

Appendix A-1

Proposed Regulation Order

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

Note: The entire text of section 1961.4 set forth below is new language in “normal type” proposed to be added to title 13, California Code of Regulations.

The Chapter and Section of title 13, CCR that is being proposed for adoption per this regulatory proposal is as follows.

Chapter 1. Motor Vehicle Pollution Control Devices

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

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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) Introduction.

(1) This section 1961.4 contains the California "LEV IV" exhaust emission standards for 2026 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles. A manufacturer must demonstrate compliance with the exhaust standards in subsection (c) that are applicable to specific test groups, and with the phase-in requirements in subsection (d) that are applicable to the manufacturer's entire fleet. The exhaust standards in subsection (c) 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 (c) or (d), except as noted in subsection (d)(1).

(2) In the 2025 model year, a manufacturer that produces vehicles that meet the standards in subsection (c) has the option of certifying the vehicles to those standards, in which case the vehicles must be certified to this section 1961.4 in its entirety rather than to the standards in section 1961.2.

(3) A manufacturer has the option of certifying engines used in incomplete and diesel medium-duty vehicles with a gross vehicle weight rating of greater than 10,000 lbs. GVW to the heavy-duty engine standards and test procedures set forth in section 1956.8. All medium-duty vehicles with a gross vehicle weight rating of less than or equal to 10,000 lbs. GVW, including incomplete Otto-cycle medium-duty vehicles and medium-duty vehicles that use diesel cycle engines, must be certified to the LEV IV chassis standards and test procedures set forth in this section 1961.4.

(b) Pooling Provision.

(1) For each model year, a manufacturer must demonstrate compliance with this section 1961.4 based on one of two options applicable throughout the model year, either:

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

(B) Option 2: the total number of passenger cars, light-duty trucks, and medium-duty vehicles that are certified to the California exhaust emission

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standards in subsection (c) 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).

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

(3) When a manufacturer is demonstrating compliance using Option 2 for a given model year, the term "in California" as used in this section 1961.4 means California and all states 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).

(c) Exhaust Emission Standards.

(1) *"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" passenger cars, light-duty trucks, and medium-duty vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use.

(A) *Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum exhaust emissions for the full useful life from new 2026 and subsequent model year "LEV IV" passenger cars, light-duty trucks, and medium-duty passenger vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use.

LEV IV Exhaust Mass Emission Standards for New 2026 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (150,000 mile Durability Vehicle Basis)					
<i>Vehicle Type</i>	<i>Vehicle Emission Category¹</i>	<i>NMOG + Oxides of Nitrogen² (g/mi)</i>	<i>Carbon Monoxide (g/mi)</i>	<i>Formaldehyde (mg/mi)</i>	<i>Particulates³ (g/mi)</i>
	ULEV125 ⁴	0.125	2.1	4	---

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LEV IV Exhaust Mass Emission Standards for New 2026 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (150,000 mile Durability Vehicle Basis)					
<i>Vehicle Type</i>	<i>Vehicle Emission Category¹</i>	<i>NMOG + Oxides of Nitrogen² (g/mi)</i>	<i>Carbon Monoxide (g/mi)</i>	<i>Formaldehyde (mg/mi)</i>	<i>Particulates³ (g/mi)</i>
All PCs; LDTs 8500 lbs. GVWR or less; and MDPVs Vehicles in this category are tested at their loaded vehicle weight	ULEV70	0.070	1.7	4	---
	ULEV60	0.060	1.7	4	---
	ULEV50	0.050	1.7	4	---
	ULEV40	0.040	1.7	4	---
	SULEV30	0.030	1.0	4	---
	SULEV25	0.025	1.0	4	---
	SULEV20	0.020	1.0	4	---
	SULEV15	0.015	1.0	4	---

¹ The numeric portion of the category name is the NMOG+NOx value in thousandths of grams per mile.

² The LEV IV NMOG+NOx 150,000-mile exhaust mass emission standards for passenger cars and light-duty trucks that apply at high-altitude conditions are: 0.160 g/mi for ULEV125; 0.105 g/mi for ULEV70; 0.090 for ULEV60, 0.070 g/mi for ULEV50; 0.060 for ULEV40, 0.050 g/mi for SULEV30, SULEV25, and SULEV20, and 0.030 for SULEV15.

³ The particulate standards and phase-in schedule set forth in subsection (c)(2) shall apply.

⁴ For manufacturers other than small volume manufacturers, this vehicle emission category is only applicable for the 2026 through 2028 model years. For small volume manufacturers, this vehicle emission category is applicable for the 2026 through 2034 model years.

(B) *Exhaust Emission Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.* The following standards are the maximum exhaust emissions for the full useful life from new 2026 and subsequent model year "LEV IV" medium-duty vehicles other than medium-duty passenger vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use.

LEV IV Exhaust Mass Emission Standards for New 2026 and Subsequent Model Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles¹ (150,000 mile Durability Vehicle Basis)					
<i>Vehicle Type</i>	<i>Vehicle Emission Category²</i>	<i>NMOG + Oxides of Nitrogen (g/mi)</i>	<i>Carbon Monoxide (g/mi)</i>	<i>Formaldehyde (mg/mi)</i>	<i>Particulates (g/mi)</i>
MDVs	ULEV250 ³	0.250	6.4	6	0.008

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LEV IV Exhaust Mass Emission Standards for New 2026 and Subsequent Model Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles¹ <i>(150,000 mile Durability Vehicle Basis)</i>					
Vehicle Type	Vehicle Emission Category ²	NMOG + Oxides of Nitrogen (g/mi)	Carbon Monoxide (g/mi)	Formaldehyde (mg/mi)	Particulates (g/mi)
8501 - 10,000 lbs. GVWR, excluding MDPVs Vehicles in this category are tested at their adjusted loaded vehicle weight	ULEV200 ³	0.200	4.2	6	0.008
	SULEV170	0.170	4.2	6	0.008
	SULEV150	0.150	3.2	6	0.008
	SULEV125	0.125	3.2	6	0.008
	SULEV100	0.100	3.2	6	0.008
	SULEV85	0.085	3.2	6	0.008
	SULEV75	0.075	3.2	6	0.008
MDVs 10,001-14,000 lbs. GVWR Vehicles in this category are tested at their adjusted loaded vehicle weight	ULEV400 ³	0.400	7.3	6	0.010
	ULEV270 ³	0.270	4.2	6	0.010
	SULEV230	0.230	4.2	6	0.010
	SULEV200	0.200	3.7	6	0.010
	SULEV175	0.175	3.7	6	0.010
	SULEV150	0.150	3.7	6	0.010
	SULEV125	0.125	3.7	6	0.010
	SULEV100	0.100	3.7	6	0.010

¹ These standards apply at both low altitude and high altitude.

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

³ These vehicle emission categories are only applicable for the 2026 through 2028 model years.

(2) *“LEV IV” Particulate Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) *Particulate Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer, except a small volume manufacturer, shall certify its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the following particulate standards according to the following phase-in schedule. These standards are the maximum particulate emissions allowed at full useful life at the specified fleet percentages. All vehicles certifying to these particulate standards must certify to the LEV IV exhaust emission standards set forth in subsection (c)(1)(A). ZEVs may not be included in the phase-in of these particulate standards.

