

## Draft Proposed 15-Day Modifications

### Adoption of new Section 1961.4, Title 13, California Code of Regulations

[Note: This staff draft version has been reorganized relative to the draft Proposed Regulation order that was released for public comment for a period of 45 days.

This version is a staff draft, not an authoritative version for this proposed rulemaking, not being proposed for adoption, and not being released for public comment. This is subject to change. Official proposed (15-day) changes and an explanatory notice will be released for public comment at a later date.

Subsections for which no changes are proposed are indicated with “\* \* \* \*.”]

## Staff's Suggested Changes to Advanced Clean Cars II Proposal

Adopt new title 13, CCR, Chapter 1, Section 1961.4 to read as follows: (Note: the entire text of section 1961.4 set forth below is new language proposed to be added to the California Code of Regulations.)

**§ 1961.4. Exhaust Emission Standards and Test Procedures - 2026 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.**

(a) *Purpose and Applicability*

(1) This section 1961.4 contains the California "LEV IV" exhaust emission standards for 2026 and subsequent model year passenger cars (PC), light-duty trucks (LDT), and medium-duty passenger vehicles (MDPV), and for 2026 and subsequent model year medium-duty vehicles (MDV). References in this section to "light-duty vehicle(s)" or "LDV(s)" shall include PCs, LDTs, and MDPVs. A manufacturer must comply with the exhaust standards in subsections (d) and (e) that are applicable to specific test groups, and with the fleet average and phase-in requirements in subsections (d) and (e) that are applicable to the manufacturer's entire fleet. For purposes of this section 1961.4, all MDPVs are subject to the requirements of subsection (d) for LDVs and are not subject to the requirements of subsection (e) for MDVs. The exhaust standards in subsections (d) and (e) do not apply to ZEVs. ZEVs may not be included in either the numerator or the denominator of any of the phase-in calculations in subsections (d) or (e), except as noted in the fleet average requirement of subsection (d)(1).

(2) *Optional 2025 model year compliance.*

(A) In the 2025 model year, a manufacturer has the option of certifying one or more test groups in its LDV fleet to the LEV IV standards in subsection (d)(2)(A) of this section 1961.4 rather than to the standards in title 13, CCR, section 1961.2. If the manufacturer elects to optionally certify in 2025 model year:

1. Vehicles in the test group must also meet the following requirements of section 1961.4 applicable to that emission category from subsection (d)(2)(A): 50 degree F standards of subsection (d)(2)(D), Cold CO standard of subsection (d)(2)(E), US06 interim NMOG+NOx and CO standards of subsection (d)(3)(A)2., the US06 PM standard of 6 mg/mi in subsection (d)(3)(A)4.a., SC03 standard of subsection (d)(4), and the Highway standard of subsection (d)(5); and

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2. The manufacturer must also comply with the 2025 model year fleet average standard of subsection (d)(1) for all test groups in its LDV fleet, including all test groups certified to section 1961.4 or to title 13, CCR, section 1961.2 standards in lieu of meeting the 2025 model year fleet average requirement of title 13, CCR, section 1961.2.
- (B) In the 2025 model year, a manufacturer has the option of certifying one or more test groups in its MDV fleet to the standards in subsection (e) of this section 1961.4 rather than to the standards in title 13, CCR, section 1961.2. If the manufacturer elects to optionally certify in the 2025 model year:
1. Vehicles in the test group must meet all the following requirements of section 1961.4 applicable to that emission category from subsection (e)(2)(A): 50 degree F standards of subsection (e)(2)(B), SFTP standards of subsection (e)(3)(A) or title 13, CCR, sections 1961.2(a)(7)(C) and (a)(7)(D), SC03 standard of subsection (e)(4), and the Highway standard of subsection (e)(5); and
  2. The manufacturer must also comply with the fleet average standard of subsection (e)(1) for all test groups in its MDV fleet, including all test groups certified to section 1961.4 or to title 13, CCR, section 1961.2 standards in lieu of meeting the 2025 model year fleet average requirement of title 13, CCR, section 1961.2.
- (3) *Optional engine standards for MDVs.*
- (A) A manufacturer has the option of certifying engines used in incomplete MDVs greater than 10,000 lbs. gross vehicle weight rating (GVWR) and all diesel engine MDVs greater than 10,000 lbs. GVWR to the heavy-duty engine standards and test procedures set forth in title 13, CCR, section 1956.8. All incomplete and complete MDVs with a GVWR of less than or equal to 10,000 lbs. including engines used in such vehicles, and all complete Otto-cycle MDVs with a GVWR of greater than 10,000 lbs. must be certified to the LEV IV chassis standards for MDVs set forth in subsection (e) and the test procedures incorporated in subsection (c)(1).

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- (B) For engines used in MDVs that are certified to the engine standards of title 13, CCR, section 1956.8 in accordance with subsection (a)(3)(A), including those produced by small volume manufacturers, the engines and MDVs are not subject to the MDV fleet average, emission standards, or phase-ins of this section 1961.4 and must be certified to the engine standards, emissions averaging provisions, and test procedures in title 13, CCR, sections 1956.8(c)(1)(C) or 1956.8(h)(7), as applicable to heavy-duty diesel or Otto-cycle engines and 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 title 13, CCR, sections 1956.8(b) or (d), as applicable.

(b) *Abbreviations.* The following abbreviations are used in this section 1961.4:

"ALVW" means adjusted loaded vehicle weight which is the average of curb weight and GVWR.

"CO" means carbon monoxide.

"FTP" means Federal Test Procedure.

"g/mi" means grams per mile.

"GCWR" means gross combined weight rating

"GVWR" means gross vehicle weight rating.

"HCHO" means formaldehyde.

"LDT" means light-duty truck.

"LDV" means light-duty vehicle including PCs, LDTs, and MDPVs

"LEV" means low-emission vehicle.

"LVW" means loaded vehicle weight.

"MAW" means moving average window

"MDPV" means medium-duty passenger vehicle.

"MDV" means medium-duty vehicle.

"mg/mi" means milligrams per mile.

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"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.

"PHEV" means plug-in hybrid electric vehicle.

"PM" means particulate matter.

"SFTP" means Supplemental Federal Test Procedure.

"SULEV" means super-ultra-low-emission vehicle.

"UC" means Unified Cycle Driving Schedule contained in Part II, section D. of the "California 2026 and Subsequent Model Criteria Pollutant Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks and Medium-duty Vehicles."

"ULEV" means ultra-low-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.

### (c) *General Provisions*

- (1) *Certification Requirements and 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 incorporated herein by reference. In the case of plug-in 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 title 13, CCR, section 1962.4.

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- (2) *Emission Category.* Vehicles certified to a specific emission category (e.g., SULEV30) in subsection (d)(2)(A) or (e)(2)(A), as applicable, must also be certified to the standards throughout subsections (d) and (e) that are applicable to that same emission category.
- (3) *Pooling Provision.* For each model year, a manufacturer must comply with this section 1961.4 including the standards and phase-in schedules based on one of two options for the model year:
  - (A) Option 1: all LDVs and MDVs that are certified to the California exhaust emission standards in subsection (d) or (e), as applicable, and are produced and delivered for sale in California; or
  - (B) Option 2: all LDVs and MDVs that are certified to the California exhaust emission standards in subsection (d) or (e), as applicable, and are produced and delivered for sale in California and any states or the District of Columbia that have adopted California's criteria pollutant emission standards set forth in this section 1961.4 for that model year pursuant to section 177 of the federal Clean Air Act (42 U.S.C. § 7507).
    1. A manufacturer that selects compliance Option 2 must notify the Executive Officer of that selection 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 also applies for subsequent model years unless the manufacturer selects Option 1 and notifies the Executive Officer of that selection in writing before the start of the applicable model year.
    2. When a manufacturer is complying using Option 2 for a given model year, the term "in California" as used in this section 1961.4 means California and all states or the District of Columbia that have adopted, under Section 177 of the federal Clean Air Act (42 U.S.C. § 7507), California's criteria pollutant emission standards set forth in this section 1961.4 for that model year.
    3. A manufacturer that selects compliance Option 2 must provide, in its end-of-model-year compliance report, separate values for the number of vehicles in each test group produced and delivered for sale in each individual state or the District of Columbia.

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### (4) *Small Volume Manufacturers*

- (A) If a manufacturer's three-year average model year California sales exceeds 4500 units of new LDVs, MDVs, heavy-duty vehicles, and heavy-duty engines, based on the average number of vehicles produced and delivered for sale in California for the three previous consecutive model years, the manufacturer shall no longer be treated as a small volume manufacturer.
1. If this is the first time the manufacturer's three-year average exceeds 4500 units, the manufacturer must comply with the fleet average requirements applicable to a non-small volume manufacturer, as specified in subsection (d)(1)(A) or (e)(1)(A), as applicable, beginning with the fourth model year after the last of the three consecutive model years.
  2. If, during the four-year time period provided under subsection (c)(4)(A)1., the manufacturer's annual volume of vehicles produced and delivered for sale in California for a model year is less than 4500 units and then exceeds 4500 units, then the four-year time shall be restarted beginning with the first model year in which the manufacturer again exceeds the 4500 unit limit.



