

ATTACHMENT B-2

Proposed 15-Day Modifications to Proposed Regulation Order

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

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

[Note: The proposed modifications, referred to as 15-Day Changes, to the originally proposed regulations are shown below. The originally proposed regulatory language released for a period of at least 45-days on April 12, 2022, is shown in "normal type." The deletions and additions to the originally proposed language that comprise the 15-day Changes that are made public with this Notice and available for comment are shown in ~~strikethrough~~ to indicate deletions and underline to indicate additions. The 15-Day Changes are being presented in two versions. This version B-2 also complies with Government Code sections 11346.2, subdivision (a)(3), and 11346.8, subdivision (c). For ease of readability, and to review the 15-Day Changes in an Accessible format, please refer to version B-2.1.]

Attachment B-2 - This version annotates the changes made available for comment.

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.

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:~~

~~(a) (1)~~ — Purpose and Applicability

- (1) This section 1961.4 contains the California "LEV-IV" exhaust emission standards for 2026 and subsequent model year passenger cars, (PC), light-duty trucks, (LDT), and medium-duty passenger vehicles (MDPV), and for 2026 and subsequent model year medium-duty vehicles (MDV). Unless otherwise noted, terms in this section shall have the definitions provided in Part I, sections B.1 and B.2 of the "California 2026 and Subsequent Model Criteria Pollutant Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks and Medium-duty Vehicles," incorporated by reference in subsection (c)(1) below. References in this section to "light-duty vehicle(s)" or "LDV(s)" shall include PCs, LDTs, and MDPVs. A manufacturer must demonstrate compliance comply with the exhaust standards in subsection (e) that are applicable to specific test groups, and with the fleet average and phase-in requirements in subsections (d) and (e) that are applicable to the manufacturer's entire fleet. For purposes of this section 1961.4, all MDPVs are subject to the requirements of subsection (d) for LDVs and are not subject to the requirements of subsection (e) for MDVs. The exhaust standards in subsection (e) do not apply to ZEVs. -ZEVs may not be included in either the numerator or the denominator of any of the phase-in calculations in subsections (ed) or (de), except as noted in the fleet average requirement of subsection (d)(1).

(2) (2) — Optional 2025 model year compliance.

- (A) In the 2025 model year, a manufacturer that produces vehicles that meet the standards in subsection (c) has the option of certifying the vehicles one or more test groups in its LDV fleet to the LEV IV standards, in which case the vehicles must be certified to in subsection (d)(2)(A) of this section 1961.4 in its entirety rather than to the standards in title 13, CCR, section 1961.2. If the manufacturer elects to optionally certify in 2025 model year:
1. (3) — Vehicles in the test group must also meet the following requirements of section 1961.4 applicable to that emission category from subsection (d)(2)(A): 50 degree Fahrenheit (F) standards of subsection (d)(2)(D), Cold CO standard of subsection (d)(2)(E), US06 NMOG+NOx and CO standards of subsection (d)(3)(A)1. or subsection (d)(3)(A)2., the US06 PM standard of 6 mg/mi in subsection (d)(3)(A)4.a., SC03 standard of subsection (d)(4), and the Highway standard of subsection (d)(5); and
 2. The manufacturer must also comply with the 2025 model year fleet average standard of subsection (d)(1) for all test groups in its LDV fleet, including all test groups certified to section 1961.4 or to title 13, CCR, section 1961.2 standards in lieu of meeting the 2025 model year fleet average requirement of title 13, CCR, section 1961.2.
- (B) In the 2025 model year, a manufacturer has the option of certifying one or more test groups in its MDV fleet to the standards in subsection (e) of this section 1961.4 rather than to the standards in title 13, CCR, section 1961.2. If the manufacturer elects to optionally certify in the 2025 model year:
1. Vehicles in the test group must meet all the following requirements of section 1961.4 applicable to that emission category from subsection (e)(2)(A): 50 degree F standards of subsection (e)(2)(B), SFTP standards of subsection (e)(3)(A) or title 13, CCR, subsections 1961.2(a)(7)(C) and (a)(7)(D), SC03 standard of subsection (e)(4), and the Highway standard of subsection (e)(5); and

2. The manufacturer must also comply with the fleet average standard of subsection (e)(1) for all test groups in its MDV fleet, including all test groups certified to section 1961.4 or to title 13, CCR, section 1961.2 standards in lieu of meeting the 2025 model year fleet average requirement of title 13, CCR, section 1961.2.

(3) Optional engine standards for MDVs.

- (A) A manufacturer has the option of certifying engines used in incomplete and diesel medium-duty vehicles with a MDVs greater than 10,000 lbs. gross vehicle weight rating of (GVWR) and all diesel engine MDVs greater than 10,000 lbs. GVWR to the heavy-duty engine standards and test procedures set forth in title 13, CCR, section 1956.8. -All medium-duty vehicles incomplete and complete MDVs with a gross vehicle weight rating GVWR of less than or equal to 10,000 lbs. GVW, including incomplete Otto-cycle medium-duty vehicles and medium-duty vehicles that use diesel eye engines, including engines used in such vehicles, and all complete Otto-cycle MDVs with a GVWR of greater than 10,000 lbs. must be certified to the LEV IV chassis standards for MDVs set forth in subsection (e) and the test procedures incorporated in subsection (c)(1).
- (B) For engines used in MDVs that are certified to the engine standards of title 13, CCR, section 1956.8 in accordance with subsection (a)(3)(A), including those produced by small volume manufacturers, the engines and MDVs are not subject to the MDV fleet average, emission standards, or phase-ins of this section 1961.4 and must be certified to the LEV IV chassis standards and test procedures set forth in this section 1961.4 engine standards, emissions averaging provisions, and test procedures in title 13, CCR, sections 1956.8(c)(1)(C) or 1956.8(h)(7), as applicable to heavy-duty diesel or Otto-cycle engines and as set forth in the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines," or the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines," incorporated by reference in title 13, CCR, sections 1956.8(b) or (d), as applicable.

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

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

"CO" means carbon monoxide.

"FTP" means Federal Test Procedure.

"g/mi" means grams per mile.

"GCWR" means gross combined weight rating.

"GVWR" means gross vehicle weight rating.

"HCHO" means formaldehyde.

"LDT" means light-duty truck.

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

"LEV" means low-emission vehicle.

"LVW" means loaded vehicle weight.

"MAW" means moving average window.

"MDPV" means medium-duty passenger vehicle.

"MDV" means medium-duty vehicle.

"mg/mi" means milligrams per mile.

"NMHC" means non-methane hydrocarbons.

"NMOG" means non-methane organic gases.

"NOx" means oxides of nitrogen.

"PC" means passenger car.

"PHEV" means plug-in hybrid electric vehicle.

"PM" means particulate matter.

"SFTP" means Supplemental Federal Test Procedure.

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

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

"ULEV" means ultra-low-emission vehicle.

"ZEV" means zero-emission vehicle.

(c) General Provisions

(1) Certification Requirements and Test Procedures. The certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” as adopted [INSERT DATE OF ADOPTION], the “California Non-Methane Organic Gas Test Procedures for 2017 and Subsequent Model Year Vehicles,” amended [INSERT DATE OF AMENDMENT], which are incorporated herein by reference. In the case of plug-in hybrid electric vehicles and on board fuel-fired heaters, the certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the “California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes,” incorporated by reference in title 13, CCR, section 1962.4.

(2) Emission Category. Vehicles certified to a specific emission category (e.g., SULEV30) in subsection (d)(2)(A) or (e)(2)(A), as applicable, must also be certified to the standards throughout subsections (d) and (e) that are applicable to that same emission category.

(b) Pooling Provision.

~~(1)(3)~~ (1) For each model year, a manufacturer must demonstrate compliance with this section 1961.4 including the standards and phase-in schedules based on one of two options applicable throughout for the model year, either:

(A) ~~(A) — Option 1: — the total number of passenger cars, light-duty trucks, and medium-duty vehicles~~ all LDVs and MDVs that are certified to the California exhaust emission standards in subsection ~~(e)d~~ or (e), as applicable, and are produced and delivered for sale in California; or

(B) ~~(B)~~—Option 2:—~~the total number of passenger cars, light-duty trucks, and medium-duty vehicles~~ all LDVs and MDVs that are certified to the California exhaust emission standards in subsection ~~(e)d~~ or ~~(e)~~, as applicable, and are produced and delivered for sale in California and any states or the District of Columbia that have adopted California's criteria pollutant emission standards set forth in this section 1961.4 for that model year pursuant to section 177 of the federal Clean Air Act (42 U.S.C. § 7507).

1. ~~(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~~ also applies for subsequent model years unless the manufacturer selects Option 1 and notifies the Executive Officer of that selection ~~in writing~~ before the start of the applicable model year.

2. ~~(3)~~—When a manufacturer is ~~demonstrating compliance~~ complying using Option 2 for a given model year, the term "in California" as used in this section 1961.4 means California and all states or the District of Columbia that have adopted ~~, under Section 177 of the federal Clean Air Act (42 U.S.C. § 7507),~~ California's criteria pollutant emission standards set forth in this section 1961.4 for that model year ~~pursuant to Section 177 of the federal Clean Air Act (42 U.S.C. § 7507).~~;

~~(c)~~—~~(c)~~—A manufacturer that selects compliance Option 2 must provide, in its ~~end-of-model-year compliance report pursuant to Part I, section J.13 of the "California 2026 and Subsequent Model Criteria Pollutant 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 Test Procedures 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. —”, separate values for the number of vehicles in each test group produced and delivered for sale in each individual state or the District of Columbia.

Small Volume Manufacturers

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	ULEV125 ⁴	0.125	2.1	4	—
	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+NO_x value in thousandths of grams per mile.

