

# Final Regulation Order

Amendments to Sections 1900, 1961.2, 1961.3, 1965, 1976, 1978, 2037, 2038, 2112, 2139, 2140, 2147, 2317, and 2903, Title 13, California Code of Regulations

[Note: This version of the Final Regulation Order also complies with Government Code section 11346.2 subdivision (a)(3), and 11346.8, subdivision (c). The existing, original regulatory language currently adopted into the California Code of Regulations is shown in "normal type." The final amendments are shown in underline to indicate additions and ~~striketrough~~ to indicate deletions from the existing regulatory text. The final amendments are being presented in two versions. For ease of readability, and to review the final amendments in an Accessible format that can toggle between amendments in strikeout/underline and a "clean" version with amendments incorporated into the regulatory text, please refer to the Word version of this Final Regulation Order.]

## Chapter 1. Motor Vehicle Pollution Control Devices

- Section 1900. Definitions.
- Section 1961.2. Exhaust Emission Standards and Test Procedures - 2015 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.
- Section 1961.3. Greenhouse Gas Exhaust Emission Standards and Test Procedures - 2017 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.
- Section 1965. Emission Control, Smog Index, and Environmental Performance Labels - 1979 and Subsequent Model-Year Motor Vehicles.
- Section 1976. Standards and Test Procedures for Motor Vehicle Fuel Evaporative Emissions.
- Section 1978. Standards and Test Procedures for Vehicle Refueling Emissions.
- Section 2037. Defects Warranty Requirements for 1990 and Subsequent Model Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Motor Vehicle Engines Used in Such Vehicles.
- Section 2038. Performance Warranty Requirements for 1990 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, and Motor Vehicle Engines Used in Such Vehicles.

## Chapter 2. Enforcement of Vehicle Emission Standards and Surveillance Testing

- Section 2112. Definitions.
- Section 2139. Testing.
- Section 2140. Notification and Use of Test Results.
- Section 2147. Demonstration of Compliance with Emission Standards.

## Chapter 8. Clean Fuels Program

- Section 2317. Satisfaction of Designated Clean Fuel Requirements with a Substitute Fuel.

## Chapter 16. Certification Fees for Mobile Sources

- Section 2903. Definitions.

## Final Regulation Order

1. Amend Title 13, CCR, Chapter 1, Section 1900 to read as follows:

### § 1900. Definitions.

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(b) In addition to the definitions incorporated under subdivision (a), the following definitions shall govern the provisions of this chapter;

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(11) "Light-duty truck" means any 2000 and subsequent model motor vehicle certified to the standards in section 1961(a)(1), 1961.2, or 1961.~~24~~ rated at 8,500 pounds gross vehicle weight or less, and any other motor vehicle, rated at 6,000 pounds gross vehicle weight or less, which is designed primarily for purposes of transportation of property or is a derivative of such a vehicle, or is available with special features enabling off-street or off-highway operation and use.

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(13) "Medium-duty vehicle" means any pre-1995 model year heavy-duty vehicle having a manufacturer's gross vehicle weight rating of 8,500 pounds or less; any 1992 through 2006 model-year heavy-duty low-emission, ultra-low-emission, super-ultra-low-emission or zero-emission vehicle certified to the standards in section 1960.1(h)(2) having a manufacturer's gross vehicle weight rating of 14,000 pounds or less; any 1995 through 2003 model year heavy-duty vehicle certified to the standards in section 1960.1(h)(1) having a manufacturer's gross vehicle weight rating of 14,000 pounds or less; and any 2000 and subsequent model heavy-duty low-emission, ultra-low-emission, super-ultra-low-emission or zero-emission vehicle certified to the standards in section 1961(a)(1), 1961.2, 1961.4, 1962, 1962.1, or 1962.2 having a manufacturer's gross vehicle weight rating between 8,501 and 14,000 pounds.

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Note: Authority cited: Sections 39010, 39600, 39601, 43013, 43018, 43101 and 43104, Health and Safety Code. Reference: Sections 39002, 39003, 39010, 39500, 40000, 43000, 43013, 43018.5, 43100, 43101, 43101.5, 43102, 43103, 43104, 43106 and 43204, Health and Safety Code; and Section 27156, Vehicle Code.

2. Amend Title 13, CCR, Chapter 1, Section 1961.2 to read as follows:

**§ 1961.2. Exhaust Emission Standards and Test Procedures - 2015 and Subsequent through 2025 Model Year Passenger Cars, and Light-Duty Trucks, and 2015 through 2028 Model Year Medium-Duty Vehicles.**

*Introduction.*

This section 1961.2 contains the California "LEV III" exhaust emission standards for 2015 ~~and subsequent through 2025~~ model year passenger cars, ~~and~~ light-duty trucks, and ~~2015 through 2028 model year~~ medium-duty vehicles. A manufacturer must demonstrate compliance with the exhaust standards in subsection (a) applicable to specific test groups, and with the composite phase-in requirements in subsection (b) applicable to the manufacturer's entire fleet. The exhaust standards in subsection (a) do not apply to ZEVs. ZEVs are subject to the phase-in requirements in subsection (b) as noted.

Before the 2015 model year, a manufacturer that produces vehicles that meet the standards in subsection (a) has the option of certifying the vehicles to those standards, in which case the vehicles will be treated as LEV III vehicles for purposes of the fleet-wide phase-in requirements. Similarly, 2015 - 2019 model-year vehicles may be certified to the "LEV II" exhaust emission standards in subsection 1961(a)(1), in which case the vehicles will be treated as LEV II vehicles for purposes of the fleet-wide phase-in requirements.

A manufacturer has the option of certifying engines used in incomplete and diesel medium-duty vehicles with a gross vehicle weight rating of greater than 10,000 lbs. GVW to the heavy-duty engine standards and test procedures set forth in title 13, CCR, subsections 1956.8(e) and (h). All. In 2020 and subsequent model years, all medium-duty vehicles with a gross vehicle weight rating of less than or equal to 10,000 lbs. GVW, including incomplete otto-cycle medium-duty vehicles and medium-duty vehicles that use diesel cycle engines, must be certified to the LEV III chassis standards and test procedures set forth in this section 1961.2 in 2020 and subsequent model years or to the LEV IV chassis standards and test procedures set forth in section 1961.4.

*Pooling Provision.*

For each model year, a manufacturer must demonstrate compliance with this section 1961.2 based on one of two options applicable throughout the model year, either:

Option 1: the total number of passenger cars, light-duty trucks, and medium-duty vehicles that are certified to the California exhaust emission standards in subsection (a) and subsection 1961(a)(1), and are produced and delivered for sale in California; or

Option 2: the total number of passenger cars, light-duty trucks, and medium-duty vehicles that are certified to the California exhaust emission standards in subsection (a) and subsection 1961(a)(1), and are produced and delivered for sale in California, and any states or the District of Columbia, ~~and all states~~ that have adopted California's criteria pollutant emission standards set forth in this section 1961.2 for that model year pursuant to section 177 of the federal Clean Air Act (42 U.S.C. § 7507).

A manufacturer that selects compliance Option 2 must notify the Executive Officer of that selection in writing prior to the start of the applicable model year or must comply with Option 1. Once a manufacturer has selected compliance Option 2, that selection applies unless the manufacturer selects Option 1 and notifies the Executive Officer of that selection in writing before the start of the applicable model year.

When a manufacturer is demonstrating compliance using Option 2 for a given model year, the term "in California" as used in this section 1961.2 means California, and any states or the District of Columbia, ~~and all states~~ that have adopted California's criteria pollutant emission standards set forth in this section 1961.2 for that model year pursuant to Section 177 of the federal Clean Air Act (42 U.S.C. § 7507).

(a) *Exhaust Emission Standards.*

(1) *"LEV III" Exhaust Standards.* The following standards are the maximum exhaust emissions for the full useful life from new 2015 ~~and subsequent~~ through 2025 model year "LEV III" passenger cars, light-duty trucks, and medium-duty vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use. 2015 – 2019 model-year LEV II LEV vehicles may be certified to the 150,000 mile NMOG+NOx emission standards for LEV160, LEV395, or LEV630, as applicable, in this subsection (a)(1) and the corresponding NMOG+NOx numerical values in subsection (a)(4), in lieu of the separate NMOG and NOx exhaust emission standards in subsection 1961(a)(1) and the corresponding NMOG numerical values in subsection 1961(a)(4) and LEV II ULEV vehicles may be certified to the 150,000 mile NMOG+NOx emission standards for ULEV125, ULEV340, or ULEV570, as applicable, in this subsection (a)(1) and the corresponding NMOG+NOx numerical values in subsection (a)(4), in lieu of the separate NMOG and NOx exhaust emission standards in subsection 1961(a)(1) and the corresponding NMOG numerical values in subsection 1961(a)(4). 2015 – 2019 model-year LEV II SULEV vehicles that receive a partial ZEV allowance in accordance with the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes" and 2015 – 2016 model year vehicles that are allowed to certify to LEV II SULEV standards using "carryover" of emission test data under the provisions in subsection (b)(2) may be certified to the 150,000 mile NMOG+NOx emission standards for SULEV30, SULEV170, or SULEV230, as applicable, in this subsection (a)(1) and the corresponding NMOG+NOx numerical values in subsection (a)(4), in lieu of the separate NMOG and NOx exhaust emission

standards in subsection 1961(a)(1) and the corresponding NMOG numerical values in subsection 1961(a)(4). LEV II SULEV vehicles that do not either (1) receive a partial ZEV allowance or (2) certify to LEV II SULEV standards in the 2015 – 2016 model years using “carryover” of emission test data may not certify to combined NMOG+NOx standards. LEV II vehicles that certify to combined NMOG+NOx standards will be treated as LEV II vehicles for purposes of the fleet-wide phase-in requirements.

<b>LEV III Exhaust Mass Emission Standards for New 2015 and Subsequent through 2025 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles<sup>3</sup></b>						
<i>Vehicle Type</i>	<i>Durability Vehicle Basis (mi)</i>	<i>Vehicle Emission Category<sup>2</sup></i>	<i>NMOG + Oxides of Nitrogen<sup>4</sup> (g/mi)</i>	<i>Carbon Monoxide (g/mi)</i>	<i>Formaldehyde (mg/mi)</i>	<i>Particulates<sup>1</sup> (g/mi)</i>
All PCs; LDTs 8500 lbs. GVWR or less; and MDPVs  Vehicles in this category are tested at their loaded vehicle weight	150,000	LEV160	0.160	4.2	4	0.01
		ULEV125	0.125	2.1	4	0.01
		ULEV70	0.070	1.7	4	0.01
		ULEV50	0.050	1.7	4	0.01
		SULEV30	0.030	1.0	4	0.01
		SULEV20	0.020	1.0	4	0.01
MDVs 8501 - 10,000 lbs. GVWR, excluding MDPVs  Vehicles in this category are tested at their adjusted loaded vehicle weight	150,000	LEV395 <sup>5,6</sup>	0.395	6.4	6	0.12
		ULEV340 <sup>5,6</sup>	0.340	6.4	6	0.06
		ULEV250	0.250	6.4	6	0.06
		ULEV200	0.200	4.2	6	0.06
		SULEV170	0.170	4.2	6	0.06
		SULEV150	0.150	3.2	6	0.06
MDVs 10,001-14,000 lbs. GVWR  Vehicles in this category are tested at their adjusted loaded vehicle weight	150,000	LEV630 <sup>5,6</sup>	0.630	7.3	6	0.12
		ULEV570 <sup>5,6</sup>	0.570	7.3	6	0.06
		ULEV400	0.400	7.3	6	0.06
		ULEV270	0.270	4.2	6	0.06
		SULEV230	0.230	4.2	6	0.06
		SULEV200	0.200	3.7	6	0.06

<sup>1</sup> These standards shall apply only to vehicles not included in the phase-in of the particulate standards set forth in subsection (a)(2).

<sup>2</sup> The numeric portion of the category name is the NMOG+NOx value in thousandths of grams per mile.

