

APPENDIX F-1

Summary of Proposed Modifications to the California New Vehicle Compliance Test Procedure

The following modifications to these test procedures are being proposed:

After the 2001 model year, manufacturers will no longer be using the designation “engine family,” because under the CAP 2000 amendments vehicles will be certified in “test groups.” Therefore, wherever the term engine family is used in these test procedures, the term “test group” has been added.

Paragraph 2. Under CAP 2000, the 2% quality audit testing conducted on assembly-line vehicles will no longer be required. Thus, the requirement in these test procedures that manufacturers may accumulate mileage in the same manner used on the assembly-line testing would no longer be valid. Staff is proposing that this language only apply prior to the 2001 model year.

Paragraph 2. Because Subpart A §86.090-26 of the Code of Federal Regulations would not apply to light-duty vehicles beginning with the 2001 model year, language has been added to include the corresponding Subpart S §86.1831-01. Both sections pertain to the mileage determined by the manufacturer for emission-data vehicles.

Paragraphs 2 and 4. Language has been added in both these paragraphs to clarify the Supplemental Federal Test Procedure requirements.

Paragraph 7. The only change in the test procedure requirements concerns the mileage points used to determine compliance with the standards. Currently, the emission data are projected to 50,000 or 100,000 miles using the certification deterioration factor. Because vehicles certified to the LEV II emission standards being proposed in this rulemaking will have a full useful life of 120,000 or 150,000 miles, staff is proposing that the emission data be projected to these mileage points for those vehicles.