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LEV IV Particulate Emission Standard Values and Phase-in for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles		
Model Year	Maximum % of vehicles certified to a 3 mg/mi standard	Minimum % of vehicles certified to a 1 mg/mi standard
2026	50	50
2027	25	75
2028 and subsequent	0	100

(B) *Particulate Standards for Small Volume Manufacturers of Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* In the 2026 and 2027 model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 3 mg/mi particulate standard. In the 2028 and subsequent model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 1 mg/mi particulate standard. All vehicles certifying to these particulate standards must certify to the LEV IV exhaust emission standards set forth in subsection (c)(1)(A). ZEVs may not be included in the phase-in of these particulate standards.

(C) *Alternative Phase-in Schedule for 1 mg/mi Particulate Standard for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer may use an alternative phase-in schedule to comply with the 1 mg/mi particulate standard phase-in requirements as long as the PM emission reductions from passenger cars, light-duty trucks, and medium-duty passenger vehicles that are achieved using the alternative phase-in schedule are equivalent to or greater than those that are achieved using the phase-in schedules for these model years in subsection (c)(2)(A) for model years 2026-2028 and section 1961.2, subsection (a)(2)(A) for model years 2024-2025 by the 2028 model year. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the 1 mg/mi particulate standard in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. A manufacturer may add vehicles introduced in the 2024 model year (e.g., the percent of vehicles introduced in 2024 would be multiplied by 4) to the cumulative total. In the 2028 model year, the cumulative total must be equal to or greater

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than 500, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the 1 mg/mi particulate standard to be considered equivalent.

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

(A) For fuel-flexible, bi-fuel, and dual-fuel PCs, LDTs and MDVs, compliance with the NMOG+NO_x exhaust mass emission standards must be based on exhaust emission tests both when the vehicle is operated on the gaseous or alcohol fuel it is designed to use, and when the vehicle is operated on gasoline or diesel, as applicable. A manufacturer must demonstrate compliance with the applicable exhaust mass emission standards for NMOG+NO_x, CO, and formaldehyde set forth in the table in subsection (c)(1) 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." For fuel-flexible, bi-fuel, and dual-fuel vehicle operating on gasoline, a manufacturer may provide an attestation to demonstrate compliance with 50° F standards. Testing at 50° F is required for fuel-flexible, bi-fuel, and dual-fuel vehicles when operating on the alcohol fuel.

(4) *50° F Exhaust Emission Standards.* All passenger cars, light-duty trucks, and medium-duty vehicles, other than natural gas and diesel-fueled vehicles, must demonstrate compliance with the following 4,000-mile exhaust emission standards for NMOG+NO_x and formaldehyde (HCHO) measured on the FTP (40 CFR, Part 1066) conducted at a nominal test temperature of 50° 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." A manufacturer may demonstrate compliance with the NMOG+NO_x and HCHO certification standards contained in this subparagraph by measuring NMHC exhaust emissions or issuing a statement of compliance for HCHO in accordance with Section D.1.7.5 and Section G.3.1.3.1, 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." Emissions of CO measured at 50° F at 4,000 miles shall not exceed the standards set forth in subsection (c)(1) applicable to vehicles of the same emission category and

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vehicle type subject to a cold soak and emission test at 68° to 86° F. For fuel-flexible, bi-fuel, and dual-fuel vehicles, the exhaust emission standards in subsections (c)(4)(A) and (c)(4)(B) apply both when a vehicle is operating on gasoline and when the vehicle is operating on the alcohol fuel.

(A) *Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles Certified to the LEV IV Standards.*

50° F Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles		
<i>Vehicle Emission Category</i>	<i>NMOG + NO_x (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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(B) *Standards for Medium-Duty Vehicles (Excluding MDPVs) Certified to the LEV IV Standards.*

50° F Exhaust Emission Standards for LEV IV Medium-Duty Vehicles (Excluding MDPVs)		
<i>Vehicle Emission Category</i>	<i>NMOG + NO_x (g/mi)</i>	<i>HCHO (g/mi)</i>
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
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
SULEV125	0.250	0.020
SULEV100	0.200	0.020

(5) *Cold CO Standard.* The following standards are the maximum 50,000 mile cold temperature exhaust carbon monoxide emission levels from new 2026 and subsequent model-year passenger cars, light-duty trucks, and medium-duty passenger vehicles. These standards apply to vehicles tested at a nominal temperature of 20 degrees F (-7 degrees C) 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." Natural gas and diesel-fueled vehicles, and medium-duty vehicles with a gross vehicle weight rating greater than 8,500 lbs. other than medium-duty passenger vehicles are exempt from these standards.

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2026 AND SUBSEQUENT MODEL-YEAR COLD TEMPERATURE CARBON MONOXIDE EXHAUST EMISSIONS STANDARDS FOR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY PASSENGER VEHICLES (grams per mile)	
<i>Vehicle Type</i>	<i>Carbon Monoxide</i>
All PCs, LDTs 0-3750 lbs. LVW;	10.0
LDTs, 3751 lbs. LVW - 8500 lbs. GVWR; MDPVs 10000 lbs. GVWR and less	12.5

(6) *Partial Soak NMOG+NOx Compliance Requirements.* For each passenger car, light-duty truck, and medium-duty passenger vehicle test group subject to the exhaust emission standards in subsection (c)(1)(A), a manufacturer shall attest in the certification application that all vehicles in the test group meet the following Partial Soak NMOG+NOx exhaust standards for the full useful life of the vehicle.

(A) *Partial Soak NMOG+NOx Exhaust Standards for 10 Minute, 40 Minute, and 3 to 12 Hour Soaks.* For each test group, the NMOG+NOx exhaust emissions for any soak time greater than or equal to 3 hours and less than 12 hours must not exceed the NMOG+NOx emission standard for the 3-hour soak time in this subsection (c)(6)(A).

Partial Soak NMOG+NOx Exhaust Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles¹ (grams per mile)			
<i>Vehicle Emission Category</i>	<i>10-minute soak</i>	<i>40-minute soak</i>	<i>3-hour soak</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
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

¹ These standards only apply at low altitudes.

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(B) *Linear Interpolation Equation to Determine Partial Soak NMOG+NO_x Standards for Soaks Between 10 to 40 Minutes.* For each test group, the NMOG+NO_x exhaust emissions must not exceed the NMOG+NO_x emission standard derived by the linear interpolation equation in this subsection (c)(6)(B) 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 emission standard for a partial soak of x minutes, in grams per mile, rounded to the nearest 0.001 gram per mile.
- 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 grams per mile, for a 40 minute soak as given in subsection (c)(6). 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 grams per mile, for a 10 minute soak as given in subsection (c)(6).

(C) *Linear Interpolation Equation to Determine Partial Soak NMOG+NO_x Standards for Soaks Between 40 minutes to 3 hours.* For each test group, the NMOG+NO_x exhaust emissions must not exceed the NMOG+NO_x emission standard derived by the linear interpolation equation in this subsection (c)(6)(C) 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 emission standard for a partial soak of y minutes, in grams per mile, rounded to the nearest 0.001 gram per mile.
- 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.