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3. If the manufacturer's three-year average has previously exceeded 4500 units, then the manufacturer is not afforded a four-year time period and must comply with the fleet average requirements applicable to non-small volume manufacturers, as specified in subsection (d)(1)(A) or (e)(1)(A), as applicable, beginning with the following model year after the last of the three consecutive model years.
    - (B) If a manufacturer's average model year California sales fall below 4500 units of new LDVs, MDVs and heavy-duty vehicles and engines based on the average number of vehicles produced and delivered for sale in California for the three previous consecutive model years, the manufacturer shall be treated as a small volume manufacturer and shall be subject to the requirements for small volume manufacturers beginning with the next model year.
- (5) *Fuel-flexible, bi-fuel, and dual-fuel vehicles.*
- (A) For fuel-flexible, bi-fuel, and dual-fuel LDVs and MDVs, unless otherwise noted, compliance with the emission standards of this section is required for both the gaseous or alcohol fuel the vehicle is designed to use and gasoline or diesel, as applicable. A manufacturer must demonstrate compliance when certifying the vehicle for operation on the gaseous or alcohol fuel, as applicable, and on gasoline or diesel, as applicable.
  - (B) 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 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."
  - (C) For fuel-flexible, bi-fuel, and dual-fuel vehicles operating on gasoline, a manufacturer may provide an attestation to demonstrate compliance with 50 degree F standards. Testing at 50 degree F is required for fuel-flexible, bi-fuel, and dual fuel vehicles when operating on the alcohol fuel.
- (6) *Equivalence with Federal Standards*

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- (A) A manufacturer may not certify a 2026 or subsequent model year LDV or MDV model to a California emission category in subsection (d)(2)(A) or (e)(2)(A) that is less stringent than the emission bin to which the equivalent vehicle model certifies federally. The equivalent California model may only be certified to a California vehicle emissions category that is the same or more stringent as the federal emissions bin. The federal emission bins are those contained in Table 2 of 40 CFR section 86.1811-17(b), as amended June 29, 2021 and Tables 2 and 3 of 40 CFR section 86.1816-18(b), as amended October 25, 2016. The criteria for applying this requirement are set forth in Part I. Section H.1.4 of the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."
- (B) *Exception for Clean Fuel Fleet Vehicles.* Subsection (c)(6)(A) does not apply in the case of a federally-certified vehicle model that is only marketed or primarily marketed to fleet operators for applications that are subject to clean fuel fleet requirements established pursuant to section 246 of the federal Clean Air Act (42 U.S.C. sec. 7586). For purposes of this subsection, "primarily offered" shall mean that the model will only be marketed to, and predominantly sold or leased to, clean fuel fleet operators for such applications, and that other sales or leases of the model will be incidental and inconsequential relative to those made to clean fuel fleet operators.
- (7) *Submittal of Information.* Unless otherwise specified, reports, documentation, and requests required to be submitted to the Executive Officer or CARB under this section must be provided to the California Air Resources Board at the following address: Chief, Emissions Certification and Compliance Division (or Executive Officer if so specified), California Air Resources Board, 4001 Iowa Ave, Riverside, California 92507, or may be submitted electronically upon mutual agreement as provided under sections 1633.7 and 1633.8 of the Civil Code.

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(8) *Attestation.* Unless otherwise specified, where this section allows for or requires a manufacturer to provide an attestation, attestation means a statement signed and dated by an individual, who is employed by a manufacturer and authorized to affirm the attested statement on behalf of the manufacturer, certifying under penalty of perjury under the laws of the State of California that the attested statement is true, accurate, and complete.

(d) *Passenger Car, Light-Duty Truck, and Medium-Duty Passenger Vehicle Standards.* The following standards and requirements for determining compliance with the standards apply to manufacturers and their LDVs, which are classified under this section as either PCs, LDTs, or MDPVs, that are produced and delivered for sale in California. LDVs are tested at their loaded vehicle weight (LVW) for these standards.

(1) *Fleet Average Requirement*

(A) *Fleet Average Values.* A manufacturer's LDV fleet average NMOG+NO<sub>x</sub> exhaust mass emission values for each model year shall not exceed:

<b>FLEET AVERAGE REQUIREMENTS</b> (150,000 mile Durability Vehicle Basis)		
<i>Model Year</i>	<i>NMOG+NO<sub>x</sub></i> <i>(g/mi)</i>	<i>Maximum Percent</i> <i>ZEVs+emission-adjusted</i> <i>PHEVs<sup>1</sup></i>
2025 <sup>2</sup>	0.030	100%
2026	0.030	60%
2027	0.030	30%
2028	0.030	15%
2029+	0.030	0%

<sup>1</sup> For each model year, a manufacturer may only include up to the specified percentage of its total ZEVs+emission-adjusted PHEVs in the fleet average calculation. See subsection (d)(1)(B) for application of this limit.

<sup>2</sup> Only applicable to manufacturers optionally certifying 2025 model year test groups in accordance with subsection (a)(2)(A).

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### (B) Calculation of Fleet Average

1. For the 2025 through 2028 model years, each manufacturer's LDV fleet average NMOG+NOx value shall be calculated as follows:

$$FleetAvg = \frac{\sum(Veh_{TG} \times Std_{TG}) + \sum(PHEV_{adj} \times PHEV_{factor})}{Veh_{TotalNum}}$$

Where:

$FleetAvg$  = Fleet average NMOG+NOx value, in g/mi, rounded to the nearest 0.001 g/mi.

$Veh_{TG}$  = Number of vehicles produced and delivered for sale in California in a test group, excluding any emission-adjusted PHEVs.

$Std_{TG}$  = NMOG+NOx standard, in g/mi, of the FTP emission category the test group is certified to in subsection (d)(2)(A), including non-emission-adjusted PHEVs at the emission category to which they are certified.

$PHEV_{adj}$  = Number of emission-adjusted PHEVs produced and delivered for sale in California in a test group that are within the specified percentage allowed to be included in the fleet average per subsection (d)(1)(A) for the applicable model year, rounded to nearest whole vehicle.

$PHEV_{factor}$  = PHEV contribution factor for the test group calculated in accordance with subsection (d)(1)(B)4.

$Veh_{TotalNum}$  = Total number of LDVs produced and delivered for sale in California, including ZEVs and emission-adjusted PHEVs that are within the specified percentage allowed to be included in the fleet average per subsection (d)(1)(A) for the applicable model year and including all non-emission-adjusted PHEVs. ZEVs not within the specified percentage may not be included.

- a. For the purpose of this calculation, "emission-adjusted PHEV" means any PHEV that adjusts its emissions prior to incorporation into the fleet average using the PHEV NMOG+NOx contribution factor as calculated in subsection (d)(1)(B)4.

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- b. For the calculation of the maximum allowable ZEVs+emission-adjusted PHEVs to be included in the fleet average as specified in subsection (d)(1)(A), the manufacturer shall determine the total number of ZEVs and PHEVs produced and delivered for sale in California for the model year and multiply the total by the percentage specified in (d)(1)(A) for the applicable model year, and the result shall be rounded to the nearest whole vehicle. The manufacturer shall designate in its end-of-model-year compliance report which of its ZEV and PHEV test groups and the number of ZEVs and PHEVs from those test groups that it will include in the fleet average. PHEVs so designated shall be emission-adjusted PHEVs when included in the calculation of the fleet average. The total number of designated ZEVs+emission-adjusted PHEVs may not exceed the calculated maximum allowable value.
  - c. Except as noted for small volume manufacturers in subsection (d)(1)(C), all PHEVs that are produced and delivered for sale in California that are not included in the percentage of ZEVs+emission-adjusted PHEVs allowed in subsection (d)(1)(A) must be included in the fleet average calculation using the NMOG+NOx standard to which the vehicle is certified without any emission adjustment.
  - d. Except as noted in subsection (d)(1)(C) for small volume manufacturers, all ZEVs that are produced and delivered for sale in California that are not included in the percentage of ZEVs+emission-adjusted PHEVs allowed in subsection (d)(1)(A) may not be included in the numerator or the denominator of the fleet average calculation.
2. For the 2029 and subsequent model years, each manufacturer's LDV fleet average NMOG+NOx value shall be calculated as follows:

$$FleetAvg = \frac{\sum(Veh_{TG} \times Std_{TG})}{Veh_{TotalNum}}$$

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Where:

$FleetAvg$  = Fleet average NMOG+NO<sub>x</sub> value, in g/mi, rounded to the nearest 0.001 g/mi.

$Veh_{TG}$  = Number of vehicles produced and delivered for sale in California in a test group including all PHEVs.

$Std_{TG}$  = NMOG+NO<sub>x</sub> standard, in g/mi, of the FTP emission category the test group is certified to in subsection (d)(2)(A).

$Veh_{TotalNum}$  = Total number of LDVs produced and delivered for sale in California including all PHEVs. ZEVs may not be included.

- a. The PHEV NMOG+NO<sub>x</sub> contribution factor shall no longer apply and all PHEVs must be included in the numerator and denominator of the fleet average using the NMOG+NO<sub>x</sub> emission standard to which the test group was certified without any emission adjustment.
  - b. Except as noted in subsection (d)(1)(C) for small volume manufacturers, ZEVs may not be included in either the numerator or the denominator of this calculation.
3. The applicable emission standards to be used in the above equations are as follows:

<i>Vehicle Type</i>	<i>Emission Category</i>	<i>Emission Standard Value<sup>1</sup> (g/mi)</i>
2026 and subsequent model year vehicles certified to the "LEV IV" standards	All	Full useful life NMOG+NO <sub>x</sub> LEV IV emission standard in subsection (d)(2)(A) to which vehicle is certified
2025 model year vehicles certified to the "LEV III" standards <sup>2</sup>	All	Full useful life NMOG+NO <sub>x</sub> LEV III emission standard in title 13, CCR, section

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		1961.2(a)(1) to which vehicle is certified
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<sup>1</sup> For test groups certifying to the optional emission warranty requirements in subsection (f)(1), the applicable emission standard value shall be the emission standard value set forth in this table minus 5 mg/mi.

<sup>2</sup> Only applicable to manufacturers optionally certifying 2025 model year test groups in accordance with subsection (a)(2)(A).

4. **PHEV NMOG+NOx Contribution Factor.** Except as noted for small volume manufacturers in subsection (d)(1)(C), for the 2025 through 2028 model years, the PHEV NMOG+NOx contribution factors for LDVs (in g/mi) are calculated as follows.

$$PHEV_{factor} = Std - 0.005 \times ZVMT_F - 0.005 \times U$$

Where:

$PHEV_{factor}$  = PHEV NMOG+NOx contribution factor, rounded to the nearest 0.001 g/mi.

$Std$  = NMOG+NOx standard, in g/mi, of the FTP emission category the test group is certified to in subsection (d)(2)(A).

$ZVMT_F$  = Zero vehicle miles traveled factor, calculated as follows. For purposes of this calculation, the maximum allowable  $ZVMT_F$  that may be used is 1.0.

$$ZVMT_F = \frac{Cert_{RV}}{100} + 0.2$$

$Cert_{RV}$  = Certification Range Value as defined in title 13, CCR, section 1962.4(l).

