

ENCLOSURE B

Summary of 15-Day Changes to Proposed Regulation Order and Incorporated Test Procedures

Modifications to the Proposed Regulation Order.

Modifications to §1900. Definitions.

Subsection (b)

Subsection (b)(22): One of the criteria for operational independence appears to include circular language. It is necessary to revise this definition to clarify the intent of this criterion.

Modifications to §1961. Exhaust Emission Standards and Test Procedures - 2004 through 2019 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.

Subsection (a)

Subsection (a)(1): It is necessary to revise this subsection to allow 2015-2019 model year LEV II SULEVs that receive a partial zero-emission vehicle (ZEV) allowance and 2015 – 2016 model year vehicles that are allowed to certify to LEV II SULEV standards using “carryover” of emission test data to certify to combined NMOG+NOx standards instead of separate NMOG and NOx standards. It is also necessary to revise this subsection to clarify that LEV II vehicles that certify to combined NMOG+NOx standards must meet the combined standards at 150,000 miles.

Modifications to §1961.2. Exhaust Emission Standards and Test Procedures - 2015 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.

Subsection (a)

Subsection (a)(1): It is necessary to revise this subsection to allow 2015-2019 model year LEV II SULEVs that receive a partial zero-emission vehicle (ZEV) allowance and 2015 – 2016 model year vehicles that are

allowed to certify to LEV II SULEV standards using “carryover” of emission test data to certify to combined NMOG+NOx standards instead of separate NMOG and NOx standards. It is also necessary to revise this subsection to clarify that LEV II vehicles that certify to combined NMOG+NOx standards must meet the combined standards at 150,000 miles.

Subsection (b)

Subsection (b)(1)

Subsection (b)(1)(A)

Subsection (b)(1)(A)1: It is necessary to revise this subsection to clarify that determination of a manufacturer’s compliance with the 2018 and subsequent model year partial ZEV anti-backsliding requirement, which is based on a three year average of the manufacturer’s partial ZEV production, will start with the 2020 model year.

Subsection (c)

Subsection (c)(3)

Subsection (c)(3)(B): It is necessary to add text to this subsection to clarify that fleet average emission credits provisions that apply to LEV III will be applicable starting in the 2015 model year, which is when the LEV III program begins.

Modifications to §1962.1. Zero-Emission Vehicle Standards for 2009 through 2017 Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.

Subsection (c)

Subsection (c)(3)

Subsection (c)(3)(A): A reference for determining a vehicle’s equivalent all electric range (EAER) has been corrected to section G.11.4 within the incorporated test procedure.

Modifications to §1962.2. Zero-Emission Vehicle Standards for 2018 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.

Subsection (c)

Subsection (c)(3)

Subsection (c)(3)(A): The header in the table in this section has been clarified to show that transitional zero emission vehicles (TZEV) with certain all electric range (AER), rather than equivalent all electric range (EAER) will qualify for credit under this subsection.

Subsection (c)(3)(A)1.: A reference for determining a vehicle's US06 AER capability has been corrected to section G.7.5 within the incorporated test procedure.

Summary of 15-Day Changes to “California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles”

Part I. Subpart A

Subsection 1

Subsection 1.1: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Part I. Subpart B

Subsection 1

Subsection 1.1: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 2

The CFR section incorporated by the definition of “subconfiguration” has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Part I. Subpart D

Subsection 1: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Part I. Subpart E

Subsection 1

Subsection 1.1

Subsection 1.1.1: It is necessary to revise this subsection to allow 2015-2019 model year LEV II SULEVs that receive a partial zero-emission vehicle (ZEV) allowance and 2015 – 2016 model year vehicles that are allowed to certify to LEV II SULEV standards using “carryover” of emission test data to certify to combined NMOG+NOx standards instead of separate NMOG and NOx standards. It is also necessary to revise this subsection to clarify that LEV II vehicles that certify to combined NMOG+NOx standards must meet the combined standards at 150,000 miles.

Subsection 2

Subsection 2.1

Subsection 2.1.1

Subsection 2.1.1.2: It is necessary to revise this subsection to clarify that determination of a manufacturer’s compliance with the 2018 and subsequent model year partial ZEV anti-backsliding requirement, which is based on a three year average of the manufacturer’s partial ZEV production, will start with the 2020 model year.

Subsection 2.5

Subsection 2.5.3

Subsection 2.5.3.3

Subsection 2.5.3.3.4 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 3

Subsection 3.1

Subsection 3.1.3

Subsection 3.1.3.2: It is necessary to add text to this subsection to clarify that fleet average emission credits provisions that apply to LEV III will be applicable starting in the 2015 model year, which is when the LEV III program begins.

Part I. Subpart F

Subsection 4

Subsection 4.2: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Part I. Subpart G

Subsection 3

Subsection 3.1: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 11

Subsection 11.2: This subsection currently refers to a “fleet average NMOG” requirement. However, these test procedures do not contain a “fleet average NMOG” requirement for LEV III. Rather LEV III is based on

a “NMOG+NOx” fleet average. It is, therefore, necessary to modify this subsection to correct this error.

Part I. Subpart J

Subsection 1: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 13: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 14: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 15: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Part II. Subpart A

Subsection 100.2

86.111-94 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations. The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 100.5

86.135-12 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

86.165-12 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

86.167-17 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Summary of 15-Day Changes to “California 2001 through 2014 Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2009 through 2016 Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light Duty Trucks and Medium Duty Vehicles”

Part I. Subpart F

Subsection 4

Subsection 4.2: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Part I. Subpart G

Subsection 3

Subsection 3.1: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Part I. Subpart J

Subsection 3: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 15: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 16: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 17: The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Part II. Subpart A

Subsection 100.2

86.111-94 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Subsection 100.5

86.135-12 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

86.165-12 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

86.167-17 The CFR section incorporated by this subsection has been updated to the most current version. This change is needed to allow harmonization with federal regulations.

Summary of 15-Day Changes to “California Exhaust Emission Standards and Test Procedures for 2009 through 2017 Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes”

Section C

Subsection C.3

Subsection C.3.3

Subsection C.3.3(a): A reference for determining a vehicle’s equivalent all electric range (EAER) has been corrected to section G.11.4.

Summary of 15-Day Changes to “California Exhaust Emission Standards and Test Procedures for 2018 and Subsequent Model Zero-Emission Vehicles and Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes”

Section C

Subsection C.3

Subsection C.3.3

Subsection C.3.3(a): The header in the table in this section has been clarified to show that transitional zero emission vehicles (TZEV) with certain all electric range (AER), rather than equivalent all electric range (EAER) will qualify for credit under this subsection.

Subsection C.3.3(a)(1): A reference for determining a vehicle’s US06 AER capability has been corrected to section G.7.5.