards") shall be phased-in beginning with the 1995 model year. Each manufacturer, except small volume manufacturers, shall certify the specified percent (a) of passenger cars and (b) of light-duty trucks, medium-duty vehicles and heavy-duty vehicles to the running loss and useful life evaporative emission standards according to the following schedule:

<u>Model Year</u>	<u>Number Minimum Percentage of Vehicles Certified to Running Loss and Useful Life Standards*</u>
1995	10 percent
1996	30 percent
1997	50 percent

* The number minimum percentage of motor vehicles of each vehicle type required to be certified to the running loss and useful life standards shall be based on determined by applying the specified percentage to the manufacturer's projected California model-year sales (a) of passenger cars and (b) of light-duty trucks, medium-duty vehicles and heavy-duty vehicles. Optionally, the percentage of motor vehicles can also be based on the manufacturer's projected California model-year sales (a) of passenger cars and light-duty trucks and (b) of medium-duty vehicles and heavy-duty vehicles.

Beginning with the 1998 model year, all motor vehicles subject to the running loss and useful life standards, including those produced by small volume manufacturers, shall be certified to the specified standards.

All 1995 through 1997 model year motor vehicles which are not subject to running loss and useful life standards pursuant to the

phase-in schedule shall comply with the 50,000-mile standards in effect for 1980 through 1994 model-year vehicles.

- (4) For the 1995 model year only, the evaporative emission standards for complete vehicles in this weight range shall be 2.0 grams/test and compliance with the evaporative emission standards for complete vehicles in this weight range shall be based on the Sealed Housing for Evaporative Determination (SHED) conducted in accordance with the procedures set forth in Title 40, Code of Federal Regulations, sections 86.130-78 through 86.143-90 as they existed July 1, 1989. For the 1995 and subsequent model years, the evaporative emission standards for incomplete vehicles in this weight range shall be 2.0 grams/test and compliance with the evaporative emission standards shall be based on the test procedures specified in paragraph 4.g. of the "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Motor Vehicles."
- (5) The running loss and useful life diurnal plus hot soak evaporative emission standards (hereinafter "running loss and useful life standards") for all hybrid electric vehicles shall be effective in the 1993 and subsequent model years.
- (C) For vehicles identified below, tested in accordance with the test procedure which includes the hot soak test and the 48 hour diurnal test, the evaporative emission standards are:

<u>Vehicle Type</u>	<u>Model Year</u>	<u>Hydrocarbon (1) Two-Day Diurnal + Hot Soak (grams/test) Useful Life(2)</u>
<u>Passenger cars</u>	<u>1996 and</u>	<u>2.5</u>
<u>Light-duty trucks</u>	<u>subsequent (3)</u>	<u>2.5</u>
<u>Medium-duty vehicles</u>		
<u>(6,001 - 8,500 lbs. GVWR)</u>		
<u>with fuel tanks < 30 gallons</u>		<u>2.5</u>
<u>with fuel tanks > 30 gallons</u>		<u>3.0</u>
<u>(8,501 - 14,000 lbs. GVWR)</u>		<u>3.5</u>
<u>Heavy-duty vehicles</u>		<u>4.5</u>
<u>(over 14,000 lbs. GVWR)</u>		
<u>Hybrid electric passenger cars</u>	<u>1996 and</u>	<u>2.5</u>
<u>Hybrid electric light-duty trucks</u>	<u>subsequent (3)</u>	<u>2.5</u>
<u>Hybrid electric medium-duty vehicles</u>		<u>2.5</u>

(1) Organic Material Hydrocarbon Equivalent for alcohol-fueled vehicles.

(2) For purposes of this paragraph, "useful life" shall have the same meaning as provided in section 2112, Title 13, California Code of Regulations. Approval of vehicles which are not exhaust emission

tested using a chassis dynamometer pursuant to section 1960.1. Title 13, California Code of Regulations shall be based on an engineering evaluation of the system and data submitted by the applicant. The useful life of incomplete medium-duty vehicles certified to the "California Exhaust Emission Standards and Test Procedures for 1987 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles" shall be defined by the useful life of the medium-duty vehicle engine used in such vehicles.

(3) The two-day diurnal plus hot soak evaporative emission standards (hereinafter "supplemental standards") shall be phased-in beginning with the 1996 model year. Those vehicles certified under the running loss and useful life standards for the 1996 and subsequent model years must also be certified under the supplemental standards.

(2) Evaporative emissions for gasoline-fueled motorcycles subject to exhaust emission standards under this article shall not exceed:

<i>Motorcycle Class</i>	<i>Model Year</i>	<i>Hydrocarbons (grams per test)</i>
Class I and II (50-279cc)	1983 and 1984	6.0
	1985 and subsequent	2.0
Class III (280cc and larger)	1984 and 1985	6.0
	1986 and subsequent	2.0
Class III (280cc and larger) (Optional Standard for Small- Volume <u>Motorcycle Manufacturers</u>)	1986-1988	6.0

(c) The procedure for determining compliance with the standards in subsection (b) above is set forth in "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Motor Vehicles," adopted by the state board on April 16, 1975, as last amended November 20, 1991, effective January 16, 1992 September 21, 1994.

(d) Motorcycle engine families certified to 0.2 grams per test or more below the applicable standards shall be exempted from the state board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" pursuant to section 2290 2235, Title 13, California Code of Regulations.

(e) Small volume motorcycle manufacturers electing to certify 1986, 1987, or 1988 model-year Class III motorcycles in accordance with the optional 6.0 gram per test evaporative emission standard shall submit, with the certification application, a list of the motorcycle models for which it intends to seek California certification and estimate sales data for such models. In addition, each such manufacturer shall, on or before July 1 of each year in which it certifies motorcycles under the optional standard, submit a report describing its efforts and progress toward meeting the more

stringent evaporative emission standards. The report shall also contain a description of the manufacturer's current hydrocarbon evaporative emission control development status, along with supporting test data, and shall summarize future planned development work.

(f) For purposes of this section, a small volume motorcycle manufacturer means a manufacturer which sells less than 5,000 new motorcycles per year in California.

NOTE: Authority cited: Sections 39600, 39601, 39667, 43013, 43018, 43101, 43104, and 43107, Health and Safety Code. Reference: Sections 39003, 39500, 39667, 43000, 43013, 43018, 43100, 43101, 43102, 43104, and 43107, Health and Safety Code.