²—The LEV IV NMOG+NO_x 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 8501–10,000 lbs. GVWR, excluding MDPVs Vehicles in this category are tested at their adjusted loaded vehicle weight	ULEV250 ³	0.250	6.4	6	0.008
	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+NO_x 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.~~

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	Minimum % of vehicles certified to a
	3 mg/mi standard	1 mg/mi standard

(4)

(A) If a manufacturer's three-year average model year California sales exceeds 4500 units of new LDVs, MDVs, heavy-duty vehicles, and heavy-duty engines, based on the average number of vehicles produced and delivered for sale in California for the three previous consecutive model years, the manufacturer shall no longer be treated as a small volume manufacturer.

1. If this is the first time the manufacturer's three-year average exceeds 4500 units, the manufacturer must comply with the fleet average requirements applicable to a non-small volume manufacturer, as specified in subsection (d)(1)(A) or (e)(1)(A), as applicable, beginning with the fourth model year after the last of the three consecutive model years.

2. If, during the four-year time period provided under subsection (c)(4)(A)1., the manufacturer's annual volume of vehicles produced and delivered for sale in California for a model year is less than 4500 units and then exceeds 4500 units, then the four-year time shall be restarted beginning with the first model year in which the manufacturer again exceeds the 4500 unit limit.

3. If the manufacturer's three-year average has previously exceeded 4500 units, then the manufacturer is not afforded a four-year time period and must comply with the fleet average requirements applicable to non-small volume manufacturers, as specified in subsection (d)(1)(A) or (e)(1)(A), as applicable, beginning with the following model year after the last of the three consecutive model years.

<u>If a manufacturer's average model year California sales fall below 4500 units of new LDVs, MDVs, and heavy-duty vehicles and engines</u> 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 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.~~

~~(B) (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 average number of vehicles produced and delivered for sale in California for the three previous consecutive model years, the manufacturer shall be treated as a small volume manufacturer and shall be subject to the requirements for small volume manufacturers beginning with the next model year.~~

~~(5) Fuel-flexible, bi-fuel, and dual-fuel vehicles.~~

~~(A) For fuel-flexible, bi-fuel, and dual-fuel LDVs and MDVs, unless otherwise noted, compliance with the emission standards of this section is required for both the gaseous or alcohol fuel the vehicle is 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) (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.~~

~~(C) (4) 50° F Exhaust Emission Standards. All passenger cars, light-duty trucks For fuel-flexible, bi-fuel, and medium-duty dual-fuel vehicles, other than natural gas and diesel-fueled vehicles, must operating on gasoline, a manufacturer may provide an attestation~~

to demonstrate compliance with the following 4,000-mile exhaust emission-50 degree F standards for NMOG+NO_x and formaldehyde (HCHO) measured on the FTP (40 CFR, Part 1066) conducted. Testing at 50 degree F is required for fuel-flexible, bi-fuel, and dual fuel vehicles when operating on the alcohol fuel.

(6) *Equivalence with Federal Standards*

(A) A manufacturer may not certify a 2026 or subsequent model year LDV or MDV model to a California emission category in subsection (d)(2)(A) or (e)(2)(A) that is less stringent than the emission bin to which the equivalent vehicle model certifies federally. The equivalent California model may only be certified to a California vehicle emissions category that is the same or more stringent as the federal emissions bin. a nominal test temperatureThe federal emission bins are those contained in Table 2 of 40 CFR section 86.1811-17(b), as amended June 29, 2021 and Tables 2 and 3 of 40 CFR section 86.1816-18(b), as amended October 25, 2016. The criteria for applying this requirement are set forth in Part I, section H.1.4 of the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

(B) *Exception for Clean Fuel Fleet Vehicles.* Subsection (c)(6)(A) does not apply in the case of a federally certified vehicle model that is only marketed or primarily marketed to fleet operators for applications that are subject to clean fuel fleet requirements established pursuant to section 246 of the federal Clean Air Act (42 U.S.C. § 7586). For purposes of this subsection, "primarily offered" shall mean that the model will only be marketed to, and predominantly sold or leased to, clean fuel fleet operators for such applications, and that other sales or leases of the model will be incidental and inconsequential relative to those made to clean fuel fleet operators.

(7) *Submittal of Information.* Unless otherwise specified, reports, documentation, notices, and requests under this section 1961.4 must be provided to the California Air Resources Board through the electronic Document Management System available through the website: <https://arb.ca.gov/certification-document-management-system>50° F, as modified.

Attachment B-2 - This version annotates the changes made available for comment.

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

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

(1) Fleet Average Requirement

(A) Fleet Average Values. A manufacturer's LDV fleet average NMOG+NOx exhaust mass emission values for each model year shall not exceed:

FLEET AVERAGE REQUIREMENTS <i>(150,000 mile Durability Vehicle Basis)</i>		
<u>Model Year</u>	<u>NMOG+NOx</u> <i>(g/mi)</i>	<u>Maximum Percent</u> <u>ZEVs+emission-adjusted</u> <u>PHEVs¹</u>
<u>2025²</u>	<u>0.030</u>	<u>100%</u>
<u>2026</u>	<u>0.030</u>	<u>60%</u>
<u>2027</u>	<u>0.030</u>	<u>30%</u>
<u>2028</u>	<u>0.030</u>	<u>15%</u>
<u>2029+</u>	<u>0.030</u>	<u>0%</u>

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

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

(B) Calculation of Fleet Average

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

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

Where:

- FleetAvg = Fleet average NMOG+NOx value, in g/mi, rounded to the nearest 0.001 g/mi.
- Veh_{TG} = Number of vehicles produced and delivered for sale in California in a test group, excluding any emission-adjusted PHEVs.
- Std_{TG} = NMOG+NOx standard, in g/mi, of the FTP emission category the test group is certified to in subsection (d)(2)(A), including non-emission-adjusted PHEVs at the emission category to which they are certified.
- PHEV_{adj} = Number of emission-adjusted PHEVs produced and delivered for sale in California in a test group that are within the specified percentage allowed to be included in the fleet average per subsection (d)(1)(A) for the applicable model year, rounded to nearest whole vehicle.
- PHEV_{factor} = PHEV contribution factor for the test group calculated in accordance with subsection (d)(1)(B)4.
- Veh_{TotalNum} = Total number of LDVs produced and delivered for sale in California, including ZEVs and emission-adjusted PHEVs that are within the specified percentage allowed to be included in the fleet average per subsection (d)(1)(A) for the applicable model year and including all non-emission-adjusted PHEVs. ZEVs not within the specified percentage may not be included.

- a. For the purpose of this calculation, "emission-adjusted PHEV" means any PHEV that adjusts its emissions prior to incorporation into the fleet average using the PHEV NMOG+NOx contribution factor as calculated in subsection (d)(1)(B)4.
- b. For the calculation of the maximum allowable ZEVs+emission-adjusted PHEVs to be included in the fleet average as specified in subsection (d)(1)(A), the manufacturer shall determine the total number of ZEVs and PHEVs produced and delivered for sale in California for the model year and multiply the total by the percentage specified in (d)(1)(A) for the applicable model year, and the result shall be rounded to the nearest whole vehicle. The manufacturer shall designate in its end-of-model-year compliance report, pursuant to Part I, section J.13 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," which of its ZEV and PHEV test groups and the number of ZEVs and PHEVs from those test groups that it will include in the fleet average. PHEVs so designated shall be emission-adjusted PHEVs when included in the calculation of the fleet average. The total number of designated ZEVs+emission-adjusted PHEVs may not exceed the calculated maximum allowable value.

c. Except as noted for small volume manufacturers in subsection (d)(1)(C), all PHEVs that are produced and delivered for sale in California that are not included in the percentage of ZEVs+emission-adjusted PHEVs allowed in subsection (d)(1)(A) must be included in the fleet average calculation using the NMOG+NOx standard to which the vehicle is certified without any emission adjustment.

d. Except as noted in subsection (d)(1)(C) for small volume manufacturers, all ZEVs that are produced and delivered for sale in California that are not included in the percentage of ZEVs+emission-adjusted PHEVs allowed in subsection (d)(1)(A) may not be included in the numerator or the denominator of the fleet average calculation.

2. For the 2029 and subsequent model years, each manufacturer's LDV fleet average NMOG+NOx value shall be calculated as follows:

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

Where:

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

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

Std_{TG} = NMOG+NO_x standard, in g/mi, of the FTP emission category the test group is certified to in subsection (d)(2)(A).

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

a. The PHEV NMOG+NO_x contribution factor shall no longer apply and all PHEVs must be included in the numerator and denominator of the fleet average using the NMOG+NO_x emission standard to which the test group was certified without any emission adjustment.

b. Except as noted in subsection (d)(1)(C) for small volume manufacturers, ZEVs may not be included in either the numerator or the denominator of this calculation.

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

<u>Vehicle Type</u>	<u>Emission Category</u>	<u>Emission Standard Value¹ (g/mi)</u>
<u>2025 and subsequent model year vehicles certified to the "LEV IV" standards</u>	<u>All</u>	<u>Full useful life NMOG+NO_x LEV IV emission standard in subsection (d)(2)(A) to which vehicle is certified</u>
<u>2025 model year vehicles certified to the "LEV III" standards²</u>	<u>All</u>	<u>Full useful life NMOG+NO_x LEV III emission standard in title 13, CCR, section 1961.2(a)(1) to which vehicle is certified</u>

¹ For test groups certifying to the optional emission warranty requirements in subsection (f)(1), the applicable emission standard value shall be the emission standard value set forth in this table minus 5 mg/mi.