$US06_{RF}$  = US06 range factor, which is either equal to 1.0 if US06 All-Electric Range is at least 10 miles or it is equal to zero if US06 All-Electric Range is less than 10 miles. The US06 All-Electric Range is defined 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."

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(C) *Small Volume Manufacturers.* All LDVs certified by a small volume manufacturer for the 2026 and subsequent model years must meet the LEV IV exhaust standards in this section 1961.4. In lieu of meeting the fleet average of subsection (d)(1)(A) for the 2026 and subsequent model years, a small volume manufacturer may certify its LDVs to a fleet average NMOG+NO<sub>x</sub> value of 0.051 g/mi calculated in accordance with subsection (d)(1)(B) except as follows:

1. A small volume manufacturer may include 100 percent of its ZEVs that are produced and delivered for sale in California in its fleet average calculation for 2026 and subsequent model years.
2. A small volume manufacturer may emission-adjust, by using the PHEV contribution factor of subsection (d)(1)(B)4., 100 percent of its PHEVs that are produced and delivered for sale in California in its fleet average calculation for 2026 and subsequent model years.

(D) *Calculation of NMOG+NO<sub>x</sub> Credits and Debits.*

1. In 2026 and subsequent model years, a manufacturer shall calculate its LDV credits or debits using the following equation.

$$\text{Credits (or Debits)} = (\text{FleetAvg}_{\text{Req}} - \text{FleetAvg}) \times V$$

Where:

*Credits (or Debits)* = Credits or debits earned, in g/mi, rounded to the nearest 0.001 g/mi.

*FleetAvg<sub>Req</sub>* = Fleet average NMOG+NO<sub>x</sub> requirement for the applicable model year as defined in subsection (d)(1)(A).

*FleetAvg* = Fleet average NMOG+NO<sub>x</sub> value for the manufacturer for the applicable model year as calculated per subsection (d)(1)(B).

*Veh<sub>TotalNum</sub>* = Total number of LDVs used in the fleet average calculation for the model year in accordance with subsection (d)(1)(B)1. or (d)(1)(B)2., as applicable.



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2. In 2026 and subsequent model years, a manufacturer that achieves fleet average NMOG+NO<sub>x</sub> values lower than the fleet average NMOG+NO<sub>x</sub> requirement for the corresponding model year shall earn credits in units of g/mi NMOG+NO<sub>x</sub> while a manufacturer with fleet average NMOG+NO<sub>x</sub> values greater than the fleet average NMOG+NO<sub>x</sub> requirement for the corresponding model year shall earn debits in units of g/mi NMOG+NO<sub>x</sub>.
3. The emission credits earned in any given model year shall retain full value through five subsequent model years after the year in which they were earned. For example, credits earned in 2027 model year may be used no later than in the 2032 model year.

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### (E) *Procedure for Offsetting Debits.*

1. A manufacturer shall equalize emission debits by earning g/mi NMOG+NO<sub>x</sub> emission credits in an amount equal to the g/mi NMOG+NO<sub>x</sub> debits or by submitting a commensurate amount of g/mi NMOG+NO<sub>x</sub> credits to the Executive Officer that were earned previously or acquired from another manufacturer. A manufacturer shall equalize NMOG+NO<sub>x</sub> debits 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 complying under Option 2 in subsection (c)(3) 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 using the formulas in subsections (d)(1)(B)1. and (d)(1)(B)2., except that the number of vehicles in each test group and the total number of vehicles shall be based on the number of vehicles produced and delivered for sale in each individual state.
2. For the purposes of Health and Safety Code section 43211, the number of LDVs not meeting the state board's emission standards shall be determined by dividing the total amount of g/mi NMOG+NO<sub>x</sub> emission debits for the model year by the g/mi NMOG+NO<sub>x</sub> fleet average requirement for LDVs applicable for the model year in which the debits were first incurred.
3. A manufacturer may be subject to additional penalties under the Health and Safety Code for any other violation of this section other than the failure to equalize debits within the specified time period under this subsection.

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- (F) *Carry Over of NMOG+NO<sub>x</sub> Credits and Debits from LEV III to LEV IV.* The value of any LEV III LDV NMOG+NO<sub>x</sub> fleet average emission credits that have not been used prior to the start of the 2026 model year shall retain their original value and expiration as earned under title 13, CCR, section 1961.2 and are available for use or trade by the manufacturer under this section 1961.4. Any LEV III NMOG+NO<sub>x</sub> fleet average debits that have not been offset prior to the start of 2026 model year shall retain their original value and deadline to be offset as earned under title 13, CCR, section 1961.2 and must be offset by credits earned or acquired by the manufacturer under this section 1961.4.

(2) *FTP Standards*

(A) *LEV IV Exhaust Standards*

1. The following standards are the maximum exhaust emissions for the full useful life from new 2026 and subsequent model year LEV IV LDVs.

<b>LEV IV Exhaust Standards</b> <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Emission Category</i>	<i>NMOG + NO<sub>x</sub><sup>1</sup> (g/mi)</i>	<i>CO (g/mi)</i>	<i>HCHO (mg/mi)</i>	<i>PM<sup>2</sup> (mg/mi)</i>	<i>High Altitude NMOG + NO<sub>x</sub> (g/mi)</i>
ULEV125 <sup>3</sup>	0.125	2.1	4	1	0.160
ULEV70	0.070	1.7	4	1	0.105
ULEV60	0.060	1.7	4	1	0.090
ULEV50	0.050	1.7	4	1	0.070
ULEV40	0.040	1.7	4	1	0.060
SULEV30	0.030	1.0	4	1	0.050
SULEV25	0.025	1.0	4	1	0.050
SULEV20	0.020	1.0	4	1	0.050
SULEV15	0.015	1.0	4	1	0.030

<sup>1</sup>Applies only to vehicles while being operated at low altitude.

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<sup>2</sup>See subsection (d)(2)(A)2. for details of 1 mg/mi particulate standard phase-in.

<sup>3</sup>For manufacturers other than small volume manufacturers, the ULEV125 category is only applicable for the 2026 through 2028 model years. For small volume manufacturers, this category is applicable for the 2026 through 2034 model years.

### 2. *Particulate Standard Phase-in Schedule.*

- a. A manufacturer must certify a minimum percentage of vehicles in its total LDV fleet to the full useful life 1 mg/mi particulate standard according to the following phase-in schedule. Vehicles not certified to the 1 mg/mi standard must be certified to a 3 mg/mi standard.

<b>Particulate Emission Standard Phase-in</b>		
<i>Model Year</i>	<i>Maximum % of vehicles certified to 3 mg/mi standard</i>	<i>Minimum % of vehicles certified to 1 mg/mi standard</i>
2026	50	50
2027	25	75
2028 and subsequent	0	100

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- b. *Alternative Phase-in Schedule.* A manufacturer may use an alternative phase-in schedule to comply with the 1 mg/mi particulate standard as long as the PM emission reductions from LDVs that are achieved using the alternative phase-in schedule are equivalent to or greater by the 2028 model year than those that are achieved using the phase-in schedules in subsection (d)(2)(A)2.a. for model years 2026 through 2028 and in title 13, CCR, section 1961.2(a)(2)(A) for model years 2024 and 2025. For purposes of this section, emission reductions shall be calculated by multiplying the manufacturer's percent of total LDVs certified to the 1 mg/mi particulate standard in a given model year (based on the manufacturer's projected sales volume) 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 shall be summed together to determine a cumulative total. A manufacturer may also include vehicles certified to the 1 mg/mi standard prior to the 2025 model year (i.e., the percent of vehicles introduced in 2024 or earlier model year would be multiplied by 4) to the cumulative total. The cumulative total must be (i) equal to or greater than 500 and (ii) 100 percent of the manufacturer's 2028 and subsequent model year LDVs must be certified to the 1 mg/mi particulate standard for the alternative schedule to be considered equivalent.
- c. *Small Volume Manufacturers.* In lieu of the phase-in of subsection (d)(2)(A)2.a. or (d)(2)(A)2.b., a small volume manufacturer may certify 100 percent of its LDV fleet to the 3 mg/mi particulate standard for the 2026 and 2027 model years and 100 percent to the 1 mg/mi standard in the 2028 and subsequent model years.

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3. *Interim In-Use Compliance Particulate Standards.* For test groups that are first certified to the 1 mg/mi particulate standard in the 2026 through 2028 model years, the interim in-use compliance standard is 2 mg/mi for the first two model years that the test group is certified to the 1 mg/mi particulate standard. For example, if a test group that was certified to the 3 mg/mi particulate standard in the 2027 model year is first certified to the 1 mg/mi particulate standard in the 2028 model year, the 2 mg/mi particulate interim in-use compliance standard shall apply to that test group for both the 2028 and 2029 model years.

(B) *Partial Soak Standards*

1. *Partial Soak Requirements.* For each test group subject to the exhaust emission standards in subsection (d)(2)(A), a manufacturer shall attest in the certification application that all vehicles in the test group meet the following Partial Soak exhaust standards for the full useful life of the vehicle when operated at low altitude and tested in accordance with the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."
  - a. *Standards for 10 Minute, 40 Minute, and 3 to 12 Hour Soaks.* The following NMOG+NOx standards apply for the specified soak times.

<b>Partial Soak NMOG+NOx Standards (g/mi)</b>			
<i>Vehicle Emission Category</i>	<i>10-minute soak</i>	<i>40-minute soak</i>	<i>3-hour to 12-hour soak<sup>1</sup></i>
ULEV125	0.063	0.096	0.125
ULEV70	0.035	0.054	0.070
ULEV60	0.030	0.046	0.060
ULEV50	0.025	0.038	0.050

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Partial Soak NMOG+NOx Standards (g/mi)			
Vehicle Emission Category	10-minute soak	40-minute soak	3-hour to 12-hour soak <sup>1</sup>
ULEV40	0.020	0.031	0.040
SULEV30	0.015	0.023	0.030
SULEV25	0.013	0.019	0.025
SULEV20	0.010	0.015	0.020
SULEV15	0.008	0.012	0.015

<sup>1</sup> These standards apply to any soak greater than or equal to 3 hours and less than 12 hours.