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- s_{40} = The emission standard for a given vehicle emission category, in grams per mile, for a 40 minute soak as given in subsection (c)(6). 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 grams per mile, for a 3 hour soak as given in subsection (c)(6).

(7) *Quick Drive-Away NMOG+NOx Standards.* The following standards are the maximum NMOG+NOx exhaust emissions over the Quick Drive-Away test cycle for the full useful life for new 2026 and subsequent model LEV IV passenger cars, light-duty trucks, and medium-duty passenger vehicles. Passenger cars, light-duty trucks, and medium-duty passenger vehicles are exempt from the Quick Drive-Away standards in this subsection (c)(7) if both of the following conditions are met: the vehicle does not have an engine start during the first 20 seconds of the emission test used to demonstrate compliance with the emission standards in subsection (c)(1)(A) and 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 emission test used to demonstrate compliance with the emission standards in subsection (c)(1).

Quick Drive-Away NMOG+NOx Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles¹	
<i>Vehicle Emission Category</i>	<i>NMOG+NOx (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

¹ These standards only apply at low altitudes.

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(8) *Highway NMOG + NO_x Standard.* The maximum emissions of non-methane organic gas plus oxides of nitrogen measured on the federal Highway Fuel Economy Test (HWFET; 40 CFR § 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 LEV IV NMOG+NO_x standard set forth in subsection (c)(1). Both the sum of the NMOG+NO_x emissions and the HWFET standard must be rounded in accordance with ASTM E29-67 to the nearest 0.001 g/mi before being compared.

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

(A) *US06 NMOG+NO_x and CO Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum NMOG+NO_x and CO exhaust emissions over the US06 test cycle for the full useful life from new 2026 and subsequent model-year LEV IV passenger cars, light-duty trucks, and medium-duty passenger vehicles. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall meet these standards when operating on either fuel (or blend of fuels in the case of fuel-flexible vehicles).

1. *US06 NMOG+NO_x and CO Exhaust Emission Standards for 2026 and Subsequent Model Year Vehicles.*

US06 NMOG+NO_x and CO Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (150,000 mile Durability Vehicle Basis)			
<i>Vehicle Type</i>	<i>Vehicle Emission Category¹</i>	<i>NMOG + NO_x (g/mi)</i>	<i>CO (g/mi)</i>
All PCs; LDTs 8500 lbs. GVWR or less; and MDPVs	ULEV125	0.125	9.6
	ULEV70	0.070	9.6
	ULEV60	0.060	9.6
	ULEV50	0.050	9.6
Vehicles in this category are tested at their loaded vehicle weight	ULEV40	0.040	9.6
	SULEV30	0.030	9.6
	SULEV25	0.030	9.6
	SULEV20	0.030	9.6

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US06 NMOG+NOx and CO Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (150,000 mile Durability Vehicle Basis)			
<i>Vehicle Type</i>	<i>Vehicle Emission Category¹</i>	<i>NMOG + NOx (g/mi)</i>	<i>CO (g/mi)</i>
	SULEV15	0.030	9.6

¹ *Vehicle Emission Category.* Manufacturers must certify all vehicles, which are certifying to a LEV IV FTP emission category to the emission standards of the equivalent, or a more stringent, SFTP emission category set forth on this table.

2. *Interim US06 NMOG+NOx and CO Exhaust Emission Standards for 2026 and 2027 Model Year Vehicles.*

Interim US06 NMOG+NOx and CO Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (150,000 mile Durability Vehicle Basis)			
<i>Vehicle Type</i>	<i>Vehicle Emission Category¹</i>	<i>NMOG + NOx (g/mi)</i>	<i>CO (g/mi)</i>
All PCs; LDTs 8500 lbs. GVWR or less; and MDPVs Vehicles in this category are tested at their loaded vehicle weight	ULEV125	0.150	9.6
	ULEV70	0.084	9.6
	ULEV60	0.072	9.6
	ULEV50	0.060	9.6
	ULEV40	0.048	9.6
	SULEV30	0.036	9.6
	SULEV25	0.036	9.6
	SULEV20	0.036	9.6
	SULEV15	0.036	9.6

¹ *Vehicle Emission Category.* Manufacturers must certify all vehicles, which are certifying to a LEV IV FTP emission category to the emission standards of the equivalent, or a more stringent, SFTP emission category set forth on this table.

(B) *US06 PM Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum PM exhaust emissions over the US06 test cycle through the full useful life from LEV IV passenger cars, light-duty trucks, and medium-duty passenger vehicles. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall meet these standards when operating on either fuel (or blend of fuels in the case of fuel-flexible vehicles). The phase-in requirements in the following table apply to all

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manufacturers other than small volume manufacturers. A small volume manufacturer may certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 6 mg/mi US06 PM exhaust emission standard in the 2026 through 2029 model years. A small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 3 mg/mi US06 PM exhaust emission standard in 2030 and subsequent model years.

1. *US06 PM Exhaust Emission Standards for 2026 and Subsequent Model Year Vehicles.*

US06 PM Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles^{1,2}		
<i>Model Year</i>	<i>Maximum % of vehicles certified to a 6 mg/mi standard</i>	<i>Minimum % of vehicles certified to a 3 mg/mi standard</i>
2026	100	0
2027	75	25
2028	50	50
2029	25	75
2030 and subsequent	0	100

¹ All PCs, LDTs, and MDPVs certified to LEV IV FTP PM emission standards in subsection (c)(2) on a 150,000-mile durability basis shall comply with the SFTP PM Exhaust Emission Standards in this table. ZEVs may not be included in the phase-in.

² Vehicles in these categories are tested at their loaded vehicle weight.

2. *Alternative Phase-in Schedule for US06 PM Exhaust Emission Standards.* A manufacturer may use an alternative phase-in schedule to comply with the 3 mg/mile US06 PM standard phase-in requirements in subsection (c)(9)(B)1 as long as it satisfies the following three requirements: (i) the total compliance calculation 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 passenger cars, light-duty trucks, and medium-duty passenger vehicles subject to the phase-in 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 passenger cars, light-duty trucks, and medium-duty passenger vehicles that are not certified to the 3 mg/mile US06 PM standard must be certified to the 6 mg/mile US06 PM standard. The total compliance calculation is determined by multiplying the percent of PC+LDT+MDPV vehicles meeting the 3 mg/mile US06 PM standard in a given model year (based on a manufacturer’s projected sales volume of vehicles) by 4 for

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the 2027 model year, 3 for the 2028 model year, 2 for the 2029 model year, and 1 for the 2030 model year and then summing together these yearly results. A manufacturer is not permitted to utilize 2026 and earlier model year PC+LDT+MDPV vehicles to satisfy the total compliance calculation requirements of the alternative phase-in described in this subsection.

