

Appendix A-11

Proposed Regulation Order

Section 1968.2

[Note: This version of the Proposed Regulation Order complies with Government Code section 11346.2 subdivision (a)(3). The proposed amendments are shown in underline to indicate additions and strikethrough to indicate deletions from the existing regulatory text. For ease of readability, CARB has also provided a version of the proposed amendments that can toggle between amendments in strikeout/underline and a "clean" version with amendments incorporated into the regulatory text, which can be found in Appendix A-11.1]

Amend section 1968.2, title 13, California Code of Regulation (CCR), to read as follows:

§ 1968.2 Malfunction and Diagnostic System Requirements - 2004 and Subsequent Model Year Passenger Cars, Light Duty Trucks, and Medium Duty Vehicles and Engines.

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(e) *Monitoring Requirements for Gasoline/Spark-Ignited Engines.*

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(17) *Exceptions to Monitoring Requirements*

(17.1) Except as provided in sections (e)(17.1.1) through (17.1.3) below, upon request of a manufacturer or upon the best engineering judgment of the ARB, the Executive Officer may revise the emission threshold for a malfunction on any diagnostic required in section (e) if the most reliable monitoring method developed requires a higher threshold to prevent false indications of a malfunction.

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(17.1.5) For Low Emission Vehicle III SULEV20 vehicles, in lieu of the NMOG+NOx emission threshold set forth in Table 1 in the beginning of section (e), manufacturers may use a malfunction criterion of 3.25 times the applicable NMOG+NOx standard for the first three model years a vehicle is certified, but no later than the 2025 model year. For example, for SULEV20 vehicles first certified to the SULEV20 standard in the 2024 model year, the manufacturer may use the 3.25 multiplier for the 2024 and 2025 model years and shall use the NMOG+NOx emission threshold set forth in Table 1 in the beginning of section (e) for the 2026 and subsequent model years.

(17.1.6) For Low Emission Vehicle IV applications certified to the exhaust emission standards defined in title 13, CCR section 1961.4:

(A) Alternate malfunction criteria: The manufacturer shall use the following malfunction criteria (with the NMOG+NOx and CO multipliers to be used with the applicable standard (e.g., 2.0 times the NMOG+NOx standard)):

(i) For vehicles certified to the ULEV125, ULEV70, ULEV50, SULEV30, SULEV20, ULEV200, SULEV170, SULEV150, ULEV400, ULEV270, SULEV230, or SULEV200 emission category, except as provided for SULEV20 vehicles in section (e)(17.1.6)(A)(v), the manufacturer shall use the malfunction criteria described for the same vehicle emission category for Low Emission Vehicle III applications in Table 1 in the beginning of section (e) (e.g., a Low Emission Vehicle IV vehicle certified to the ULEV50 category shall use the same malfunction criteria as the Low Emission Vehicle III vehicle certified to the ULEV50

category in Table 1, a Low Emission Vehicle IV vehicle certified to the SULEV170 category shall use the same malfunction criteria as the Low Emission Vehicle III chassis certified medium-duty vehicles (except MDPVs) in Table 1).

- (ii) For passenger cars, light-duty trucks, and chassis-certified MDPVs not covered under section (e)(17.1.6)(A)(i) above, except as provided for SULEV15 vehicles in section (e)(17.1.6)(A)(vii):

Table 1-A

	Monitor Thresholds (Except Catalyst)			Catalyst Monitor Thresholds
Vehicle Emission Category	NMOG+NO_x Multiplier	CO Multiplier	PM Threshold (mg/mi)	NMOG+NO_x Multiplier
<u>ULEV60</u>	<u>2.00</u>	<u>1.50</u>	<u>17.50</u>	<u>2.00</u>
<u>ULEV40</u>	<u>2.25</u>	<u>1.50</u>	<u>17.50</u>	<u>2.25</u>
<u>SULEV25</u>	<u>2.80</u>	<u>2.50</u>	<u>17.50</u>	<u>2.80</u>
<u>SULEV15</u>	<u>3.33</u>	<u>2.50</u>	<u>17.50</u>	<u>3.33</u>

- (iii) For chassis certified medium-duty vehicles with a GVWR of less than 10,000 lbs. not covered under section (e)(17.1.6)(A)(i) above:

