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Descriptions of the proposed changes to the test procedures and the reasons for making them.

This discussion does not address non-substantive modifications to correct typographical or grammatical errors, changes in numbering or formatting, addition of or edits to internal regulatory cross-references, or similar revisions that improve clarity.

Proposed modifications to "California Evaporative Emission Standards And Test Procedures For 2026 And Subsequent Model Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles, And Heavy-Duty Vehicles"

1. Table of Contents. In the Table of Contents, some text and a figure are deleted, which is necessary for accuracy and clarity because they are repeated later in the document and unnecessary to include in the Table of Contents.
2. Preceding Part I. In the language preceding Part I, duplicate text is deleted, which is necessary for clarity and to be concise.
3. Part I.C.1. Staff propose to remove a provision regarding the useful life of vehicles certified to the emission standards in section I.E.1.(a), since this refers to vehicles of earlier model years than 2026. Removal of this irrelevant provision is necessary to avoid potential confusion.
4. Parts I.C.1, I.D.1.1.4(1), II.A.2.2, II.A.2.3, II.A.2.4(a), II.A.5.4.1, III.D.10.1.2, III.F.2, and III.G.2. In these Parts, references to section I.E were replaced with a reference to the corresponding section in the California Code of Regulations (CCR). This is necessary for accuracy and clarity because section I.E was removed and therefore the references to section I.E are no longer valid.
5. Part I.D.1.1.4. Staff propose corrections to signify adoption of Code of Federal Regulations (CFR), title 40, section 86.1810-17, which replaces CFR, title 40, section 86.1810-01 from the current procedure. Necessary provisions from section 86.1810-01, which are missing from section 86.1810-17, were copied into the California procedure here. This change was necessary to ensure the most current procedures are being used for accuracy.
6. Parts II.A.5.3, II.A.5.4.2, II.A.5.4.2.1.2, II.A.5.4.2.2, and III.D.1.6.3. Staff proposes to replace the terms "statement of compliance," "statement," and "assurance" with "attestation." This is necessary to clarify that submittals under these provisions must comply with the requirements of Code of Civil Procedure section

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2015.5, which are included in the definition of “attestation” that staff has proposed to add to 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 also applies to these Test Procedures. It is also necessary to provide consistency in the requirements for statements submitted under this regulation and to ensure that the information submitted to CARB is accurate and truthful.

7. Part “II.A.5.4.2.1” was accidentally used twice. To remedy this, which is necessary for accuracy and clarity, the first occurrence of “II.A.5.4.2.1” is now moved/re-numbered to II.A.5.4.3. This is just one sentence. The new location is a better fit since this sentence fits with the general subject of Part II.A.5.4, but is also independent of the other items listed under Part II.A.5.4, so can be moved to the end of the list of items under Part II.A.5.4.

In the remaining occurrence of Part II.A.5.4.2.1, staff proposes to clarify that the option described is a second alternative in lieu of the demonstration described in section II.A.5.4.1 (in addition to the first option described in section II.A.4.2). This change is necessary to replace language that described the second option in II.A.5.4.2.1 as an alternative in lieu of the first option in II.A.4.2, which was unclear and potentially misleading.

8. Part III.B.1.15. Staff corrected the CFR reference, which is necessary for accuracy and clarity.
9. Part III.D.14.2. Staff propose to change the aging factor in the compliance equation from 1.2 to 1.08, which is necessary to be more reflective of applicable data. The data used is based on reduction in gasoline working capacity (GWC) rather than the butane working capacity (BWC) which was used to derive the factor initially. GWC is a more realistic depiction of canister performance than BWC. This adjustment was determined by reviewing what degree GWC changes on canisters aged to full useful life versus at an initial stabilized condition. The data reviewed came from multiple stakeholders.
10. Part III.D.1.17.1. Staff propose to add III.D.1.11. to the list of steps which do not apply in the supplemental two-day procedure. This matches the current procedure, which is necessary for clarity and internal accuracy between the requirements.
11. Part III.D.1.17.5. Staff propose to remove a reference to “running loss tests,” which is necessary for accuracy and clarity since all the 1.17 sections refer to the supplemental two-day tests, where there is no running loss test.

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12. Parts III.D.3.3.2.1, III.D.3.3.4., and III.D.3.3.6. Staff propose to adjust the section numbers which are referred to in these Parts to match what is done in the current procedure, which is necessary for accuracy.
13. Part III.D.11.1.2. Staff propose to adjust the numbering of the CFR references to accurately indicate which sections are being adopted or amended. Also, some text was deleted in order to better duplicate how the CFR handles this subject. Additionally, the “k” factor was corrected to match what is used in the CFR for this calculation. These changes are necessary for accuracy and to allow harmonization with federal regulations, which supports clarity and manufacturer familiarity and likely compliance.
14. Part III.D.12.7. Staff propose to adjust the numbering of a referenced section in this test procedure, which is necessary for accuracy and clarity since this referenced section was changed as a part of this rulemaking.
15. Part III.F.2. Staff propose to remove a reference to flexible fuel vehicles, which is necessary for accuracy and clarity because it related to vehicles earlier than model year 2026, which are not subject to these test procedures.
16. Part III.G.3. Staff propose to correct the name of the test procedure (this procedure) which is referred to in this Part, which is necessary for accuracy and clarity.
17. Part III.G.4. Staff propose to clarify the process for Executive Officer preapproval of requests as specified in provisions of these Test Procedures that have new or substantively modified requirements from the current “California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles,” adopted August 5, 1999 (last amended September 2, 2015), incorporated by reference in Section 1976(c), title 13, CCR, and are not merely carried over from that document. Staff propose to reference this process in Parts III.B.1.18.8, III.C.1.13, and III.D.11.1.2. The proposed process requires that a manufacturer submit a request at least 60 days prior to the certification application of the applicable vehicle evaporative family and that the Executive Officer notify the manufacturer of the decision no later than 30 days after receiving the request. The 60-day deadline before certification application submittal for manufacturers and 30-day response deadline for the Executive Officer are appropriate and necessary to provide a balance between CARB’s need for time to review and make a decision on the request with the manufacturer’s need for a timely decision, while ensuring that the manufacturer receives a decision on its request at least 30 days before it submits a certification application related to the request. These timelines are also necessary to be consistent with related regulations. The provision requires a manufacturer’s request for preapproval to include an engineering evaluation that demonstrates

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or justifies the alternative, which is necessary to support informed Executive Officer decision-making on the approval request. The specified procedure and criteria for the Executive Officer to approve a request are necessary and reasonable to ensure that determinations are consistent with the standard test procedures (from which the manufacturers are requesting preapproval to deviate) and with each other, and to clarify for manufacturers how the Executive Officer will review their requests. It provides an email address for manufacturers to submit their requests and supporting information to CARB (unless otherwise specified), which is a convenient and familiar method of transmittal, reduces the need for paper, and is consistent with modern business practices.

18. Part III.I changed to Part IV. This numbering change was done to coincide with the language used under this Part, which is necessary for accuracy and clarity.