<sup>3</sup> These standards apply at both low altitude and high altitude except as noted in footnote 4.

<sup>4</sup> The LEV III NMOG+NOx 150,000-mile exhaust mass emission standards for passenger cars and light-duty trucks that apply at high-altitude conditions are: 0.160 g/mi for LEV160 and ULEV125; 0.105 g/mi for ULEV70; 0.070 g/mi for ULEV50; and 0.050 g/mi for SULEV30 and SULEV20.

<sup>5</sup> These vehicle emission categories are only applicable for the 2015 through 2021 model years.

<sup>6</sup> The following NOx standards also apply for certification testing with emission-data vehicles: 0.2 g/mi for LEV395 and ULEV340; 0.4 g/mi for LEV630 and ULEV570.

(2) "LEV III" Particulate Standards.

(A) *Particulate Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* Beginning in the 2017 model year, a manufacturer, except a small volume manufacturer, shall certify a percentage of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the following particulate standards according to the following phase-in schedule. These standards are the maximum particulate emissions allowed at full useful life, at the specified fleet percentages. All vehicles certifying to these particulate standards must certify to the LEV III exhaust emission standards set forth in subsection (a)(1).

<b>LEV III Particulate Emission Standard Values and Phase-in for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles</b>			
<b>Model Year</b>	<b>Maximum % of vehicles certified to a 10 mg/mi standard</b>	<b>Minimum % of vehicles certified to a 3 mg/mi standard in MYs 2017-2024, Maximum % of vehicles certified to a 3 mg/mi standard in MY 2025</b>	<b>Minimum % of vehicles certified to a 1 mg/mi standard</b>
2017	90	10	0
2018	80	20	0
2019	60	40	0
2020	30	70	0
2021	0	100	0
2022	0	100	0
2023	0	100	0
2024	0	100	0
2025	0	75	25
2026	50	50	
2027	25	75	
2028 and subsequent	0	100	

(B) *Particulate Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.*

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2. A manufacturer of medium-duty vehicles, except a small volume manufacturer, shall certify at least the following percentage of its medium-duty vehicle fleet to the particulate standards in subsection (a)(2)(B)1 according to the following phase-in schedule. This subsection (a)(2)(B)2 shall not apply to medium-duty passenger vehicles.

<b>LEV III Particulate Emission Standard Phase-in for Medium-Duty Vehicles, Other than Medium-Duty Passenger Vehicles</b>	
<b>Model Year</b>	<b>Total % of MDVs certified to the 8 mg/mi PM Standard or to the 10 mg/mi PM Standard, as applicable</b>
2017	10
2018	20
2019	40
2020	70
2021 and subsequent through 2025	100

(C) *Particulate Standards for Small Volume Manufacturers.* In the 2021 through 2027~~5~~ model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 3 mg/mi particulate standard. ~~In the 2028 and subsequent model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 1 mg/mi particulate standard.~~ In the 2021 and subsequent~~In the 2021 through 2025~~ model years, a small volume manufacturer shall certify 100 percent of its medium-duty vehicles 8501 - 10,000 lbs. GVWR, excluding MDPVs, to the 8 mg/mi particulate standard. In the 2021 and subsequent~~through 2025~~ model years, a small volume manufacturer shall certify 100 percent of its medium-duty vehicles 10,001 - 14,000 lbs. GVWR to the 10 mg/mi particulate standard. These standards are the maximum particulate emissions allowed at full useful life. All vehicles certifying to these particulate standards must certify to the LEV III exhaust emission standards set forth in subsection (a)(1).

(D) *Alternative Phase-in Schedule for Particulate Standards.*

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2. *Alternative Phase-in Schedules for the 1 mg/mi Particulate Standard for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer may use an alternative phase-in schedule to comply with the 1 mg/mi particulate standard phase-in requirements as long as ~~equivalent PM emission reductions are achieved~~the PM emission reductions that are achieved using the alternative phase-in schedule are equivalent to or greater than those that are achieved using the phase-in schedules in subsection (a)(2)(A) for model years 2024-2025 and section 1961.4 (d)(2)(A)2.a. for model years 2026-2028 by the 2028 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the 1 mg/mi particulate standard in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. A manufacturer may add vehicles introduced before the 2025 model year (e.g., the percent of vehicles introduced in 2024 or earlier model year would be multiplied by 4) to the cumulative total. In the 2028 model year, the cumulative total must be equal to or greater than 500, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the 1 mg/mi particulate standard, to be considered equivalent.~~A manufacturer may add vehicles introduced before the 2025 model year (e.g., the percent of vehicles introduced in 2024 would be multiplied by 4) to the cumulative total.~~

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(3) *NMOG+NOx Standards for Bi-Fuel, Fuel-Flexible, and Dual-Fuel Vehicles.*

For fuel-flexible, bi-fuel, and dual-fuel PCs, LDTs, and MDVs, compliance with the NMOG+NOx exhaust mass emission standards must be based on exhaust emission tests both when the vehicle is operated on the gaseous or alcohol fuel it is designed to use, and when the vehicle is operated on gasoline. A manufacturer must demonstrate compliance with the applicable exhaust mass emission standards for NMOG+NOx, CO, and formaldehyde set forth in the table in subsection (a)(1) when certifying the vehicle for operation on the gaseous or alcohol fuel, as applicable, and on gasoline or diesel, as applicable.

A manufacturer may measure NMHC in lieu of NMOG when fuel-flexible, bi-fuel and dual-fuel vehicles are operated on gasoline, in accordance with the "California 2015 ~~and Subsequent through 2025~~ Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty

Trucks, and Medium-Duty Vehicles.” Testing at 50°F is not required for fuel-flexible, bi-fuel, and dual-fuel vehicles when operating on gasoline.

(4) *50°F Exhaust Emission Standards.*

All passenger cars, light-duty trucks, and medium-duty vehicles, other than natural gas and diesel-fueled vehicles, must demonstrate compliance with the following 4,000-mile exhaust emission standards for NMOG+NO<sub>x</sub> and formaldehyde (HCHO) measured on the FTP (40 CFR, Part 86, Subpart B) conducted at a nominal test temperature of 50°F, as modified by Part II, Section D of the “California 2015 and ~~Subsequent~~through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” A manufacturer may demonstrate compliance with the NMOG+NO<sub>x</sub> and HCHO certification standards contained in this subparagraph by measuring NMHC exhaust emissions or issuing a statement of compliance for HCHO in accordance with Section D.1.10 and Section G.3.1.2, respectively, of the “California 2015 and ~~Subsequent~~through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” Emissions of CO measured at 50°F at 4,000 miles shall not exceed the standards set forth in subsection (a)(1) applicable to vehicles of the same emission category and vehicle type subject to a cold soak and emission test at 68° to 86° F.

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(5) *Cold CO Standard.*

The following standards are the 50,000 mile cold temperature exhaust carbon monoxide emission levels from new 2015 and subsequent through 2025 model-year passenger cars, light-duty trucks, and medium-duty passenger vehicles:

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**2015 AND SUBSEQUENT THROUGH 2025 MODEL-YEAR COLD TEMPERATURE CARBON MONOXIDE EXHAUST EMISSIONS STANDARDS FOR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY PASSENGER VEHICLES**  
(grams per mile)

<i>Vehicle Type</i>	<i>Carbon Monoxide</i>
All PCs, LDTs 0-3750 lbs. LVW;	10.0
LDTs, 3751 lbs. LVW - 8500 lbs. GVWR; MDPVs 10000 lbs. GVWR and less	12.5

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These standards apply to vehicles tested at a nominal temperature of 20°F (-7°C) in accordance with 40 CFR Part 86 Subpart C, as amended by the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles." Natural gas, diesel-fueled and zero-emission vehicles are exempt from these standards.

(6) *Highway NMOG + NO<sub>x</sub> Standard.*

The maximum emissions of non-methane organic gas plus oxides of nitrogen measured on the federal Highway Fuel Economy Test (HWFET; 40 CFR Part 600 Subpart B or 40 CFR § 1066.840), as modified by the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," must not be greater than the applicable LEV III NMOG+NO<sub>x</sub> standard set forth in subsection (a)(1). Both the sum of the NMOG+NO<sub>x</sub> emissions and the HWFET standard must be rounded in accordance with ASTM E29-67 to the nearest 0.001 g/mi before being compared.

(7) *Supplemental Federal Test Procedure (SFTP) Off-Cycle Emission Standards.*

(A) *SFTP NMOG+NO<sub>x</sub> and CO Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* Manufacturers shall certify 2015 ~~and subsequent~~ through 2025 model year LEVs, ULEVs, and SULEVs in the PC, LDT, and MDPV classes to either the *SFTP NMOG+NO<sub>x</sub> and CO Stand-Alone Exhaust Emission Standards* set forth in subsection (a)(7)(A)1, or in accordance with the *SFTP NMOG+NO<sub>x</sub> and CO Composite Exhaust Emission Standards and Fleet-Average Requirements* set forth in subsection (a)(7)(A)2. A manufacturer may also certify 2014 model LEVs, ULEVs, or SULEVs in the PC, LDT, or MDPV classes to LEV III SFTP standards, in which case, the manufacturer shall be subject to the LEV III SFTP emission standards and requirements, including the sales-weighted fleet-average NMOG+NO<sub>x</sub> composite emission standard applicable to 2015 model vehicles if choosing to comply with the *SFTP NMOG+NO<sub>x</sub> and CO Composite Exhaust Emission Standards and Fleet-Average Requirements* set forth in subsection (a)(7)(A)2. The manufacturer shall notify the Executive Officer of its selected emission standard type in the Application for Certification of the first test group certifying to SFTP NMOG+NO<sub>x</sub> and CO emission standards on a 150,000 mile durability basis. Once an emission standard type for NMOG+NO<sub>x</sub> and CO is selected for a fleet, and the Executive Officer is notified of such selection, the selection must be kept through the 2025 model year for the entire fleet, which includes LEV II vehicles if selecting to comply with subsection (a)(7)(A)2. The manufacturer may not change its selection until the 2026 model year. Test groups not certifying to the 150,000-mile SFTP NMOG+NO<sub>x</sub> and CO emission standards pursuant to this subsection (a)(7)(A) shall be subject to the 4,000-mile SFTP NMOG+NO<sub>x</sub> and CO emission standards set forth in subsection 1960.1(r).

1. *SFTP NMOG+NO<sub>x</sub> and CO Exhaust Stand-Alone Emission Standards.* The following standards are the maximum SFTP NMOG+NO<sub>x</sub> and CO exhaust emissions through full useful life from 2015 ~~and subsequent~~ through 2025 model-year LEV III LEVs, ULEVs, and SULEVs when operating on the same gaseous or liquid fuel they use for FTP certification. These standards only apply to 2015 through 2016 model year fuel-flexible vehicles ≤ 6,000 lbs. GVWR and 2015 through 2017 model year fuel-flexible vehicles > 6,000 lbs. GVWR when operating on the LEV III certification gasoline specified in Part II, Section A.100.3.1.2 of the "California 2015 ~~and Subsequent~~ through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles." 2017 ~~and subsequent~~ through 2025 model year multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles) ≤ 6,000 lbs. GVWR as well as 2018 ~~and subsequent~~ through 2025 model year multi-fueled vehicles > 6,000 lbs. GVWR, including vehicles certifying with carryover data, shall comply with all requirements

established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles).