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

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

$$PHEV_{factor} = Std - 0.005 \times ZVMT_F - 0.005 \times US06_{RF}$$

Where:

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

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

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

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

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

$US06_{RF}$ = US06 range factor, which is either equal to 1.0 if US06 All-Electric Range is at least 10 miles or it is equal to zero if US06 All-Electric Range is less than 10 miles. The US06 All-Electric Range is defined in the "California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes."

- (C) Small Volume Manufacturers. All LDVs certified by a small volume manufacturer for the 2026 and subsequent model years must meet the LEV IV exhaust standards in this section 1961.4. In lieu of meeting the fleet average of subsection (d)(1)(A) for the 2026 and subsequent model years, a small volume manufacturer may certify its LDVs to a fleet average NMOG+NOx value of 0.051 g/mi calculated in accordance with subsection (d)(1)(B) except as follows:

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

(D) Calculation of NMOG+NO_x Credits and Debits.

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

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

Where:

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

FleetAvg_{Req} = Fleet average NMOG+NO_x requirement for the applicable model year as defined in subsection (d)(1)(A) or (d)(1)(C), as applicable.

FleetAvg = Fleet average NMOG+NO_x value for the manufacturer for the applicable model year as calculated per subsection (d)(1)(B).

Veh_{TotalNum} = Total number of LDVs used in the fleet average calculation for the model year in accordance with subsection (d)(1)(B)1. or (d)(1)(B)2., as applicable.

2. 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 earn credits in units of g/mi NMOG+NO_x while a manufacturer with fleet average NMOG+NO_x values greater than the fleet average NMOG+NO_x requirement for the corresponding model year shall earn debits in units of g/mi NMOG+NO_x.

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

(E) Procedure for Offsetting Debts.

1. 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 within three model years. If emission debits are not equalized within the specified time period, the manufacturer shall be subject to the Health and Safety Code section 43211 civil penalty applicable to a manufacturer which sells a new motor vehicle that does not meet the applicable emission standards adopted by the state board. The cause of action shall be deemed to accrue when the emission debits are not equalized by the end of the specified time period. A manufacturer complying under Option 2 in subsection (c)(3) must calculate the emission debits that are subject to a civil penalty under Health and Safety Code section 43211 separately for California and for each individual state using the formulas in subsections (d)(1)(B)1. and (d)(1)(B)2., except that the number of vehicles in each test group and the total number of vehicles shall be based on the number of vehicles produced and delivered for sale in each individual state.
2. For the purposes of Health and Safety Code section 43211, the number of LDVs not meeting the state board's emission standards shall be determined by dividing the total amount of g/mi NMOG+NO_x emission debits for the model year by the g/mi NMOG+NO_x fleet average requirement for LDVs applicable for the model year in which the debits were first incurred.
3. A manufacturer may be subject to additional penalties under the Health and Safety Code for any other violation of

this section other than the failure to equalize debits within the specified time period under this subsection.

(F) Carry Over of NMOG+NOx Credits and Debits from LEV III to LEV IV. The value of any LEV III LDV NMOG+NOx fleet average emission credits that have not been used prior to the start of the 2026 model year shall retain their original value and expiration as earned under title 13, CCR, section 1961.2 and are available for use or trade by the manufacturer under this section 1961.4. Any LEV III NMOG+NOx fleet average debits that have not been offset prior to the start of 2026 model year shall retain their original value and deadline to be offset as earned under title 13, CCR, section 1961.2 and must be offset by credits earned or acquired by the manufacturer under this section 1961.4.

(2) FTP Standards

(A) LEV IV Exhaust Standards

1. The following standards are the maximum exhaust emissions for the full useful life, as defined in Part I, 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," from new 2026 and subsequent model year LEV IV LDVs.

LEV IV Exhaust Standards <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Emission Category</i>	<i>NMOG + NOx¹ (g/mi)</i>	<i>CO (g/mi)</i>	<i>HCHO (mg/mi)</i>	<i>PM² (mg/mi)</i>	<i>High Altitude NMOG + NOx (g/mi)</i>
<u>ULEV125³</u>	<u>0.125</u>	<u>2.1</u>	<u>4</u>	<u>1</u>	<u>0.160</u>
<u>ULEV70</u>	<u>0.070</u>	<u>1.7</u>	<u>4</u>	<u>1</u>	<u>0.105</u>
<u>ULEV60</u>	<u>0.060</u>	<u>1.7</u>	<u>4</u>	<u>1</u>	<u>0.090</u>
<u>ULEV50</u>	<u>0.050</u>	<u>1.7</u>	<u>4</u>	<u>1</u>	<u>0.070</u>
<u>ULEV40</u>	<u>0.040</u>	<u>1.7</u>	<u>4</u>	<u>1</u>	<u>0.060</u>

LEV IV Exhaust Standards <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Emission Category</i>	<i>NMOG + NOx¹</i> <i>(g/mi)</i>	<i>CO</i> <i>(g/mi)</i>	<i>HCHO</i> <i>(mg/mi)</i>	<i>PM²</i> <i>(mg/mi)</i>	<i>High Altitude NMOG + NOx (g/mi)</i>
SULEV30	0.030	1.0	4	1	0.050
SULEV25	0.025	1.0	4	1	0.050
SULEV20	0.020	1.0	4	1	0.030
SULEV15	0.015	1.0	4	1	0.030

¹ Applies only to vehicles while being operated at low altitude.

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

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

2. Particulate Standard Phase-in Schedule.

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

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

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

c. Small Volume Manufacturers. In lieu of the phase-in of subsection (d)(2)(A)2.a. or (d)(2)(A)2.b., a small volume manufacturer may certify 100 percent of its LDV fleet to the 3 mg/mi particulate standard for the 2026 and 2027 model years and 100 percent to the 1 mg/mi standard in the 2028 and subsequent model years.

3. Interim In-Use Compliance Particulate Standards. For test groups that are first certified to the 1 mg/mi particulate standard in the 2026 through 2028 model years, the interim in-use compliance standard is 2 mg/mi for the first two

model years that the test group is certified to the 1 mg/mi particulate standard. For example, if a test group that was certified to the 3 mg/mi particulate standard in the 2027 model year is first certified to the 1 mg/mi particulate standard in the 2028 model year, the 2 mg/mi particulate interim in-use compliance standard shall apply to that test group for both the 2028 and 2029 model years.

(B) Partial Soak Standards

1. Partial Soak Requirements. For each test group subject to the exhaust emission standards in subsection (d)(2)(A), a manufacturer shall attest in the certification application that all vehicles in the test group meet the following Partial Soak exhaust standards for the full useful life of the vehicle when operated at low altitude and tested in accordance with the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.”

a. Standards for 10 Minute, 40 Minute, and 3 to 12 Hour Soaks. The following NMOG+NOx standards apply for the specified soak times.

Partial Soak NMOG+NOx Standards (g/mi)			
<u>Vehicle Emission Category</u>	<u>10-minute soak</u>	<u>40-minute soak</u>	<u>3-hour to 12-hour soak¹</u>
<u>ULEV125</u>	<u>0.063</u>	<u>0.096</u>	<u>0.125</u>
<u>ULEV70</u>	<u>0.035</u>	<u>0.054</u>	<u>0.070</u>
<u>ULEV60</u>	<u>0.030</u>	<u>0.046</u>	<u>0.060</u>
<u>ULEV50</u>	<u>0.025</u>	<u>0.038</u>	<u>0.050</u>
<u>ULEV40</u>	<u>0.020</u>	<u>0.031</u>	<u>0.040</u>
<u>SULEV30</u>	<u>0.015</u>	<u>0.023</u>	<u>0.030</u>

Partial Soak NMOG+NOx Standards (g/mi)			
<u>Vehicle Emission Category</u>	<u>10-minute soak</u>	<u>40-minute soak</u>	<u>3-hour to 12-hour soak¹</u>
<u>SULEV25</u>	<u>0.013</u>	<u>0.019</u>	<u>0.025</u>
<u>SULEV20</u>	<u>0.010</u>	<u>0.015</u>	<u>0.020</u>
<u>SULEV15</u>	<u>0.008</u>	<u>0.012</u>	<u>0.015</u>

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

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

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

Where:

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

c. Standards for Soaks Between 40 minutes to 3 hours.

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

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

Where:

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

2. Partial Soak Standard Phase-in Schedule.

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

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

Phase-in Schedule for Partial Soak Standards	
<u>Model Year</u>	<u>Minimum % of vehicles certified to subsection (d)(2)(B)1.</u>
<u>2027</u>	<u>60</u>
<u>2028 and subsequent</u>	<u>100</u>

- b. Alternative Phase-in Schedule. A manufacturer may use an alternative phase-in schedule to comply with the Partial Soak standards as long as it satisfies the following two requirements: (i) the cumulative total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 310 by the end of the 2028 model year, and (ii) 100 percent of the manufacturer's LDVs must be certified to the Partial Soak standards in the 2029 model year and in all subsequent model years. The total compliance calculation for the alternative phase-in is determined by multiplying the percent of the manufacturer's total LDVs certified to the Partial Soak standards in a given model year (based on a manufacturer's projected sales volume) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results shall be summed together to determine a cumulative total. A manufacturer may not include 2024 and earlier model year LDVs in this calculation.

