

Model Year	Number of Test Groups Certified to §1961.4(a)(1)	
	LEV IV SULEV170 or SULEV230	LEV IV SULEV150 or SULEV175
2026 - 2028	2	0
2029	1	1
2030 and subsequent	0	2

4. A manufacturer that produces and delivers for sale in California one medium-duty test group certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles instead of subsection (b)(2)(A)1.

Model Year	Number of Test Groups Certified to §1961.4(a)(1)	
	LEV IV SULEV170 or SULEV230	LEV IV SULEV150 or SULEV175
2026 - 2029	1	0
2030 and subsequent	0	1

(D) *Identifying a Manufacturer's MDV Fleet.* Each manufacturer's MDV fleet shall be defined as the total number of California engine-certified MDVs produced and delivered for sale in California. For the purpose of demonstrating compliance with the LEV IV phase-in requirements in subsection (b)(2), each manufacturer's MDV fleet must be divided into two separate groups of vehicles – "chassis-certified MDVs" that certify to subsection (a)(1)(B) and "engine-certified MDVs" that use engines certified to the standards in section 1956.8. The phase-in percentages in subsection (b)(2) for vehicles certified to subsection (a)(1)(B) shall be applied to the manufacturers' total production of California chassis-certified medium-duty vehicles delivered for sale in California. The phase-in percentages in subsection (b)(2) for vehicles certified to section 1956.8 shall be applied to the manufacturer's total production of California engine-certified medium-duty vehicles delivered for sale in California.

(E) For a manufacturer that elects to certify to the optional medium-duty engine standards in title 16, CCR subsections 1956.8(c) or (h), all such MDVs, including those produced by a small volume manufacturer, shall be subject to the emissions averaging provisions applicable to heavy-duty diesel or Otto-cycle engines as set forth in the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines," or the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines, incorporated by reference in subsections 1956.8(b) or (d), as applicable.

(3) *SFTP Phase-In Requirements.*

(A) *Phase-In Schedule for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

1. *Phase-in Schedule for Manufacturers other than Small Volume Manufacturers.* Beginning in the 2026 model year, a manufacturer of passenger cars, light-duty trucks, and medium-duty passenger vehicles shall certify at least the following percentage of its PC+LDT+MDPV fleet to the US06 NMOG+NOx and CO standards in subsection (a)(9)(A) according to the following phase-in schedule. A manufacturer shall also certify its PC+LDT+MDPV fleet to the LEV IV SFTP PM exhaust emission standards and phase-in schedule in subsection (a)(9)(B).

LEV IV US06 NMOG+NOx and CO Emission Standards Phase-in for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles		
<i>Model Year</i>	<i>Total % of PCs, LDTs, and MDPVs certified to subsection (a)(9)(A)1</i>	<i>Total % of PCs, LDTs, and MDPVs certified to subsection (a)(9)(A)2</i>
2026	30	70
2027	60	40
2028 and subsequent	100	0

2. *Phase-in Schedule for Small Volume Manufacturers.* In the 2026 and 2027 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 US06 NMOG+NOx and CO standards in subsection (a)(9)(A)2. 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 US06 NMOG+NOx and CO standards in subsection (a)(9)(A)1. In the 2026 and subsequent model years, a small volume manufacturer shall also certify its PC+LDT+MDPV fleet to the LEV IV SFTP PM exhaust emission standards and phase-in schedule in subsection (a)(9)(B).

3. *Alternative Phase-in Schedule for US06 NMOG+NOx and CO Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer may use an alternative phase-in schedule to comply with the US06 NMOG+NOx and CO exhaust emission standards phase-in requirements as long as the US06 NMOG+NOx and CO emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(3)(A)1 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 US06 PM standard in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 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. In the 2028 model year, the cumulative total must be equal to or greater than 310, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the US06 NMOG+NO_x and CO standard to be considered equivalent. A manufacturer may add vehicles introduced in the 2025 model year (e.g., the percent of vehicles introduced in 2025 would be multiplied by 3) to the cumulative total.

(B) *Phase-In Requirements for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.*

1. *Phase-in Schedule for SFTP NMOG+NO_x and CO Standards.* Beginning in the 2026 model year, a manufacturer of medium-duty vehicles other than medium-duty passenger vehicles shall certify at least the following percentage of its medium-duty vehicles other than medium-duty passenger vehicle fleet to the SFTP NMOG+NO_x and CO standards in subsection (a)(9)(C) according to the following phase-in schedule.