- b. *Standards for Soaks Between 10 to 40 Minutes.* For each test group, the NMOG+NOx exhaust emissions must not exceed the standard derived by the following linear interpolation equation for any soak time greater than or equal to 10 minutes and less than 40 minutes.

$$e_{ps@x} = (s_{40} - s_{10}) \left( \frac{x - 10}{40 - 10} \right) + s_{10}$$

Where:

- $e_{ps@x}$  = The applicable NMOG+NOx emission standard for a partial soak of x minutes, in g/mi, rounded to the nearest 0.001 g/mi.
- x = Duration of the partial soak, in minutes, rounded to the nearest whole minute. Value of x must be greater than or equal to 10 and less than 40.
- $s_{40}$  = The emission standard for a given vehicle emission category, in g/mi, for a 40 minute soak as given in subsection (d)(2)(B)1.a. The vehicle emission category used to determine the value of  $s_{40}$  must be the same as the vehicle emission category used to determine the value of  $s_{10}$ .
- $s_{10}$  = The emission standard for a given vehicle emission category, in g/mi, for a 10 minute soak as given in subsection (d)(2)(B)1.a.

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- c. *Standards for Soaks Between 40 minutes to 3 hours.*  
 For each test group, the NMOG+NOx exhaust emissions must not exceed the standard derived by the following linear interpolation equation for any soak time greater than or equal to 40 minutes and less than 3 hours.

$$e_{ps@y} = (s_{3h} - s_{40}) \left( \frac{y - 40}{180 - 40} \right) + s_{40}$$

Where:

- $e_{ps@y}$  = The applicable NMOG+NOx emission standard for a partial soak of y minutes, in g/mi, rounded to the nearest 0.001 g/mi.
- y = Duration of the partial soak, in minutes, rounded to the nearest whole minute. Value of y must be greater than or equal to 40 and less than 180.
- $s_{40}$  = The emission standard for a given vehicle emission category, in g/mi, for a 40 minute soak as given in subsection (d)(2)(B)1.a. The vehicle emission category used to determine the value of  $s_{40}$  must be the same as the vehicle emission category used to determine the value of  $s_{3h}$ .
- $s_{3h}$  = The emission standard for a given vehicle emission category, in g/mi, for a 3 hour soak as given in subsection (d)(2)(B)1.a.

2. *Partial Soak Standard Phase-in Schedule.*

- a. In the 2026 and subsequent model years, the following minimum percentage of a manufacturer’s LDV fleet (based on the manufacturer’s projected sales) shall be certified to the Partial Soak standards of subsection (d)(2)(B)1.

<b>Phase-in Schedule for Partial Soak Standards</b>	
<i>Model Year</i>	<i>Minimum % of vehicles certified to subsection (d)(2)(B)1.</i>
2026	30
2027	60



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<b>Phase-in Schedule for Partial Soak Standards</b>	
<i>Model Year</i>	<i>Minimum % of vehicles certified to subsection (d)(2)(B)1.</i>
2028 and subsequent	100

- b. *Alternative Phase-in Schedule.* A manufacturer may use an alternative phase-in schedule to comply with the Partial Soak standards as long as it satisfies the following two requirements: (i) the cumulative total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 310 by the end of the 2028 model year, and (ii) 100 percent of the manufacturer's LDVs must be certified to the Partial Soak standards in the 2029 model year and in all subsequent model years. The total compliance calculation for the alternative phase-in is determined by multiplying the percent of the manufacturer's total LDVs certified to the Partial Soak standards in a given model year (based on a manufacturer's projected sales volume) 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 shall be summed together to determine a cumulative total. A manufacturer may not include 2024 and earlier model year LDVs in this calculation.

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- c. *Small Volume Manufacturers.* In lieu of the phase-in of subsection (d)(2)(B)2.a. or (d)(2)(B)2.b., a small volume manufacturer may certify 100 percent of its LDV fleet to the Partial Soak standards in the 2030 and subsequent model years.

(C) *Quick Drive-Away Standards*

1. *Quick Drive-Away Requirements.*

- a. The following standards are the maximum NMOG+NO<sub>x</sub> exhaust emissions for the full useful life for new 2026 and subsequent LDVs when operated at low altitude and tested in accordance with the Quick Drive-Away test procedures incorporated 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."

<b>Quick Drive-Away Standards</b>	
<i>Vehicle Emission Category</i>	<i>NMOG+NO<sub>x</sub> (g/mi)</i>
ULEV125	0.125
ULEV70	0.082
ULEV60	0.072
ULEV50	0.062
ULEV40	0.052
SULEV30	0.042
SULEV25	0.037
SULEV20	0.032
SULEV15	0.027

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- b. LDVs are exempt from the Quick Drive-Away standards if both of the following conditions are met: (i) the vehicle does not have an engine start during the first 20 seconds of the standard FTP emission test used to demonstrate compliance with the emission standards in subsection (d)(2)(A); and (ii) the vehicle does not have any on-vehicle technology (e.g., electrically heated catalyst) that would cause the engine or emission controls to be preconditioned such that the NMOG+NOx emissions would be higher during the first 505 seconds of the Quick Drive-Away emission test compared to the NMOG+NOx emissions during the first 505 seconds of the standard FTP emission test used to demonstrate compliance with the emission standards in subsection (d)(2)(A).

2. *Quick Drive-Away Standard Phase-in Schedule.*

- a. In the 2026 and subsequent model years, the following minimum percentage of a manufacturer's total LDV fleet must be certified to the Quick Drive-Away standards in subsection (d)(2)(C)1. LDVs that are exempt from the Quick Drive-Away NMOG+NOx standards in accordance with subsection (d)(2)(C)1.b. may be included in the phase-in set forth in the following table as vehicles that are certified to the standards.

<b>Quick Drive-Away Phase-in Schedule</b>	
<i>Model Year</i>	<i>Minimum % of vehicles certified to subsection (d)(2)(C)1.</i>
2026	30
2027	60
2028 and subsequent	100

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- b. *Alternative Phase-in Schedule.* A manufacturer may use an alternative phase-in schedule to comply with the Quick Drive-Away standards as long as it satisfies the following two requirements: (i) the cumulative total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 310 by the end of the 2028 model year, and (ii) 100 percent of the manufacturer's LDVs must be certified to the Quick Drive-Away standards in the 2029 model year and in all subsequent model years. The total compliance calculation for the alternative phase-in is determined by multiplying the percent of a manufacturer's total LDVs certified to the Quick Drive-Away standards in a given model year (based on a manufacturer's projected sales volume) 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 shall be summed together to determine a cumulative total. A manufacturer may not include 2024 and earlier model year LDVs in this calculation.
    - c. *Small Volume Manufacturers.* In lieu of the phase-in of subsection (d)(2)(C)2.a. or (d)(2)(C)2.b., a small volume manufacturer may certify 100 percent of its LDV fleet to the Quick Drive-Away standards in the 2030 and subsequent model years.
  3. *Interim In-Use Compliance Standards.* For the 2026 through 2028 model years, the interim in-use compliance standard for vehicles certifying to the Quick Drive-Away standards shall be 1.2 times the applicable standard in subsection (d)(2)(C)1., rounded to the nearest 0.001 g/mi. For example, if an LDV test group is first certified to a Quick Drive-Away standard in the 2028 model year, the interim in-use compliance standard shall only apply for that test group for the 2028 model year.

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- (D) *50 degree F Standards.* All LDVs, other than natural gas and diesel-fueled vehicles, must be certified to the following 50 degree F standards when tested on the FTP cycle (40 CFR, Part 1066) conducted at a nominal test temperature of 50 degree F, as modified by Part II, Section C of the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."
1. These standards are the maximum exhaust emissions for NMOG+NO<sub>x</sub> and formaldehyde (HCHO) for vehicles with less than or equal to 4,000-miles.

<b>50 degree F Standards</b>		
<i>Vehicle Emission Category</i>	<i>NMOG+NO<sub>x</sub> (g/mi)</i>	<i>HCHO (g/mi)</i>
ULEV125	0.250	0.016
ULEV70	0.140	0.016
ULEV60	0.120	0.016
ULEV50	0.100	0.016
ULEV40	0.080	0.016
SULEV30	0.060	0.008
SULEV25	0.050	0.008
SULEV20	0.040	0.008
SULEV15	0.030	0.008

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2. In lieu of measuring and determining NMOG and HCHO exhaust emissions, a manufacturer may demonstrate compliance with these NMOG+NO<sub>x</sub> and HCHO standards by measuring NMHC exhaust emissions in lieu of NMOG emissions and by submitting an attestation with the certification application that HCHO exhaust emissions comply with these HCHO standards in accordance with Section D.1.7.5 and Section G.3.1.4, respectively, of the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."
3. Emissions of CO measured at 50 degree F at 4,000 or fewer miles shall not exceed the FTP standards set forth in subsection (d)(2)(A) applicable to vehicles of the same emission category.
4. In accordance with subsection (c)(5), fuel-flexible, bi-fuel, and dual-fuel vehicles shall meet these 50 degree F standards when a vehicle is operating on either fuel (or blend of fuels in the case of fuel-flexible) the vehicle is designed to operate on.

### (E) *Cold CO Standards*

1. The following standards are the maximum 50,000 mile cold temperature exhaust carbon monoxide (CO) emission levels from new 2026 and subsequent model year LDVs. These standards apply to vehicles tested on the FTP cycle at a nominal temperature of 20 degrees F in accordance with 40 CFR Part 1066 Subpart H, as amended by the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

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<b>COLD CO STANDARDS</b> (g/mi)	
<i>Vehicle Type</i>	<i>CO</i>
All PCs, LDTs 0 to 3,750 lbs. LVW;	10.0
LDTs 3,751 lbs. LVW to 8,500 lbs. GVWR; MDPVs 10,000 lbs. GVWR and less	12.5

2. Natural gas and diesel-fueled vehicles are exempt from these standards.

(3) *US06 Standards*

(A) *US06 Requirements.*

1. The following standards are the maximum NMOG+NO<sub>x</sub>, CO, and particulate matter (PM) exhaust emissions over the US06 test cycle for the full useful life from new 2026 and subsequent model year LDVs.