Table 1-B

	Monitor Thresholds (Except Catalyst)			Catalyst Monitor Thresholds
Vehicle Emission Category	NMOG+NO_x Multiplier	CO Multiplier	PM Threshold (mg/mi)	NMOG+NO_x Multiplier
<u>SULEV125</u>	<u>1.75</u>	<u>1.50</u>	<u>17.50</u>	<u>2.00</u>
<u>SULEV100</u>	<u>1.75</u>	<u>1.50</u>	<u>17.50</u>	<u>2.00</u>
<u>SULEV85</u>	<u>2.00</u>	<u>1.50</u>	<u>17.50</u>	<u>2.50</u>
<u>SULEV75</u>	<u>2.00</u>	<u>1.50</u>	<u>17.50</u>	<u>2.50</u>

- (iv) For chassis certified medium-duty vehicles with a GVWR between 10,000 and 14,000 lbs. not covered under section (e)(17.1.6)(A)(i) above:

Table 1-C

<u>Vehicle Emission Category</u>	<u>Monitor Thresholds (Except Catalyst)</u>			<u>Catalyst Monitor Thresholds</u>
	<u>NMOG+NOx Multiplier</u>	<u>CO Multiplier</u>	<u>PM Threshold (mg/mi)</u>	<u>NMOG+NOx Multiplier</u>
<u>SULEV175</u>	<u>1.50</u>	<u>1.50</u>	<u>17.50</u>	<u>1.75</u>
<u>SULEV150</u>	<u>1.75</u>	<u>1.50</u>	<u>17.50</u>	<u>2.00</u>
<u>SULEV125</u>	<u>2.00</u>	<u>1.50</u>	<u>17.50</u>	<u>2.25</u>
<u>SULEV100</u>	<u>2.00</u>	<u>1.50</u>	<u>17.50</u>	<u>2.50</u>

(v) For SULEV20 vehicles that were not certified to the Low Emission Vehicle III SULEV20 standards in a previous model year, in lieu of the NMOG+NOx emission thresholds set forth in section (e)(17.1.6)(A)(i), manufacturers may use a malfunction criterion of 3.25 times the applicable NMOG+NOx standard for the first three model years a vehicle is certified, but no later than the 2030 model year. For example, for SULEV20 vehicles first certified to the SULEV20 standard in the 2029 model year, the manufacturer may use the 3.25 multiplier for the 2029 and 2030 model years and shall use the NMOG+NOx emission threshold set forth in section (e)(17.1.6)(A)(i) for the 2031 and subsequent model years.

(vi) For SULEV20 vehicles that were first certified to the Low Emission Vehicle III SULEV20 standards in the 2024 or 2025 model year, in lieu of the NMOG+NOx emission thresholds set forth in section (e)(17.1.6)(A)(i), the manufacturer may use a malfunction criterion of 3.25 times the applicable NMOG+NOx standard for the following vehicles:

- a. 2025 and 2026 model year Low Emission Vehicle IV SULEV20 vehicles that were first certified to the Low Emission Vehicle III SULEV20 standard in the 2024 model year, and
- b. 2026 and 2027 model year Low Emission Vehicle IV SULEV20 vehicles that were first certified to the Low Emission Vehicle III SULEV20 standard in the 2025 model year.

(vii) For SULEV15 vehicles, in lieu of the NMOG+NOx emission thresholds set forth in section (e)(17.1.6)(A)(ii), manufacturers may use a malfunction criterion of 4.33 times the applicable NMOG+NOx standard for the first three model years a vehicle is certified, but no

later than the 2030 model year. For example, for SULEV15 vehicles first certified to the SULEV15 standard in the 2029 model year, the manufacturer may use the 4.33 multiplier for the 2029 and 2030 model years and shall use the NMOG+NOx emission threshold set forth in section (e)(17.1.6)(A)(ii) for the 2031 and subsequent model years.

(B) Alternate malfunction criteria for engine cooling system thermostat monitor: For the thermostat monitor malfunction criteria specified under section (e)(10.2.1)(A)(ii) where fuel, spark timing, and/or other coolant temperature-based modifications to the engine control strategies would not cause an emissions increase of 50 or more percent of the applicable standards, the manufacturer shall base the "applicable standards" on the standards to which the vehicle is certified except as provided below:

(i) For passenger cars, light-duty trucks, and chassis-certified MDPVs certified to the SULEV15 category, the manufacturer shall base the "applicable standards" on the SULEV20 standards.