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

(C) Quick Drive-Away Standards

1. Quick Drive-Away Requirements.

- a. The following standards are the maximum NMOG+NOx exhaust emissions for the full useful life for new 2026 and subsequent LDVs when operated at low altitude and tested in accordance with the Quick Drive-Away test procedures incorporated in the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

<u>Quick Drive-Away Standards</u>	
<u>Vehicle Emission Category</u>	<u>NMOG+NOx (g/mi)</u>
<u>ULEV125</u>	<u>0.125</u>
<u>ULEV70</u>	<u>0.082</u>
<u>ULEV60</u>	<u>0.072</u>
<u>ULEV50</u>	<u>0.062</u>
<u>ULEV40</u>	<u>0.052</u>
<u>SULEV30</u>	<u>0.042</u>
<u>SULEV25</u>	<u>0.037</u>
<u>SULEV20</u>	<u>0.032</u>
<u>SULEV15</u>	<u>0.027</u>

- b. LDVs are exempt from the Quick Drive-Away standards if both of the following conditions are met:
 (i) the vehicle does not have an engine start during

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

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

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

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

b. Alternative Phase-in Schedule. A manufacturer may use an alternative phase-in schedule to comply with the Quick Drive-Away standards as long as it satisfies the following two requirements: (i) the cumulative

total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 310 by the end of the 2028 model year, and (ii) 100 percent of the manufacturer's LDVs must be certified to the Quick Drive-Away standards in the 2029 model year and in all subsequent model years. The total compliance calculation for the alternative phase-in is determined by multiplying the percent of a manufacturer's total LDVs certified to the Quick Drive-Away standards in a given model year (based on a manufacturer's projected sales volume) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results shall be summed together to determine a cumulative total. A manufacturer may not include 2024 and earlier model year LDVs in this calculation.

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

3. *Interim In-Use Compliance Standards.*—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 For the 2026 through 2028 model years, the interim in-use compliance standard for vehicles certifying to the Quick Drive-Away standards shall be 1.2 times the applicable standard in subsection (d)(2)(C)1., rounded to the nearest 0.001 g/mi. For example, if an LDV test group is first certified to a Quick Drive-Away standard in the 2028 model year, the interim in-use compliance standard shall only apply for that test group for the 2028 model year.

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

1. These standards are the maximum exhaust emissions for NMOG+NOx and formaldehyde (HCHO) for vehicles with less than or equal to 4,000-miles.

50 degree F Standards		
<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>	<i>HCHO (g/mi)</i>
<u>ULEV125</u>	<u>0.250</u>	<u>0.016</u>
<u>ULEV70</u>	<u>0.140</u>	<u>0.016</u>
<u>ULEV60</u>	<u>0.120</u>	<u>0.016</u>
<u>ULEV50</u>	<u>0.100</u>	<u>0.016</u>
<u>ULEV40</u>	<u>0.080</u>	<u>0.016</u>
<u>SULEV30</u>	<u>0.060</u>	<u>0.008</u>
<u>SULEV25</u>	<u>0.050</u>	<u>0.008</u>
<u>SULEV20</u>	<u>0.040</u>	<u>0.008</u>
<u>SULEV15</u>	<u>0.030</u>	<u>0.008</u>

~~4.2. In lieu of measuring and determining NMOG and HCHO exhaust emissions, a manufacturer may demonstrate compliance with these NMOG+NO_x and HCHO standards by measuring NMHC exhaust emissions in lieu of NMOG emissions and by submitting an attestation with the certification application that HCHO exhaust emissions comply with these HCHO standards in accordance with Part I, sections D.1.7.5 and G.3.1.4, respectively, of the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles." 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 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		
Vehicle Emission Category	NMOG + NO_x (g/mi)	HCHO (g/mi)
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

~~(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>NMOC + 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

3. ~~(5)~~—Emissions of CO measured at 50 degree F at 4,000 or fewer miles shall not exceed the FTP standards set forth in subsection (d)(2)(A) applicable to vehicles of the same emission category.

4. In accordance with subsection (c)(5), fuel-flexible, bi-fuel, and dual-fuel vehicles shall meet these 50 degree F standards when a vehicle is operating on either fuel (or blend of fuels in the case of fuel-flexible) the vehicle is designed to operate on.

(E) ~~___~~ Cold CO Standard~~s~~

~~2.1.~~ 2.1. The following standards are the maximum 50,000 mile cold temperature exhaust carbon monoxide (CO) emission levels from new 2026 and subsequent model-year passenger cars, light-duty trucks, and medium-duty passenger vehicles. ~~LDVs.~~ These standards apply to vehicles tested on the FTP cycle 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.~~

2026 AND SUBSEQUENT MODEL YEAR COLD TEMPERATURE	
CARBON MONOXIDE EXHAUST EMISSIONS <u>CO</u> STANDARDS FOR PASSENGER CARS, LIGHT DUTY TRUCKS, AND MEDIUM DUTY PASSENGER VEHICLES (grams per mileg/mi)	
<i>Vehicle Type</i>	<i>Carbon Monoxide</i> <u>CO</u>
All PCs, LDTs 0-3750 <u>to 3,750</u> lbs. LVW;	10.0
LDTs, 3751 <u>3,751</u> lbs. LVW - 8500 <u>to 8,500</u> lbs. GVWR; MDPVs 40000 <u>10,000</u> lbs. GVWR and less	12.5

~~2. (6) Partial Soak NMOG+NO_x Compliance Requirements. For each passenger car, light-duty truck, Natural gas and medium-duty passenger vehicle test group subject to the exhaust emission diesel-fueled vehicles are exempt from these standards in subsection (c)(1)(A), a manufacturer shall attest in the certification application that all vehicles in the test group meet the.~~

(3) US06 Standards

(A) US06 Requirements.

~~3.1. The following Partial Soak NMOG+NO_x exhaust standards are the maximum NMOG+NO_x, CO, and particulate matter (PM) exhaust emissions over the US06 test cycle for the full useful life of the vehicle from new 2026 and subsequent model year LDVs.~~

~~(A) Partial Soak NMOG+NO_x Exhaust~~

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

Partial Soak NMOG+NO_x Exhaust Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles¹ (grams per mile) — US06 Standards (150,000 mile Durability Vehicle Basis)			
Vehicle Emission Category	10-minute soak NMOG+NO _x (g/mi)	40-minute soak CO (g/mi)	3-hour soak PM ¹ (mg/mi)
ULEV125	0.063125	0.0969.6	0.1253
ULEV70	0.035070	0.0549.6	0.0703
ULEV60	0.0360	0.0469.6	0.0603
ULEV50	0.0250	0.0389.6	0.0503

Partial Soak NMOG+NO_x Exhaust Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles¹ (grams per mile) — US06 Standards (150,000 mile Durability Vehicle Basis)			
Vehicle Emission Category	10-minute soak NMOG+NO _x (g/mi)	40-minute soak CO (g/mi)	3-hour soak PM ¹ (mg/mi)
ULEV40	0.0240	0.0349.6	0.0403
SULEV30	0.045030	0.0239.6	0.0303
SULEV25	0.0430	0.0499.6	0.0253
SULEV20	0.0430	0.0159.6	0.0203
SULEV15	0.0308	0.0429.6	0.0153

¹—These standards only apply at low altitudes.

(B) — ~~Linear Interpolation Equation to Determine Partial Soak NMOG+NO_x. See 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 d)(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)(A)4. for details of 3 mg/mi PM standard phase-in.~~

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

Where:

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

Interim US06 Standards for 2026 and 2027 Model Year (150,000 mile Durability Vehicle Basis)			
<u>Vehicle Emission Category</u>	<u>NMOG+NO_x (g/mi)</u>	<u>CO (g/mi)</u>	<u>PM¹ (mg/mi)</u>
<u>ULEV125</u>	<u>0.150</u>	<u>9.6</u>	<u>3</u>
<u>ULEV70</u>	<u>0.084</u>	<u>9.6</u>	<u>3</u>
<u>ULEV60</u>	<u>0.072</u>	<u>9.6</u>	<u>3</u>
<u>ULEV50</u>	<u>0.060</u>	<u>9.6</u>	<u>3</u>
<u>ULEV40</u>	<u>0.048</u>	<u>9.6</u>	<u>3</u>
<u>SULEV30</u>	<u>0.036</u>	<u>9.6</u>	<u>3</u>
<u>SULEV25</u>	<u>0.036</u>	<u>9.6</u>	<u>3</u>
<u>SULEV20</u>	<u>0.036</u>	<u>9.6</u>	<u>3</u>
<u>SULEV15</u>	<u>0.036</u>	<u>9.6</u>	<u>3</u>

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

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

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

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

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

(d)(3)(A)1. in a given model year (based on a manufacturer's projected sales) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results shall be summed together to determine a cumulative total. A manufacturer may not include 2024 and earlier model year LDVs in the calculation.

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

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

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

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

US06 PM Standard Phase-in Schedule		
<u>Model Year</u>	<u>Maximum % of vehicles certified to 6 mg/mi standard</u>	<u>Minimum % of vehicles certified to 3 mg/mi standard</u>
<u>2030 and subsequent</u>	<u>0</u>	<u>100</u>

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

c. Small Volume Manufacturers. In lieu of the phase-in of subsection (d)(3)(A)4.a. or (d)(3)(A)4.b., a small volume manufacturer may certify 100 percent of its LDV fleet to the 6 mg/mi US06 PM standard in the 2026 through 2029 model years and 100 percent of

its fleet to the 3 mg/mi standard in 2030 and subsequent model years.

5. Interim In-Use Compliance Standards.

- a. US06 NMOG+NO_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 (d)(3)(A)1. shall be 1.2 times the applicable standard, rounded to the nearest 0.001 g/mi. For example, if an LDV test group is first certified to a US06 NMOG+NO_x standard in subsection (d)(3)(A)1. in the 2027 model year, the interim in-use compliance standard shall only apply to the test group for the 2027 model year. Vehicles certifying to the US06 NMOG+NO_x standards in subsection (d)(3)(A)2. must meet the applicable standard in-use.
- b. US06 PM Interim In-Use Compliance Standards. For the 2026 through 2029 model years, the interim in-use compliance standard for vehicles certifying to the 3 mg/mi US06 PM standards in subsection (d)(3)(A) shall be 4 mg/mi. For example, if an LDV test group is first certified to the 3 mg/mi US06 PM standard in the 2029 model year, the interim in-use compliance standard shall only apply to the test group for the 2029 model year.