<b>US06 Standards</b> (150,000 mile Durability Vehicle Basis)			
<i>Vehicle Emission Category</i>	<i>NMOG+NO<sub>x</sub> (g/mi)</i>	<i>CO (g/mi)</i>	<i>PM<sup>1</sup> (mg/mi)</i>
ULEV125	0.125	9.6	3
ULEV70	0.070	9.6	3
ULEV60	0.060	9.6	3
ULEV50	0.050	9.6	3
ULEV40	0.040	9.6	3
SULEV30	0.030	9.6	3
SULEV25	0.030	9.6	3
SULEV20	0.030	9.6	3

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<b>US06 Standards</b> (150,000 mile Durability Vehicle Basis)			
<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>	<i>CO (g/mi)</i>	<i>PM<sup>1</sup> (mg/mi)</i>
SULEV15	0.030	9.6	3

<sup>1</sup> See subsection (d)(3)(A)4. for details of 3 mg/mi PM standard phase-in.

2. *Interim US06 Certification Standards.* In accordance with the phase-in schedule of subsection (d)(3)(A)3., all 2026 and subsequent model year vehicles not certified to the standards in subsection (d)(3)(A)1. shall be certified to the following interim standards that are the maximum NMOG+NOx, CO, and PM exhaust emissions over the US06 test cycle for the full useful life.

<b>Interim US06 Standards for 2026 and 2027 Model Year</b> (150,000 mile Durability Vehicle Basis)			
<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>	<i>CO (g/mi)</i>	<i>PM<sup>1</sup> (mg/mi)</i>
ULEV125	0.150	9.6	3
ULEV70	0.084	9.6	3
ULEV60	0.072	9.6	3
ULEV50	0.060	9.6	3
ULEV40	0.048	9.6	3
SULEV30	0.036	9.6	3
SULEV25	0.036	9.6	3
SULEV20	0.036	9.6	3
SULEV15	0.036	9.6	3

<sup>1</sup> See subsection (d)(3)(A)4. for details of 3 mg/mi PM standard phase-in.



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3. *US06 NMOG+NOx and CO Standards Phase-in Schedule*

- a. Beginning in the 2026 model year, a manufacturer shall certify its LDV fleet to the US06 NMOG+NOx and CO standards in subsection (d)(3)(A) according to the following phase-in schedule and specified percentages.

<b>US06 NMOG+NOx and CO Emission Standards Phase-in Schedule</b>		
<i>Model Year</i>	<i>Minimum % of vehicles certified to subsection (d)(3)(A)1.</i>	<i>Maximum % of vehicles certified to interim standards of subsection (d)(3)(A)2.</i>
2026	30	70
2027	60	40
2028 and subsequent	100	0

- b. *Alternative Phase-in Schedule.* A manufacturer may use an alternative phase-in schedule to comply with the US06 NMOG+NOx and CO emission standards as long as it satisfies the following three requirements: (i) the cumulative total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 310 by the end of the 2028 model year, (ii) 100 percent of the manufacturer's LDVs must be certified to the US06 NMOG+NOx and CO emission standards in subsection (d)(3)(A)1. in the 2029 model year and in all subsequent model years, and (iii) any 2026 to 2028 model year LDVs that are not certified to the US06 NMOG+NOx and CO emission standards in subsection (d)(3)(A)1. must be certified to the US06 NMOG+NOx and CO interim emission standards in subsection (d)(3)(A)2. The total compliance calculation is determined by multiplying the percent of a manufacturer's total LDVs meeting the US06 NMOG+NOx and CO standards in subsection (d)(3)(A)1. in a given model year (based on a

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manufacturer's projected sales) 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 shall be summed together to determine a cumulative total. A manufacturer may not include 2024 and earlier model year LDVs in the calculation.

- c. *Small Volume Manufacturers.* In lieu of the phase-in of subsection (d)(3)(A)3.a. or (d)(3)(A)3.b., a small volume manufacturer may certify 100 percent of its LDV fleet to the interim US06 NMOG+NOx and CO standards in subsection (d)(3)(A)2. in the 2026 through 2029 model years and 100 percent of its fleet to the US06 NMOG+NOx and CO standards in subsection (d)(3)(A)1. for the 2030 and subsequent model years.

4. *US06 PM Standards Phase-in Schedule.*

- a. A manufacturer shall certify a minimum percentage of vehicles in its total LDV fleet to the full useful life 3 mg/mi PM US06 standard according to the following phase-in schedule. Vehicles not certified to the 3 mg/mi standard must be certified to a 6 mg/mi standard.

<b>US06 PM Standard Phase-in Schedule<sup>1</sup></b>		
<i>Model Year</i>	<i>Maximum % of vehicles certified to 6 mg/mi standard</i>	<i>Minimum % of vehicles certified to 3 mg/mi standard</i>
2026	100	0
2027	75	25
2028	50	50
2029	25	75
2030 and subsequent	0	100

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<sup>1</sup> Vehicles in these categories are tested at their loaded vehicle weight.

- b. *Alternative Phase-in Schedule.* A manufacturer may use an alternative phase-in schedule to comply with the 3 mg/mile US06 PM standard as long as it satisfies the following three requirements: (i) the cumulative total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 500 by the end of the 2030 model year, (ii) 100 percent of the manufacturer's LDVs must be certified to the 3 mg/mile US06 PM standard in the 2031 model year and in all subsequent model years, and (iii) any 2027 to 2030 model year LDVs that are not certified to the 3 mg/mile US06 PM standard must be certified to the interim 6 mg/mile US06 PM standard. The total compliance calculation is determined by multiplying the percent of a manufacturer's total LDVs certified to the 3 mg/mile US06 PM standard in a given model year (based on a manufacturer's projected sales) by 4 for the 2027 model year, 3 for the 2028 model year, 2 for the 2029 model year, and 1 for the 2030 model year. The yearly results shall be summed together to determine a cumulative total. A manufacturer may not include 2026 and earlier model year LDVs in the calculation.
- c. *Small Volume Manufacturers.* In lieu of the phase-in of subsection (d)(3)(A)4.a. or (d)(3)(A)4.b., a small volume manufacturer may certify 100 percent of its LDV fleet to the 6 mg/mi US06 PM standard in the 2026 through 2029 model years and 100 percent of its fleet to the 3 mg/mi standard in 2030 and subsequent model years.

### 5. *Interim In-Use Compliance Standards.*

- a. *US06 NMOG+NO<sub>x</sub> Interim In-Use Compliance Standards.* For the 2026 and 2027 model years, the interim in-use compliance standard for vehicles certifying to the US06 NMOG+NO<sub>x</sub> standards in subsection (d)(3)(A)1. shall be 1.2 times the

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applicable standard, rounded to the nearest 0.001 g/mi. For example, if an LDV test group is first certified to a US06 NMOG+NO<sub>x</sub> standard in subsection (d)(3)(A)1. in the 2027 model year, the interim in-use compliance standard shall only apply to the test group for the 2027 model year. Vehicles certifying to the US06 NMOG+NO<sub>x</sub> standards in subsection (d)(3)(A)2. must meet the applicable standard in-use.

- b. *US06 PM Interim In-Use Compliance Standards.* For the 2026 through 2029 model years, the interim in-use compliance standard for vehicles certifying to the 3 mg/mi US06 PM standards in subsection (d)(3)(A) shall be 4 mg/mi. For example, if an LDV test group is first certified to the 3 mg/mi US06 PM standard in the 2029 model year, the interim in-use compliance standard shall only apply to the test group for the 2029 model year.

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(B) *High Power Cold Start Standards for Plug-in Hybrid Electric Vehicles (PHEV).*

1. *High Power Cold Start Standard Requirements*

- a. The following standards are the maximum NMOG+NOx exhaust emissions over the Cold Start US06 test cycle 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” for the full useful life from LDVs operating at low altitude.

<b>Cold Start US06 PHEV Standards</b> <i>(150,000 mile Durability Vehicle Basis)</i>		
<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>	
	<i>2026 to 2028 MY</i>	<i>2029 and subsequent MY</i>
ULEV125	0.350	0.250
ULEV70	0.320	0.200
ULEV60	0.280	0.175
ULEV50	0.240	0.150
ULEV40	0.200	0.125
SULEV30	0.150	0.100
SULEV25	0.125	0.083
SULEV20	0.100	0.067
SULEV15	0.075	0.050

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- b. 2026 and subsequent model year PHEVs that meet the minimum criteria in title 13, CCR, section 1962.4(e)(1)(A)9. are exempt from this requirement. 2026 through 2028 model year PHEVs that meet the criteria in title 13, CCR, section 1962.4(e)(1)(B)2. with a US06 all-electric range of at least 10 miles are also exempt from this requirement. PHEV test groups that are exempt shall be included in the phase-in schedules of subsection (d)(3)(B)2. as test groups that are certified to the standards.

2. *High Power Cold Start Standard Phase-in Schedule.*

a. *Three or more PHEV Test Groups.*

- i. A manufacturer that produces and delivers for sale in California three or more LDV test groups with PHEVs must comply with the following phase-in schedule. The phase-in percentages set forth in this table are used to calculate the minimum number of a manufacturer's total test groups with PHEVs that must be certified to the applicable standards, rounded to the nearest whole test group.

<i>Model Year</i>	<i>Minimum % of LDV Test Groups with PHEVs certified to subsection (d)(3)(B)1.</i>
2026	30
2027	60
2028 and subsequent	100

- ii. *Alternative Phase-in Schedule.* A manufacturer may use an alternative phase-in schedule to comply with the High Power Cold Start US06 standards as long as it satisfies the following two requirements: (i) the cumulative total

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calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 310 by the end of the 2028 model year, and (ii) 100 percent of the manufacturer's LDV PHEVs must be certified to the High Power Cold Start US06 standards in the 2029 model year and in all subsequent model years. The total compliance calculation for the alternative phase-in is determined by multiplying the percent of a manufacturer's total number of LDV test groups with PHEVs certified to the High Power Cold Start US06 standards in a given model year (based on a manufacturer's projected sales) 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 shall be summed together to determine a cumulative total. A manufacturer may not include 2024 and earlier model year LDV PHEV test groups in the calculation.