(C) *SC03 NMOG+NO_x and CO Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum SC03 NMOG+NO_x and CO exhaust emissions for full useful life of 2026 and subsequent model-year passenger cars, light-duty trucks, and medium-duty passenger vehicles. For each test group, a manufacturer must submit with the certification application an attestation that NMOG+NO_x and CO exhaust emissions for vehicles tested using the SC03 test procedures comply with the following standards.

SC03 NMOG+NO_x and CO Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles <i>(150,000 mile Durability Vehicle Basis)</i>		
<i>Vehicle Emission Category</i>	<i>NMOG + Oxides of Nitrogen (g/mi)</i>	<i>Carbon Monoxide (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

(D) *SFTP NMOG+NO_x and CO Exhaust Emission Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.* The following standards are the maximum NMOG+NO_x and CO exhaust emissions for full useful life of 2026 and subsequent model-year medium-duty LEV IV ULEVs and SULEVs from 8,501 through 14,000 pounds GVWR. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall meet these standards when operating on either fuel (or blend

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of fuels in the case of fuel-flexible vehicles). The following emission standards do not apply to MDPVs subject to the emission standards in subsection (c)(9)(A).

SFTP NMOG+NO_x and CO Exhaust Mass Emission Standards for LEV IV Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles^{1,2} <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Type</i>	<i>HP/GVWR³</i>	<i>Test Cycle⁴</i>	<i>Vehicle Emission Category</i>	<i>NMOG+NO_x (g/mi)</i>	<i>CO (g/mi)</i>
MDVs 8,501 - 10,000 lbs GVWR	≤ 0.024	US06 Bag 2	SULEV170	0.170	15
			SULEV150	0.150	15
			SULEV125	0.125	15
			SULEV100	0.100	15
			SULEV85	0.085	15
			SULEV75	0.075	15
	> 0.024	Full US06	SULEV170	0.170	25
			SULEV150	0.150	25
			SULEV125	0.125	25
			SULEV100	0.100	25
			SULEV85	0.085	25
MDVs 10,001-14,000 lbs GVWR	n/a	Hot 1435 UC (Hot 1435 LA92)	SULEV230	0.230	10
			SULEV200	0.200	10
			SULEV175	0.175	10
			SULEV150	0.150	10
			SULEV125	0.125	10
			SULEV100	0.100	10

¹ *Test Weight.* Medium-duty vehicles are tested at their adjusted loaded vehicle weight (average of curb weight and GVWR).

² Vehicles that certify to the ULEV250, ULEV200, SULEV400, or SULEV270 categories must be certified to the LEV III NMOG+NO_x and CO SFTP standards in section 1961.2 (a)(7)(C) and may not be included in the phase-in for compliance with LEV IV requirements in subsection (d)(3)(B)1.

³ *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, they may opt to run the US06 Bag 2 in lieu of the full US06 cycle. The cutoff is determined by using a ratio of the engine's maximum rated horsepower, as established by the engine manufacturer in the vehicle's Application for Certification, to the vehicle's GVWR in pounds and does not include any horsepower contributed by electric motors in the case of hybrid electric or plug-in hybrid electric vehicles. Manufacturers may opt to test to the full cycle regardless of the calculated ratio; in such case, manufacturers shall meet the emission standards applicable to vehicles with power-to-weight ratios greater than 0.024.

⁴ *Road Speed Fan.* Manufacturers have the option to use a road speed modulated fan as specified in 40 CFR § 1066.105, as applicable, instead of a fixed speed fan for MDV SFTP testing.

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(E) *SFTP PM Exhaust Emission Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.* The following standards are the maximum PM exhaust emissions for the full useful life of 2027 and subsequent model-year LEV IV LEVs, ULEVs, and SULEVs. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall meet these standards when operating on either fuel (or blend of fuels in the case of fuel-flexible vehicles). The following emission standards do not apply to medium-duty passenger vehicles subject to the emission standards set forth in subsection (c)(9)(B).

SFTP PM Exhaust Emission Standards for LEV IV Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles ¹ (150,000 mile Durability Vehicle Basis)				
<i>Vehicle Type</i>	<i>Test Weight</i>	<i>Hp/GVWR²</i>	<i>Test Cycle^{3,4,5}</i>	<i>PM (mg/mi)</i>
MDVs 8,501-10,000 lbs GVWR	Adjusted loaded vehicle weight	≤ 0.024	US06 Bag 2	6
		>0.024	Full US06	8
MDVs 10,001-14,000 lbs GVWR	Adjusted loaded vehicle weight	n/a	Hot 1435 UC (Hot 1435 LA92)	5

¹ Except for MDPVs subject to the emission standards set forth in subsection (c)(9)(B), MDVs certified to 150,000-mile FTP PM emission standards in subsection (c)(2) shall comply with the SFTP PM Exhaust Emission Standards in this table.

² *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, they may opt to run the US06 Bag 2 in lieu of the full US06 cycle. The cutoff is determined by using a ratio of the engine’s horsepower to the vehicle’s GVWR in pounds and does not include any horsepower contributed by electric motors in the case of hybrid electric or plug-in hybrid electric vehicles. Manufacturers may opt to test to the full cycle regardless of the calculated ratio; in such case, manufacturers shall meet the emission standards applicable to vehicles with power-to-weight ratios greater than 0.024.

³ *Road Speed Fan.* Manufacturers have the option to use a road speed modulated fan as specified in 40 CFR § 1066.105, as applicable, instead of a fixed speed fan for MDV SFTP testing.

(F) *SC03 NMOG+NOx and CO Exhaust Emission Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.* The maximum SC03 NMOG+NOx and CO exhaust emissions for the full useful life of 2026 and subsequent model-year medium-duty vehicles other than medium-duty passenger vehicles must not be greater than the applicable LEV IV NMOG+NOx and CO emission standards set forth in subsection (c)(1)(B). For each test group, a manufacturer must submit with the certification application an attestation that

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NMOG+NO_x and CO exhaust emissions for vehicles tested using the SC03 test procedures comply with the applicable SC03 standards.

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

The following standards are the maximum NMOG+NO_x 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 LEV IV plug-in hybrid electric passenger cars, light-duty trucks, and medium-duty passenger vehicles. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall meet these standards when operating on either fuel (or blend of fuels in the case of fuel-flexible vehicles). 2026 and subsequent model year plug-in hybrid electric vehicles that meet the criteria in section 1962.4 (e)(1)(A) are exempt from this requirement. 2026 through 2028 model year plug-in hybrid electric vehicles that meet the criteria in section 1962.4 (e)(1)(B) and have a US06 all-electric range of at least 10 miles are also exempt from this requirement. These standards only apply at low altitudes as specified in the test procedures.

Cold Start US06 NMOG+NO _x Exhaust Emission Standards for PCs, LDTs, and MDPVs ¹ (150,000 mile durability Vehicle Basis)		
Vehicle Emission Category	NMOG+NO _x (g/mi)	
	2026-2028 MY	2029 and subsequent MY
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

¹ These standards only apply at low altitudes.

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

(A) *LEV IV Particulate Interim In-Use Compliance Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* For LEV IV 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 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 in the 2028 and 2029 model years.