LEV IV SFTP NMOG+NO_x and CO Emission Standards Phase-in for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles		
<i>Model Year</i>	<i>Total % of MDVs certified to subsection (a)(9)(C)</i>	<i>Total % of MDVs certified to §1961.2 (a)(9)(C)</i>
2026	0	100
2027	30	70
2028	60	40
2029 and subsequent	100	0

2. *Phase-in Schedule for SFTP PM Standards.* Beginning in the 2026 model year, a manufacturer of medium-duty vehicles other than medium-duty passenger vehicles shall certify at least the following percentage of its medium-duty vehicles other than medium-duty passenger vehicle fleet to the SFTP PM standards in subsection (a)(9)(D) according to the following phase-in schedule.

LEV IV SFTP PM Emission Standards Phase-in for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles		
<i>Model Year</i>	<i>Total % of MDVs certified to subsection (a)(9)(D)</i>	<i>Total % of MDVs certified to §1961.2 (a)(7)(D)</i>
2026	0	100
2027	30	70
2028	60	40
2029 and subsequent	100	0

(C) *Identifying a Manufacturer's Medium-Duty Vehicle Fleet.* For the 2026 and subsequent 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 2026 and subsequent 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.

(4) *Phase-in Schedule for Partial Soak NMOG+NOx Compliance Requirements.*

(A) In the 2026 and subsequent model years, the following percentage of a manufacturer's PC+LDT+MDPV fleet shall be certified to the partial soak NMOG+NOx compliance requirements in subsection (a)(6). Small volume manufacturers are not required to comply with the Partial Soak NMOG+NOx requirements in model years 2026 through 2028. In the 2029 and subsequent model years, 100 percent of a small volume manufacturer's PC+LDT+MDPV fleet shall be certified to the partial soak NMOG+NOx compliance requirements in subsection (a)(6).

Phase-in Schedule for Partial Soak NMOG+NOx Compliance Requirements	
<i>Model Year</i>	<i>Total % of PCs, LDTs, and MDPVs certified to subsection (a)(6)</i>
2026	30
2027	60
2028 and subsequent	100

(B) *Alternative Phase-in Schedule for Partial Soak NMOG+NOx Compliance.* A manufacturer may use an alternative phase-in schedule to comply with the Partial Soak NMOG+NOx Compliance Requirements phase-in requirements as long as the Partial Soak NMOG+NOx emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(4)(A) are achieved 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 Partial Soak NMOG+NOx compliance requirements in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 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. In the 2028 model year, the cumulative total must be equal to or greater than 310, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the Partial Soak NMOG+NOx standards to be considered equivalent. A manufacturer may add vehicles introduced in the 2025 model year (e.g., the percent of vehicles introduced in 2025 would be multiplied by 3) to the cumulative total.

(5) *Phase-in Schedule for Quick Drive-Away NMOG+NOx Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) In the 2026 and subsequent model years, the following percentage of a manufacturer's PC+LDT+MDPV fleet shall be certified to the Quick Drive-Away NMOG+NOx standards in subsection (a)(7). Small volume manufacturers are not required to comply with the Quick Drive-Away NMOG+NOx emission standards in model years 2026 through 2028. In the 2029 and subsequent model years, 100 percent of a small volume manufacturer's PC+LDT+MDPV fleet shall be certified to the Quick Drive-Away NMOG+NOx emission standards in subsection (a)(7).

Quick Drive-Away NMOG+NOx Phase-in Schedule	
<i>Model Year</i>	<i>Total % of PCs, LDTs, and MDPVs certified to subsection (a)(7)</i>
2026	30
2027	60
2028 and subsequent	100

(B) *Alternative Phase-in Schedule for Quick Drive-Away NMOG+NOx Emission Standards.* A manufacturer may use an alternative phase-in schedule to comply with the Quick Drive-Away NMOG+NOx Emission Standards phase-in requirements as long as the Quick Drive-Away NMOG+NOx emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(5)(A) 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 Quick Drive-Away NMOG+NOx emission standards in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 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. In the 2028 model year, the cumulative total must be equal to or greater than 310, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the Quick Drive-Away NMOG+NOx standards to be considered equivalent. A manufacturer may add vehicles introduced in the 2025 model year (e.g., the percent of vehicles introduced in 2025 would be multiplied by 3) to the cumulative total.

