Appendix J – Phase 1 CO2 Standards

Table J-1: Current Heavy-Duty Combination Tractors CO2 Standards (g/ton-mile)

Combination Tractors	MHD (Class 7)			HHD (Class 8)					
				Day Cab			Sleeper Cab		
	Low Roof	Mid Roof	High Roof	Low Roof	Mid Roof	High Roof	Low Roof	Mid Roof	High Roof
MY 2014-16	107	119	124	81	88	92	68	76	75
MY 2017+	104	115	120	80	86	89	66	73	72

Table J-2: Current Heavy-Duty Vocational Vehicles CO2 Standards (g/ton-mile)

ocational Vehicles	LHD (Class 2b-5)	MHD (Class 6-7)	HHD (Class 8)
MY 2014-16	388	234	226
MY 2017+	373	225	222

Table J-3: Current Heavy-Duty Engine CO2 Standards (g/bhp-hr)

Otto Cycle Engine	All Classes				
MY 2016+	627				
Diesel Engine	LHD (Class 2b-5)	MHD (Class 6-7)		HHD (Class 8)	
		Vocational	Tractors	Vocational	Tractors
MY 2014-16	600	600	502	567	475
MY 2017+	576	576	487	555	460

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PUV Phase 1 CO2 Standards

Manufacturers have two phase-in options for meeting the 2018 and subsequent MY targets shown in Tables J-4 through J-8. Phase-In Option A and Phase-In Option B. Once a manufacturer chooses Phase-In Option A or B, it must continue with that option. As referenced in 40 CFR 1037.150, Phase-In Option A begins with 2014 MY vehicles and gradually increases each year in stringency through the 2018 MY. Phase-In Option B matches Phase-In Option A CO2 target values for MYs 2014 and 2015, but is more stringent for MY 2016 and 2017 but less stringent for MY 2018 (CFR, 2017).

Table J-4: Current Phase-In Option A Standards for Diesel PUVs

Option A Phase-In Provisions for Diesel Fleet-Average CO_2 Target	
Vehicle MY	Option A CO_2 target (g/mile)
2014	[0.0478 × (WF)] + 368
2015	[0.0474 × (WF)] + 366
2016	[0.0460 × (WF)] + 354
2017	[0.0445 × (WF)] + 343
2018 and subsequent	[0.0416 × (WF)] + 320

Table J-5: Proposed Phase-In Option A Standards for Gasoline PUVs

Option A Phase-In Provisions for Otto-Cycle Fleet-Average CO_2 Target	
Vehicle MY	Option A CO_2 target (g/mile)
2014	[0.0482 × (WF)] + 371
2015	[0.0479 × (WF)] + 369
2016	[0.0469 × (WF)] + 362
2017	[0.0460 × (WF)] + 354
2018 and subsequent	[0.0440 × (WF)] + 339

Table J-6: Proposed Phase-In Option B Standards for Diesel PUVs

Option B Phase-In Provisions for Diesel Fleet-Average CO_2 Target	
Vehicle MY	Option B CO_2 target (g/mile)
2014	[0.0478 × (WF)] + 368
2015	[0.0474 × (WF)] + 366
2016 – 2018	[0.0440 × (WF)] + 339
2019 and subsequent	[0.0416 × (WF)] + 320

Table J-7: Proposed Phase-In Option B Standards for Gasoline PUVs

Option B Phase-In Provisions for Otto-Cycle Fleet-Average CO_2 Target	
Vehicle MY	Option B CO_2 target (g/mile)
2014	[0.0482 × (WF)] + 371
2015	[0.0479 × (WF)] + 369
2016–2018	[0.0456 × (WF)] + 352
2019 and subsequent	[0.0440 × (WF)] + 339