(B) *US06 Interim In-Use Compliance Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

1. *US06 NMOG+NO_x 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_x standards in subsection (c)(9)(A)1 shall be 1.2 times the applicable certification standard, rounded to the nearest 0.001 gram per mile. If a passenger car, light-duty truck, or medium-duty passenger vehicle test group is first certified to a US06 NMOG+NO_x standard in subsection (c)(9)(A)1 in the 2027 model year, the interim in-use compliance standard shall only apply in the 2027 model year. Vehicles certifying to the US06 NMOG+NO_x standards in subsection (c)(9)(A)2 must meet the applicable certification standard in-use.

2. *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 (c)(9)(B) shall be 4 mg/mi. If a passenger car, light-duty truck, or medium-duty passenger vehicle test group is first certified to a US06 PM standard in subsection (c)(9)(B) in the 2029 model year, the interim in-use compliance standard shall only apply in the 2029 model year.

(C) *Quick Drive-Away NMOG+NO_x 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 NMOG+NO_x standards in subsection (c)(7) shall be 1.2 times the applicable certification standard, rounded to the nearest 0.001 gram per mile. If a passenger car, light-duty truck, or medium-duty passenger vehicle test group is first certified to a Quick Drive-Away

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NMOG+NO_x standard in subsection (c)(7) in the 2028 model year, the interim in-use compliance standard shall only apply in the 2028 model year.

(12) *Requirement to Generate Additional NMOG+NO_x Fleet Average Credit.* For a vehicle that is certified to the LEV IV standards in subsection (c)(1) that does not earn ZEV vehicle values under section 1962.4, a manufacturer may subtract 5 mg/mi from the NMOG+NO_x emission standards value set forth in subsection (d)(1)(B)2 when calculating the manufacturer's fleet average, provided that the manufacturer extends the performance and defects warranty period to 15 years or 150,000 miles, whichever occurs first, except that the time period is to be 10 years for a zero emission energy storage device (such as battery, ultracapacitor, or other electric storage device).

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

(A) a demonstration of the airflow rate through the direct ozone reduction device and the ozone-reducing efficiency of the device over the range of speeds encountered in the Unified Cycle Driving Schedule contained in Part II, 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";

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

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

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

(14) *Emission Standard for a Fuel-Fired Heater.* Whenever a manufacturer elects to utilize an on-board fuel-fired heater on any passenger car, light-duty truck or medium-duty vehicle, the fuel-fired heater must meet ULEV125 standards for passenger cars and light-duty trucks less than 8,500 pounds GVWR as set forth in

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subsection (c)(1). 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° F and 86° 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 grams per mile value. If the on-board fuel-fired heater is capable of operating at ambient temperatures above 40° F, the measured emission levels of the on-board fuel-fired heater shall be added to the emissions measured on the FTP (40 CFR, Part 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” to determine compliance with the exhaust emission standards in subsection (c)(1).

(15) *Equivalence with Federal Standards.*

(A) *General Requirement.* A manufacturer may not certify a 2026 or subsequent model-year passenger car, light-duty truck, or medium-duty vehicle model to a California emission category 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 § 86.1811.17(b), as amended June 29, 2021. 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)(15)(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.

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

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

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

FLEET AVERAGE NMOG+NO_x EXHAUST MASS EMISSION REQUIREMENTS FOR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY PASSENGER VEHICLES <i>(150,000 mile Durability Vehicle Basis)</i>		
<i>Model Year</i>	<i>Fleet Average NMOG + NO_x (grams per mile)</i>	<i>Maximum Percent ZEVs+ "emission- adjusted PHEVs"¹</i>
2025 ²	0.030	100%
2026	0.030	60%
2027	0.030	30%
2028	0.030	15%
2029+	0.030	0%

¹ For each model year, a manufacturer may only include up to the specified percentage of total ZEVs+ "emission-adjusted PHEVs" that are produced and delivered for sale in California for that model year in the fleet average calculation. An "emission-adjusted PHEV" is a PHEV that adjusts its NMOG+NO_x emissions using the PHEV NMOG+NO_x Contribution Factor in subsection (d)(1)(B)3 prior to incorporation in the fleet average calculation in subsection (d)(1)(B)1.

² For the 2025 model year, a manufacturer that elects to comply with this section 1961.4 in lieu of section 1961.2 shall comply with these requirements.

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

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(B) Calculation of Fleet Average NMOG + NO_x Value.

1. Basic Calculation.

For the 2025 through 2028 model years, each manufacturer's PC+LDT+MDPV fleet average NMOG + NO_x value for the total number of PCs+LDTs+MDPVs produced and delivered for sale in California shall be calculated as follows. 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+NO_x contribution factor. The number of ZEVs+"emission-adjusted PHEVs" that may be included in this calculation is the number of ZEVs+"emission-adjusted PHEVs" that may be included in the fleet average NMOG+NO_x value in accordance with subsection (d)(1)(A). 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 following calculation using the NMOG+NO_x standard to which the vehicle is certified.

$$\frac{(\sum [\text{Number of vehicles in a test group excluding "emission-adjusted" PHEVs x applicable emission standard}] + \sum [\text{Number of "emission-adjusted PHEVs" in a test group x PHEV NMOG+NO}_x \text{ contribution factor}]) \div \text{Total Number of PCs+LDTs+MDPVs Produced and Delivered for sale in California, Including ZEVs+"emission-adjusted PHEVs", as applicable}}$$

For the 2029 and subsequent model years, each manufacturer's PC+LDT+MDPV fleet average NMOG + NO_x value for the total number of PCs+LDTs+MDPVs produced and delivered for sale in California shall be calculated as follows. The PHEV NMOG+NO_x contribution factor shall no longer apply. All PHEVs must be included in the fleet average using the NMOG+NO_x emission standard to which the vehicle was certified. ZEVs may not be included in either the numerator or the denominator of this calculation.

$$\frac{(\sum [\text{Number of vehicles in a test group x applicable emission standard}]) \div \text{Total Number of PCs+LDTs+MDPVs Produced and Delivered for sale in California, Excluding ZEVs}}$$

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2. 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 Value¹ (g/mi)</i>
Federally-certified vehicles	All	Full useful life NMOG+NOx Federal Emission Standard to which Vehicle is Certified
2026 and subsequent model year vehicles certified to the "LEV IV" standards in subsection 1961.4(c)(1)(A)	All	Full useful life NMOG+NOx LEV IV Emission Standards to which Vehicle is Certified

¹ For LEV IV vehicle test groups that meet the extended emission warranty requirements in subsection (c)(12), the applicable emission standard value shall be the emission standard value set forth in this table minus 5 mg/mi.

3. *PHEV NMOG+NOx Contribution Factor.* For the 2025 through 2028 model years, the PHEV NMOG+NOx contribution factors for passenger cars, light-duty trucks, and medium-duty passenger vehicles (in grams per mile) are calculated as follows.

$$\text{PHEV NMOG+NOx Contribution Factor} = \text{NMOG+NOx Standard in subsection (c)(1)(A) to which the vehicle certifies} - 0.005 \times (\text{zVMT Factor}) - 0.005 \times (\text{US06 Range Factor})$$

Where: $\text{zVMT Factor} = (\text{Certification Range Value}/100) + 0.2;$

The Certification Range Value is defined in section 1962.4(l). For the purposes of this subsection (d)(1)(B)3, the maximum allowable zVMT Factor that may be used is 1.0.

and

US06 Range Factor = 1.0 if US06 All-Electric Range is at least 10 miles or
US06 Range Factor = 0 if US06 All-Electric Range is at 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) Phase-In Requirements for Small Volume Manufacturers.

