

Attachment M-1

Descriptions of the proposed changes to the regulations 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 Section 1969, Motor Vehicle Service Information 1994 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Engines and Vehicles, and 2007 and Subsequent Model Heavy-Duty Engines

1. Subsection (d)(23). Staff is proposing changes to align the definition for “propulsion-related part” with other sections proposed in this rulemaking (sections 1962.5 and 1962.8). Staff is proposing to change the definition for “propulsion-related part” to expand and make clear the types of components that are covered by this provision in response to stakeholder comments. Staff is proposing to amend the definition of “propulsion-related part” to make explicit that the term applies only to a system, component, or part that is integral to any of the listed processes, such that its failure directly impedes the process, rather than a part with tangential, non-integral interaction with a listed system. Staff is also proposing to make explicit the breadth of the terms “propel the vehicle” and “the power electronics, electronic control units, and thermal management systems” of the included components and systems. Additionally, staff included language that advanced driver assistance systems and safety-related components are not considered “propulsion-related parts”, as these fall outside of the intent of covering parts whose failure would hinder the propulsion of the vehicle. These amendments are necessary to clarify the scope of the definition and the applicability of this section’s requirements pertaining to propulsion-related parts.
2. Subsection (g)(3)(A) through (g)(3)(A)3. Staff is proposing to allow an alternate reprogramming method for 2026 and subsequent model year zero-emission vehicles (ZEV), consistent with the alternative connector and protocol methods proposed as allowed for ZEVs in section 1962.5. Per section 1962.5, ZEVs have the choice of using the identical protocol to internal combustion engine vehicles and accordingly, the same protocol for reprogramming as previously allowed in (g)(3)(A). However, manufacturers can alternatively choose to use an ethernet-based protocol for ZEVs starting in 2026 model year that the current reprogramming allowances in subsection (g)(3)(A) do not provide for. Rather than require manufacturers that utilize the ethernet protocol for communicating data to also include the hardware and software on the vehicle to allow for reprogramming using a non-ethernet protocol, the proposed change would provide a parallel path to use the ethernet protocol for reprogramming in accordance with previously developed SAE J2534

Attachment M-1

(technical standards) specifications. This change is necessary to reduce the burden on the regulated industry by providing a viable path for ZEV manufacturers to comply with the combined standardization requirements for reporting data and for allowing for reprogramming with a standardized interface available to the repair community. Staff is also proposing to allow ZEVs to alternatively use a third path to allow for reprogramming that eliminates the need for any sort of interface device between a personal computer and the vehicle. From the onset of SAE J2534 development, the intent was to provide a path for repair technicians to be able to reprogram multiple manufacturers' vehicles without the need for expensive proprietary hardware specific to each one. The SAE J2534 interface has provided such a solution since 2004 across the entire automotive industry. However, as technology on and off vehicle has evolved, some manufacturers have transitioned to methodologies which no longer require any proprietary interface to effectively translate data between a personal computer (PC) and a vehicle network or onboard computer. In some cases, manufacturers have used a standard ethernet cable, like those used by homeowners to connect their PC to a modem or router, or a standard universal serial bus (USB) cable or memory stick, to transfer updated reprogramming files from a PC directly to the vehicle. This third allowance is necessary to provide for such solutions as they also achieve the intended result of a low cost, non-proprietary or non-manufacturer unique tooling method for connecting to a vehicle for reprogramming. This change is necessary to keep up with evolving technology intended to make things easier and cheaper for the service community which in turn will increase acceptance of ZEVs allowing for a successful transition to achieve needed emission reductions.

3. Subsection (l)(1)(B). Staff is proposing to eliminate an unintended option that existed in this subsection for "Additional Information Required at Time of Certification." Specifically, the section previously indicated that vehicle manufacturers would be required to submit specific information either with the certification application or within 30 days of receiving a request from the Executive Officer to submit such information. This latter possibility was deleted as this information is needed at the time of certification and was intended to be explicitly required to be submitted as part of the certification application as the title of the subsection suggests. This detailed information is needed in the certification application to verify manufacturers have properly characterized all of the individual serviceable components and parts on today's complex vehicles that fall within the definition of a propulsion-related part and are thus, subject to disclosure of service and repair information to independent repair facilities per this section 1969. The proposed change is necessary to ensure that CARB receives this information via the certification application. It is also necessary for accuracy and clarity, as it removes the incorrect statement that the Executive Officer may request the information at other times.
4. Note: Additional Authority sections were added as necessary to reflect the proposed electronic reporting: Civil Code sections 1633.7 and 1633.8.