(ii) For chassis certified medium-duty vehicles with a GVWR of less than 10,000 lbs. and certified to the SULEV125, SULEV100, SULEV85, or SULEV75 category, the manufacturer shall base the "applicable standards" on the SULEV150 standards.

(iii) For chassis certified medium-duty vehicles with a GVWR between 10,000 and 14,000 lbs. and certified to the SULEV175, SULEV150, SULEV125, or SULEV100 category, the manufacturer shall base the "applicable standards" on the SULEV200 standards

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(f) *Monitoring Requirements for Diesel/Compression-Ignition Engines.*

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(17) *Exceptions to Monitoring Requirements*

(17.1) Except as provided in sections (f)(17.1.1) through (17.1.4) below, upon request of a manufacturer or upon the best engineering judgment of the ARB, the Executive Officer may revise the emission threshold for a malfunction on any diagnostic required in section (f) for medium-duty vehicles if the most reliable monitoring method developed requires a higher threshold to prevent false indications of a malfunction. Additionally, upon the request of a manufacturer or upon the best engineering judgment of the ARB, the Executive Officer may revise the emission threshold for a malfunction on any diagnostic required in section (f) for passenger cars, light-duty trucks, and MDPVs certified to a chassis dynamometer tailpipe

emission standard if the Executive Officer determines that (1) the most reliable monitoring method developed requires a higher threshold to prevent false indications of a malfunction; (2) a higher threshold is needed under section (e)(17.1) for a corresponding diagnostic in section (e) (e.g., EGR system, misfire, exhaust gas sensor, aftertreatment) for light-duty vehicles; and (3) the threshold for the diagnostic on the diesel vehicle is less than or equal to the threshold required for the corresponding diagnostic on the gasoline vehicle. Additionally, except as specified in section (f)(9.2.1)(A)(iii), for 2007 through 2013 model year light-duty vehicles and 2007 through 2015 model year medium-duty vehicles, the Executive Officer may revise the PM filter malfunction criteria of section (f)(9.2.1) to exclude detection of specific failure modes (e.g., combined failure of partially melted and partially cracked substrates) if the most reliable monitoring method developed requires the exclusion of specific failure modes to prevent false indications of a malfunction.

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(17.1.7) For Low Emission Vehicle III SULEV20 vehicles, in lieu of the NMOG+NO_x emission threshold set forth in Tables 2 and 3 in the beginning of section (f), manufacturers may use a malfunction criterion of 3.25 times the applicable NMOG+NO_x standard for the first three model years a vehicle is certified, but no later than the 2025 model year. For example, for SULEV20 vehicles first certified to the SULEV20 standard in the 2024 model year, the manufacturer may use the 3.25 multiplier for the 2024 and 2025 model years and shall use the NMOG+NO_x emission threshold set forth in Tables 2 and 3 in the beginning of section (f) for the 2026 and subsequent model years.

(17.1.8) For Low Emission Vehicle IV applications certified to the exhaust emission standards defined in title 13, CCR section 1961.4:

(A) Alternate malfunction criteria: The manufacturer shall use the following malfunction criteria (with the multipliers to be used with the applicable standard (e.g., 2.0 times the NMOG+NO_x standard)):

(i) For vehicles certified to the ULEV125, ULEV70, ULEV50, SULEV30, SULEV20, ULEV250, ULEV200, SULEV170, SULEV150, ULEV400, ULEV270, SULEV230, or SULEV200 emission category, except as provided for SULEV20 vehicles in section (f)(17.1.8)(A)(v), the manufacturer shall use the malfunction criteria described for the same vehicle emission category for Low Emission Vehicle III applications in Tables 2 and 3 in the beginning of section (f) (e.g., a Low Emission Vehicle IV vehicle certified to the ULEV50 category shall use the same malfunction criteria as the Low Emission Vehicle III vehicle certified to the ULEV50 category in Tables 2 and 3, a Low Emission Vehicle IV

vehicle certified to the SULEV170 category shall use the same malfunction criteria as the Low Emission Vehicle III 2019+ model year chassis certified medium-duty vehicles (except MDPVs) in Tables 2 and 3).