<b>SFTP NMOG+NO<sub>x</sub> and CO Stand-Alone Exhaust Emission Standards for 2015 and Subsequent through 2025 Model LEV III Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles</b>						
Vehicle Type	Durability Vehicle Basis (mi)	Vehicle Emission Category <sup>1</sup>	US06 Test (g/mi)		SC03 Test (g/mi)	
			NMOG + NO <sub>x</sub>	CO	NMOG + NO <sub>x</sub>	CO
All PCs; LDTs 0- 8,500 lbs. GVWR; and MDPVs  Vehicles in these categories are tested at their loaded vehicle weight (curb weight plus 300 pounds).	150,000	LEV	0.140	9.6	0.100	3.2
		ULEV	0.120	9.6	0.070	3.2
		SULEV (Option A) <sup>2</sup>	0.060	9.6	0.020	3.2
		SULEV	0.050	9.6	0.020	3.2

<sup>1</sup> *Vehicle Emission Category.* Manufacturers must certify all vehicles, which are certifying to a LEV III FTP emission category on a 150,000-mile durability basis, to the emission standards of the equivalent, or a more stringent, SFTP emission category set forth on this table. That is, all LEV III LEVs certified to 150,000-mile FTP emission standards shall comply with the SFTP LEV emission standards in this table, all LEV III ULEVs certified to 150,000-mile FTP emission standards shall comply with the SFTP ULEV emission standards in this table, and all LEV III SULEVs certified to 150,000-mile FTP emission standards shall comply with the SFTP SULEV emission standards in this table.

<sup>2</sup> *Optional SFTP SULEV Standards.* A manufacturer may certify light-duty truck test groups from 6,001 to 8,500 lbs. GVWR and MDPV test groups to the SULEV, option A, emission standards set forth in this table for the 2015 through 2020 model year, only if the vehicles in the test group are equipped with a particulate filter and the manufacturer extends the particulate filter emission warranty mileage to 200,000 miles. Passenger cars and light-duty trucks 0-6,000 lbs. GVWR are not eligible for this option.

2. *SFTP NMOG+NO<sub>x</sub> and CO Composite Exhaust Emission Standards.* For the 2015 and subsequent through 2025 model years, a manufacturer selecting this option must certify LEV II and LEV III LEVs, ULEVs, and SULEVs, such that the manufacturer's sales-weighted fleet-average NMOG+NO<sub>x</sub> composite emission value does not exceed the applicable NMOG+NO<sub>x</sub> composite emission standard set forth in the following table. In addition, the CO composite emission value of any LEV III test group shall not exceed the CO composite emission standard set forth in the following table. SFTP compliance shall be demonstrated using the same gaseous or liquid fuel used for FTP certification. These standards only apply to 2015 through 2016 model year fuel-flexible vehicles

≤ 6,000 lbs. GVWR and 2015 through 2017 model year fuel-flexible vehicles > 6,000 lbs. GVWR when operating on the LEV III certification gasoline specified in Part II, Section A.100.3.1.2 of the “California 2015 ~~and Subsequent~~ through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” 2017 ~~and subsequent~~ through 2025 model year multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles) ≤ 6,000 lbs. GVWR as well as 2018 ~~and subsequent~~ through 2025 model year multi-fueled vehicles > 6,000 lbs. GVWR, including vehicles certifying with carryover data, shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles).

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If no vehicles in a test group have air conditioning units, the FTP cycle emission value can be used in place of the SC03 cycle emission value in Equation 1. To determine compliance with the SFTP NMOG+NOx composite emission standard applicable to the model year, manufacturers shall use a sales-weighted fleet average of the NMOG+NOx composite emission values of every applicable test group. The sales-weighted fleet average shall be calculated using a combination of carry-over and new certification SFTP composite emission values (converted to NMOG+NOx, as applicable). LEV II test groups will use their emission values in the fleet average calculation but will not be considered LEV III test groups. Compliance with the CO composite emission standard cannot be demonstrated through fleet averaging. The NMOG+NOx sales-weighted fleet-average composite emission value for the fleet and the CO composite emission value for each test group shall not exceed:

<b>SFTP NMOG+NOx and CO Composite Emission Standards for 2015 and Subsequent through 2025 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (g/mi)<sup>1</sup></b>											
<b>Model Year</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025+</b>
All PCs; LDTs 8,500 lbs. GVWR or less; and MDPVs <sup>3</sup>	<b>Sales-Weighted Fleet Average NMOG+NOx Composite Exhaust Emission Standards<sup>2,4,5,6</sup></b>										
	0.140	0.110	0.103	0.097	0.090	0.083	0.077	0.070	0.063	0.057	0.050
Vehicles in this category are tested at their loaded vehicle weight (curb weight plus 300 pounds) except LEV II vehicles, which are subject to the test weights specified in <u>§section 1960.1(r)</u> , title 13, CCR.	<b>CO Composite Exhaust Emission Standard<sup>7</sup></b>										
	4.2										

<sup>1</sup> *Mileage for Compliance.* All test groups certifying to LEV III FTP emission standards on a 150,000-mile durability basis shall also certify to the SFTP on a 150,000-mile durability basis, as tested in accordance with the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

<sup>2</sup> *Determining NMOG+NOx Composite Emission Values of LEV II Test Groups and Cleaner Federal Vehicles.* For test groups certified to LEV II FTP emission standards, SFTP emission values shall be converted to NMOG+NOx and projected out to the same full useful life mileage as their LEV II FTP certification, 120,000 miles or 150,000 miles using deterioration factors or aged components. In lieu of deriving a deterioration factor specific to SFTP test cycles, carry-over LEV II test groups may use the applicable deterioration factor from the FTP cycle in order to determine the carry-over composite emission values for the purpose of the NMOG+NOx sales-weighted fleet-average calculation. If an SFTP full-useful life emission value is used to comply with the LEV II SFTP 4k standards, that value may be used in the sales-weighted fleet-average without applying an additional deterioration factor. For federally-certified test groups certifying in California in accordance with Section H.1.4 of the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," the full-useful life emission value used to comply with federal full-useful life SFTP requirements may be used in the sales-weighted fleet-average without applying an additional deterioration factor. For gasoline-fueled vehicles, NMHC emission values for the US06 and SC03 test cycles shall be converted to NMOG emission values by multiplying by a factor of 1.03. LEV II test groups that contain vehicles at or below 6,000 lbs. GVWR shall certify to SFTP bins as described in footnote 4 at the same full useful life mileage as their LEV II FTP certification starting model year 2017 and in each subsequent model year, thereafter. LEV II test groups that only contain vehicles above 6,000 lbs. GVWR shall certify to SFTP bins as described in footnote 4 at the same full useful life mileage as their LEV II FTP certification starting model year 2018 and in each subsequent model year, thereafter. Test groups certifying to bins shall be subject to the in-use requirements in section (a)(8)(c).

\* \* \* \* \*

<sup>7</sup> *Calculating the CO composite emission value.* Composite emission values for CO shall be calculated in accordance with Equation 1 above. Unlike the NMOG+NOx composite emission standards, manufacturers may not comply with the CO composite emission standard through fleet averaging; each individual test group must comply with the standard. Test groups certified to 4,000-mile SFTP emission standards and federally-certified test groups certifying in California in accordance with Section H subparagraph 1.4 of “California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles” are not subject to this CO emission standard.

(B) *SFTP PM Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum PM exhaust emissions through the full useful life from 2017 and subsequent through 2025 model-year LEV III LEVs, ULEVs, and SULEVs in the PC, LDT, and MDPV classes when operating on the same gaseous or liquid fuel they use for FTP certification. In the case of fuel-flexible vehicles  $\leq$  6,000 lbs. GVWR certified to LEV III FTP standards prior to model year 2017 and fuel-flexible vehicles  $>$  6,000 lbs. GVWR certified to LEV III FTP standards prior to model year 2018, these standards only apply when the vehicles is operating on the LEV III certification gasoline specified in Part II, Section A.100.3.1.2 of the “California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” 2017 and subsequent through 2025 model year multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles)  $\leq$  6,000 lbs. GVWR and 2018 and subsequent through 2025 model year multi-fueled vehicles  $>$  6,000 lbs. GVWR, including vehicles certifying with carryover data, shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles). Manufacturers must certify LEVs, ULEVs, and SULEVs in the PC, LDT, and MDPV classes, which are certifying to LEV III FTP PM emission standards in subsection (a)(2) on a 150,000-mile durability basis, to the *SFTP PM Exhaust Emission Standards* set forth in this subsection (a)(7)(B).

<b>SFTP PM Exhaust Emission Standards for 2017 and Subsequent through 2025 Model Year LEV III Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles<sup>1</sup></b>					
Vehicle Type	Test Weight	Mileage for Compliance	Test Cycle	PM <sup>2</sup> (mg/mi)	
				2018 and Prior Model Years	2019 and Subsequent through 2025 Model Years
All PCs and LDTs through 8,500 lbs GVWR; MDPVs	Loaded vehicle weight	150,000	US06	10	6

<sup>1</sup> All PCs, LDTs, and MDPVs certified to LEV III FTP PM emission standards in subsection (a)(2) on a 150,000-mile durability basis shall comply with the SFTP PM Exhaust Emission Standards in this table.

<sup>2</sup> *Relaxed Interim Certification Standard.* Manufacturers shall certify 2018 and prior model test groups to a relaxed interim US06 PM certification standard of 10 mg/mi. However, all 2019 and



~~subsequent through 2025~~ model vehicles certifying to the LEV III FTP PM standard, including those from carryover test groups, shall be subject to the 6 mg/mi US06 PM standard.

(C) *SFTP NMOG+NOx and CO Exhaust Emission Standards for Medium-Duty Vehicles.* The following standards are the maximum NMOG+NOx and CO composite emission values for full useful life of 2016 ~~and subsequent through 2028~~ model-year medium-duty LEV III ULEVs and SULEVs from 8,501 through 14,000 pounds GVWR when operating on the same gaseous or liquid fuel they use for FTP certification. In the case of flex-fueled vehicles certified to LEV III FTP standards prior to model year 2018, SFTP compliance shall be demonstrated using the LEV III certification gasoline specified in Part II, Section A.100.3.1.2 of the “California 2015 ~~and Subsequent through 2025~~ Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” ~~2018 and subsequent~~ or the LEV IV certification gasoline specified in Part II, Section A.3.1 of the “California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” as applicable. 2018 ~~through 2028~~ model year multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles). The following composite emission standards do not apply to MDPVs subject to the emission standards presented in subsections (a)(7)(A) and (a)(7)(B).

<b>SFTP NMOG+NOx and CO Composite Exhaust Emission Standards for 2016 and Subsequent through 2028 Model ULEVs and SULEVs in the Medium-Duty Vehicle Class</b>						
Vehicle Type	Mileage for Compliance	HP/GVWR <sup>2</sup>	Test Cycle <sup>3,4,5</sup>	Vehicle Emission Category <sup>6</sup>	Composite Emission Standard <sup>1</sup> (g/mi)	
					NMOG + NOx	Carbon Monoxide
MDVs 8,501 - 10,000 lbs GVWR	150,000	≤ 0.024	US06 Bag 2, SC03, FTP	ULEV	0.550	22.0
				SULEV	0.350	12.0
		> 0.024	Full US06, SC03, FTP	ULEV	0.800	22.0
				SULEV	0.450	12.0
MDVs 10,001-14,000 lbs GVWR	150,000	n/a	Hot 1435 UC (Hot 1435 LA92), SC03, FTP	ULEV	0.550	6.0
				SULEV	0.350	4.0

\* \* \* \* \*

<sup>6</sup> *Vehicle Emission Categories.* For MDVs 8,501-10,000 lbs. GVWR certified prior to the 2018 model year, for each model year, the percentage of MDVs certified to an SFTP emission category set forth in this section 1961.2 shall be equal to or greater than the total percentage certified to the FTP ULEV250, ULEV200, SULEV170, and SULEV150 emission categories; of these vehicles, the percentage of MDVs certified to an SFTP SULEV emission category shall be equal to or greater than the total percentage certified to both the FTP SULEV170 and SULEV150 emission categories. For MDVs 10,001-14,000 lbs. GVWR, for each model year, the percentage of MDVs certified to an SFTP emission category set forth in this section 1961.2 shall be equal to or greater than the total percentage certified to the FTP ULEV400, ULEV270, SULEV230, and SULEV200 emission categories; of these vehicles, the percentage of MDVs certified to an SFTP SULEV emission category shall be equal to or greater than the total percentage certified to both the FTP SULEV230 and SULEV200 emission categories. ~~2018 and subsequent through 2028~~ model year MDVs 8,501-10,000 lbs. GVWR certifying to the FTP ULEV250 and ULEV200 emission categories, including vehicles certifying with carryover data, shall comply with the SFTP ULEV standards set forth in this subsection (a)(7)(C), and those certifying to FTP SULEV170 and SULEV150, including vehicles certifying with carryover data, shall comply with the SFTP SULEV standards set forth in this subsection (a)(7)(C). ~~2018 and subsequent through 2028~~ model year MDVs 10,001-14,000 lbs. GVWR certifying to FTP ULEV400 and ULEV270 emission categories, including vehicles certifying with carryover data, shall comply with the SFTP ULEV standards set forth in this subsection (a)(7)(C), and those certifying to SULEV230 and SULEV200, including vehicles certifying with carryover data, shall comply with the SFTP SULEV standards set forth in this subsection (a)(7)(C).