1. In 2026 and subsequent model years, a small volume manufacturer shall not exceed a fleet average NMOG+NO_x value of 0.051 g/mi for PCs+LDTs+MDPVs calculated in accordance with subsection (d)(1)(B). All vehicles 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. 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.

2. If a manufacturer's average model year California sales exceeds 4500 units of new PCs, LDTs, MDVs, heavy-duty vehicles, and heavy-duty engines based on the average number of vehicles sold for the three previous consecutive model years, the manufacturer shall no longer be treated as a small volume manufacturer. If this is the first time the manufacturer's three-year sales average exceeds 4500 units, the manufacturer must comply with the fleet average requirements applicable to a large volume manufacturer, as specified in subsection (d)(1)(A) beginning with the fourth model year after the last of the three consecutive model years. If during this four-year lead time period the manufacturer's annual sales for a model year are less than 4500 units and then exceed 4500 units within the four years, then the four-year lead time shall begin to accrue with the next model year. If the manufacturer's three-year average model year California sales have previously exceeded 4500 units then the manufacturer is not afforded a four-year lead time period and must comply with the fleet-average requirements applicable to larger manufacturers as specified in subsection (d)(1)(A) beginning with the following model year after the last of the three consecutive model years.

3. If a manufacturer's average model year California sales fall below 4500 units of new PCs, LDTs, MDVs and heavy-duty engines based on the average number of vehicles sold 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.

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

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

1. *Requirements for Medium-Duty Vehicles Certified to Subsection (c)(1).*

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

FLEET AVERAGE NON-METHANE ORGANIC GAS PLUS OXIDES OF NITROGEN EXHAUST MASS EMISSION REQUIREMENTS FOR MEDIUM-DUTY VEHICLES <i>(150,000 mile Durability Vehicle Basis)</i>		
<i>Model Year</i>	<i>Fleet Average NMOG+NOx (g/mi)</i>	
	<i>MDVs 8,501 - 10,000 lbs. GVWR</i>	<i>MDVs 10,001-14,000 lbs. GVWR</i>
2025 ¹	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

¹A manufacturer that complies with this section 1961.4 in lieu of section 1961.2 shall comply with the fleet average NMOG+NOx values in this table.

b. Each manufacturer's fleet average NMOG+NOx value for the total number of MDVs 8,501 - 10,000 lbs. GVWR produced and delivered for sale in California shall be calculated as follows. ZEVs may not be included in either the numerator or the denominator of this calculation.

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$$\left(\sum [\text{Number of MDVs 8,501 - 10,000 lbs. GVWR in a test group} \times \text{applicable emission standard}] \right) \div \text{Total Number of MDVs 8,501 - 10,000 lbs. GVWR Produced and Delivered for sale in California, Excluding ZEVs}$$

c. Each manufacturer's fleet average NMOG+NOx value for the total number of MDVs 10,001-14,000 lbs. GVWR produced and delivered for sale in California shall be calculated as follows. ZEVs may not be included in either the numerator or the denominator of this calculation.

$$\left(\sum [\text{Number of MDVs 10,001 - 14,000 lbs. GVWR in a test group} \times \text{applicable emission standard}] \right) \div \text{Total Number of MDVs 10,001 - 14,000 lbs. GVWR Produced and Delivered for sale in California, Excluding ZEVs}$$

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

Vehicle Type	Emission Category	Emission Standard Value (g/mi)
Federally-certified vehicles	All	Full useful life NMOG+NOx Federal Emission Standard to which Vehicle is Certified
Vehicles certified to the "LEV IV" standards in subsection (c)(1)(B)	All	Full useful life NMOG+NOx LEV IV Emission Standards to which Vehicle is Certified

2. *Requirements for Incomplete Medium-Duty Vehicles Using Otto-Cycle Engines Certified to Title 13, CCR, Section 1956.8, and Medium-Duty Vehicles Using Diesel Engines Certified to Title 13, CCR, Section 1956.8.* For Incomplete Medium-Duty Vehicles that use Otto-Cycle engines certified to section 1956.8 and Medium-Duty Vehicles that use diesel engines certified to section 1956.8, the engines must be certified to subsections 1956.8(c)(1)(C) or 1956.8 (h)(7), as applicable.

(B) *Requirements for Small Volume Manufacturers.* In the 2026 and 2027 model years, a small volume manufacturer shall certify, produce, and deliver for sale in California vehicles or engines certified to the MDV LEV IV ULEV250 or LEV IV ULEV400 standards, as applicable, in a quantity equivalent to 100% of its MDV fleet. In the 2028 and subsequent model years, a small volume manufacturer shall certify, produce, and deliver for sale in California vehicles or engines certified to

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the MDV LEV IV SULEV170 or LEV IV SULEV230 standards, as applicable, in a quantity equivalent to 100% of its MDV fleet. Engines certified to these MDV standards are not eligible for emissions averaging.

(C) *Alternate Phase-In Schedules for LEV IV MDVs Certified to Subsection (c)(1) for Manufacturers with a Limited Number of Test Groups.* A manufacturer that produces and delivers for sale in California four or fewer medium-duty test groups may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles.

1. A manufacturer that produces and delivers for sale in California four medium-duty test groups certified to subsection (c)(1) may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles instead of subsection (d)(2)(A)1.

Model Year	Maximum and Minimum Number of Test Groups Certified to section 1961.4(c)(1)	
	Maximum Certified to LEV IV SULEV170 or SULEV230	Minimum Certified to LEV IV SULEV150 or SULEV175
2026 - 2027	4	0
2028	3	1
2029	2	2
2030	1	3
2031 and subsequent	0	4

2. A manufacturer that produces and delivers for sale in California three medium-duty test groups certified to subsection (c)(1) may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles instead of subsection (d)(2)(A)1.

Model Year	Maximum and Minimum Certified to Number of Test Groups Certified to section 1961.4(c)(1)	
	Maximum Certified to LEV IV SULEV170 or SULEV230	Minimum Certified to LEV IV SULEV150 or SULEV175
2026 - 2027	3	0
2028	2	1
2029	1	2

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Model Year	Maximum and Minimum Certified to Number of Test Groups Certified to section 1961.4(c)(1)	
	Maximum Certified to LEV IV SULEV170 or SULEV230	Minimum Certified to LEV IV SULEV150 or SULEV175
2030 and subsequent	0	3

3. A manufacturer that produces and delivers for sale in California two medium-duty test groups certified to subsection (c)(1) may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles instead of subsection (d)(2)(A)1.