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

1. High Power Cold Start Standard Requirements

- a. The following standards are the maximum NMOG+NO_x exhaust emissions over the Cold Start US06 Charge-Depleting Emission Test in the "California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes" for the full useful life from LDVs operating at low altitude.

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

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

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

a. Three or more PHEV Test Groups.

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

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

- e_{ps} = The applicable emission standard for a partial soak of y minutes, rounded to the nearest 0.001 gram per mile.
- $@_y$ = Duration of the partial soak, in minutes, rounded to the nearest whole number. Value of y must be greater than or equal to 40 and less than or equal to 120.
- s_{40} = The emission standard for a given vehicle emission category, for a 40 minute soak as given in subsection (c)(6). The vehicle

<u>Model Year</u>	<u>Minimum % of LDV Test Groups with PHEVs certified to subsection (d)(3)(B)1.</u>
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category used to determine the value of s_{40} must be the same emission category used to determine the value of s_{3h} .
 s_{3h} = The emission standard for a given vehicle emission category, 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 Vehicles[†]

- ii. Alternative Phase-in Schedule. A manufacturer may use an alternative phase-in schedule to comply with the High Power Cold Start US06 standards as long as it satisfies the following two requirements: (i) the cumulative total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 310 by the end of the 2028 model year, and (ii) 100 percent of

the manufacturer's LDV PHEVs must be certified to the High Power Cold Start US06 standards in the 2029 model year and in all subsequent model years. The total compliance calculation for the alternative phase-in is determined by multiplying the percent of a manufacturer's total number of LDV test groups with PHEVs certified to the High Power Cold Start US06 standards in a given model year by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results shall be summed together to determine a cumulative total. A manufacturer may not include 2024 and earlier model year LDV PHEV test groups in the calculation.

b. One or Two PHEV Test Groups.

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

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

- ii. Alternative Phase-in Schedule. A manufacturer may use an alternative phase-in schedule to comply with the High Power Cold Start US06 standards as long as it satisfies the following two requirements: (i) the cumulative total calculated for the alternative phase-in schedule according to the method below must be equal to or greater than 200 by the end of the 2028 model year, and (ii) 100 percent of the manufacturer's LDV PHEVs must be certified to the High Power Cold Start US06 standards in the 2029 model year and in all subsequent model years. The total compliance calculation for the alternative phase-in is determined by multiplying the percent of a manufacturer's total number of LDV test groups with PHEVs certified to the High Power Cold Start US06 standards in a given model year by 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results shall be summed together to determine a cumulative total. A manufacturer may not include 2025 and earlier model year LDV PHEV test groups in the calculation.

- c. Small Volume Manufacturers. In lieu of the phase-in of subsection (d)(3)(B)2.a. or (d)(3)(B)2.b., a small volume manufacturer may certify 100 percent of its LDV PHEVs to the High Power Cold Start US06 standards in the 2030 and subsequent model years.

- (4) SC03 Standards. The following standards are the maximum SC03 NMOG+NO_x and CO exhaust emissions for full useful life of 2026 and subsequent model year LDVs. For each test group, a manufacturer must submit with the certification application an attestation that NMOG+NO_x and CO exhaust emissions for vehicles tested using the SC03 test procedures incorporated in the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles” or the “California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes”, as applicable, comply with the following standards.

SC03 Emission Standards <i>(150,000 mile Durability Vehicle Basis)</i>		
<u>Vehicle Emission Category</u>	<u>NMOG+NO_x</u> <u>(g/mi)</u>	<u>CO</u> <u>(g/mi)</u>
<u>ULEV125</u>	<u>0.125</u>	<u>2.1</u>
<u>ULEV70</u>	<u>0.070</u>	<u>1.7</u>
<u>ULEV60</u>	<u>0.060</u>	<u>1.7</u>
<u>ULEV50</u>	<u>0.050</u>	<u>1.7</u>
<u>ULEV40</u>	<u>0.040</u>	<u>1.7</u>
<u>SULEV30</u>	<u>0.030</u>	<u>1.0</u>
<u>SULEV25</u>	<u>0.025</u>	<u>1.0</u>
<u>SULEV20</u>	<u>0.020</u>	<u>1.0</u>
<u>SULEV15</u>	<u>0.015</u>	<u>1.0</u>
<u>Vehicle Emission Category</u>	<u>NMOG+NO_x (g/mi)</u>	
<u>ULEV125</u>	<u>0.125</u>	
<u>ULEV70</u>	<u>0.082</u>	
<u>ULEV60</u>	<u>0.072</u>	
<u>ULEV50</u>	<u>0.062</u>	

SC03 Emission Standards <i>(150,000 mile Durability Vehicle Basis)</i>		
<i>Vehicle Emission Category</i>	<i>NMOG+NO_x</i> <i>(g/mi)</i>	<i>CO</i> <i>(g/mi)</i>
ULEV40	0.052	
SULEV30	0.042	
SULEV25	0.037	
SULEV20	0.032	
SULEV15	0.027	

† These standards only apply at low altitudes.

~~(2)(5) (8) — Highway NMOG + NO_x Standard. Standards. The maximum emissions of non-methane organic gas plus oxides of nitrogen NMOG+NO_x measured on the federal Highway Fuel Economy Test (HWFET; 40 CFR §section 1066.840), as modified by the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,—” or the “California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes”, as applicable, must not be greater than the applicable LEV-IV NMOG+NO_x standard set forth in subsection (e)(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. d)(2)(A).~~

~~(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).~~

Attachment B-2 - This version annotates the changes made available for comment.

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

(e) Medium-Duty Vehicle Standards. The following standards and requirements for determining compliance with the standards apply to manufacturers and their MDVs that are produced and delivered for sale in California. MDVs are tested at their adjusted loaded vehicle weight (ALVW) for these standards.

(1) Fleet Average Requirement

(A) Fleet Average Values. A manufacturer's MDV fleet average NMOG+NO_x exhaust mass emission values for each model year shall not exceed:

US06 NMOG+NO_x and CO Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles FLEET AVERAGE REQUIREMENTS <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Type/Mode/Year</i>	<i>Vehicle Emission Category</i> ⁴	<i>NMOG+NO_x (g/mi)</i>		<i>CO (g/mi)</i>	
	All PCs; LDTs 8500MDVs 8,501 to 10,000 lbs. GVWR or less; and MDPVs Vehicles in this category are tested at their loaded vehicle weight		MDVs 10,001 to 14,000 lbs. GVWRULEV12 5	0.12 5	9.6
<u>2025</u> ¹		ULEV700.178	0.070247	9.6	
<u>2026</u>		ULEV600.178	0.060247	9.6	
<u>2027</u>		ULEV500.174	0.050232	9.6	
<u>2028</u>		ULEV400.166	0.040212	9.6	
<u>2029</u>		SULEV300.15 8	0.030193	9.6	
<u>2030+</u>		SULEV250.15 0	0.030175	9.6	

	SULEV20	0.030	9.6
	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.~~

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

(B) Calculation of Fleet Average

1. Each manufacturer’s MDV fleet average NMOG+NOx value for the total number of MDVs produced and delivered for sale in California shall be calculated separately for MDVs 8,501 to 10,000 lbs. GVWR and for MDVs 10,001 to 14,000 lbs. GVWR as follows:

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

Where:

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

Veh_{TG} ≡ ~~**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) Number of vehicles produced and delivered for sale for the applicable MDV GVWR classification in California in a test group.

<u>Vehicle Type</u>	<u>Std_{TG}</u>	<u>Vehicle Emission Category¹</u>	<u>NMOG + NOx (g/mi) NMOG+NOx standard, in g/mi, of the FTP emission category for the applicable MDV GVWR classification the test group is certified to in subsection (e)(2)(A).</u>	<u>CO (g/mi)</u>
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<u>Veh_{TotalNum}</u>	≡	All PCs; LDTs 8500 lbs. GVWR or less; and MDPVs	ULEV12 5	0.150	9.6
		Vehicles in this category are tested			

at their loaded vehicle weight
Total number of MDVs for the applicable MDV GVWR classification produced and delivered for sale in California. ZEVs may not be included, except for the 2025 model year in accordance with subsection (a)(2)(B)2.

	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

⁴ *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 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.~~

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

<u>Vehicle Type</u>	<u>US06 PM Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles^{1,2} Emission Category</u>	<u>Emission Standard Value (g/mi)</u>
<u>Vehicles certified to the "LEV IV" standards</u>	<u>All</u>	<u>Full useful life NMOG+NOx LEV IV emission standard in subsection (e)(2)(A) to which vehicle is certified</u>
<u>Model Year 2025 model year vehicles certified to the "LEV III" standards¹</u>	<u>Maximum % of vehicles certified to a 6 mg/mi standard All</u>	<u>Minimum % of vehicles certified to a 3 mg/mi standard Full useful life NMOG+NOx LEV III emission standard in title 13, CCR, section 1961.2(a)(1) to which vehicle is certified</u>
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. Only applicable to manufacturers optionally certifying 2025 model year test groups in accordance with subsection (a)(2)(A).