(D) *SFTP PM Exhaust Emission Standards for Medium-Duty Vehicles.* The following standards are the maximum PM composite emission values for the full useful life of ~~2017 and subsequent through 2028~~ model-year LEV III LEVs, ULEVs, and SULEVs when operating on the same gaseous or liquid fuel they use for FTP certification. In the case of fuel-flexible vehicles certified to LEV III FTP standards prior to model year 2018, SFTP compliance shall be demonstrated using the LEV III certification gasoline specified in Part II, Section A.100.3.1.2 of the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles." ~~2018 and subsequent~~ or the LEV IV certification gasoline specified in Part II, Section A.3.1 of the "California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," as applicable. ~~2018 through 2028~~ model year multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles). The following composite emission standards do not apply to MDPVs subject to the emission standards set forth in subsections (a)(7)(A) and (a)(7)(B).

SFTP PM Exhaust Emission Standards for 2017 and <del>Subsequent</del> through 2028 Model Medium-Duty Vehicles <sup>1</sup>					
Vehicle Type	Test Weight	Mileage for Compliance	Hp/GVWR <sup>2</sup>	Test Cycle <sup>3,4,5</sup>	PM (mg/mi)
MDVs 8,501-10,000 lbs GVWR	Adjusted loaded vehicle weight	150,000	≤ 0.024	US06 Bag 2	7
			>0.024	US06	10
MDVs 10,001-14,000 lbs GVWR	Adjusted loaded vehicle weight	150,000	n/a	Hot 1435 UC (Hot 1435 LA92)	7

\* \* \* \* \*

(8) *Interim In-Use Compliance Standards.*

\* \* \* \* \*

(B) *LEV III Particulate Interim In-Use Compliance Standards.* The following interim in-use compliance standards shall apply for the first two model years that a test group is certified to the LEV III standards.

1. *LEV III Particulate Interim In-Use Compliance Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* For the 2017 through 2020 model years, the interim in-use compliance standard for vehicles certifying to the 3 mg/mi particulate standard is 6 mg/mi. For the 2025 ~~through 2028~~ model years, the interim in-use compliance standard for vehicles certifying to the 1 mg/mi particulate standard is 2 mg/mi.

\* \* \* \* \*

(9) *Requirement to Generate Additional NMOG+NOx Fleet Average Credit.*

For a vehicle that is certified to the LEV III standards in subsection (a)(1), which does not generate a partial ZEV allocation according to the criteria set forth in section C.3 of the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes" and the "California Exhaust Emission Standards and Test Procedures for 2018 ~~and Subsequent~~through 2025 Model Year Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," a manufacturer may subtract 5 mg/mi from the NMOG+NOx emission standards value set forth in subsection (b)(1)(B)1.c when calculating the manufacturer's fleet average, provided that the

manufacturer extends the performance and defects warranty period to 15 years or 150,000 miles, whichever occurs first, except that the time period is to be 10 years for a zero emission energy storage device (such as battery, ultracapacitor, or other electric storage device).

\* \* \* \* \*

(11) *NMOG Credit for Direct Ozone Reduction Technology.*

A manufacturer that certifies vehicles equipped with direct ozone reduction technologies shall be eligible to receive NMOG credits that can be applied to the NMOG exhaust emissions of the vehicle when determining compliance with the standard. In order to receive credit, the manufacturer must submit the following information for each vehicle model for which it gets credit, including, but not limited to:

(A) a demonstration of the airflow rate through the direct ozone reduction device and the ozone-reducing efficiency of the device over the range of speeds encountered in the Unified Cycle Driving Schedule contained in Part II G. of the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Emission Standards and Test Procedures for and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty trucks and Medium-duty Vehicles";

(B) an evaluation of the durability of the device for the full useful life of the vehicle; and

(C) a description of the on-board diagnostic strategy for monitoring the performance of the device in-use.

Using the above information, the Executive Officer shall determine the value of the NMOG credit based on the calculated change in the one-hour peak ozone level using an approved airshed model. This credit can only be used for determining compliance with the exhaust standards in subsection (a)(1) or subsection 1961(a)(1), as applicable.

(12) *When a Federally-Certified Vehicle Model is Required in California.*

(A) *General Requirement.* Whenever a manufacturer federally-certifies a 2015 or subsequent through 2025 model-year passenger car, light-duty truck, or medium-duty vehicle model to the standards for a particular emissions bin that are more stringent than the standards for an applicable California emission category, the equivalent California model may only be certified to (i) the California standards for a vehicle emissions category that are at least as stringent as the standards for the corresponding federal emissions bin, or (ii) the exhaust emission standards to which the federal model is certified. However, where the federal exhaust emission standards

for the particular emissions bin and the California standards for a vehicle emissions category are equally stringent, the California model may only be certified to either the California standards for that vehicle emissions category or more stringent California standards. The federal emission bins are those contained in Tables S04-1 and S04-2 of 40 CFR §section 86.1811-04(c), as adopted February 10, 2000, and in Table 2 of 40 CFR §section 86.1811.17(b), as adopted April 28, 2014. The criteria for applying this requirement are set forth in Part I. Section H.1 of the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

\* \* \* \* \*

(13) *Emission Standard for a Fuel-Fired Heater.*

Whenever a manufacturer elects to utilize an on-board fuel-fired heater on any passenger car, light-duty truck or medium-duty vehicle, the fuel-fired heater must meet ULEV125 standards for passenger cars and light-duty trucks less than 8,500 pounds GVWR as set forth in subsection (a)(1). The exhaust emissions from the fuel-fired heater shall be determined in accordance with the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes" or the "California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent through 2025 Model Year Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," as applicable. If the on-board fuel-fired heater is capable of operating at ambient temperatures above 40°F, the measured emission levels of the on-board fuel-fired heater shall be added to the emissions measured on the FTP (40 CFR, Part 86, Subpart B), as amended by the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles" to determine compliance with the exhaust emission standards in subsection (a)(1).

(b) *Emission Standards Phase-In Requirements for Manufacturers.*

(1) *Fleet Average NMOG + NOx Requirements for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) The fleet average non-methane organic gas plus oxides of nitrogen exhaust mass emission values from the passenger cars, light-duty trucks, and medium-duty passenger vehicles that are produced and delivered for sale in California each model year by a manufacturer other than a small volume manufacturer shall not exceed:

<b>FLEET AVERAGE NON-METHANE ORGANIC GAS PLUS OXIDES OF NITROGEN EXHAUST MASS EMISSION REQUIREMENTS FOR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM- DUTY PASSENGER VEHICLES</b> (150,000 mile Durability Vehicle Basis)		
Model Year	Fleet Average NMOG + NOx (grams per mile)	
	All PCs; LDTs 0-3750 lbs. LVW	LDTs 3751 lbs. LVW - 8500 lbs. GVWR; All MDPVs
2014 <sup>1</sup>	0.107	0.128
2015	0.100	0.119
2016	0.093	0.110
2017	0.086	0.101
2018	0.079	0.092
2019	0.072	0.083
2020	0.065	0.074
2021	0.058	0.065
2022	0.051	0.056
2023	0.044	0.047
2024	0.037	0.038
2025+	0.030	0.030

<sup>1</sup> For the 2014 model year, a manufacturer may comply with the fleet average NMOG+NOx values in this table in lieu of complying with the NMOG fleet average values in subsection 1961 (a)(b)(1)(A). A manufacturer must either comply with the NMOG+NOx fleet average requirements for both its PC/LDT1 fleet and its LDT2/MDPV fleet or comply with the NMOG fleet average requirements for both its PC/LDT1 fleet and its LDT2 fleet. A manufacturer must calculate its fleet average NMOG+NOx values using the applicable full useful life standards.

1. A manufacturer that selects compliance Option 2 must provide to the Executive Officer separate values for the number of vehicles in each test group produced and delivered for sale in the District of Columbia and for each individual state within the average.

2. *PZEV Anti-Backsliding Requirement.* In the 2018 and subsequent through 2025 model years, a manufacturer must produce and deliver for sale in California a minimum percentage of its passenger car and light-duty

truck fleet that certifies to SULEV30 and SULEV20 standards. This minimum percentage must be equal to the average percentage of PZEVs produced and delivered for sale in California for that manufacturer for the 2015 through 2017 model year. A manufacturer may calculate this average percentage using the projected sales for these model years in lieu of actual sales. The percentage of a manufacturer's passenger car and light-duty truck fleet that certifies to SULEV30 and SULEV20 standards averaged across the applicable model year and the two previous model years shall be used to determine compliance with this requirement, beginning with the 2020 model year.

(B) *Calculation of Fleet Average NMOG + NO<sub>x</sub> Value.*

1. *Basic Calculation.*

\* \* \* \* \*

c. The applicable emission standards to be used in the above equations are as follows:

Model Year	Emission Category	Emission Standard Value <sup>1</sup> (g/mi)	
		All PCs; LDTs 0-3750 lbs. LVW	LDTs 3751-5750 lbs. LVW; All MDPVs
2015 and subsequent through 2025 model year federally-certified vehicles	All	Sum of the full useful life NMOG and NOx Federal Emission Standards to which Vehicle is Certified	Sum of the full useful life NMOG and NOx Federal Emission Standards to which Vehicle is Certified
Model Year	Emission Category	All PCs; LDTs 0-3750 lbs. LVW	LDTs 3751 lbs. LVW - 8500 lbs. GVWR; All MDPVs
2015 through 2019 model year vehicles certified to the "LEV II" standards in subsection 1961(a)(1);	LEV II LEVs; LEV160s	0.160	0.160
	LEV II ULEVs; LEV125s	0.125	0.125
	ULEV70s	0.070	0.070
	ULEV50s	0.050	0.050
2015 and subsequent through 2025 model year vehicles certified to the "LEV III" standards in subsection 1961.2(a)(1)	LEV II SULEVs; SULEV30s	0.030	0.030
	SULEV20s	0.020	0.020
	LEV II LEVs; LEV395s	n/a	0.395
	LEV II ULEVs	n/a	0.343
	ULEV340s	n/a	0.340
	ULEV250s	n/a	0.250
	ULEV200s	n/a	0.200
	SULEV170s	n/a	0.170
SULEV150s	n/a	0.150	

<sup>1</sup> For LEV III vehicle test groups that meet the extended emission warranty requirements in subsection (a)(9), the applicable emission standard value shall be the emission standard value set forth in this table minus 5 mg/mi.

2. *NMOG+NOx Contribution Factor for Off-vehicle Charge Capable HEVs.* The HEV NMOG+NOx contribution factor for light-duty off-vehicle charge capable hybrid electric vehicles is calculated as follows. For the purpose of applying this formula to light-duty off-vehicle charge capable hybrid electric vehicles that are certified to the LEV II standards set forth in subsection 1961(a)(1),



a LEV II LEV shall use the formula for LEV160, a LEV II ULEV shall use the formula for ULEV125, and a LEV II SULEV shall use the formula for SULEV30.