(ii) For passenger cars, light-duty trucks, and chassis-certified MDPVs not covered under section (f)(17.1.8)(A) above, except as provided for SULEV15 vehicles in section (f)(17.1.8)(A)(vii):

Table 2-A

<u>Vehicle Emission Category</u>	<u>Monitor Threshold¹</u>			<u>Aftertreatment Monitor and Exhaust Gas Sensor Threshold² Multiplier</u>		
	<u>NMOG+NO_x Multiplier</u>	<u>CO Multiplier</u>	<u>PM</u>	<u>NMOG+NO_x</u>	<u>CO</u>	<u>PM</u>
<u>ULEV60</u>	<u>2.00</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>2.00</u>	<u>1.50</u>	<u>2.00</u>
<u>ULEV40</u>	<u>2.25</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>2.25</u>	<u>1.50</u>	<u>2.00</u>
<u>SULEV25</u>	<u>2.80</u>	<u>2.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>2.80</u>	<u>2.50</u>	<u>2.00</u>
<u>SULEV15</u>	<u>3.33</u>	<u>2.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>3.33</u>	<u>2.50</u>	<u>2.00</u>

1. Applies to (f)(3.2.5), (f)(4), (f)(6), (f)(7), (f)(9.2.1), (f)(9.2.2), (f)(9.2.4)(B), (f)(12)-(f)(14)

2. Applies to (f)(1), (f)(2), (f)(5), (f)(8), and (f)(9.2.4)(A)

3. 2.00 multiplier applies to (f)(3.2.5), (f)(4), (f)(6), (f)(7), (f)(9.2.2), (f)(9.2.4)(B), (f)(12), and (f)(13)

4. 17.50 mg/mi applies to (f)(9.2.1)

(iii) For chassis certified medium-duty vehicles with a GVWR of less than 10,000 lbs. not covered under section (f)(17.1.8)(A)(i) above:

Table 2-B

<u>Vehicle Emission Category</u>	<u>Monitor Threshold¹</u>			<u>Aftertreatment Monitor and Exhaust Gas Sensor Threshold² Multiplier</u>		
	<u>NMOG+NOx Multiplier</u>	<u>CO Multiplier</u>	<u>PM</u>	<u>NMOG+NOx</u>	<u>CO</u>	<u>PM</u>
<u>SULEV125</u>	<u>1.80</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>2.10</u>	<u>1.50</u>	<u>2.00</u>
<u>SULEV100</u>	<u>2.25</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>2.63</u>	<u>1.50</u>	<u>2.00</u>
<u>SULEV85</u>	<u>2.65</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>3.09</u>	<u>1.50</u>	<u>2.00</u>
<u>SULEV75</u>	<u>3.00</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>3.50</u>	<u>1.50</u>	<u>2.00</u>

1. Applies to (f)(3.2.5), (f)(4), (f)(6), (f)(7), (f)(9.2.1), (f)(9.2.2), (f)(9.2.4)(B), (f)(12)-(f)(14)

2. Applies to (f)(1), (f)(2), (f)(5), (f)(8), and (f)(9.2.4)(A)

3. 2.00 multiplier applies to (f)(3.2.5), (f)(4), (f)(6), (f)(7), (f)(9.2.2), (f)(9.2.4)(B), (f)(12), and (f)(13)

4. 17.50 mg/mi applies to (f)(9.2.1)

(iv) For chassis certified medium-duty vehicles with a GVWR between 10,000 and 14,000 lbs. not covered under section (f)(17.1.8)(A)(i) above:

Table 2-C

<u>Vehicle Emission Category</u>	<u>Monitor Threshold¹</u>			<u>Aftertreatment Monitor and Exhaust Gas Sensor Threshold² Multiplier</u>		
	<u>NMOG+NO_x Multiplier</u>	<u>CO Multiplier</u>	<u>PM</u>	<u>NMOG+NO_x</u>	<u>CO</u>	<u>PM</u>
<u>SULEV175</u>	<u>1.71</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>2.00</u>	<u>1.50</u>	<u>2.00</u>
<u>SULEV150</u>	<u>2.00</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>2.33</u>	<u>1.50</u>	<u>2.00</u>
<u>SULEV125</u>	<u>2.40</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>2.80</u>	<u>1.50</u>	<u>2.00</u>
<u>SULEV100</u>	<u>3.00</u>	<u>1.50</u>	<u>2.00 multiplier³ or 17.50 mg/mi⁴</u>	<u>3.50</u>	<u>1.50</u>	<u>2.00</u>

