LEVIII Evaporative Emissions Standards and Test Procedures
Evaporative Emissions Regulations

• Current
  – Certify to whole vehicle hydrocarbon standards (3-Day + HS, Running Loss and 2-Day + HS)
  – Or optionally certify to zero evap standards
    • Whole vehicle
    • Zero fuel demonstration or “rig” test

• Proposed
  – Require all vehicles to meet zero evap standards
  – Certify using current zero evap procedures (rig and whole vehicle standards)
  – Or optionally certify to a lower whole vehicle standard with no rig requirement
Evap Certification Data

2009 MY 2-day + Hot Soak

Vehicle Categories
- LDT < 6K GVWR
  - LDT1: 0 - 3,750 LVW
  - LDT2: 3,751 - 5,750 LVW
- LDT 6K – 8.5K GVWR
  - LDT3: 3,751 - 5,750 ALVW
  - LDT4: 5,751 - 8,500 ALVW
- MDT1: 8.5K – 10K GVWR
- MDT2: 10K – 14K GVWR

Note: Cert data is E0
Proposed Standard is E10
Evap Issues and Next Steps

• Backsliding Prevention
• Impacts of E10 Cert Fuel
• Averaging provisions for alternative
• Phase in from 2014 MY to 2022 MY
• Test Program – on hold
Enhanced Supplemental Federal Test Procedures Rulemaking

SFTP II
What’s New

- Fleet Average Composite < 8,500 pounds
  - SFTP = 0.35(FTP) + 0.37(SC03) + 0.28(US06)
  - Proposed final composite level is 0.050 g/mi
  - Takes into account high variability on US06 cycle
  - Maintains current low emissions under high-speeds and loads
  - Appropriately considers GHG technologies (i.e., future clean diesel, lean burn gasoline, downsized engines, etc.)
US06 4K Average Certification Values (2002-2009 MY)
SFTP II Next Steps

- Continue working with industry
  - Phase-in considerations
  - Appropriate US06 emissions cap
- Duty cycle for over 8.5K GVWR still being discussed
  - Needed adjustments for MDV
Evap and SFTP II Contacts

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