\* \* \* \* \*

Where the Zero-emission VMT Allowance for 2015 through 2017 model year off-vehicle charge capable HEVs is determined in accordance with section C.3 of the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes." For the 2018 ~~and subsequent~~ through 2025 model years, the Zero-emission VMT Allowance is equal to the sum of the Zero-Emission Vehicles Miles Traveled TZEV Allowance and the Allowance for US06 Capability in section C.3.3 of the "California Exhaust Emission Standards and Test Procedures for 2018 ~~and Subsequent~~ through 2025 Model Year Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," as applicable. For the purposes of this subsection (b)(1)(B)2, the maximum allowable Zero-emission VMT Allowance that may be used in these equations is 1.0.

(C) *Phase-In Requirements for Small Volume Manufacturers.*

1. In the 2015 through 2016 model years, a small volume manufacturer shall not exceed a fleet average NMOG+NO<sub>x</sub> value of 0.160 g/mi for PCs and LDTs from 0-3750 lbs. LVW or 0.160 g/mi for LDTs from 3751-5750 lbs. LVW calculated in accordance with subsection (b)(1)(B). In the 2017 through 2021 model years, a small volume manufacturer shall not exceed a fleet average NMOG+NO<sub>x</sub> value of 0.125 g/mi for PCs and LDTs from 0-3750 lbs. LVW or 0.125 g/mi for LDTs from 3751 lbs. LVW - 8,500 lbs. GVW and MDPVs calculated in accordance with subsection (b)(1)(B). In 2022 ~~and subsequent~~ through 2025 model years, a small volume manufacturer shall not exceed a fleet average NMOG+NO<sub>x</sub> value of 0.051 g/mi for PCs and LDTs from 0-3750 lbs. LVW or 0.051 g/mi for LDTs from 3751 lbs. LVW - 8,500 lbs. GVW and MDPVs calculated in accordance with subsection (b)(1)(B). For the 2015 through 2021 model years, a small volume manufacturer may certify its vehicles to the LEV II exhaust standards in section 1961. All vehicles certified by a small volume manufacturer for the 2022 ~~and subsequent~~ through 2025 model years must meet the LEV III exhaust standards in this section 1961.2.

\* \* \* \* \*

(2) *LEV III Phase-In Requirement for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

For the 2015 and 2016 model years, the LEV II SULEV emission standards set forth in section 1961(a)(1) that are applicable to PCs, LDTs, and MDPVs shall only apply to

those PCs, LDT1s, LDT2s, and MDPVs that certify to SULEV emission standards using “carryover” of emission test data from a previous model year in accordance with U.S. EPA OMS Advisory Circular A/C No. 17F, issued November 16, 1982, and last amended January 21, 1988, incorporated herein by reference. Beginning in the 2017 model year, the LEV II SULEV emission standards set forth in section 1961(a)(1) that are applicable to PCs, LDTs, and MDPVs shall only apply to those PCs, LDT1s, LDT2s, and MDPVs that receive partial ZEV allowances in accordance with the “California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes.” A manufacturer, other than a small volume manufacturer, must certify 100 percent of its PC, LDT, and MDPV fleet to the LEV III standards in subsection (a)(1) in 2020 ~~and subsequent~~ through 2025 model years. A small volume manufacturer must certify 100 percent of its PC, LDT, and MDPV fleet to the LEV III standards in subsection (a)(1) in 2022 ~~and subsequent~~ through 2025 model years.

(3) *LEV III Phase-In Requirements for Medium-Duty Vehicles, Other than Medium-Duty Passenger Vehicles.*

(A) *Requirement for Manufacturers Other than Small Volume Manufacturers.* A manufacturer of MDVs, other than a small volume manufacturer, shall certify its MDV fleet according to the following phase-in schedule:

1. *LEV III Phase-in Requirements for Medium-Duty Vehicles Certified to Subsection (a)(1).*

Model Year	Vehicles Certified to <del>§</del> section 1961.2(a)(1) <sup>1</sup> (%)			
	LEV II LEV; LEV III LEV395 or LEV630	LEV II ULEV; LEV III ULEV340 or ULEV570	LEV III ULEV250 or ULEV400	LEV III SULEV170 or SULEV230
2015	40	60	0	0
2016	20	60	20	0
2017	10	50	40	0
2018	0	40	50	10
2019	0	30	40	30
2020	0	20	30	50
2021	0	10	20	70
2022 +-2025	0	0	10	90

<sup>1</sup> The LEV II LEV and LEV II ULEV emission categories are only applicable for the 2015 through 2019 model years. The LEV III LEV395, LEV630, ULEV340, and ULEV570 emission categories are only applicable for the 2015 through 2021 model years.

**2. LEV III Phase-in Requirements for Incomplete Medium-Duty Vehicles Using Otto-Cycle Engines Certified to Title 13, CCR, Section 1956.8, and Medium-Duty Vehicles Using Diesel Engines Certified to Title 13, CCR, Section 1956.8.**

Model Year	Vehicles Certified to title 13, CCR, Subsection 1956.8(c)(1)(B) or (h)(2) (%)	Vehicles Certified to title 13, CCR, Subsection 1956.8(c)(1)(C) or (h)(7) (%)
2015-2023	100% ULEV	0
2024+-2025	0	100%

(B) *Requirements for Small Volume Manufacturers.* In the 2015 through 2017 model years, a small volume manufacturer shall certify, produce, and deliver for sale in California vehicles or engines certified to the MDV LEV II LEV standards or to the LEV III LEV395 or LEV III LEV630 standards, as applicable, in a quantity equivalent to 100% of its MDV fleet. In the 2018 through 2021 model years, a small volume manufacturer shall certify, produce, and deliver for sale in California vehicles or engines certified to the MDV LEV II ULEV standards or to the LEV III ULEV340 or LEV III

ULEV570 standards, as applicable, in a quantity equivalent to 100% of its MDV fleet. In the 2022 ~~and subsequent~~ through 2025 model years, a small volume manufacturer shall certify, produce, and deliver for sale in California vehicles or engines certified to the MDV LEV III ULEV250 or LEV III ULEV400 standards, as applicable, in a quantity equivalent to 100% of its MDV fleet. Engines certified to these MDV standards are not eligible for emissions averaging.

(C) *Alternate Phase-In Schedules for LEV III MDVs.*

1. *Alternate Phase-In Schedules for LEV III MDVs for All Manufacturers.*

a. For the 2016 ~~and subsequent~~ through 2025 model years, the fleet average non-methane organic gas plus oxides of nitrogen exhaust mass emission values from the medium-duty vehicles produced and delivered for sale in California each model year shall not exceed:

FLEET AVERAGE NON-METHANE ORGANIC GAS PLUS OXIDES OF NITROGEN EXHAUST MASS EMISSION REQUIREMENTS FOR MEDIUM-DUTY VEHICLES (150,000 mile Durability Vehicle Basis)		
Model Year	Fleet Average NMOG + NO <sub>x</sub> (g/mi)	
	MDVs 8,501 - 10,000 lbs. GVWR	MDVs 10,001-14,000 lbs. GVWR
2016	0.333	0.548
2017	0.310	0.508
2018	0.278	0.451
2019	0.253	0.400
2020	0.228	0.349
2021	0.203	0.298
2022+- 2025	0.178	0.247

\* \* \* \* \*

d. The applicable emission standards to be used in the above equations are as follows:

Model Year	Emission Category	Emission Standard Value (g/mi)
2016 <del>and subsequent</del> through 2025 model year federally-certified vehicles	All	Sum of the full useful life NMOG and NOx Federal Emission Standards or full useful life NMOG+NOx Federal Emission Standard to which Vehicle is Certified
2016 through 2019 model year vehicles certified to the "LEV II" standards in subsection 1961(a)(1)	All	Sum of the full useful life NMOG and NOx LEV II Emission Standards to which Vehicle is Certified
2016 <del>and subsequent</del> through 2025 model year vehicles certified to the "LEV III" standards in subsection (a)(1)	All	Full useful life NMOG+NOx LEV III Emission Standards to which Vehicle is Certified

e. *NMOG+NOx Contribution Factor for Off-vehicle Charge Capable HEVs.* The HEV NMOG+NOx contribution factors for medium-duty off-vehicle charge capable hybrid electric vehicles are calculated as follows.

The Zero-emission VMT Allowance for 2016 and 2017 model year off-vehicle charge capable HEVs is determined in accordance with section C.3 of the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes." For the 2018 ~~and subsequent~~ through 2025 model years, the Zero-emission VMT Allowance is equal to the sum of the Zero-Emission Vehicles Miles Traveled TZEV Allowance and the Allowance for US06 Capability in section C.3.3 of the "California Exhaust Emission Standards and Test Procedures for 2018 ~~and Subsequent~~ through 2025 Model Year Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," as applicable. For the purposes of this subsection (b)(3)(C)1.e, the maximum allowable Zero-emission VMT Allowance that may be used in these equations is 1.0.

\* \* \* \* \*

2. *Alternate Phase-In Schedules for LEV III MDVs Certified to Subsection (a)(1) for Manufacturers with a Limited Number of Test Groups.* For the 2016 and subsequent through 2025 model years, a manufacturer that produces and delivers for sale in California four or fewer medium-duty test groups may comply with the following alternate phase-in schedule for LEV III medium-duty vehicles.

a. A manufacturer that produces and delivers for sale in California four medium-duty test groups certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV III medium-duty vehicles instead of subsection (b)(3)(A)1.

Model Year	Number of Test Groups Certified to <del>§</del> section 1961.2(a)(1)			
	LEV II LEV; LEV III LEV395 or LEV630	LEV II ULEV; LEV III ULEV340 or ULEV570	LEV III ULEV250 or ULEV400	LEV III SULEV170 or SULEV230
2016-2017	1	2	1	0
2018	0	2	2	0
2019	0	1	2	1
2020	0	1	1	2
2021	0	0	1	3
2022 + - 2025	0	0	0	4

b. A manufacturer that produces and delivers for sale in California three medium-duty test groups certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV III medium-duty vehicles instead of subsection (b)(3)(A)1.

Model Year	Number of Test Groups Certified to <del>§</del> section 1961.2(a)(1)			
	LEV II LEV; LEV III LEV395 or LEV630	LEV II ULEV; LEV III ULEV340 or ULEV570	LEV III ULEV250 or ULEV400	LEV III SULEV170 or SULEV230
2016	1	2	0	0
2017	0	2	1	0
2018	0	1	2	0
2019-2020	0	1	1	1
2021	0	0	1	2
2022+-2025	0	0	0	3

c. A manufacturer that produces and delivers for sale in California two medium-duty test groups certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV III medium-duty vehicles instead of subsection (b)(3)(A)1.

Model Year	Number of Test Groups Certified to <del>§</del> section 1961.2(a)(1)			
	LEV II LEV; LEV III LEV395 or LEV630	LEV II ULEV; LEV III ULEV340 or ULEV570	LEV III ULEV250 or ULEV400	LEV III SULEV170 or SULEV230
2016	1	1	0	0
2017-2019	0	1	1	0
2020-2021	0	0	1	1
2022+-2025	0	0	0	2

d. A manufacturer that produces and delivers for sale in California one medium-duty test groups certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV III medium-duty vehicles instead of subsection (b)(3)(A)1.

Model Year	Number of Test Groups Certified to <u>§section</u> 1961.2(a)(1)			
	LEV II LEV; LEV III LEV395 or LEV630	LEV II ULEV; LEV III ULEV340 or ULEV570	LEV III ULEV250 or ULEV400	LEV III SULEV170 or SULEV230
2016-2018	0	1	0	0
2019-2021	0	0	1	0
2022+-2025	0	0	0	1

\* \* \* \* \*

(4) *SFTP Phase-In Requirements.*

(A) *Phase-In Requirement for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A test group certifying to LEV III FTP emission categories on a 150,000-mile durability basis shall also certify to SFTP requirements on a 150,000-mile durability basis.

Manufacturers shall have two options for phase in to the SFTP NMOG+NOx and CO emission standards.

1. Under Option 1, ~~beginning with~~ for the 2015 through 2025 model years, a manufacturer shall certify its PCs, LDTs, and MDPVs to the SFTP NMOG+NOx and CO emission standards in subsection (a)(7)(A)1 when the vehicles are also certifying to a LEV III FTP emission category at 150,000-mile durability.