1. Applies to (f)(3.2.5), (f)(4), (f)(6), (f)(7), (f)(9.2.1), (f)(9.2.2), (f)(9.2.4)(B), (f)(12)-(f)(14)

2. Applies to (f)(1), (f)(2), (f)(5), (f)(8), and (f)(9.2.4)(A)

3. 2.00 multiplier applies to (f)(3.2.5), (f)(4), (f)(6), (f)(7), (f)(9.2.2), (f)(9.2.4)(B), (f)(12), and (f)(13)

4. 17.50 mg/mi applies to (f)(9.2.1)

(v) For SULEV20 vehicles that were not certified to the Low Emission Vehicle III SULEV20 standards in a previous model year, in lieu of the NMOG+NO_x emission thresholds set forth in section (f)(17.1.8)(A)(i), manufacturers may use a malfunction criterion of 3.25 times the applicable NMOG+NO_x standard for the first three model years a vehicle is certified, but no later than the 2030 model year. For example, for SULEV20 vehicles first certified to the SULEV20 standard in the 2029 model year, the manufacturer may use the 3.25 multiplier for the 2029 and 2030 model years and shall use the NMOG+NO_x emission threshold set forth in section (f)(17.1.8)(A)(i) for the 2031 and subsequent model years.

- (vi) For SULEV20 vehicles that were first certified to the Low Emission Vehicle III SULEV20 standards in the 2024 or 2025 model year, in lieu of the NMOG+NO_x emission thresholds set forth in section (f)(17.1.8)(A)(i), the manufacturer may use a malfunction criterion of 3.25 times the applicable NMOG+NO_x standard for the following vehicles:
- a. 2025 and 2026 model year Low Emission Vehicle IV SULEV20 vehicles that were first certified to the Low Emission Vehicle III SULEV20 standard in the 2024 model year, and
 - b. 2026 and 2027 model year Low Emission Vehicle IV SULEV20 vehicles that were first certified to the Low Emission Vehicle III SULEV20 standard in the 2025 model year.
- (vii) For SULEV15 vehicles, in lieu of the NMOG+NO_x emission thresholds set forth in section (g)(17.1.8)(A)(ii), manufacturers may use a malfunction criterion of 4.33 times the applicable NMOG+NO_x standard for the first three model years a vehicle is certified, but no later than the 2030 model year. For example, for SULEV15 vehicles first certified to the SULEV15 standard in the 2029 model year, the manufacturer may use the 4.33 multiplier for the 2029 and 2030 model years and shall use the NMOG+NO_x emission threshold set forth in section (g)(17.1.8)(A)(ii) for the 2031 and subsequent model years.
- (B) Alternate malfunction criteria for engine cooling system thermostat monitor: For the thermostat monitor malfunction criteria specified under section (f)(11.2.1)(A)(ii) where fuel, spark timing, and/or other coolant temperature-based modifications to the engine control strategies would not cause an emissions increase of 50 or more percent of the applicable standards, the manufacturer shall base the "applicable standards" on the standards to which the vehicle is certified except as provided below:
- (i) For passenger cars, light-duty trucks, and chassis-certified MDPVs certified to the SULEV15 category, the manufacturer shall base the "applicable standards" on the SULEV20 standards.
 - (ii) For chassis certified medium-duty vehicles with a GVWR of less than 10,000 lbs. and certified to the SULEV125, SULEV100, SULEV85, or SULEV75 category, the manufacturer shall base the "applicable standards" on the SULEV150 standards.
 - (iii) For chassis certified medium-duty vehicles with a GVWR between 10,000 and 14,000 lbs. and certified to the SULEV175, SULEV150,

SULEV125, or SULEV100 category, the manufacturer shall base the “applicable standards” on the SULEV200 standards

(C) Alternate test-out criteria:

(i) For the test-out criteria (i.e., criteria used to determine if the specific component or function is exempt from the monitoring requirements) specified in sections (f)(1.2.3)(B), (f)(1.2.3)(D), (f)(6.2.6)(C), (f)(9.2.4)(A), (f)(9.2.4)(B), (f)(15.1.2), and (f)(15.2.2)(F)(ii), when determining if no malfunction can cause emissions to increase by the maximum allowed percentage of the applicable standards, the manufacturer shall base the “applicable standards” on the standards to which the vehicle is certified except as provided below:

a. For passenger cars, light-duty trucks, and chassis-certified MDPVs certified to the SULEV15 category, the manufacturer shall base the “applicable standards” on the SULEV20 standards.

b. For chassis certified medium-duty vehicles with a GVWR of less than 10,000 lbs. and certified to the SULEV125, SULEV100, SULEV85, or SULEV75 category, the manufacturer shall base the “applicable standards” on the SULEV150 standards.

c. For chassis certified medium-duty vehicles with a GVWR between 10,000 and 14,000 lbs. and certified to the SULEV175, SULEV150, SULEV125, or SULEV100 category, the manufacturer shall base the “applicable standards” on the SULEV200 standards.