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

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

<u>Model Year</u>	<u>Number of Test Groups</u>	
	<u>Maximum Certified to SULEV170¹ or SULEV230²</u>	<u>Minimum Certified to LEV IV SULEV150¹ or SULEV175² or cleaner</u>
SC03-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) 2026 and 2027	<u>4</u>	<u>0</u>
<u>2028 Vehicle Emission Category</u>	<u>NMOG + Oxides of Nitrogen (g/mi)³</u>	<u>Carbon Monoxide (g/mi)¹</u>

<u>Model Year</u>	<u>Number of Test Groups</u>	
	<u>Maximum Certified to SULEV170¹ or SULEV230²</u>	<u>Minimum Certified to LEV IV SULEV150¹ or SULEV175² or cleaner</u>
<u>2029ULEV125</u>	0.125 2	2.1
ULEV70	0.070	1.7
ULEV60	0.060	1.7
ULEV50	0.050	1.7
ULEV40	0.040	1.7
<u>SULEV302030 and subsequent</u>	0.030	1.0 4
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 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).

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

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

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

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/Model/Year</i>	<i>HP/GVWR³</i>	<i>Number of Test Cycle⁴ Groups</i>	<i>Vehicle Emission Category</i>	<i>NMOG+NO_x (g/mi)</i>	<i>CO (g/mi)</i>	
	<i>Maximum Certified to SULEV170¹ or SULEV230²</i>		<i>Minimum Certified to SULEV150¹ or SULEV175² or cleaner</i>			
MDVs 8,501–10,000 lbs <u>2026 and 2027 GVWR</u>	≤0.024 ₃	US06 Bag 2	SULEV170	0.170	15	
<u>2028</u>	<u>2</u>		<u>1</u>	SULEV150	0.150	15
<u>2029</u>	<u>1</u>		<u>2</u>	SULEV125	0.125	15
				SULEV100	0.100	15
				SULEV85	0.085	15
				SULEV75	0.075	15
<u>2030 and subsequent</u>	>0.024		Full US06 ₃	SULEV170	0.170	25
				SULEV150	0.150	25
				SULEV125	0.125	25
				SULEV100	0.100	25
				SULEV85	0.085	25
				SULEV75	0.075	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 ¹Only applicable to MDVs in the ULEV250, ULEV200, SULEV400, or SULEV270 categories must be 8,501 to 10,000 lbs. GVWR rating.

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

3. A manufacturer that produces and delivers for sale in California two MDV test groups certified to the LEV III NMOG+NO_x and CO SFTP standards in section 1961.2 (a)(7)(C) and subsection (e)(2)(A) may not be included in comply with the following alternative phase-in for compliance with LEV IV requirements in schedule:

<u>Model Year</u>	<u>Number of Test Groups</u>	
	<u>Maximum Certified to LEV IV SULEV170¹ or SULEV230²</u>	<u>Minimum Certified to LEV IV SULEV150¹ or SULEV175² or cleaner</u>
<u>2026 through 2028</u>	<u>2</u>	<u>0</u>
<u>2029</u>	<u>1</u>	<u>1</u>
<u>2030 and subsequent</u>	<u>0</u>	<u>2</u>

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

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

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

<u>Model Year</u>	<u>Number of Test Groups</u>	
	<u>Maximum Certified to SULEV170¹ or SULEV230²</u>	<u>Minimum Certified to SULEV150¹ or SULEV175² or cleaner</u>
<u>2026 through 2029</u>	<u>1</u>	<u>0</u>

<u>Model Year</u>	<u>Number of Test Groups</u>	
	<u>Maximum Certified to SULEV170¹ or SULEV230²</u>	<u>Minimum Certified to SULEV150¹ or SULEV175² or cleaner</u>
<u>2030 and subsequent</u>	<u>0</u>	<u>1</u>

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

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

(D) Small Volume Manufacturers.

1. In lieu of meeting the fleet average of subsection (e)(1)(A) or alternative phase-in schedules of subsection (e)(1)(C) for the 2026 and 2027 model years, a small volume manufacturer may certify 100 percent of its MDV fleet produced and delivered for sale in California to the MDV ULEV250 or ULEV400 or cleaner standards of subsection (e)(2)(A), as applicable to the MDV GVWR rating.
2. In lieu of meeting the fleet average of subsection (e)(1)(A) or alternative phase-in schedules of subsection (e)(1)(C) for the 2028 and subsequent model years, a small volume manufacturer may certify 100 percent of its MDV fleet produced and delivered for sale in California to the MDV SULEV170 or SULEV230 or cleaner standards of subsection (e)(2)(A), as applicable to the MDV GVWR rating.
3. The requirements of subsections (e)(1)(E) through (e)(1)(H) do not apply to a small volume manufacturer that certifies its MDV test groups to this subsection (e)(1)(D).

(E) Calculation of NMOG+NO_x Credits and Debits.

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

$$Credits(or\ Debits) = (FleetAvg_{Req} - FleetAvg) \times Veh_{TotalNum}$$

Where:

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

FleetAvg_{Req} = Fleet average NMOG+NO_x requirement for the applicable model year and MDV GVWR classification as defined in subsection (e)(1)(A).

FleetAvg = Fleet average NMOG+NO_x value for the manufacturer for the applicable MDV GVWR classification calculated per subsection (e)(1)(B).

Veh_{TotalNum} = Total number of MDVs in the applicable MDV GVWR classification used in the fleet average calculation for the model year in accordance with subsection (e)(1)(B) as applicable.

4.2. 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 earn credits in units of g/mi NMOG+NO_x while 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 earn debits in units of g/mi NMOG+NO_x. The total g/mi NMOG+NO_x credits or debits earned for MDVs 8,501 to 10,000 lbs. GVWR and for MDVs 10,001 to 14,000 lbs. GVWR shall be separately tracked and reported each model year. MDV fleet average credits earned in either MDV GVWR category may be used to offset debits in either MDV GVWR category. MDV fleet average credits and debits earned in accordance with subsection (e)(1) may not be combined or otherwise used with LDV fleet average credits and debits earned in accordance with subsection (d)(~~3~~)(B)1-).

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

(F) Procedure for Offsetting Debits.

1. A manufacturer shall equalize emission debits by earning g/mi NMOG+NO_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 may not carry forward debits to a subsequent model year unless the manufacturer has used all eligible credits from both MDV GVWR categories. A manufacturer shall equalize NMOG+NO_x debits within three model years after the model year in which they were earned. If emission debits are not equalized within the specified time period, the manufacturer shall be subject to the Health and Safety Code section 43211 civil penalty applicable to a manufacturer which sells a new motor vehicle that does not meet the applicable emission standards adopted by the state board. The cause of action shall be deemed to accrue when the emission debits are not equalized by the end of the specified time period.³—A manufacturer complying under Option 2 in subsection (c)(3) must calculate the emission debits that are subject to a civil penalty under Health and Safety Code section 43211 separately for California and for each individual state using the formulas in subsections (e)(1)(B)1. and (e)(1)(B)2., except that the number of vehicles in each test group and the total number of vehicles shall be based on the number of vehicles produced and delivered for sale in each individual state.
2. For the purposes of Health and Safety Code section 43211, the number of MDVs not meeting the state board's emission standards shall be determined by dividing the total amount of g/mi NMOG+NO_x emission debits for the model year by the g/mi NMOG+NO_x fleet average requirement applicable to that MDV GVWR category for the model year in which the debits were first incurred.
3. A manufacturer may be subject to additional penalties under the Health and Safety Code for any other violation of

this section other than the failure to equalize debits within the specified time period under this subsection.

- (G) Carry Over of NMOG+NO_x Credits and Debits from LEV III to LEV IV. Any LEV III MDV NMOG+NO_x fleet average emission credits that have not been used prior to the start of the 2026 model year shall retain their original value and expiration as earned under title 13, CCR, section 1961.2 and are available for use or trade by the manufacturer under this section 1961.4. Any LEV III MDV NMOG+NO_x fleet average debits that have not been offset prior to the start of 2026 model year shall retain their original value and deadline to be offset as earned under title 13, CCR, section 1961.2 and must be offset by credits earned or acquired by the manufacturer under this section 1961.4.
- (H) Converting Vehicle-Equivalent Credits and Debits to NMOG+NO_x Fleet Average Credits and Debits. Any vehicle-equivalent credits (VEC) and debits earned in accordance with title 13, CCR, section 1961.2(c)(2)(A) that have not been used or offset prior to the start of the 2026 model year shall be converted to NMOG+NO_x fleet average credits and debits as follows:
1. The manufacturer shall use the calculation in subsection (e)(1)(E) separately for each model year and MDV GVWR category in which the unused VECs or not yet offset debits were originally earned to calculate the corresponding NMOG+NO_x fleet average credits or debits that the manufacturer's fleet would have earned.
 2. For the purpose of applying the formula in subsection (e)(1)(E)1., the fleet average NMOG+NO_x requirement is the fleet average in title 13, CCR, section 1961.2(b)(3)(C)1.a., applicable to the MDV GVWR category and model year.
 3. For any model year in which a different amount than the originally earned VECs or debits remain at the start of the 2026 model year (e.g., due to usage or trades), the converted NMOG+NO_x fleet average credits or debits calculated per subsection (e)(1)(H)1. shall be scaled by the same percentage relative to the original earned quantity. For example, if 200 VECs were originally earned for 2024

model year but only 50 of those VECs remain at the start of the 2026 model year, the converted NMOG+NOx credits calculated for 2024 model year shall be reduced by 75 percent.

4. Converted NMOG+NOx fleet average credits and debits retain the same expiration and deadline to offset as the corresponding VECs and debits earned under title 13, CCR, section 1961.2 based on the model year in which they were originally earned as VECs or debits.