2. Under Option 2, for 2015 ~~and subsequent~~ through 2025 model years, a manufacturer shall certify its fleet of PCs, LDTs, and MDPVs such that the manufacturer's sales-weighted fleet-average NMOG+NOx composite emission value and each test group's CO composite emission value does not exceed the applicable composite emission standards in effect for that model year in accordance with subsection (a)(7)(A)2.

Beginning with the 2017 model year, a manufacturer shall certify its PCs, LDTs, and MDPVs certifying to LEV III FTP PM emission standards on a 150,000-mile durability basis to the SFTP PM emission standards in subsection (a)(7)(B).



(B) *Phase-In Requirements for Medium-Duty Vehicle Manufacturers.* Phase-in for NMOG+NO<sub>x</sub> and CO emission standards begins with the 2016 model year. For MDVs 8,501-10,000 lbs. GVWR certified prior to the 2018 model year, for each model year, the percentage of MDVs certified to an SFTP emission category set forth in this section 1961.2 shall be equal to or greater than the total percentage certified to the FTP ULEV250, ULEV200, SULEV170, and SULEV150 emission categories; of these vehicles, the percentage of MDVs certified to an SFTP SULEV emission category shall be equal to or greater than the total percentage certified to both the FTP SULEV170 and SULEV150 emission categories. For MDVs 10,001-14,000 lbs. GVWR, for each model year, the percentage of MDVs certified to an SFTP emission category set forth in this section 1961.2 shall be equal to or greater than the total percentage certified to the FTP ULEV400, ULEV270, SULEV230, and SULEV200 emission categories; of these vehicles, the percentage of MDVs certified to an SFTP SULEV emission category shall be equal to or greater than the total percentage certified to both the FTP SULEV230 and SULEV200 emission categories. ~~2018 and subsequent~~through 2025 model year MDVs 8,501-10,000 lbs. GVWR certifying to the FTP ULEV250 and ULEV200 emission categories, including vehicles certifying with carryover data, shall comply with the SFTP ULEV standards set forth in subsection (a)(7)(C), and those certifying to FTP SULEV170 and SULEV150, including vehicles certifying with carryover data, shall comply with the SFTP SULEV standards set forth in subsection (a)(7)(C). ~~2018 and subsequent~~through 2025 model year MDVs 10,001-14,000 lbs. GVWR certifying to FTP ULEV400 and ULEV270 emission categories, including vehicles certifying with carryover data, shall comply with the SFTP ULEV standards set forth in subsection (a)(7)(C), and those certifying to SULEV230 and SULEV200, including vehicles certifying with carryover data, shall comply with the SFTP SULEV standards set forth in subsection (a)(7)(C).

In addition, ~~2017 and subsequent~~through 2025 model MDVs certifying to LEV III FTP PM emission standards on a 150,000-mile durability basis must also certify to the SFTP emission standards set forth in subsection (a)(7)(D).

(C) *Identifying a Manufacturer's Medium-Duty Vehicle Fleet.* For the ~~2016 and subsequent~~through 2025 model years, each manufacturer's MDV fleet shall be defined as the total number of California-certified MDVs, other than MDPVs, produced and delivered for sale in California. For ~~2016 and subsequent~~through 2025 model years, a manufacturer that elects to certify engines to the optional medium-duty engine emission standards in section 1956.8 shall not count those engines in the manufacturer's total production of California-certified medium-duty vehicles for purposes of this subparagraph.

(c) *Calculation of NMOG + NO<sub>x</sub> Credits/Debits*

(1) *Calculation of NMOG+NO<sub>x</sub> Credits and Debits for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) In 2015 ~~and subsequent~~ through 2025 model years, a manufacturer shall calculate its credits or debits using the following equation.

$$\begin{aligned} & [(\text{Fleet Average NMOG+NOx Requirement}) - (\text{Manufacturer's Fleet} \\ & \text{Average NMOG+NOx Value})] \times \\ & (\text{Total No. of Vehicles Produced and Delivered for Sale in California,} \\ & \text{Including ZEVs and HEVs}). \end{aligned}$$

(B) In 2015 ~~and subsequent~~ through 2025 model years, a manufacturer that achieves fleet average NMOG+NOx values lower than the fleet average NMOG+NOx requirement for the corresponding model year shall receive credits in units of g/mi NMOG + NOx. A manufacturer with 2015 ~~and subsequent~~ through 2025 model year fleet average NMOG+NOx values greater than the fleet average requirement for the corresponding model year shall receive debits in units of g/mi NMOG + NOx equal to the amount of negative credits determined by the aforementioned equation. The total g/mi NMOG+NOx credits or debits earned for PCs and LDTs 0-3750 lbs. LVW, and for LDTs 3751 lbs. LVW - 8500 lbs. GVWR and for MDPVs shall be summed together. The resulting amount shall constitute the g/mi NMOG+NOx credits or debits accrued by the manufacturer for the model year.

(2) *Calculation of NMOG+NOx Credits and Debits for Medium-Duty Vehicles Other than MDPVs.*

A manufacturer that elects to comply with the phase-in requirements for LEV III medium-duty vehicles other than MDPVs in subsection (b)(3)(A) or subsection (b)(3)(B) shall calculate vehicle-equivalent NMOG+NOx credits in accordance with subsection (c)(2)(A). A manufacturer that elects to comply with the alternative phase-in schedule for LEV III medium-duty vehicles other than MDPVs in subsection (b)(3)(C) shall calculate fleet average NMOG+NOx credits in accordance with subsection (c)(2)(B).

(A) *Calculation of Vehicle-Equivalent NMOG + NOx Credits for Medium-Duty Vehicles Other than MDPVs.*

1. In 2016 ~~and subsequent~~ through 2025 model years, a manufacturer that produces and delivers for sale in California MDVs, other than MDPVs, in excess of the equivalent requirements for LEV III vehicles certified to the exhaust emission standards set forth in subsection (a)(1), shall receive "Vehicle-Equivalent Credits" (or "VECs") calculated in accordance with the following equation, where the term "produced" means produced and delivered for sale in California:

\* \* \* \* \*

2. MDV HEV VEC factor. The MDV HEV VEC factor is calculated as follows:

\* \* \* \* \*

where "Zero-emission VMT Allowance" for an HEV is determined in accordance with section C of the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," incorporated by reference in section 1962.1, or the "California Exhaust Emission Standards and Test Procedures for 2018 and ~~Subsequent~~ through 2025 Model Year Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," incorporated by reference in section 1962.2, as applicable, except that for the purposes of this subsection (c)(2)(B), the maximum allowable Zero-emission VMT Allowance that may be used in these equations is 1.0.

3. A manufacturer that fails to produce and deliver for sale in California the equivalent quantity of MDVs certified to LEV III exhaust emission standards, shall receive "Vehicle-Equivalent Debits" (or "VEDs") equal to the amount of negative VECs determined by the equation in subsection (c)(2)(A).

(B) *Calculation of Fleet Average NMOG+NOx Credits and Debits for Medium-Duty Vehicles Other than MDPVs.*

1. In 2016 ~~and subsequent~~ through 2025 model years, a manufacturer shall calculate its medium-duty vehicle fleet average credits or debits using the following equation.

\* \* \* \* \*

2. In 2016 ~~and subsequent~~ through 2025 model years, a manufacturer that achieves fleet average NMOG+NOx values lower than the fleet average NMOG+NOx requirement for the corresponding model year shall receive credits in units of g/mi NMOG+NOx. A manufacturer with 2016 ~~and subsequent~~ through 2025 model year fleet average NMOG+NOx values greater than the fleet average requirement for the corresponding model year shall receive debits in units of g/mi NMOG+NOx equal to the amount of negative credits determined by the aforementioned equation. The total g/mi NMOG+NOx credits or debits earned for MDVs 8,501-10,000 lbs. GVWR excluding MDPVs, and for MDVs 10,001-14,000 lbs. GVWR shall be summed together. The resulting amount shall constitute the g/mi NMOG+NOx credits or debits accrued by the manufacturer for the model year. Medium-duty fleet average credits and debits earned in accordance with subsection (c)(2)(B) may not be summed together with fleet average credits and debits earned for passenger cars, light-duty trucks, and medium-duty passenger vehicles in accordance with subsection (c)(1).

\* \* \* \* \*

(3) *Procedure for Offsetting Debts.*

(A) A manufacturer shall equalize emission debits by earning g/mi NMOG+NOx emission credits or VECs in an amount equal to the g/mi NMOG+NOx debits or VEDs, or by submitting a commensurate amount of g/mi NMOG+NOx credits or VECs to the Executive Officer that were earned previously or acquired from another manufacturer. A manufacturer shall equalize NMOG+NOx debits for PCs, LDTs, and MDPVs and VEC debits or NMOG+NOx debits, as applicable, for MDVs within three model years. If emission debits are not equalized within the specified time period, the manufacturer shall be subject to the Health and Safety Code §section 43211 civil penalty applicable to a manufacturer which sells a new motor vehicle that does not meet the applicable emission standards adopted by the state board. The cause of action shall be deemed to accrue when the emission debits are not equalized by the end of the specified time period. A manufacturer demonstrating compliance under Option 2 in subsection (b)(1)(A)1.a, must calculate the emission debits that are subject to a civil penalty under Health and Safety Code section 43211 separately for California, the District of Columbia, and for each individual state that is included in the fleet average ~~greenhouse gas~~NMOG+NOx requirements in subsection (b)(1)(A)1.a. The manufacturer must calculate these emission debits separately for California, the District of Columbia, and each individual state using the formula in subsections (c)(1) and (c)(2), except that the "Total No. of Vehicles Produced and Delivered for Sale in California, Including ZEVs and HEVs" shall be calculated separately for the District of Columbia and each individual state.

For the purposes of Health and Safety Code §section 43211, the number of passenger cars, light-duty trucks, and medium-duty passenger vehicles not meeting the state board's emission standards shall be determined by dividing the total amount of g/mi NMOG+NOx emission debits for the model year by the g/mi NMOG+NOx fleet average requirement for PCs and LDTs 0-3750 lbs. LVW and for LDTs 3751 lbs. LVW - 8500 lbs. GVW and MDPVs applicable for the model year in which the debits were first incurred; and the number of medium-duty vehicles not meeting the state board's emission standards shall be equal to the amount of VEDs incurred or shall be determined by dividing the total amount of g/mi NMOG+NOx emission debits for the model year by the g/mi NMOG+NOx fleet average requirement for MDVs 8,501-10,000 lbs. GVW and for MDVs 10,001 lbs. – 14,000 lbs. GVW applicable for the model year in which the debits were first incurred.

(B) For the 2015 ~~and subsequent~~through 2025 model years, the emission credits earned in any given model year shall retain full value through five subsequent model years. Credits will have no value if not used by the beginning of the sixth model year after being earned.

\* \* \* \* \*

(d) *Test Procedures.*

The certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the "California 2015 and ~~Subsequent through 2025~~ Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," as amended ~~September 9, 2021~~ August 25, 2022, the "California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in section 1961.4, the "California Non-Methane Organic Gas Test Procedures for 1993 through 2016 Model Year Vehicles," as amended September 2, 2015, and the "California Non-Methane Organic Gas Test Procedures for 2017 and Subsequent Model Year Vehicles," as ~~adopted September 2, 2015~~ amended August 25, 2022, which are all incorporated herein by reference. In the case of hybrid electric vehicles and on-board fuel-fired heaters, the certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," incorporated by reference in section 1962.1, and the "California Exhaust Emission Standards and Test Procedures for 2018 and ~~Subsequent through 2025~~ Model Year Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," incorporated by reference in section 1962.2.

(e) *Abbreviations.*

The following abbreviations are used in this section 1961.2:

\* \* \* \* \*

~~"ZEV" means zero-emission vehicle.~~

"ZEV" means zero-emission vehicle, which is a vehicle that produces zero exhaust emissions of any criteria pollutant (or precursor pollutant) or greenhouse gas, excluding emissions from air conditioning systems, under any possible operational modes or conditions.