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- b. *One or Two PHEV Test Groups.*
  - i. A manufacturer that produces and delivers for sale in California one or two LDV test groups with PHEVs must comply with the following phase-in schedule. The phase-in percentages set forth in this table are used to calculate the minimum number of a manufacturer's total test groups with PHEVs that must be certified to the applicable standards, rounded to the nearest whole test group. Test groups with PHEVs that are exempt from the High Power Cold Start Standard per subsection (d)(3)(B)1.b. may be included in the phase-in as test groups that are certified to the standards.

<i>Model Year</i>	<i>Minimum % of LDV Test Groups with PHEVs certified to subsection (d)(3)(B)1.</i>
2026	0
2027	50
2028 and subsequent	100



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- ii. *Alternative Phase-in Schedule.* A manufacturer may use an alternative phase-in schedule to comply with the High Power Cold Start US06 standards as long as it satisfies the following two requirements: (i) the cumulative total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 200 by the end of the 2028 model year, and (ii) 100 percent of the manufacturer's LDV PHEVs must be certified to the High Power Cold Start US06 standards in the 2029 model year and in all subsequent model years. The total compliance calculation for the alternative phase-in is determined by multiplying the percent of a manufacturer's total number of LDV test groups with PHEVs certified to the High Power Cold Start US06 standards in a given model year (based on a manufacturer's projected sales) by 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results shall be summed together to determine a cumulative total. A manufacturer may not include 2025 and earlier model year LDV PHEV test groups in the calculation.
  - c. *Small Volume Manufacturers.* In lieu of the phase-in of subsection (d)(3)(B)2.a. or (d)(3)(B)2.b., a small volume manufacturer may certify 100 percent of its LDV PHEVs to the High Power Cold Start US06 standards in the 2030 and subsequent model years.
- (4) *SC03 Standards.* The following standards are the maximum SC03 NMOG+NO<sub>x</sub> and CO exhaust emissions for full useful life of 2026 and subsequent model year LDVs. For each test group, a manufacturer must submit with the certification application an attestation that NMOG+NO<sub>x</sub> and CO exhaust emissions for vehicles tested using the SC03 test procedures incorporated 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" comply with the following standards.

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<b>SC03 Emission Standards</b> <i>(150,000 mile Durability Vehicle Basis)</i>		
<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>	<i>CO (g/mi)</i>
ULEV125	0.125	2.1
ULEV70	0.070	1.7
ULEV60	0.060	1.7
ULEV50	0.050	1.7
ULEV40	0.040	1.7
SULEV30	0.030	1.0
SULEV25	0.025	1.0
SULEV20	0.020	1.0
SULEV15	0.015	1.0

- (5) *Highway Standards.* The maximum emissions of NMOG+NOx measured on the federal Highway Fuel Economy Test (HWFET; 40 CFR section 1066.840), as modified by the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles" must not be greater than the applicable NMOG+NOx standard set forth in subsection (d)(2)(A).
- (e) *Medium-Duty Vehicle Standards.* The following standards and requirements for determining compliance with the standards apply to manufacturers and their MDVs that are produced and delivered for sale in California. MDVs are tested at their adjusted loaded vehicle weight (ALVW) for these standards.
- (1) *Fleet Average Requirement*
- (A) *Fleet Average Values.* A manufacturer's MDV fleet average NMOG+NOx exhaust mass emission values for each model year shall not exceed:

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FLEET AVERAGE REQUIREMENTS (150,000 mile Durability Vehicle Basis)		
Model Year	NMOG+NO <sub>x</sub> (g/mi)	
	MDVs 8,501 to 10,000 lbs. GVWR	MDVs 10,001 to 14,000 lbs. GVWR
2025 <sup>1</sup>	0.178	0.247
2026	0.178	0.247
2027	0.174	0.232
2028	0.166	0.212
2029	0.158	0.193
2030+	0.150	0.175

<sup>1</sup> Only applicable to manufacturers optionally certifying 2025 model year test groups in accordance with subsection (a)(2)(B).

(B) Calculation of Fleet Average

- Each manufacturer's MDV fleet average NMOG+NO<sub>x</sub> value for the total number of MDVs produced and delivered for sale in California shall be calculated separately for MDVs 8,501 to 10,000 lbs. GVWR and for MDVs 10,001 to 14,000 lbs. GVWR as follows:

$$FleetAvg = \frac{\sum(Veh_{TG} \times Std_{TG})}{Veh_{TotalNum}}$$

Where:

*FleetAvg* = Fleet average NMOG+NO<sub>x</sub> value, in g/mi, rounded to the nearest 0.001 g/mi.

*Veh<sub>TG</sub>* = Number of vehicles produced and delivered for sale for the applicable MDV GVWR classification in California in a test group.

*Std<sub>TG</sub>* = NMOG+NO<sub>x</sub> standard, in g/mi, of the FTP emission category for the applicable MDV GVWR classification the test group is certified to in subsection (e)(2)(A).

*Veh<sub>TotalNum</sub>* = Total number of MDVs for the applicable MDV GVWR classification produced and delivered for sale in

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California. ZEVs may not be included except for the 2025 model year in accordance with subsection (a)(2)(B)2.

2. The applicable emission standards to be used in the above equation are as follows:

Vehicle Type	Emission Category	Emission Standard Value (g/mi)
Vehicles certified to the “LEV IV” standards	All	Full useful life NMOG+NO <sub>x</sub> LEV IV emission standard in subsection (e)(2)(A) to which vehicle is certified
2025 model year vehicles certified to the “LEV III” standards <sup>1</sup>	All	Full useful life NMOG+NO <sub>x</sub> LEV III emission standard in title 13, CCR, section 1961.2(a)(1) to which vehicle is certified

<sup>1</sup>Only applicable to manufacturers optionally certifying 2025 model year test groups in accordance with subsection (a)(2)(A).

- (C) *Alternative Phase-In Schedules to the Fleet Average Standard.* A manufacturer that produces and delivers for sale in California four or fewer MDV test groups may comply with the following alternative phase-in schedules in lieu of meeting the fleet average requirements of subsection (e)(1)(A). Test groups for engines used in MDVs that are certified to the engine standards of title 13, CCR, section 1956.8 in accordance with subsection (a)(3)(A), may not be included in the calculation of these alternative phase-in schedules.

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1. A manufacturer that produces and delivers for sale in California four MDV test groups certified to subsection (e)(2)(A) may comply with the following alternative phase-in schedule:

<i>Model Year</i>	<i>Number of Test Groups</i>	
	<i>Maximum Certified to SULEV170<sup>1</sup> or SULEV230<sup>2</sup></i>	<i>Minimum Certified to LEV IV SULEV150<sup>1</sup> or SULEV175<sup>2</sup> or cleaner</i>
2026 and 2027	4	0
2028	3	1
2029	2	2
2030	1	3
2031 and subsequent	0	4

<sup>1</sup>Only applicable to MDVs in the 8,501 to 10,000 lbs. GVWR rating.

<sup>2</sup>Only applicable to MDVs in the 10,001 to 14,000 lbs. GVWR rating.

2. A manufacturer that produces and delivers for sale in California three MDV test groups certified to subsection (e)(2)(A) may comply with the following alternative phase-in schedule:

<i>Model Year</i>	<i>Number of Test Groups</i>	
	<i>Maximum Certified to SULEV170<sup>1</sup> or SULEV230<sup>2</sup></i>	<i>Minimum Certified to SULEV150<sup>1</sup> or SULEV175<sup>2</sup> or cleaner</i>
2026 and 2027	3	0
2028	2	1
2029	1	2

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<i>Model Year</i>	<i>Number of Test Groups</i>	
	<i>Maximum Certified to SULEV170<sup>1</sup> or SULEV230<sup>2</sup></i>	<i>Minimum Certified to SULEV150<sup>1</sup> or SULEV175<sup>2</sup> or cleaner</i>
2030 and subsequent	0	3

<sup>1</sup>Only applicable to MDVs in the 8,501 to 10,000 lbs. GVWR rating.

<sup>2</sup>Only applicable to MDVs in the 10,001 to 14,000 lbs. GVWR rating.

3. A manufacturer that produces and delivers for sale in California two MDV test groups certified to subsection (e)(2)(A) may comply with the following alternative phase-in schedule:

<i>Model Year</i>	<i>Number of Test Groups</i>	
	<i>Maximum Certified to LEV IV SULEV170<sup>1</sup> or SULEV230<sup>2</sup></i>	<i>Minimum Certified to LEV IV SULEV150<sup>1</sup> or SULEV175<sup>2</sup> or cleaner</i>
2026 through 2028	2	0
2029	1	1
2030 and subsequent	0	2

<sup>1</sup>Only applicable to MDVs in the 8,501 to 10,000 lbs. GVWR rating.

<sup>2</sup>Only applicable to MDVs in the 10,001 to 14,000 lbs. GVWR rating.

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4. A manufacturer that produces and delivers for sale in California one MDV test groups certified to subsection (e)(2)(A) may comply with the following alternative phase-in schedule:

Model Year	Number of Test Groups	
	Maximum Certified to SULEV170 <sup>1</sup> or SULEV230 <sup>2</sup>	Minimum Certified to SULEV150 <sup>1</sup> or SULEV175 <sup>2</sup> or cleaner
2026 through 2029	1	0
2030 and subsequent	0	1

<sup>1</sup>Only applicable to MDVs in the 8,501 to 10,000 lbs. GVWR rating.

<sup>2</sup>Only applicable to MDVs in the 10,001 to 14,000 lbs. GVWR rating.

