

# ATTACHMENT D-2

## PROPOSED 15-DAY MODIFICATIONS

California Environmental Protection Agency  
AIR RESOURCES BOARD

### CALIFORNIA 2015 THROUGH 2025 MODEL CRITERIA POLLUTANT EXHAUST EMISSION STANDARDS AND TEST PROCEDURES AND 2017 AND SUBSEQUENT MODEL GREENHOUSE GAS EXHAUST EMISSION STANDARDS AND TEST PROCEDURES FOR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY VEHICLES

Adopted: March 22, 2012  
Amended: December 6, 2012  
Amended: September 2, 2015  
Amended: September 28, 2018  
Amended: December 19, 2018  
Amended: September 9, 2021  
Amended: [Insert Date of Amendment]

[Note: The proposed modifications, referred to as 15-Day Changes, to the originally proposed test procedures are shown below. The originally proposed test procedure 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 D-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 D-2.1.

Staff is proposing modifications to limited portions of the original proposal; for some portions of the original proposal for which no modifications are proposed, the text has been omitted and the omission indicated by "\* \* \* \* \*".]

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

[This page intentionally left blank for formatting purposes.]

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

NOTE: This document is incorporated by reference in sections 1961.2(d), title 13, California Code of Regulations (CCR). It contains the majority of the requirements necessary for certification of a passenger car, light-duty truck, or medium-duty vehicle for sale in California, in addition to containing the exhaust emission standards and test procedures for these motor vehicles. However, reference is made in these test procedures to other CARB documents that contain additional requirements necessary to complete an application for certification. These other documents are designed to be used in conjunction with this document. They include:

\* \* \* \* \*

2. "California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles" (incorporated by reference in section 1961.4(~~f~~c), title 13, CCR);

\* \* \* \* \*

**CALIFORNIA 2015 THROUGH 2025 MODEL CRITERIA POLLUTANT EXHAUST  
EMISSION STANDARDS AND TEST PROCEDURES AND 2017 AND SUBSEQUENT  
MODEL GREENHOUSE GAS EXHAUST EMISSION STANDARDS AND TEST  
PROCEDURES FOR  
PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY VEHICLES**

\* \* \* \* \*

**PART I: GENERAL PROVISIONS FOR CERTIFICATION AND IN-USE  
VERIFICATION OF EMISSIONS**

\* \* \* \* \*

**E. California Exhaust Emission Standards.**

\* \* \* \* \*

**1. Exhaust Emission Standards.**

**1.1 FTP Exhaust Emission Standards for Light- and Medium-Duty Vehicles.**

The exhaust emission standards set forth in this section refer to the exhaust emitted over the driving schedule set forth in title 40, CFR Part 86, Subparts B and C, except as amended in these test procedures.

\* \* \* \* \*

**1.1.2 LEV III Exhaust Standards.** The following standards are the maximum exhaust emissions for the full useful life from new 2015 through 2025 model year "LEV III" passenger cars, light-duty trucks, and medium-duty vehicles, including fuel-flexible, bi-fuel and dual fuel vehicles when operating on both of the fuels they are designed to use. Before the 2015 model year, a manufacturer that produces vehicles meeting these standards has the option of certifying the vehicles to the standards, in which case the vehicles will be treated as LEV III vehicles for purposes of the fleet-wide phase-in requirements. All medium-duty vehicles with a gross vehicle weight rating of less than or equal to 10,000 lbs. GVW, including incomplete Otto-cycle medium-duty vehicles and medium-duty vehicles that use diesel cycle engines, must be certified to the LEV III chassis standards and test procedures set forth in this section E.1.1.2 in 2020 through 2025 model years.

\* \* \* \* \*

1.1.2.1 **LEV III Particulate Standards.**

\* \* \* \* \*

1.1.2.1.4 **Alternative Phase-in Schedule for Particulate Standards.**

\* \* \* \* \*

1.1.2.1.4.2 **Alternative Phase-in Schedules for the 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 that are achieved using the alternative phase-in schedule are equivalent to or greater than those that are achieved using the phase-in schedules in section E.1.1.2.1.1 for model years 2024-2025 and title 13, section 1961.4 subsection (ed)(2)(A)2.a. for model years 2026-2028 by the 2028 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. 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~~before the 20245 model year (e.g., the percent of vehicles introduced in 2024 or earlier model year 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.

\* \* \* \* \*