\* \* \* \* \*

Note: Authority cited: Sections 39500, 39600, 39601, 43013, 43018, 43101, 43104, 43105 and 43106, Health and Safety Code. Reference: Sections 39002, 39003, 39667, 43000, 43009.5, 43013, 43018, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43204 and 43205, Health and Safety Code.

3. Amend Title 13, CCR, Chapter 1, Section 1961.3 to read as follows:

**§ 1961.3. Greenhouse Gas Exhaust Emission Standards and Test Procedures - 2017 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.**

\* \* \* \* \*

(d) *Test Procedures.*

The certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the "California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," as amended September 9, 2021, incorporated by reference in ~~section 1961.2~~ herein. In the case of hybrid electric vehicles, the certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the "California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," incorporated by reference in section 1962.1, or the "California Exhaust Emission Standards and Test Procedures for 2018 through 2025 Model Year and Subsequent Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," as amended August 25, 2022, incorporated by reference in ~~section 1962.2~~, as applicable herein.

\* \* \* \* \*

Note: Authority cited: Sections 38550, 38566, 39500, 39600, 39601, 43013, 43018, 43018.5, 43101, 43104 and 43105, Health and Safety Code. Reference: Sections 39002, 39003, 39667, 43000, 43009.5, 43013, 43018, 43018.5, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, and 43211, Health and Safety Code.

4. Amend Title 13, CCR, Chapter 1, Section 1965 to read as follows:

**§ 1965. Emission Control, Smog Index, and Environmental Performance Labels - 1979 and Subsequent Model-Year Motor Vehicles.**

In addition to all other requirements, emission control labels are required by the California certification procedures contained in the "California Motor Vehicle Emission Control and Smog Index Label Specifications for 1978 through 2003 Model Year Motorcycles, Light-, Medium- And Heavy-Duty Engines And Vehicles," adopted March 1, 1978, as last amended September 5, 2003, which is incorporated herein by reference, the "California 2001 through 2014 Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2009 through 2016 Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in §section 1961(d), the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in §section 1961.2(d), the "California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in section 1961.4(c)(1), the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel-Engines and Vehicles," incorporated by reference in §section 1956.8(b), the "California Interim Certification Procedures for 2004 and Subsequent Model Hybrid-Electric Vehicles, in the Urban Bus and Heavy-Duty Vehicle Classes," incorporated by reference in §section 1956.8(b) and (d), and the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines," incorporated by reference in §section 1956.8(d), and the "California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and Subsequent Model Heavy-Duty Vehicles," incorporated by reference in title 17, CCR, §section 95663(d).

\* \* \* \* \*

Note: Authority cited: Sections 38501, 38505, 38510, 38560, 39600, 39601, 43013, 43018, 43101, 43104, 43105, 43200, and 43200.1, Health and Safety Code.  
Reference: Sections 39002, 39003, 43000, 43013, 43018.5, 43100, 43101, 43102, 43104, 43107, 43200, and 43200.1, Health and Safety Code.

5. Amend Title 13, CCR, Chapter 1, Section 1976 to read as follows:

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

\* \* \* \* \*

(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 (unless otherwise indicated) 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:

\* \* \* \* \*

(G) For 2015 and subsequent model motor vehicles, the following evaporative emission requirements apply:

\* \* \* \* \*

7. *Auxiliary engines and fuel systems.* For 2017 and subsequent model vehicles ≤6,000 lbs. GVWR equipped with an auxiliary engine and 2018 and subsequent model vehicles >6,000 lbs. GVWR equipped with an auxiliary engine, manufacturers shall demonstrate compliance in accordance with the provisions set forth in the “California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles,” through 2025 Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles and 2001 and Subsequent Model Year Motorcycles” or the “California Evaporative Emission Standards and Test Procedures for 2026 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles,” as applicable, incorporated by reference in section 1976(c). These requirements do not apply to 2021 and previous model vehicles certified by a small volume manufacturer. For 2026 and subsequent model year motor vehicles, these requirements apply to any auxiliary fuel system, including a fuel fired heater. These requirements also apply to motor vehicles that are exempt from exhaust emission certification, dedicated petroleum-fueled diesel vehicles, and dedicated compressed natural gas-fueled vehicles.

\* \* \* \* \*

(e) —(H) For 2026 and subsequent model year motor vehicles, the following evaporative emission requirements apply in addition to the requirements in section 1976(b)(1)(G):



1. Running loss hydrocarbon emission standard. Running loss emissions shall not exceed 0.01 grams per mile for all vehicle types.

Phase-in schedule for running loss:

For each model year, a manufacturer shall certify, at a minimum, the specified percentage of its vehicle fleet to these standards according to the implementation schedule set forth below. For this calculation, the manufacturer's vehicle fleet is defined as the total vehicles produced and delivered for sale by the manufacturer in California that are subject to this standard.

<u>Model Year</u>	<u>Minimum Percentage of Vehicle Fleet<sup>(1)</sup></u>
<u>2026</u>	<u>30</u>
<u>2027</u>	<u>60</u>
<u>2028 and subsequent</u>	<u>100</u>

(1) Small volume manufacturers are not required to comply with the phase-in schedule set forth in this table. Instead, they must certify 100 percent of their 2028 and subsequent model year vehicle fleet to the standards.

2. 2028 and subsequent model year vehicles must meet the minimum canister size requirement for vehicles that have a tank pressure exceeding 10 inches of water during the running loss test.

a Compliance with minimum canister size requirement is demonstrated using the equation in the "California Evaporative Emission Standards and Test Procedures for 2026 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles," incorporated by reference in section 1976(c).

\* \* \* \* \*

(c) Test Procedures.

The test procedures for determining compliance with the standards in subsection (b) above applicable to 1978 through 2000 model year vehicles are set forth in "California Evaporative Emission Standards and Test Procedures for 1978-2000 Model Motor Vehicles," adopted by the state board on April 16, 1975, as last amended August 5, 1999, which is incorporated herein by reference. The test procedures for determining compliance with standards applicable to 2001 through 2025 model year vehicles are set forth in the "California Evaporative Emission Standards and Test Procedures for

2001 through 2025 Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles and 2001 and Subsequent Model Year Motorcycles,” adopted by the state board on August 5, 1999, and as last amended August 25, 2022, which is incorporated herein by reference. The test procedures for determining compliance with standards applicable to 2026 and subsequent model year vehicles are set forth in the “California Evaporative Emission Standards and Test Procedures for 2001~~26~~ and Subsequent Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Heavy-Duty Vehicles,” adopted by the state board on August 5, 1999, and as last amended September 2, 2015~~25~~, 2022, which is incorporated herein by reference.

\* \* \* \* \*

Note: Authority cited: Sections 39500, 39600, 39601, 39667, 43013, 43018, 43101, 43104, 43105, 43106 and 43107, Health and Safety Code. Reference: Sections 39002, 39003, 39500, 39667, 43000, 43009.5, 43013, 43018, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43107, 43204 and 43205 Health and Safety Code.

6. Amend Title 13, CCR, Chapter 1, Section 1978 to read as follows:

**§ 1978. Standards and Test Procedures for Vehicle Refueling Emissions.**

\* \* \* \* \*

(b) Test Procedures.

The test procedures for determining compliance with standards applicable to 1998 through 2000 gasoline, alcohol, diesel, and hybrid electric passenger cars, light-duty trucks, and medium-duty vehicles are set forth in the "California Refueling Emission Standards and Test Procedures for 1998-2000 Model Year Motor Vehicles," as amended August 5, 1999, which is incorporated herein by reference. The test procedures for determining compliance with standards applicable to 2001 and subsequent gasoline, alcohol, diesel, and hybrid electric passenger cars, light-duty trucks, and medium-duty vehicles are set forth in the "California Refueling Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles," adopted August 5, 1999, and last amended ~~September 2, 2015~~ August 25, 2022, which is incorporated herein by reference.

Note: Authority cited: Sections 39500, 39600, 39601, 39667, 43013, 43018, 43101, 43104, 43105 and 43106, Health and Safety Code. Reference: Sections 39002, 39003, 39500, 39667, 43000, 43009.5, 43013, 43018, 43101, 43101.5, 43102, 43104, 43105, 43106, 43204 and 43205 Health and Safety Code.

7. Amend Title 13, CCR, Chapter 1, Section 2037 to read as follows:

**§ 2037. Defects Warranty Requirements for 1990 and Subsequent Model Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, and Motor Vehicle Engines Used in Such Vehicles.**

\* \* \* \* \*

(g) Prior to the 2001 model year, each manufacturer shall submit the documents required by sections (c)(5), (e), and (f) with the manufacturer's preliminary application for new vehicle or engine certification for approval by the Executive Officer. For 2001 and subsequent model years, each manufacturer shall submit the documents required by section (c)(5), (e), and (f) with the Part 2 Application for Certification pursuant to the "California 2001 through 2014 Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2009 through 2016 Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in title 13, CCR section 1961(d), ~~or the~~ "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in title 13, CCR section 1961.2(d), ~~as applicable or the~~ "California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium Duty Vehicles," incorporated by reference in title 13, CCR section 1961.4(c)(1), as applicable. The Executive Officer may reject or require modification of any of the documents required by sections (c), (e), and (f) for, among other reasons, incompleteness and lack of clarity. Approval by the Executive Officer of the documents required by sections (c), (e), and (f) shall be a condition of certification. The Executive Officer shall approve or disapprove the documents required by sections (c), (e), and (f) within 90 days of the date such documents are received from the manufacturer. Any disapproval shall be accompanied by a statement of the reasons thereof. In the event of disapproval, the manufacturer may petition the Board to review the decision of the Executive Officer.

\* \* \* \* \*

Note: Authority cited: Sections 38501, 38505, 38510, 38560, 39600 and 39601, Health and Safety Code. Reference: Sections 38501, 38505, 38510, 38560, 43106, 43204, 43205, 44004, 44010, 44011, 44012, 44015, and 44017, Health and Safety Code.

8. Amend Title 13, CCR, Chapter 1, Section 2038 to read as follows:

**§ 2038. Performance Warranty Requirements for 1990 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, and Motor Vehicle Engines Used in Such Vehicles.**

\* \* \* \* \*

(c) *Written Instructions.*

\* \* \* \* \*

(3) For 2001 and subsequent model years, each vehicle or engine manufacturer shall submit the documents required by section (c)(1) with the Part 2 Application for Certification pursuant to the "California 2001 through 2014 Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2009 through 2016 Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in title 13, CCR section 1961(d), ~~or the "California 2015 and Subsequent through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,"~~ incorporated by reference in title 13, CCR section 1961.2(d), ~~as applicable or the "California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium Duty Vehicles,"~~ incorporated by reference in title 13, CCR section 1961.4(c)(1), as applicable.

\* \* \* \* \*

Note: Authority cited: Sections 39600 and 39601, Health and Safety Code. Reference: Sections 43106, 43204, 43205, 44004, 44010, 44011, 44012, 44014, and 44015, Health and Safety Code.

9. Amend Title 13, CCR, Chapter 2, Section 2112 to read as follows:

**§ 2112. Definitions.**

\* \* \* \* \*

(b) "Correlation factor" means a pollutant-specific multiplicative factor calculated by a manufacturer for an engine family or test group which establishes a relationship between chassis exhaust emission data, as determined from the test procedures specified in section 1960.1, 1961, 1961.2, or 1961.24, Title 13, California Code of Regulations, and engine exhaust emission data, as determined from the test procedures specified in section 1956.8, Title 13, California Code of Regulations.

\* \* \* \* \*

(l) "Useful life" means, for the purposes of this article:

\* \* \* \* \*

(18) For those passenger cars, light-duty trucks, and medium-duty vehicles certified to the standards in section 1961.2, 1961.3, or 1961.34, the useful life shall be 15 years or 150,000 miles, whichever first occurs. For 2024 and subsequent model-year engines certified to the standards in section 1956.8 for use in medium-duty vehicles with a GVWR from 10,001 to 14,000 pounds certified to the standards in section 1961.2 or 1961.4, the useful life shall be 15 years or 150,000 miles, whichever first occurs.