(2) FTP Standards

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

LEV IV Exhaust Standards <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Type</i>	<i>Vehicle Emission Category</i>	<i>NMOG + NOx (g/mi)</i>	<i>CO (g/mi)</i>	<i>HCHO (mg/mi)</i>	<i>PM (mg/mi)</i>
MDVs 8,501 to 10,000 lbs. GVWR	<u>ULEV250¹</u>	<u>0.250</u>	<u>6.4</u>	<u>6</u>	<u>8</u>
	<u>ULEV200¹</u>	<u>0.200</u>	<u>4.2</u>	<u>6</u>	<u>8</u>
	<u>SULEV170</u>	<u>0.170</u>	<u>4.2</u>	<u>6</u>	<u>8</u>
	<u>SULEV150</u>	<u>0.150</u>	<u>3.2</u>	<u>6</u>	<u>8</u>
	<u>SULEV125</u>	<u>0.125</u>	<u>3.2</u>	<u>6</u>	<u>8</u>
	<u>SULEV100</u>	<u>0.100</u>	<u>3.2</u>	<u>6</u>	<u>8</u>
	<u>SULEV85</u>	<u>0.085</u>	<u>3.2</u>	<u>6</u>	<u>8</u>
	<u>SULEV75</u>	<u>0.075</u>	<u>3.2</u>	<u>6</u>	<u>8</u>
MDVs	<u>ULEV400¹</u>	<u>0.400</u>	<u>7.3</u>	<u>6</u>	<u>10</u>
	<u>ULEV270¹</u>	<u>0.270</u>	<u>4.2</u>	<u>6</u>	<u>10</u>

LEV IV Exhaust Standards <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Type</i>	<i>Vehicle Emission Category</i>	<i>NMOG + NOx (g/mi)</i>	<i>CO (g/mi)</i>	<i>HCHO (mg/mi)</i>	<i>PM (mg/mi)</i>
<u>10,001 to 14,000 lbs. GVWR</u>	<u>SULEV230</u>	<u>0.230</u>	<u>4.2</u>	<u>6</u>	<u>10</u>
	<u>SULEV200</u>	<u>0.200</u>	<u>3.7</u>	<u>6</u>	<u>10</u>
	<u>SULEV175</u>	<u>0.175</u>	<u>3.7</u>	<u>6</u>	<u>10</u>
	<u>SULEV150</u>	<u>0.150</u>	<u>3.7</u>	<u>6</u>	<u>10</u>
	<u>SULEV125</u>	<u>0.125</u>	<u>3.7</u>	<u>6</u>	<u>10</u>
	<u>SULEV100</u>	<u>0.100</u>	<u>3.7</u>	<u>6</u>	<u>10</u>

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

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

1. These standards are the maximum exhaust emissions for NMOG+NOx and formaldehyde (HCHO) for vehicles with less than or equal to 4,000-miles.

50 degree F Standards			
<i>Vehicle Type</i>	<i>Vehicle Emission Category</i>	<i>NMOG+ NOx (g/mi)</i>	<i>HCHO (g/mi)</i>
<u>MDVs</u>	<u>ULEV250</u>	<u>0.500</u>	<u>0.032</u>
<u>8,501 to 10,000 lbs. GVWR</u>	<u>ULEV200</u>	<u>0.400</u>	<u>0.016</u>
	<u>SULEV170</u>	<u>0.340</u>	<u>0.016</u>

50 degree F Standards			
<u>Vehicle Type</u>	<u>Vehicle Emission Category</u>	<u>NMOG+NOx (g/mi)</u>	<u>HCHO (g/mi)</u>
	<u>SULEV150</u>	<u>0.300</u>	<u>0.016</u>
	<u>SULEV125</u>	<u>0.250</u>	<u>0.016</u>
	<u>SULEV100</u>	<u>0.200</u>	<u>0.016</u>
	<u>SULEV85</u>	<u>0.170</u>	<u>0.016</u>
	<u>SULEV75</u>	<u>0.150</u>	<u>0.016</u>
<u>MDVs</u>	<u>ULEV400</u>	<u>0.800</u>	<u>0.042</u>
<u>10,001 to 14,000 lbs. GVWR</u>	<u>ULEV270</u>	<u>0.540</u>	<u>0.020</u>
	<u>SULEV230</u>	<u>0.460</u>	<u>0.020</u>
	<u>SULEV200</u>	<u>0.400</u>	<u>0.020</u>
	<u>SULEV175</u>	<u>0.350</u>	<u>0.020</u>
	<u>SULEV150</u>	<u>0.300</u>	<u>0.020</u>
	<u>SULEV125</u>	<u>0.250</u>	<u>0.020</u>
	<u>SULEV100</u>	<u>0.200</u>	<u>0.020</u>

2. In lieu of measuring and determining NMOG and HCHO exhaust emissions, a manufacturer may demonstrate compliance with these NMOG+NOx and HCHO standards by measuring NMHC exhaust emissions in lieu of NMOG emissions and by submitting an attestation with the certification application that HCHO exhaust emissions comply with these HCHO standards in accordance with Part I, sections D.1.7.5 and G.3.1.4, respectively, of the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

3. Emissions of CO measured at 50 degree F from vehicles at 4,000 or fewer miles shall not exceed the FTP standards set forth in subsection (e)(2)(A) applicable to vehicles of the same emission category.
4. In accordance with subsection (c)(5), fuel-flexible, bi-fuel, and dual-fuel vehicles shall meet these 50 degree F standards when a vehicle is operating on either fuel (or blend of fuels in the case of fuel-flexible) the vehicle is designed to operate on.

(3) SFTP Standards

(A) SFTP Requirements.

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

SFTP Exhaust Standards <i>(150,000 mile Durability Vehicle Basis)</i>						
<u>Vehicle Type</u>	<u>HP/GVWR¹</u>	<u>Test Cycle²</u>	<u>Vehicle Emission Category</u>	<u>NMOG+NO_x (g/mi)</u>	<u>CO (g/mi)</u>	<u>PM³ (mg/mi)</u>
<u>MDVs 8,501 to 10,000 lbs. GVWR</u>	<u>≤ 0.024</u>	<u>US06 Bag 2</u>	<u>SULEV170</u>	<u>0.170</u>	<u>15</u>	<u>6</u>
			<u>SULEV150</u>	<u>0.150</u>	<u>15</u>	<u>6</u>
			<u>SULEV125</u>	<u>0.125</u>	<u>15</u>	<u>6</u>
			<u>SULEV100</u>	<u>0.100</u>	<u>15</u>	<u>6</u>
			<u>SULEV85</u>	<u>0.085</u>	<u>15</u>	<u>6</u>
			<u>SULEV75</u>	<u>0.075</u>	<u>15</u>	<u>6</u>
	<u>> 0.024</u>	<u>Full US06</u>	<u>SULEV170</u>	<u>0.170</u>	<u>25</u>	<u>8</u>
			<u>SULEV150</u>	<u>0.150</u>	<u>25</u>	<u>8</u>
			<u>SULEV125</u>	<u>0.125</u>	<u>25</u>	<u>8</u>
			<u>SULEV100</u>	<u>0.100</u>	<u>25</u>	<u>8</u>

SFTP Exhaust Standards <i>(150,000 mile Durability Vehicle Basis)</i>						
<u>Vehicle Type</u>	<u>HP/GVWR¹</u>	<u>Test Cycle²</u>	<u>Vehicle Emission Category</u>	<u>NMOG+ NOx (g/mi)</u>	<u>CO (g/mi)</u>	<u>PM³ (mg/mi)</u>
			SULEV85	0.085	25	8
			SULEV75	0.075	25	8
MDVs 10,001 to 14,000 lbs. GVWR	n/a	Hot 1435 UC (Hot 1435 LA92)	SULEV230	0.230	10	5
			SULEV200	0.200	10	5
			SULEV175	0.175	10	5
			SULEV150	0.150	10	5
			SULEV125	0.125	10	5
			SULEV100	0.100	10	5

¹Power 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~~ the manufacturer may opt to run use the US06 Bag 2 test cycle and standard in lieu of the full US06 cycle- and standard. The cutoff is determined by using a ratio of the engine's maximum rated horsepower, as established by the engine manufacturer in the vehicle's ~~Application for Certification~~ certification application, to the vehicle's GVWR in pounds and does not include any horsepower contributed by electric motors in the case of hybrid electric ~~or plug-in hybrid electric vehicles- or PHEVs.~~ Manufacturers may ~~opt to test to use~~ the full US06 cycle and standard 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.

⁴²Road Speed Fan. -Manufacturers ~~have the option to~~ may use a road speed modulated fan as specified in 40 CFR ~~§section~~ 1066.105, as applicable, instead of a fixed speed fan for MDV SFTP testing.

~~(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).

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

2. SFTP Requirements for other Vehicle Emission Categories. 2025 and subsequent model year MDVs that certify to the ULEV250, ULEV200, ULEV400, or ULEV270 categories of subsection (e)(2)(A) must be certified to the LEV III NMOG+NOx and CO SFTP standards for those emission categories in title 13, CCR, section 1961.2(a)(7)(C) in lieu of the standards in subsection (e)(3)(A)1.

(B) SFTP Phase-In Schedules.

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

SFTP PM Exhaust Emission NMOG+NOx and CO Standards for LEV IV Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles⁴
(150,000-mile Durability Vehicle Basis) **Phase-in**

Vehicle Type	Test Weight	Hp/GVWR ²	Test Cycle ^{3,4,5}	PM (mg/mi)	
		MDVs 8,501-10,000-lbs GVWR Minimum % of MDVs certified to subsection (e)(3)(A)1.	Adjusted ≤ 0.024 loaded vehicle weight	US06-Bag 2 Maximum % of MDVs certified to title 13, CCR, section 1961.2(a)(7)(C)	6
	2026		>0.024	Full-US06-100	8
	MDVs 10,001-14,000-lbs		Adjusted loaded vehicle weight 30	n/a 70	Hot 5 1435 UC (Hot 1435)

<u>GVWR2027</u>		<u>LA92)</u>
<u>2028</u>	<u>60</u>	<u>40</u>
<u>2029 and subsequent</u>	<u>100</u>	<u>0</u>

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

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

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.