(6) *Phase-in Schedule for High Power Cold Start US06 Emission Standards for Plug-in Hybrid Electric Vehicles in the Passenger Car, Light-Duty Truck, and Medium-Duty Passenger Vehicle Classes.*

(A) *Phase-in Schedule for Manufacturers that Produce and Deliver for Sale in California Three or More Passenger Car, Light-Duty Truck, or Medium-Duty Passenger Vehicle Test Groups Certified to Subsection (a)(10).*

1. A manufacturer that produces and delivers for sale in California three or more passenger car, light-duty truck, or medium-duty passenger vehicle test groups certified to subsection (a)(10) must comply with the following phase-in schedule for High Power Cold Start US06 Emission Standards for Plug-in Hybrid Electric Vehicles in the Passenger Car, Light-Duty Truck, and Medium Duty Passenger Vehicle Classes. The phase-in percentages set forth in this table are the minimum percent of a manufacturer's test groups that must comply with the applicable standards.

<i>Model Year</i>	<i>Total % of PC, LDT, and MDPV Test Groups certified to subsection (a)(10)</i>
2026	30
2027	60
2028 and subsequent	100

2. *Alternative Phase-in Schedule for High Power Cold Start US06 Emission Standards.* A manufacturer may use an alternative phase-in schedule to

comply with the High Power Cold Start US06 Emission Standards phase-in requirements as long as the High Power Cold Start US06 emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(6)(A)1 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 High Power Cold Start US06 emission standards in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 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. In the 2028 model year, the cumulative total must be equal to or greater than 310, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the Quick Drive-Away NMOG+NOx standards to be considered equivalent. A manufacturer may add vehicles introduced in the 2025 model year (e.g., the percent of vehicles introduced in 2025 would be multiplied by 3) to the cumulative total.

(B) Phase-in Schedule for Manufacturers that Produce and Deliver for Sale in California One or Two Passenger Car, Light-Duty Truck, or Medium-Duty Passenger Vehicle Test Groups Certified to Subsection (a)(10).

1. A manufacturer that produces and delivers for sale in California one or two passenger car, light-duty truck, or medium-duty passenger vehicle test groups certified to subsection (a)(10) must comply with the following phase-in schedule for High Power Cold Start US06 Emission Standards for Plug-in Hybrid Electric Vehicles in the Passenger Car, Light-Duty Truck, and Medium Duty Passenger Vehicle Classes. The phase-in percentages set forth in this table are the minimum percent of a manufacturer's test groups that must comply with the applicable standards.

<i>Model Year</i>	<i>Total % of PC, LDT, and MDPV Test Groups certified to subsection (a)(10)</i>
2026	0
2027	50
2028 and subsequent	100

2. **Alternative Phase-in Schedule for High Power Cold Start US06 Emission Standards.** A manufacturer may use an alternative phase-in schedule to comply with the High Power Cold Start US06 Emission Standards phase-in requirements as long as the High Power Cold Start US06 emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(6)(B)1 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 High Power Cold Start US06 emission

standards in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 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. In the 2028 model year, the cumulative total must be equal to or greater than 200, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the High Power Cold Start US06 standards to be considered equivalent. A manufacturer may add vehicles introduced in the 2026 model year (e.g., the percent of vehicles introduced in 2026 would be multiplied by 2) to the cumulative total.

(c) Calculation of NMOG + NO_x Credits/Debits

(1) *Calculation of NMOG+NO_x Credits and Debits for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) In 2026 and subsequent model years, a manufacturer shall calculate its credits or debits using the following equation. The number of ZEVs that may be included in this calculation is the number of ZEVs that may be included in the fleet average NMOG+NO_x value in subsection (b)(1)(A).

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

(B) In 2026 and subsequent model years, a manufacturer that achieves fleet average NMOG+NO_x values lower than the fleet average NMOG+NO_x requirement for the corresponding model year shall receive credits in units of g/mi NMOG + NO_x. A manufacturer with 2026 and subsequent model year fleet average NMOG+NO_x values greater than the fleet average requirement for the corresponding model year shall receive debits in units of g/mi NMOG + NO_x equal to the amount of negative credits determined by the aforementioned equation.

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

(A) In 2026 and subsequent model years, a manufacturer shall calculate its medium-duty vehicle fleet average credits or debits using the following equation.