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

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

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

(D) *Identifying a Manufacturer's MDV Fleet.* Each manufacturer's MDV fleet shall be defined as the total number of California-certified MDVs produced and delivered for sale in California. For the purpose of demonstrating compliance with the LEV IV phase-in requirements in subsection (d)(2), each manufacturer's MDV fleet must be divided into two separate groups of vehicles – "chassis-certified

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MDVs” that certify to subsection (c)(1)(B) and “engine-certified MDVs” that use engines certified to the standards in section 1956.8. The phase-in percentages in subsection (d)(2) for vehicles certified to subsection (c)(1)(B) shall be applied to the manufacturers’ total production of California chassis-certified medium-duty vehicles delivered for sale in California. The phase-in percentages in subsection (d)(2) for vehicles certified to section 1956.8 shall be applied to the manufacturer’s total production of California engine-certified medium-duty vehicles delivered for sale in California.

(E) For a manufacturer that elects to certify to the optional medium-duty engine standards in title 13, CCR subsections 1956.8(c) or (h), all such MDVs, including those produced by a small volume manufacturer, shall be subject to the emissions averaging provisions applicable to heavy-duty diesel or Otto-cycle engines as set forth in the “California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines,” or the “California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines, incorporated by reference in subsections 1956.8(b) or (d), as applicable.

(3) *SFTP Phase-In Requirements.*

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

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

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

2028 and subsequent	100	0
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2. *Phase-in Schedule for Small Volume Manufacturers.* In the 2026 through 2029 model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the US06 NMOG+NO_x and CO standards in subsection (c)(9)(A)2. In the 2030 and subsequent model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the US06 NMOG+NO_x and CO standards in subsection (c)(9)(A)1. In the 2026 and subsequent model years, a small volume manufacturer shall also certify its PC+LDT+MDPV fleet to the LEV IV SFTP PM exhaust emission standards and phase-in schedule in subsection (c)(9)(B).

3. *Alternative Phase-in Schedule for US06 NMOG+NO_x and CO Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer may use an alternative phase-in schedule to comply with the US06 NMOG+NO_x and CO emission standards phase-in requirements in subsection (d)(3)(A)1 as long as it satisfies the following three requirements: (i) the total compliance calculation 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 passenger cars, light-duty trucks, and medium-duty passenger vehicles subject to the phase-in must be certified to the US06 NMOG+NO_x and CO emission standards in subsection (c)(9)(A)1 in the 2029 model year and in all subsequent model years, and (iii) any 2026 to 2028 model year passenger cars, light-duty trucks, and medium-duty passenger vehicles that are not certified to the US06 NMOG+NO_x and CO emission standards in subsection (c)(9)(A)1 must be certified to the US06 NMOG+NO_x and CO emission standards in subsection (c)(9)(A)2. The total compliance calculation is determined by multiplying the percent of PC+LDT+MDPV vehicles meeting the US06 NMOG+NO_x and CO standards in subsection (c)(9)(A)1 in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year and then summing together these yearly results. A manufacturer is not permitted to utilize 2024 and earlier model year PC+LDT+MDPV vehicles to satisfy the total compliance calculation requirements of the alternative phase-in described in this subsection.

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

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

LEV IV SFTP NMOG+NO_x and CO Emission Standards Phase-in for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles		
<i>Model Year</i>	<i>Minimum % of MDVs certified to subsection (c)(9)(D)</i>	<i>Maximum % of MDVs certified to section 1961.2 (a)(7)(C)</i>
2026	0	100
2027	30	70
2028	60	40
2029 and subsequent	100	0

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

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

(C) *Identifying a Manufacturer's Medium-Duty Vehicle Fleet.* For the 2026 and subsequent model years, each manufacturer's MDV fleet shall be defined as the total number of California-certified MDVs, other than MDPVs, produced and delivered for sale in California. For 2026 and subsequent model years, a manufacturer that elects to certify engines to the optional medium-duty engine

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emission standards in section 1956.8 shall not count those engines in the manufacturer's total production of California-certified medium-duty vehicles for purposes of this subparagraph.

(4) *Phase-in Schedule for Partial Soak NMOG+NOx Compliance Requirements for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) In the 2026 and subsequent model years, the following minimum percentage of a manufacturer's PC+LDT+MDPV fleet shall be certified to the partial soak NMOG+NOx compliance requirements in subsection (c)(6). Small volume manufacturers are not required to comply with the Partial Soak NMOG+NOx requirements in model years 2026 through 2029. In the 2030 and subsequent model years, 100 percent of a small volume manufacturer's PC+LDT+MDPV fleet shall be certified to the partial soak NMOG+NOx compliance requirements in subsection (c)(6).

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

(B) *Alternative Phase-in Schedule for Partial Soak NMOG+NO_x Compliance.* A manufacturer may use an alternative phase-in schedule to comply with the Partial Soak NMOG+NO_x emission standards phase-in requirements in subsection (d)(4)(A) as long as it satisfies the following two requirements: (i) the total compliance calculation 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 passenger cars, light-duty trucks, and medium-duty passenger vehicles subject to the phase-in must be certified to the Partial Soak NMOG+NO_x emission standards in subsection (c)(6) 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 PC+LDT+MDPV vehicles meeting the Partial Soak NMOG+NO_x standards in subsection (c)(6) in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year and then summing together these yearly results. A manufacturer is not permitted to utilize 2024 and earlier model year PC+LDT+MDPV vehicles to satisfy the total compliance calculation requirements of the alternative phase-in described in this subsection.

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

(A) In the 2026 and subsequent model years, the following minimum percentage of a manufacturer's PC+LDT+MDPV fleet shall be certified to the Quick Drive-Away NMOG+NO_x standards in subsection (c)(7). Small volume manufacturers are not required to comply with the Quick Drive-Away NMOG+NO_x emission standards in model years 2026 through 2029. In the 2030 and subsequent model years, 100 percent of a small volume manufacturer's PC+LDT+MDPV fleet shall be certified to the Quick Drive-Away NMOG+NO_x emission standards in subsection (c)(7). Passenger cars, light-duty trucks, and medium-duty passenger vehicles that are exempt from the Quick Drive-Away NMOG+NO_x standards in accordance with subsection (c)(7) may be included in the phase-in set forth in the following table. ZEVs may not be included in the phase-in of the Quick Drive-Away NMOG+NO_x standards.

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

(B) *Alternative Phase-in Schedule for Quick Drive-Away NMOG+NOx Emission Standards.* A manufacturer may use an alternative phase-in schedule to comply with the Quick Drive-Away NMOG+NOx emission standards phase-in requirements in subsection (d)(5)(A) as long as it satisfies the following two requirements: (i) the total compliance calculation 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 passenger cars, light-duty trucks, and medium-duty passenger vehicles subject to the standards in subsection (c)(7) must be certified to the Quick Drive-Away NMOG+NOx emission standards in subsection (c)(7) 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 PC+LDT+MDPV vehicles meeting the Quick Drive-Away NMOG+NOx standards in subsection (c)(7) in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year and then summing together these yearly results. A manufacturer is not permitted to utilize 2024 and earlier model year PC+LDT+MDPV vehicles to satisfy the total compliance calculation requirements of the alternative phase-in described in this subsection. Passenger cars, light-duty trucks, and medium-duty passenger vehicles that are exempt from the Quick Drive-Away NMOG+NOx standards in accordance with subsection (c)(7) may be included in this alternative phase-in schedule. ZEVs may not be included in this alternative phase-in schedule.