²Power 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.

~~³Road 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.~~

~~3. (F) SC03 NMOG+NO_x and CO Exhaust Emission Standards for Medium Duty Vehicles Other than Medium-Duty Passenger Vehicles. Small Volume Manufacturers.~~

~~a. In lieu of the NMOG+NO_x and CO standard phase-in of subsection (e)(3)(B)1., a small volume manufacturer may certify 100 percent of its MDV fleet to the LEV III SFTP NMOG+NO_x and CO standards in title 13, CCR, section 1961.2(a)(7)(C) in the 2026 through 2029 model years and 100 percent of its fleet to the SFTP NMOG+NO_x and CO standards in subsection (e)(3)(A)1. in 2030 and subsequent model years.~~

~~b. In lieu of the PM standard phase-in of subsection (e)(3)(B)2., a small volume manufacturer may certify 100 percent of its MDV fleet to the LEV III SFTP PM standards in title 13, CCR, section 1961.2(a)(7)(D) in the 2026 through 2029 model years and 100 percent of its fleet to the SFTP PM standards in subsection (e)(3)(A)1. in 2030 and subsequent model years.~~

~~(3)(4) SC03 Standards. The maximum SC03 NMOG+NO_x and CO exhaust emissions for the full useful life of 2026 and subsequent model-year medium-duty vehicles other than medium-duty passenger vehicles MDVs must not be greater than the applicable LEV-IV NMOG+NO_x and CO emission standards set forth in subsection (e)(1)(B)-e)(2)(A). 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 incorporated in the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles" comply with the applicable SC03 standards.~~

~~(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 MDPVs¹**
(150,000 mile durability Vehicle Basis)

- (5) Highway Standards. The maximum emissions of NMOG+NO_x measured on the federal Highway Fuel Economy Test (HWFET; 40 CFR section 1066.840), as modified by the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” may not be greater than the applicable LEV-IV NMOG+NO_x standard set forth in subsection (e)(2)(A).
- (6) Moving Average Window Standards. All 2027 and subsequent model year MDVs with a gross combined weight rating (GCWR) of greater than 14,000 lbs. must comply with the in-use NMHC, NO_x, CO, and PM emission standards defined by the moving average window (MAW) test procedures and standards in the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.”

(f) Additional Provisions

	<i>Optional Vehicle Emission Category</i>	<i>NMOG+NO_x (g/mi)</i>
	<i>2026-2028 MY</i>	<i>2029 and subsequent MY</i>
ULEV125	0.350	0.250
ULEV70	0.320	0.200
ULEV60	0.280	0.175
ULEV50	0.240	0.150
ULEV40	0.200	0.125
SULEV30	0.150	0.100
SULEV25	0.125	0.083
SULEV20	0.100	0.067
SULEV15	0.075	0.050

¹—These standards only apply at low altitudes.

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

~~(4)(1) (12) — Requirement to Generate Additional NMOG+NOx Fleet Average Credit. For a vehicle that is certified to the LEV-IV standards in subsection (e)(1d)(2)(A) that does not earn ZEV vehicle values under title 13, CCR, section 1962.4, a manufacturer may subtract 5 mg/mi from the NMOG+NOx emission standards value set forth in subsection (d)(1)(B)23, when calculating the manufacturer's fleet average, provided that the manufacturer extends the emissions performance and defects warranty period to 15 years or 150,000 miles, whichever occurs first, except that the time period is to be 10 years for a zero-emission energy storage device (such as battery, ultracapacitor, or other electric storage device).~~

~~(5)(2) (13) — NMOG Credit for Direct Ozone Reduction Technology. A manufacturer that certifies vehicles equipped with direct ozone reduction technologies shall be eligible to receive earn NMOG credits that can in accordance with CCR, title 13, section 1961.2(a)(11), which will 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: LEV IV FTP standard in subsection (d)(2)(A) or (e)(2)(A).~~

~~(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";~~

Attachment B-2 - This version annotates the changes made available for comment.

~~(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).~~

~~(6)(3) (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 truckLDV or medium-duty vehicleMDV, the fuel-fired heater must meet the LDV ULEV125 standards for passenger cars and light-duty trucks less than 8,500 pounds GVWR as set forth in subsection (e)(1)-d(2)(A). The exhaust emissions result of the fuel-fired heater shall be determined by operating at a maximum heating capacity with a cold start between ~~68°~~68 degrees F and ~~86°~~86 degrees F for a period of 20 minutes and dividing the grams of emissions by 20. -The resulting grams per minute shall be multiplied by 3.0 minutes per mile to obtain a ~~grams per mileg/mi~~ value- that must be below the ULEV125 standards. If the on-board fuel-fired heater is capable of operating at ambient temperatures above ~~40°~~40 degrees F, the measured emission levels of the on-board fuel-fired heater shall be added to the emissions measured on the FTP (40 CFR, Part 1066), as amended by the "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles" or as amended by the "California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes," as applicable, to determine compliance with the exhaust emission standards in subsection ~~(e)(1)d(2)(A) or (e)(2)(A)~~.~~

~~(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.”

~~(A) — (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) — (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:~~

~~(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>			
Model Year	Fleet Average NMOG + NO _x (grams per mile)		Maximum Percent ZEVs+“emission-adjusted PHEVs” [†]
2025 ²	0.030		100%
2026	0.030		60%
2027	0.030		30%
2028	0.030		15%
2029+	0.030		0%

[†]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+NOx emissions using the PHEV NMOG+NOx Contribution Factor in subsection (d)(1)(B)3 prior to incorporation in the fleet average calculation in subsection (d)(1)(B)1.~~

~~²For 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.~~

~~(B) Calculation of Fleet Average NMOG + NOx Value.~~

~~1. Basic Calculation.~~

~~For the 2025 through 2028 model years, each manufacturer's PC+LDT+MDPV fleet average NMOG + NOx 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+NOx 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+NOx 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+NOx standard to which the vehicle is certified.~~

$$\frac{(\sum [\text{Number of vehicles in a test group excluding "emission adjusted" PHEVs} \times \text{applicable emission standard}] + \sum [\text{Number of "emission adjusted PHEVs" in a test group} \times \text{PHEV NMOG+NOx contribution factor}])}{\text{Total Number of PCs+LDTs+MDPVs Produced and Delivered for sale in California, Including ZEVs+"emission adjusted PHEVs", as applicable}}$$

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

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

1. ~~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+NO _x 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+NO _x 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+NO_x Contribution Factor.~~ For the 2025 through 2028 model years, the PHEV NMOG+NO_x contribution factors for passenger cars, light duty trucks, and medium-duty passenger vehicles (in grams per mile) are calculated as follows:

$$\text{PHEV NMOG+NO}_x \text{ Contribution Factor} = \text{NMOG+NO}_x \text{ Standard in subsection (c)(1)(A) to which the vehicle certifies} - 0.005 \times (\text{zVMT Factor}) - 0.005 \times (\text{US06 Range Factor})$$

Where: ~~zVMT Factor = (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".

(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.~~

~~(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>		
Model Year	Fleet Average NMOG+NO _x (g/mi)	
	MDVs 8,501–10,000 lbs. GVWR	MDVs 10,001–14,000 lbs. GVWR
2025 [†]	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

[†]A manufacturer that complies with this section 1961.4 in lieu of section 1961.2 shall comply with the fleet average NMOG+NO_x values in this table.

b. Each manufacturer's fleet average NMOG+NO_x 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:

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

c. Each manufacturer's fleet average NMOG+NO_x 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:

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

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 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

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

~~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.*~~

~~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 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+NO_x 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+NO_x compliance requirements in subsection (c)(6). Small volume manufacturers are not required to comply with the Partial Soak NMOG+NO_x 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+NO_x compliance requirements in subsection (c)(6).~~

Phase-in Schedule for Partial Soak NMOG+NO_x 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.

Quick Drive Away NMOG+NO_x 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+NO_x Emission Standards.~~ A manufacturer may use an alternative phase in schedule to comply with the Quick Drive Away NMOG+NO_x 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+NO_x 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+NO_x 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+NO_x 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.

~~(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 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.~~

Model Year	Minimum % of PC, LDT, and MDPV Test Groups certified to subsection (c)(10)
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 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) — (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):~~

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

~~(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.~~

~~(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.~~

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

~~(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).~~

~~(A) — (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 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 (c)(2), for each model year in which the credits or debits are accrued. For the purpose of applying the formula in subsection (c)(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 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) — (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) — (g) — Abbreviations.~~

~~(h)(a) — 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.~~

Attachment B-2 - This version annotates the changes made available for comment.

~~"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.~~

~~"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.~~

~~(g)~~ ~~(h)~~ — Disclosure of Records.

(1) Public Disclosure. Unless identified as a trade secret or otherwise confidential under CCR, title 17, section 91011, and supported as such under CCR, title 17, section 91022, records in the Board's possession for the vehicles subject to the requirements of section 1961.4, such as the following, are subject to disclosure as public records:

(A) Each manufacturer's annual production data and the corresponding calculated NMOG+NOx fleet average; and

(B) Each manufacturer's annual NMOG+NOx fleet average credit or debit balances for each model year;

(2) Disclosure to the U.S. Environmental Protection Agency. Records in the Board's possession for the vehicles subject to the requirements of section 1961.4 shall be subject to disclosure to the federal Environmental Protection Agency, which protects trade secrets as provided in Section 114(c) of the Clean Air Act and amendments thereto (42 U.S.C. 7401 et seq.) and in federal regulations.

~~(i)~~ — Severability:

~~(j)~~~~(h)~~ . 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; Sections 1633.7 and 1633.8, Civil 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: