

ATTACHMENT 1

PROPOSED SECOND 15-DAY MODIFICATIONS TO THE ORIGINAL PROPOSED REGULATION ORDER

The following text shows the proposed modifications to the regulatory text for section 1962.1, title 13 of the California Code of Regulations (CCR). Unless otherwise indicated below, the text of the originally proposed amendments is shown in underline to indicate additions and ~~strikeout~~ to indicate deletions. The first 15 day modified language that was proposed by staff is shown in double underline to indicate additions and ~~double strikeout~~ to indicate deletions. The second 15 day modified language now proposed by staff is shown in **double underline** to indicate additions and ~~**double underline**~~ to indicate deletions. Staff is proposing modifications to limited portions of the original proposal; for some portions where no modifications are proposed the text has been omitted and the omission indicated by “* * *” or [No change].

There are no additional suggested modifications to the originally proposed amendments to sections 1961, 1962, 1976, or 1978 title 13, CCR.

1. Amend section 1962.1, title 13, CCR as follows:

§ 1962.1. Zero-Emission Vehicle Standards for 2009 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.

Sections (a) through (b). [No change.]

(c) Partial ZEV Allowance Vehicles (PZEVs).

(1) [No change.]

(2) [No change.]

(3) Zero-Emission VMT PZEV Allowance.

(A) Calculation of Zero-Emission VMT Allowance. A vehicle that meets the requirements of section 1962.1(c)(2) and has zero-emission vehicle miles traveled (“VMT”) capability will generate an additional zero emission VMT PZEV allowance calculated as follows:

<i>Range</i>	<i>Zero-emission VMT Allowance</i>
$EAER_u < 10$ miles	0.0
$EAER_u \geq 10$ miles and $R_{cda} = 10$ miles to 40 miles	$EAER_u \times (1 - UFR_{R_{cda}}) / 11.028$
$R_{cda} > 40$ miles	$EAER_u / 29.63$

The urban equivalent all-electric range ($EAER_u$) and ~~urban charge depletion~~ ~~depleting actual range actual~~ (**urban cycle**) (R_{cda}) shall be determined in accordance with sections ~~F.11 and E-3-2-4~~ F.5.5, respectively, of the “California Exhaust Emission Standards and Test Procedures for 2009 and Subsequent Model Zero-Emission Vehicles, and 2004 and Subsequent Model Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes,” incorporated by reference in section 1962.1(h). The utility factor (UF) based on the charge ~~depletion~~ ~~depleting actual~~ range ~~actual~~ (**urban cycle**) (R_{cda}) shall be determined according to SAE J2841 ~~Prop Dft 2008~~ March 2009.

Sections (d) through (h). [No change.]

(i) **ZEV-Specific Definitions.** The following definitions apply to this section 1962.1.

(1) “Advanced technology PZEV” or “AT PZEV” means any PZEV with an allowance greater than 0.2 before application of the PZEV early introduction phase-in multiplier

(2) “Battery electric vehicle” means any vehicle that operates solely by use of a battery or battery pack, or that is powered primarily through the use of an electric battery or battery pack but uses a flywheel or capacitor that stores energy produced by the electric motor or through regenerative braking to assist in vehicle operation.

(3) “Charge ~~depletion~~ ~~depleting actual~~ range ~~actual~~” or “ R_{cda} ” means the distance achieved by a hybrid electric vehicle on ~~a specified~~ **the urban** driving cycle at the point when the zero-emission energy storage device is depleted of off-vehicle charge and regenerative braking derived energy.

(4) “Electric drive system” means an electric motor and associated power electronics which provide acceleration torque to the drive wheels sometime during normal vehicle operation. This does not include components

that could act as a motor, but are configured to act only as a generator or engine starter in a particular vehicle application.

(5) “Enhanced AT PZEV” means any PZEV that has an allowance of 1.0 or greater per vehicle without multipliers and makes use of a ZEV fuel.

(6) “Neighborhood electric vehicle” or “NEV” means a motor vehicle that meets the definition of Low-Speed Vehicle either in section 385.5 of the Vehicle Code or in 49 CFR 571.500 (as it existed on July 1, 2000), and is certified to zero-emission vehicle standards.

(7) “Placed in service” means having been sold or leased to an end-user and not to a dealer or other distribution chain entity, and having been individually registered for on-road use by the California Department of Motor Vehicles.

(8) “Regenerative braking” means the partial recovery of the energy normally dissipated into friction braking that is returned as electrical current to an energy storage device.

(9) “Section 177 state” means a state that is administering the California ZEV requirements pursuant to section 177 of the federal Clean Air Act (42 U.S.C. § 7507)

(10) “Type 0, I, I.5, II, III, IV, and V ZEV” all have the meanings set forth in section 1962.1(d)(5)(A).

(11) “ZEV fuel” means a fuel that provides traction energy in on-road ZEVs. Examples of current technology ZEV fuels include electricity, hydrogen, and compressed air.

(j) **Abbreviations.** The following abbreviations are used in this section 1962.1:

“AER” means all-electric range.

“AT PZEV” means advanced technology partial zero-emission vehicle.

“DMV” means the California Department of Motor Vehicles.

“EAER” means equivalent all-electric range.

“EAER_{u40}” means the urban equivalent all-electric range that a 40 mile R_{cda} plug-in hybrid electric vehicle achieves.

“HEV” means hybrid-electric vehicle.

“LDT” means light-duty truck.

“LDT1” means a light-truck with a loaded vehicle weight of 0-3750

pounds.

“LDT2” means a “LEV II” light-duty truck with a loaded vehicle weight of 3751 pounds to a gross vehicle weight of 8500 pounds, or a “LEV I” light-duty truck with a loaded vehicle weight of 3751-5750 pounds.

“LVM” means large volume manufacturer.

“MDV” means medium-duty vehicle.

“Non-Methane Organic Gases” or “NMOG” means the total mass of oxygenated and non-oxygenated hydrocarbon emissions.

“NEV” means neighborhood electric vehicle.

“NOx” means oxides of nitrogen.

“PC” means passenger car.

“PZEV” means partial zero-emission vehicle, any vehicle that is delivered for sale in California and that qualifies for a partial ZEV allowance of at least 0.2.

“R_{cda}” means charge ~~depletion~~ depleting actual range ~~actual~~ (urban cycle).

“SAE” means Society of Automotive Engineers.

“SULEV” means super-ultra-low-emission-vehicle.

“UDDS” means urban dynamometer driving cycle.

“UF” means utility factor.

“US06” means the US06 Supplemental Federal Test Procedure

“VMT” means vehicle miles traveled.

“ZEV” means zero-emission vehicle.

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Note: Authority cited: Sections 39600, 39601, 43013, 43018, 43101, 43104 and 43105, Health and Safety Code. Reference: Sections 39002, 39003, 39667, 43000, 43009.5, 43013, 43018, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43107, 43204, and 43205.5, Health and Safety Code.