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(h) Monitoring System Demonstration Requirements For Certification

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(6) Evaluation Protocol:

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(6.4) If the MIL does not illuminate when the systems or components are set at their limit(s), the criteria limit or the OBD II system is not acceptable.

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(6.4.2) Except as provided for in section (h)(6.4.1), in testing the catalyst (i.e., components monitored under (e)(1), (f)(2) or (f)(8)) or PM filter system, if the MIL first illuminates after emissions exceed the applicable emission threshold malfunction criteria specified in sections (e) and (f), the tested vehicle shall be retested with a less deteriorated catalyst or PM filter system (i.e., more of the applicable engine out pollutants are converted or trapped). Adjustment and testing of the catalyst or PM filter system’s performance may be repeated until successful results are obtained. For

the OBD II system to be approved, either of the following conditions must be satisfied by the test results:

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(B) The manufacturer demonstrates that the MIL illuminates within acceptable upper and lower limits of the malfunction criteria specified in sections (e) and (f) for MIL illumination. The demonstration shall be deemed appropriate when the test results show:

(i) The MIL is illuminated and emissions exceed the emission threshold malfunction criteria specified in sections (e) and (f) by 25 percent or less of the applicable standard (e.g., emissions are less than 2.0 times the applicable standard for an emission threshold malfunction criterion of 1.75 times the standard) except as provided in section (h)(6.4.2)(B)(iii).

(ii) The MIL is not illuminated and emissions are below the emission threshold malfunction criteria specified in sections (e) and (f) by no more than 25 percent of the applicable standard (e.g., emissions are between 1.5 and 1.75 times the applicable standard for an emission threshold malfunction criterion of 1.75 times the standard) except as provided in section (h)(6.4.2)(B)(iii).

(iii) For Low Emission Vehicle IV applications meeting title 13, CCR section 1961.4, the "applicable standard" mentioned in sections (h)(6.4.2)(B)(i) and (h)(6.4.2)(B)(ii) shall be based on the standards to which the vehicle is certified except as provided below:

a. For passenger cars, light-duty trucks, and chassis-certified MDPVs certified to the SULEV15 category, the manufacturer shall base the "applicable standard" on the SULEV20 standards.

b. For chassis certified medium-duty vehicles with a GVWR of less than 10,000 lbs. and certified to the SULEV125, SULEV100, SULEV85, or SULEV75 category, the manufacturer shall base the "applicable standard" on the SULEV150 standards.

c. For chassis certified medium-duty vehicles with a GVWR between 10,000 and 14,000 lbs. and certified to the SULEV175, SULEV150, SULEV125, or SULEV100 category, the manufacturer shall base the "applicable standard" on the SULEV200 standards.

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NOTE: Authority cited: Sections 38501, 38505, 38510, 39010, 39600, 39601, 39602.5, 43000.5, 43013, 43018, 43100, 43101, 43104, 43105, 43105.5 and 43106, Health and Safety Code; and Engine Manufacturers Association v. California Air Resources Board (2014) 231 Cal.App.4th 1022. Reference: Sections 38501, 38505, 38510, 39002,

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39003, 39010, 39018, 39021.5, 39024, 39024.5, 39027, 39027.3, 39028, 39029, 39031, 39032, 39032.5, 39033, 39035, 39037.05, 39037.5, 39038, 39039, 39040, 39042, 39042.5, 39046, 39047, 39053, 39054, 39058, 39059, 39060, 39515, 39600, 39601, 39602.5, 43000, 43000.5, 43004, 43006, 43013, 43016, 43018, 43100, 43101, 43102, 43104, 43105, 43105.5, 43106, 43150, 43151, 43152, 43153, 43154, 43155, 43156, 43204, 43211 and 43212, Health and Safety Code.