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

(B) In 2026 and subsequent model years, a manufacturer that achieves fleet average NMOG+NO_x values lower than the fleet average NMOG+NO_x requirement for the corresponding model year shall receive credits in units of g/mi NMOG+NO_x. A manufacturer with 2026 and subsequent model year fleet average NMOG+NO_x values greater than the fleet average requirement for the corresponding model year shall receive debits in units of g/mi NMOG+NO_x equal to the amount of negative credits determined by the aforementioned equation. The total g/mi NMOG+NO_x 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+NO_x 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 Debits.*

(A) A manufacturer shall equalize emission debits by earning g/mi NMOG+NO_x emission credits in an amount equal to the g/mi NMOG+NO_x debits or by submitting a commensurate amount of g/mi NMOG+NO_x credits to the Executive Officer that were earned previously or acquired from another manufacturer. A manufacturer shall equalize NMOG+NO_x debits for PCs, LDTs, and MDPVs and NMOG+NO_x debits 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 §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), must calculate the emission debits that are subject to a civil penalty under Health and Safety Code section 43211 separately for California and for each individual state that is included in the fleet average NMOG+NO_x requirements in subsection (b)(1)(A). The manufacturer must calculate these emission debits separately for California 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 each individual state.

For the purposes of Health and Safety Code §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+NO_x emission debits for the model year by the g/mi NMOG+NO_x fleet average requirement for PCs+LDTs+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+NO_x emission debits for the

model year by the g/mi NMOG+NO_x 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) 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.

(4) *Carry Over of NMOG+NO_x Credits and Debits from LEV III to LEV IV.* The value of any LEV III emission credits that have not been used prior to the start of the 2026 model year and any LEV III emission debits that have not been equalized prior to the start of the 2026 model year are subject to the provisions in subsection 1961.2(c)(3).

(5) *Changing Vehicle-Equivalent Credits and Debits to NMOG+NO_x Fleet Average Credits and Debits.* The value of any vehicle-equivalent credits and debits earned in accordance with subsection 1961.2(c)(2)(A) shall be converted to NMOG+NO_x fleet average credits and debits using the provisions in subsection (c)(2), for each model year in which the credits or debits are accrued. For the purpose of applying the formula in subsection (c)(2)(A), for credits and debits earned in accordance with subsection 1961.2(c)(2)(A), the Fleet Average NMOG+NO_x Requirement is 0.178 g/mi for MDVs between 8,501-10,000 lbs. GVWR and 0.247 g/mi for MDVs between 10,001-14,000 lbs. GVWR. These credits and debits are subject to the provisions in subsection 1961.2(c)(3), based on the model year in which they are first earned as vehicle-equivalent credits or debits.

(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 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” as adopted [INSERT DATE OF ADOPTION], the “California Non-Methane Organic Gas Test Procedures for 2017 and Subsequent Model Year Vehicles,” amended [INSERT DATE OF AMENDMENT], 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 Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes,” incorporated by reference in section 1962.4.

(e) Abbreviations.

The following abbreviations are used in this section 1961.4:

“ALVW” means adjusted loaded vehicle weight.
“ASTM” means American Society of Testing and Materials.
“CO” means carbon monoxide.
“FTP” means Federal Test Procedure.
“g/mi” means grams per mile.
“GVW” means gross vehicle weight.
“GVWR” means gross vehicle weight rating.
“HEV” means hybrid-electric vehicle.
“LDT” means light-duty truck.
“LDT1” means a light-duty truck with a loaded vehicle weight of 0-3750 pounds.
“LDT2” means a light-duty truck with a loaded vehicle weight of 3751 pounds to a gross vehicle weight rating of 8500 pounds.
“LEV” means low-emission vehicle.
“LPG” means liquefied petroleum gas.
“LVW” means loaded vehicle weight.
“MDPV” means medium-duty passenger vehicle.
“MDV” means medium-duty vehicle.
“NMHC” means non-methane hydrocarbons.
“mg/mi” means milligrams per mile.
“NMHC” means non-methane hydrocarbons.
“Non-Methane Organic Gases” or “NMOG” means the total mass of oxygenated and non-oxygenated hydrocarbon emissions.
“NOx” means oxides of nitrogen.
“PC” means passenger car.
“SFTP” means Supplemental Federal Test Procedure.
“SULEV” means super-ultra-low-emission vehicle.
“TZEV” means transitional zero-emission vehicle, as defined in section 1962.2.
“ULEV” means ultra-low-emission vehicle.
“ZEV” means zero-emission vehicle, which is a vehicle that produce 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.

(f) Severability.

Each provision of this section is severable, and in the event that any provision of this section is held to be invalid, the remainder of both this section and this article remains in full force and effect.

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.

DRAFT