\* \* \* \* \*

Note: Authority cited: Sections 38501, 38505, 38510, 38560, 39010, 39600, 39601, 43013, 43018, 43101, 43104, 43105 and 43806, Health and Safety Code; and Section 28114, Vehicle Code. Reference: Sections 38501, 38505, 38510, 38560, 39002, 39003, 39010, 39500, 39601, 43000, 43009.5, 43013, 43018, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43107, 43202, 43204-43205.5, 43206, 43210, 43211, 43212, 43213 and 43806, Health and Safety Code; and Section 28114, Vehicle Code.

10. Amend Title 13, CCR, Chapter 2, Section 2139 to read as follows:

**§ 2139. Testing.**

After the vehicles or trailers have been accepted and restorative maintenance, if any, has been performed, the ARB or its designated laboratory shall perform the applicable emission tests pursuant to the following:

(a) For passenger cars and light-duty trucks, in-use compliance emission tests shall be performed pursuant to section 1960.1, 1961, 1961.2, 1961.3, or ~~1961.34~~, Title 13, California Code of Regulations, as applicable.

(b) For medium-duty vehicles certified according to the chassis standards and test procedures specified in section 1960.1, 1961, 1961.2, 1961.3, or ~~1961.34~~, Title 13, California Code of Regulations and the documents incorporated by reference therein, in-use compliance emission tests shall be performed pursuant to section 1960.1, 1961, 1961.2, 1961.3, or ~~1961.3, 4~~, Title 13, California Code of Regulations, as applicable.

For medium-duty vehicles certified according to the ~~GHG~~Greenhouse Gas emission standards of section 95663, Title 17, California Code of Regulations, and the documents incorporated by reference therein, in-use compliance emission tests shall be performed pursuant to section 95663, Title 17, California Code of Regulations, as applicable.

(c) For medium-duty engines and vehicles certified according to the optional engine test procedures specified in section 1956.8, Title 13, California Code of Regulations and the documents incorporated by reference therein, in-use compliance emission tests shall be performed pursuant to one of the following procedures:

For medium-duty engines and vehicles certified to the Greenhouse Gas emission standards in sections 1956.8(a)(7) and 1956.8(h)(6), Title 13, California Code of Regulations, in-use compliance emission tests shall be performed pursuant to one of the following procedures:

\* \* \* \* \*

(2) Medium-duty vehicles may be tested according to the chassis test procedures specified in section 1960.1(k), 1961, 1961.2, or 1961.4, Title 13, California Code of Regulations or section 95663, Title 17, California Code of Regulations, as applicable, if a manufacturer develops correlation factors which establish the relationship between engine and chassis testing for each engine family or test group and submits these correlation factors within one year after the beginning of production. The correlation factors shall be applied to the measured in-use engine exhaust emission data to determine the in-use engine exhaust emission levels. All correlation factors and supporting data included in a

manufacturer's application must be submitted to and approved by the Executive Officer in advance of their use by a manufacturer. Correlation factors intended to apply to a specific engine family or test group shall be applicable for each vehicle model incorporating that specific engine. Manufacturers shall submit test data demonstrating the applicability of the correlation factors for vehicle models comprising a minimum of 80 percent of their engine sales for that specific engine family or test group. The correlation factors for the remaining fleet may be determined through an engineering evaluation based upon a comparison with similar vehicle models. The Executive Officer shall approve a submitted correlation factor if it accurately corresponds to other established empirical and theoretical correlation factors and to emission test data available to the Executive Officer.

\* \* \* \* \*

Note: Authority cited: Sections 38501, 38505, 38510, 38560, 39600, 39601, 43013, 43018, 43101, 43104 and 43105, Health and Safety Code. Reference: Sections 38501, 38505, 38510, 38560, 39002, 39003, 43000, 43009.5, 43013, 43018, 43100, 43101, 43101.5, 43102, 43103, 43104, 43105, 43106, 43107, 43204-43205.5 and 43211-43213, Health and Safety Code.



11. Amend Title 13, CCR, Chapter 2, Section 2140 to read as follows:

**§ 2140. Notification and Use of Test Results.**

\* \* \* \* \*

(b) If the results of the in-use vehicle or trailer emission tests conducted pursuant to section 2139 indicate that the average emissions of the test vehicles or trailers for any pollutant exceed the applicable emission standards specified in title 13, California Code of Regulations, sections 1960.1, 1961, 1961.2, 1961.3, 1961.4, 1956.8, 1958, 2412, 2423 or 2442 or in title 17, California Code of Regulations, section 95663, the entire vehicle or trailer population so represented shall be deemed to exceed such standards. The Executive Officer shall notify the manufacturer of the test results and upon receipt of the notification, the manufacturer shall have 45 days to submit an influenced recall plan in accordance with sections 2113 through 2121, title 13, California Code of Regulations. If no such recall plan is submitted, the Executive Officer may order corrective action including recall of the affected vehicles or trailers in accordance with sections 2122 through 2135, title 13, California Code of Regulations.

(c) For purposes of determining compliance with the test procedures in Title 13, California Code of Regulations, section 2139.5, an engine family is considered a failure if any of the following conditions occur:

(1) for diesel engines, at least three vehicles tested exceed the three-bin moving average window (3B-MAW) in-use threshold for the same bin and pollutant.

(2) for diesel engines, the arithmetic mean of the Sum-Over-Sum emissions defined in "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles" §40 CFR section 86.1370.B.6.6, calculated across the 10 tested vehicles for each individual pollutant and bin, exceed the in-use threshold.

(3) for Otto-cycle engines, at least three vehicles tested exceed the moving average window (MAW) in-use threshold for the same pollutant.

(4) for Otto-cycle engines, the arithmetic mean of the Sum-Over-Sum emissions defined in "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines and Vehicles" §40 CFR section 86.1370.B.1.4 and §section 86.1370.B.1.5 (if applicable), calculated across the 10 test vehicles for each individual pollutant, exceed the in-use threshold.

(d) For purposes of determining compliance with the test procedures in Title 13, California Code of Regulations, section 2139, a medium-duty vehicle test group is considered a failure if any of the following conditions occur:

(1) for medium-duty vehicles that use a diesel engine, at least three vehicles tested exceed the three-bin moving average window (3B-MAW) in-use threshold for the same bin and pollutant.

(2) for medium-duty vehicles that use a diesel engine, the arithmetic mean of the Sum-Over-Sum emissions as defined in Part I, Subpart I, Section 4 of the "California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in section 1961.4, calculated across the 10 tested vehicles for each individual pollutant and bin, exceed the in-use threshold.

(3) for medium-duty vehicles that use an Otto-cycle engine, at least three vehicles tested exceed the moving average window (MAW) in-use threshold for the same pollutant.

(4) for medium-duty vehicles that use an Otto-cycle engine, the arithmetic mean of the Sum-Over-Sum emissions as defined in Part I, Subpart I, Section 4 of the "California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," incorporated by reference in section 1961.4, calculated across the 10 tested vehicles for each individual pollutant, exceed the in-use threshold.

Note: Authority cited: Sections 38501, 38505, 38510, 38560, 39600, 39601, 43013, 43018 and 43105, Health and Safety Code. Reference: Sections 38501, 38505, 38510, 38560, 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43204-43205.5 and 43211-43213, Health and Safety Code.

12. Amend Title 13, CCR, Chapter 2, Section 2147 to read as follows:

**§ 2147. Demonstration of Compliance with Emission Standards.**

\* \* \* \* \*

(b) A manufacturer may test properly maintained in-use vehicles and trailers with the failed emission-related component pursuant to the applicable certification emission tests specified in title 13, California Code of Regulations, section 1960.1, 1961, 1961.2, 1961.3, or 1961.34, as applicable, for passenger cars, light-duty trucks, and medium-duty vehicles, section 1956.8 for heavy-duty engines and vehicles, section 1958 for motorcycles, and section 2442 for sterndrive/inboard marine engines, and in title 17, California Code of Regulations, section 95663, for heavy-duty vehicles and trailers. The emissions shall be projected to the end of the vehicle's or engine's useful life using in-use deterioration factors. The in-use deterioration factors shall be chosen by the manufacturer from among the following:

\* \* \* \* \*

(3) subject to approval by the Executive Officer, a manufacturer-generated deterioration factor. The Executive Officer shall approve such deterioration factor if it is based on in-use data generated from certification emission tests performed on properly maintained and used vehicles in accordance with the procedures set forth in section 1960.1, 1961, 1961.2, or 1961.24 of title 13 of the California Code of Regulations, as applicable, for passenger cars, light-duty trucks, and medium-duty vehicles; section 1956.8 of title 13 of the California Code of Regulations heavy duty vehicles and engines; section 1958 of title 13 of the California Code of Regulations for motorcycles; and section 95663 of title 17 of the California Code of Regulations, for heavy-duty vehicles, and if the vehicles from which it was derived are representative of the in-use fleet with regard to emissions performance and are equipped with similar emission control technology as vehicles with the failed component.

\* \* \* \* \*

Note: Authority cited: Sections 38501, 38505, 38510, 38560, 39500, 39600, 39601, 43000.5, 43013, 43018, 43105, 43204, 43205.5, and 43214 Health and Safety Code. Reference: Sections 38501, 38505, 38510, 38560, 43000, 43009.5, 43018, 43101, 43104, 43105, 43106, 43107 and 43204-43205.5, Health and Safety Code.

13. Amend Title 13, CCR, Chapter 8, Section 2317 to read as follows:

**§ 2317. Satisfaction of Designated Clean Fuel Requirements with a Substitute Fuel.**

(a) Any person may petition the state board to designate by regulation a substitute fuel which may be used instead of a primary designated clean fuel to satisfy any requirements in this chapter pertaining to a designated clean fuel. The state board shall designate such a substitute fuel if it is satisfied that the petitioner has demonstrated all of the following:

(1) That use of the fuel in low-emission vehicles certified on the primary designated clean fuel will result in emissions of NMOG (on a reactivity-adjusted basis), NO<sub>x</sub>, and CO no greater than the corresponding emissions from such vehicles fueled with the primary designated clean fuel, as determined pursuant to the procedures set forth in the "California Test Procedure for Evaluating Substitute Fuels and New Clean Fuels through 2014," as amended March 22, 2012 or the "California Test Procedure for Evaluating Substitute Fuels and New Clean Fuels in 2015 and Subsequent Years," as ~~adopted March 22, 2012~~ amended August 25, 2022, as applicable, which are incorporated herein by reference.

\* \* \* \* \*

Note: Authority cited: Sections 39600, 39601, 39667, 43013, 43018 and 43101, Health and Safety Code; and *Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District*, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975). Reference: Sections 39000, 39001, 39002, 39003, 39500, 39515, 39516, 39667, 43000, 43013, 43018 and 43101, Health and Safety Code; and *Western Oil and Gas Ass'n. v. Orange County Air Pollution Control District*, 14 Cal. 3d 411, 121 Cal. Rptr. 249 (1975).

14. Amend Title 13, CCR, Chapter 16, Section 2903 to read as follows:

**§ 2903. Definitions.**

\* \* \* \* \*

“Test group” is a basic classification unit that has the meaning given in the “California 2015 and ~~Subsequent~~ through 2025 Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Year Greenhouse Gas Exhaust Emission Standards and Test Procedures Passenger Cars, Light-Duty Trucks, and Medium Duty Vehicles,” incorporated by reference in Title 13, section 1961.2, ~~subsection (d).~~ or the “California 2026 and Subsequent Model Year Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” incorporated by reference in Title 13, section 1961.4(c)(1), as applicable.

\* \* \* \* \*

Note: Authority cited: Sections 39600, 39601, 43019, 43019.1, and 43202.6, Health and Safety Code. Reference: Sections 43000, 43000.5, 43013, 43018, 43019, and 43019.1, Health and Safety Code.