(D) *Small Volume Manufacturers*

1. In lieu of meeting the fleet average of subsection (e)(1)(A) or alternative phase-in schedules of subsection (e)(1)(C) for the 2026 and 2027 model years, a small volume manufacturer may certify 100 percent of its MDV fleet produced and delivered for sale in California to the MDV ULEV250 or ULEV400 or cleaner standards of subsection (e)(2)(A), as applicable to the MDV GVWR rating.
2. In lieu of meeting the fleet average of subsection (e)(1)(A) or alternative phase-in schedules of subsection (e)(1)(C) for the 2028 and subsequent model years, a small volume manufacturer may certify 100 percent of its MDV fleet produced and delivered for sale in California to the MDV SULEV170 or SULEV230 or cleaner standards of subsection (e)(2)(A), as applicable to the MDV GVWR rating.

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### (E) Calculation of NMOG+NO<sub>x</sub> Credits and Debits.

1. In 2026 and subsequent model years, a manufacturer shall calculate its credits or debits separately for MDVs 8,501 to 10,000 lbs. GVWR and for MDVs 10,001 to 14,000 lbs. GVWR using the following equation.

$$\text{Credits(or Debits)} = (\text{FleetAvg}_{\text{Req}} - \text{FleetAvg}) \times V$$

Where:

*Credits (or Debits)* = Credits or debits earned, in g/mi, rounded to the nearest 0.001 g/mi.

*FleetAvg<sub>Req</sub>* = Fleet average NMOG+NO<sub>x</sub> requirement for the applicable model year and MDV GVWR classification as defined in subsection (e)(1)(A).

*FleetAvg* = Fleet average NMOG+NO<sub>x</sub> value for the manufacturer for the applicable MDV GVWR classification calculated per subsection (e)(1)(B).

*Veh<sub>TotalNum</sub>* = Total number of MDVs in the applicable MDV GVWR classification used in the fleet average calculation for the model year in accordance with subsection (e)(1)(B) as applicable.

2. In 2026 and subsequent model years, a manufacturer that achieves fleet average NMOG+NO<sub>x</sub> values lower than the fleet average NMOG+NO<sub>x</sub> requirement for the corresponding model year shall earn credits in units of g/mi NMOG+NO<sub>x</sub> while a manufacturer with 2026 and subsequent model year fleet average NMOG+NO<sub>x</sub> values greater than the fleet average requirement for the corresponding model year shall earn debits in units of g/mi NMOG+NO<sub>x</sub>. The total g/mi NMOG+NO<sub>x</sub> credits or debits earned for MDVs 8,501 to 10,000 lbs. GVWR and for MDVs 10,001 to 14,000 lbs. GVWR shall be separately tracked and reported each model year. MDV fleet average credits earned in either MDV GVWR category may be used to offset debits in either MDV GVWR category. MDV fleet average credits and debits earned in accordance with subsection (e)(1) may not be combined or otherwise used with LDV fleet average credits and debits earned in accordance with subsection (d)(1).



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3. The emission credits earned in any given model year shall retain full value through five subsequent model years after the year in which they were earned. For example, credits earned in 2027 model year may be used no later than in the 2032 model year.

(F) *Procedure for Offsetting Debits.*

1. A manufacturer shall equalize emission debits by earning g/mi NMOG+NO<sub>x</sub> emission credits in an amount equal to the g/mi NMOG+NO<sub>x</sub> debits or by submitting a commensurate amount of g/mi NMOG+NO<sub>x</sub> credits to the Executive Officer that were earned previously or acquired from another manufacturer. A manufacturer may not carry forward debits to a subsequent model year unless the manufacturer has used all eligible credits from both MDV GVWR categories. A manufacturer shall equalize NMOG+NO<sub>x</sub> debits within three model years after the model year in which they were earned. 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 complying under Option 2 in subsection (c)(3) 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 using the formulas in subsections (e)(1)(B)1. and (e)(1)(B)2., except that the number of vehicles in each test group and the total number of vehicles shall be based on the number of vehicles produced and delivered for sale in each individual state.

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2. For the purposes of Health and Safety Code section 43211, the number of MDVs not meeting the state board's emission standards shall be determined by dividing the total amount of g/mi NMOG+NO<sub>x</sub> emission debits for the model year by the g/mi NMOG+NO<sub>x</sub> fleet average requirement applicable to that MDV GVWR category for the model year in which the debits were first incurred.

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3. A manufacturer may be subject to additional penalties under the Health and Safety Code for any other violation of this section other than the failure to equalize debits within the specified time period under this subsection.
- (G) *Carry Over of NMOG+NO<sub>x</sub> Credits and Debits from LEV III to LEV IV.* Any LEV III MDV NMOG+NO<sub>x</sub> fleet average emission credits that have not been used prior to the start of the 2026 model year shall retain their original value and expiration as earned under title 13, CCR, section 1961.2 and are available for use or trade by the manufacturer under this section 1961.4. Any LEV III MDV NMOG+NO<sub>x</sub> fleet average debits that have not been offset prior to the start of 2026 model year shall retain their original value and deadline to be offset as earned under title 13, CCR, section 1961.2 and must be offset by credits earned or acquired by the manufacturer under this section 1961.4.
- (H) *Converting Vehicle-Equivalent Credits and Debits to NMOG+NO<sub>x</sub> Fleet Average Credits and Debits.* Any vehicle-equivalent credits (VEC) and debits earned in accordance with title 13, CCR, section 1961.2(c)(2)(A) that have not been used or offset prior to the start of the 2026 model year shall be converted to NMOG+NO<sub>x</sub> fleet average credits and debits as follows:
1. The manufacturer shall use the calculation in subsection (e)(1)(E), separately for each model year and MDV GVWR category in which the unused VECs or not yet offset debits were originally earned to calculate the corresponding NMOG+NO<sub>x</sub> fleet average credits or debits that the manufacturer's fleet would have earned.
  2. For the purpose of applying the formula in subsection (e)(1)(E)1., the fleet average NMOG+NO<sub>x</sub> requirement is the fleet average in title 13, CCR, section 1961.2(b)(3)(C)1.a., applicable to the MDV GVWR category and model year.

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3. For any model year in which a different amount than the originally earned VECs or debits remain at the start of the 2026 model year (e.g., due to usage or trades), the converted NMOG+NOx fleet average credits or debits calculated per subsection (e)(1)(H)1. shall be scaled by the same percentage relative to the original earned quantity. For example, if 200 VECs were originally earned for 2024 model year but only 50 of those VECs remain at the start of the 2026 model year, the converted NMOG+NOx credits calculated for 2024 model year shall be reduced by 75 percent.
4. Converted NMOG+NOx fleet average credits and debits retain the same expiration and deadline to offset as the corresponding VECs and debits earned under title 13, CCR, section 1961.2 based on the model year in which they were originally earned as VECs or debits.

(2) *FTP Standards*

- (A) *LEV IV Exhaust Standards.* The following standards are the maximum exhaust emissions for the full useful life from new 2026 and subsequent model year LEV IV MDVs when operating in either low or high altitude.

<b>LEV IV Exhaust Standards</b> (150,000 mile Durability Vehicle Basis)					
<i>Vehicle Type</i>	<i>Vehicle Emission Category</i>	<i>NMOG + NOx (g/mi)</i>	<i>CO (g/mi)</i>	<i>HCHO (mg/mi)</i>	<i>PM (mg/mi)</i>
MDVs 8,501 to 10,000 lbs. GVWR	ULEV250 <sup>1</sup>	0.250	6.4	6	8
	ULEV200 <sup>1</sup>	0.200	4.2	6	8
	SULEV170	0.170	4.2	6	8
	SULEV150	0.150	3.2	6	8
	SULEV125	0.125	3.2	6	8
	SULEV100	0.100	3.2	6	8
	SULEV85	0.085	3.2	6	8

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<b>LEV IV Exhaust Standards</b> <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Type</i>	<i>Vehicle Emission Category</i>	<i>NMOG + NOx (g/mi)</i>	<i>CO (g/mi)</i>	<i>HCHO (mg/mi)</i>	<i>PM (mg/mi)</i>
	SULEV75	0.075	3.2	6	8
MDVs 10,001 to 14,000 lbs. GVWR	ULEV400 <sup>1</sup>	0.400	7.3	6	10
	ULEV270 <sup>1</sup>	0.270	4.2	6	10
	SULEV230	0.230	4.2	6	10
	SULEV200	0.200	3.7	6	10
	SULEV175	0.175	3.7	6	10
	SULEV150	0.150	3.7	6	10
	SULEV125	0.125	3.7	6	10
	SULEV100	0.100	3.7	6	10

<sup>1</sup> These vehicle emission categories are only applicable for the 2026 through 2028 model years.

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(B) *50 degree F Standards.* All MDVs other than natural gas and diesel-fueled vehicles, must be certified to the following 50 degree F standards when tested on the FTP cycle (40 CFR, Part 1066) conducted at a nominal test temperature of 50 degree F, as modified by Part II, Section C of the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

1. These standards are the maximum exhaust emissions for NMOG+NO<sub>x</sub> and formaldehyde (HCHO) for vehicles with less than or equal to 4,000-miles.

<b>50 degree F Standards</b>			
<i>Vehicle Type</i>	<i>Vehicle Emission Category</i>	<i>NMOG+NO<sub>x</sub> (g/mi)</i>	<i>HCHO (g/mi)</i>
MDVs 8,501 to 10,000 lbs. GVWR	ULEV250	0.500	0.032
	ULEV200	0.400	0.016
	SULEV170	0.340	0.016
	SULEV150	0.300	0.016
	SULEV125	0.250	0.016
	SULEV100	0.200	0.016
	SULEV85	0.170	0.016
	SULEV75	0.150	0.016
MDVs 10,001 to 14,000 lbs. GVWR	ULEV400	0.800	0.042
	ULEV270	0.540	0.020
	SULEV230	0.460	0.020
	SULEV200	0.400	0.020
	SULEV175	0.350	0.020
	SULEV150	0.300	0.020

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50 degree F Standards			
<i>Vehicle Type</i>	<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>	<i>HCHO (g/mi)</i>
	SULEV125	0.250	0.020
	SULEV100	0.200	0.020

2. In lieu of measuring and determining NMOG and HCHO exhaust emissions, a manufacturer may demonstrate compliance with these NMOG+NOx and HCHO standards by measuring NMHC exhaust emissions in lieu of NMOG emissions and by submitting an attestation with the certification application that HCHO exhaust emissions comply with these HCHO standards in accordance with Section D.1.7.5 and Section G.3.1.4, respectively, of the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."
3. Emissions of CO measured at 50 degree F from vehicles at 4,000 or fewer miles shall not exceed the FTP standards set forth in subsection (e)(2)(A) applicable to vehicles of the same emission category.
4. In accordance with subsection (c)(5), fuel-flexible, bi-fuel, and dual-fuel vehicles shall meet these 50 degree F standards when a vehicle is operating on either fuel (or blend of fuels in the case of fuel-flexible) the vehicle is designed to operate on.