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

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

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

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

2. *Alternative Phase-in Schedule for High Power Cold Start US06 Emission Standards.* A manufacturer may use an alternative phase-in schedule to comply with the High Power Cold Start US06 emission standards phase-in requirements in subsection (d)(6)(A)1 as long as it satisfies the following two requirements: (i) the total compliance calculation 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 passenger cars, light-duty trucks, and medium-duty passenger vehicles subject to the standards in subsection (c)(10) must be certified to the High Power Cold Start US06 emission standards in subsection (c)(10) 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 PC+LDT+MDPV vehicles meeting the High Power Cold Start US06 standards in subsection (c)(10) in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year and then summing together these

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yearly results. A manufacturer is not permitted to utilize 2024 and earlier model year PC+LDT+MDPV vehicles to satisfy the total compliance calculation requirements of the alternative phase-in described in this subsection. Plug-in hybrid electric vehicles that are exempt from compliance with subsection (c)(10) may be included in the alternative phase-in.

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

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

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

2. *Alternative Phase-in Schedule for High Power Cold Start US06 Emission Standards.* A manufacturer may use an alternative phase-in schedule to comply with the High Power Cold Start US06 emission standards phase-in requirements in subsection (d)(6)(B)1 as long as it satisfies the following two requirements: (i) the total compliance calculation 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 passenger cars, light-duty trucks, and medium-duty passenger vehicles subject to the standards in subsection (c)(10) must be certified to the High Power Cold Start US06 emission standards in subsection (c)(10) 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 PC+LDT+MDPV vehicles meeting the High Power Cold Start US06 standards in subsection (c)(10) in a given model year (based on a manufacturer’s projected sales volume of vehicles in each

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category) by 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year and then summing together these yearly results. A manufacturer is not permitted to utilize 2025 and earlier model year PC+LDT+MDPV vehicles to satisfy the total compliance calculation requirements of the alternative phase-in described in this subsection. Plug-in hybrid electric vehicles that are exempt from compliance with subsection (c)(10) may be included in the alternative phase-in.

(C) *Phase-in Schedule for Small Volume Manufacturers.* Small volume manufacturers are not required to comply with the High Power Cold Start US06 emission standards in model years 2026 through 2029. In the 2030 and subsequent model years, 100 percent of a small volume manufacturer's PC+LDT+MDPV fleet shall be certified to the High Power Cold Start US06 emission standards in subsection (c)(10).

(e) *Calculation of NMOG + NO_x Credits/Debits*

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

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

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

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

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

(A) In 2026 and subsequent model years, a manufacturer shall calculate its medium-duty vehicle fleet average credits or debits using the following equation. ZEVs may not be included in this calculation.

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

(B) In 2026 and subsequent model years, a manufacturer that achieves fleet average NMOG+NO_x values lower than the fleet average NMOG+NO_x requirement for the corresponding model year shall receive credits in units of g/mi NMOG+NO_x. A manufacturer with 2026 and subsequent model year fleet average NMOG+NO_x values greater than the fleet average requirement for the corresponding model year shall receive debits in units of g/mi NMOG+NO_x equal to the amount of negative credits determined by the aforementioned equation. The total g/mi NMOG+NO_x credits or debits earned for MDVs 8,501-10,000 lbs. GVWR excluding MDPVs, and for MDVs 10,001-14,000 lbs. GVWR shall be summed together. The resulting amount shall constitute the g/mi NMOG+NO_x credits or debits accrued by the manufacturer for the model year. Medium-duty fleet average credits and debits earned in accordance with subsection (e)(2)(B) may not be summed together with fleet average credits and debits earned for passenger cars, light-duty trucks, and medium-duty passenger vehicles in accordance with subsection (e)(1).

(3) *Procedure for Offsetting Debits.*

(A) A manufacturer shall equalize emission debits by earning g/mi NMOG+NO_x emission credits in an amount equal to the g/mi NMOG+NO_x debits or by submitting a commensurate amount of g/mi NMOG+NO_x credits to the Executive Officer that were earned previously or acquired from another manufacturer. A manufacturer shall equalize NMOG+NO_x debits for PCs, LDTs, and MDPVs and NMOG+NO_x debits for MDVs within three model years. If emission debits are not equalized within the specified time period, the manufacturer shall be subject to the Health and Safety Code 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

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the end of the specified time period. A manufacturer demonstrating compliance under Option 2 in subsection (d)(1)(A), must calculate the emission debits that are subject to a civil penalty under Health and Safety Code section 43211 separately for California and for each individual state that is included in the fleet average NMOG+NO_x requirements in subsection (d)(1)(A). The manufacturer must calculate these emission debits separately for California and each individual state using the formula in subsections (e)(1) and (e)(2), except that the "Total No. of Vehicles Produced and Delivered for Sale in California, Including ZEVs and HEVs" shall be calculated separately for each individual state.

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

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

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

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

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for MDVs between 10,001-14,000 lbs. GVWR. These credits and debits are subject to the provisions in subsection 1961.2(c)(3), based on the model year in which they are first earned as vehicle-equivalent credits or debits.

(f) *Test Procedures.*

The certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," as adopted [INSERT DATE OF ADOPTION], the "California Non-Methane Organic Gas Test Procedures for 2017 and Subsequent Model Year Vehicles," amended [INSERT DATE OF AMENDMENT], which are all incorporated herein by reference. In the case of hybrid electric vehicles and on-board fuel-fired heaters, the certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the "California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," incorporated by reference in section 1962.4.

(g) *Abbreviations.*

The following abbreviations are used in this section 1961.4:

- "ALVW" means adjusted loaded vehicle weight.
- "ASTM" means American Society of Testing and Materials.
- "CO" means carbon monoxide.
- "FTP" means Federal Test Procedure.
- "g/mi" means grams per mile.
- "GVW" means gross vehicle weight.
- "GVWR" means gross vehicle weight rating.
- "HEV" means hybrid-electric vehicle.
- "LDT" means light-duty truck.
- "LDT1" means a light-duty truck with a loaded vehicle weight of 0-3750 pounds.
- "LDT2" means a light-duty truck with a loaded vehicle weight of 3751 pounds to a gross vehicle weight rating of 8500 pounds.
- "LEV" means low-emission vehicle.
- "LPG" means liquefied petroleum gas.
- "LVW" means loaded vehicle weight.
- "MDPV" means medium-duty passenger vehicle.

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"MDV" means medium-duty vehicle.

"NMHC" means non-methane hydrocarbons.

"mg/mi" means milligrams per mile.

"NMHC" means non-methane hydrocarbons.

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

"NOx" means oxides of nitrogen.

"PC" means passenger car.

"PHEV" means plug-in hybrid electric vehicle.

"SFTP" means Supplemental Federal Test Procedure.

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

"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.

(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.