(3) *SFTP Standards*

(A) *SFTP Requirements.*

1. The following standards are the maximum NMOG+NOx, CO, and PM exhaust emissions for full useful life of 2026 and subsequent model year MDVs:

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<b>SFTP Exhaust Standards</b> <i>(150,000 mile Durability Vehicle Basis)</i>						
Vehicle Type	HP/GVWR <sup>1</sup>	Test Cycle <sup>2</sup>	Vehicle Emission Category	NMOG+ NOx (g/mi)	CO (g/mi)	PM <sup>3</sup> (mg/mi)
MDVs 8,501 to 10,000 lbs. GVWR	≤ 0.024	US06 Bag 2	SULEV170	0.170	15	6
			SULEV150	0.150	15	6
			SULEV125	0.125	15	6
			SULEV100	0.100	15	6
			SULEV85	0.085	15	6
			SULEV75	0.075	15	6
	> 0.024	Full US06	SULEV170	0.170	25	8
			SULEV150	0.150	25	8
			SULEV125	0.125	25	8
			SULEV100	0.100	25	8
			SULEV85	0.085	25	8
			SULEV75	0.075	25	8
MDVs 10,001 to 14,000 lbs. GVWR	n/a	Hot 1435 UC (Hot 1435 LA92)	SULEV230	0.230	10	5
			SULEV200	0.200	10	5
			SULEV175	0.175	10	5
			SULEV150	0.150	10	5
			SULEV125	0.125	10	5
			SULEV100	0.100	10	5

<sup>1</sup> Power to Weight Ratio. If all vehicles in a test group have a power to weight ratio at or below a threshold of 0.024, the manufacturer may use the US06 Bag 2 test cycle and standard in lieu of the full US06 cycle and standard. The cutoff is determined by using a ratio of the engine's maximum rated horsepower, as established by the manufacturer in the vehicle's certification application, to the vehicle's GVWR in pounds and does not include any horsepower contributed by electric motors in the case of hybrid electric vehicles or PHEVs. Manufacturers may use the full US06 cycle and standard regardless of the calculated ratio; in



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such case, manufacturers shall meet the standards applicable to vehicles with power-to-weight ratios greater than 0.024.

<sup>2</sup> *Road Speed Fan*. Manufacturers may use a road speed modulated fan as specified in 40 CFR section 1066.105, as applicable, instead of a fixed speed fan for MDV SFTP testing.

<sup>3</sup> See subsection (e)(3)(B)2. for details on phase-in schedule of PM standard

2. *SFTP Requirements for other Vehicle Emission Categories.* 2025 and newer model year MDVs that certify to the ULEV250, ULEV200, ULEV400, or ULEV270 categories of subsection (e)(2)(A) must be certified to the LEV III NMOG+NO<sub>x</sub> and CO SFTP standards for those emission categories in title 13, CCR, section 1961.2(a)(7)(C) in lieu of the standards in subsection (e)(3)(A)1.

(B) *SFTP Phase-In Schedules.*

1. *SFTP NMOG+NO<sub>x</sub> and CO Standard Phase-in Schedule.* Beginning in the 2026 model year, a manufacturer shall certify a percentage of its total MDVs to the SFTP NMOG+NO<sub>x</sub> and CO standards in subsection (e)(3)(A)1. according to the following phase-in schedule and specified percentages. 2026 and newer model year MDVs that are not included in the phase-in shall be certified to the LEV III SFTP NMOG+NO<sub>x</sub> and CO standards in title 13, CCR, section 1961.2(a)(7)(C).

<b>SFTP NMOG+NO<sub>x</sub> and CO Standards Phase-in</b>		
<i>Model Year</i>	<i>Minimum % of MDVs certified to subsection (e)(3)(A)1.</i>	<i>Maximum % of MDVs certified to title 13, CCR, section 1961.2(a)(7)(C)</i>
2026	0	100
2027	30	70
2028	60	40
2029 and subsequent	100	0

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2. *SFTP PM Standard Phase-in Schedule.* Beginning in the 2026 model year, a manufacturer shall certify a percentage of its total MDVs to the SFTP PM standards in subsection (e)(3)(A)1. according to the following phase-in schedule and specified percentages. 2026 and newer model year MDVs that are not included in the phase-in shall be certified to the LEV III SFTP PM standards in title 13, CCR, section 1961.2(a)(7)(D).

<b>SFTP PM Standards Phase-in</b>		
<i>Model Year</i>	<i>Minimum % of MDVs certified to subsection (e)(3)(A)1.</i>	<i>Maximum % of MDVs certified to title 13, CCR, section 1961.2(a)(7)(D)</i>
2026	0	100
2027	30	70
2028	60	40
2029 and subsequent	100	0

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3. *Small Volume Manufacturers.*
  - a. In lieu of the NMOG+NO<sub>x</sub> and CO standard phase-in of subsection (e)(3)(B)1., a small volume manufacturer may certify 100 percent of its MDV fleet to the LEV III SFTP NMOG+NO<sub>x</sub> and CO standards in title 13, CCR, section 1961.2(a)(7)(C) in the 2026 through 2029 model years and 100 percent of its fleet to the SFTP NMOG+NO<sub>x</sub> and CO standards in subsection (e)(3)(A)1. in 2030 and subsequent model years.
  - b. In lieu of the PM standard phase-in of subsection (e)(3)(B)2., a small volume manufacturer may certify 100 percent of its MDV fleet to the LEV III SFTP PM standards in title 13, CCR, section 1961.2(a)(7)(D) in the 2026 through 2029 model years and 100 percent of its fleet to the SFTP PM standards in subsection (e)(3)(A)1. in 2030 and subsequent model years.
- (4) *SC03 Standards.* The maximum SC03 NMOG+NO<sub>x</sub> and CO exhaust emissions for the full useful life of 2026 and subsequent model year MDVs must not be greater than the applicable LEV IV NMOG+NO<sub>x</sub> and CO emission standards set forth in subsection (e)(2)(A). For each test group, a manufacturer must submit with the certification application an attestation that NMOG+NO<sub>x</sub> and CO exhaust emissions for vehicles tested using the SC03 test procedures incorporated 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" comply with the applicable SC03 standards.
- (5) *Highway Standards.* The maximum emissions of NMOG+NO<sub>x</sub> measured on the federal Highway Fuel Economy Test (HWFET; 40 CFR section 1066.840), as modified by the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," may not be greater than the applicable LEV IV NMOG+NO<sub>x</sub> standard set forth in subsection (e)(2)(A).

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- (6) *Moving Average Window Standards.* All 2027 and subsequent model year MDVs with a gross combined weight rating (GCWR) of greater than 14,000 lbs. must be certified to meet the in-use NMHC, NO<sub>x</sub>, CO, and PM emission levels defined by the moving average window (MAW) test procedures and standards defined 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."
- (f) *Additional Provisions*
  - (1) *Optional Requirement to Generate Additional NMOG+NO<sub>x</sub> Fleet Average Credit.* For a vehicle that is certified to the LEV IV standards in subsection (d)(2)(A) or (e)(2)(A) that does not earn ZEV vehicle values under title 13, CCR, section 1962.4, a manufacturer may subtract 5 mg/mi from the NMOG+NO<sub>x</sub> emission standards value set forth in subsection (d)(1)(B)3. when calculating the manufacturer's fleet average, provided that the manufacturer extends the emissions 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).
  - (2) *NMOG Credit for Direct Ozone Reduction Technology.* A manufacturer that certifies vehicles equipped with direct ozone reduction technologies shall earn NMOG credits in accordance with CCR, title 13, section 1961.2(a)(11) that will be applied to the NMOG exhaust emissions of the vehicle when determining compliance with the LEV IV FTP standard in subsection (d)(2)(A) or (e)(2)(A).

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- (3) *Emission Standard for a Fuel-Fired Heater.* Whenever a manufacturer elects to utilize an on-board fuel-fired heater on any LDV or MDV, the fuel-fired heater must meet the LDV ULEV125 standards set forth in subsection (d)(2)(A). The exhaust emissions result of the fuel-fired heater shall be determined by operating at a maximum heating capacity with a cold start between 68 degrees F and 86 degrees F for a period of 20 minutes and dividing the grams of emissions by 20. The resulting grams per minute shall be multiplied by 3.0 minutes per mile to obtain a g/mi value that must be below the ULEV125 standards. If the on-board fuel-fired heater is capable of operating at ambient temperatures above 40 degrees 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 1066), as amended by the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles" or as amended by 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," as applicable, to determine compliance with the exhaust emission standards in subsection (d)(2)(A) or (e)(2)(A).
- (g) *Disclosure of Records.*
- (1) *Public Disclosure.* Unless identified as a trade secret or otherwise confidential under CCR, title 17, section 91011, and supported as such under CCR, title 17, section 91022, records in the Board's possession for the vehicles subject to the requirements of section 1961.4 shall be subject to disclosure as public records as follows:
    - (A) Each manufacturer's annual production data and the corresponding calculated NMOG+NO<sub>x</sub> fleet average; and
    - (B) Each manufacturer's annual NMOG+NO<sub>x</sub> fleet average credit or debit balances for each model year;
  - (2) *Disclosure to the U.S. Environmental Protection Agency.* Records in the Board's possession for the vehicles subject to the requirements of section 1961.4 shall be subject to disclosure to the federal Environmental Protection Agency, which protects trade secrets as provided in Section 114(c) of the Clean Air Act and amendments thereto (42 U.S.C. 7401 et seq.) and in federal regulations.

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- (h) *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