

UPDATED INFORMATIVE DIGEST OF REGULATORY ACTION

Sections Affected: New section 1978, Title 13, California Code of Regulations (CCR) and the incorporated "California Refueling Emission Standards and Test Procedures for 1998 and Subsequent Model Motor Vehicles." Amended section 1976, Title 13, CCR, and the incorporated "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Motor Vehicles."

The 1990 federal Clean Air Act (CAA) amendments require the United States Environmental Protection Agency (U.S. EPA) to promulgate vehicle-based (onboard) systems standards for the control of vehicle refueling emissions. The standards are required to be set at a level that would attain a minimum refueling capture efficiency of 95 percent. The federal CAA also requires a 40, 80, and 100 percent manufacturer's sales volume implementation schedule beginning in the fourth model year after the standards are promulgated.

The U.S. EPA released its final rule for onboard refueling vapor recovery (ORVR) on April 6, 1994. The standards and test procedures apply to all gasoline-, diesel-, and alcohol-fueled light-duty vehicles and trucks, as defined by the U.S. EPA, made in the fifty states. A 0.20 grams per gallon refueling emission standard applies to the California classified vehicle groups listed in Table 1, per their respective phase-in schedules. Medium- and heavy-duty vehicles with a gross vehicle weight rating (GVWR) greater than 8500 pounds are exempt from the rule.

Table 1

ORVR Model Year Phase-In Schedule

Class of Vehicle	40% Fleet	80% Fleet	100% Fleet
Passenger Cars	1998	1999	2000
Light-Duty Trucks & Medium-Duty Vehicles (0 - 6,000 lbs. GVWR)	2001	2002	2003
Medium-Duty Vehicles (6,001 - 8,500 lbs. GVWR)	2004	2005	2006

Some provisions exist in the regulations for selected groups of vehicles. Small volume manufacturers of passenger cars are exempt from the 1998 and 1999 implementation requirement, but must comply with the 100 percent requirement in the 2000 model year. Also, vehicle/fuel combinations which

are inherently low¹ in refueling emissions are exempt from the ORVR regulations.

The ARB staff has adopted the U.S. EPA's ORVR standards and test procedures with modifications. The modifications align the requirements of the refueling test with California specific certification procedures. These include, for example, California specific certification procedures, preconditioning procedures, and exhaust procedures. The modifications are not expected to produce any variation between the technology of California and federal ORVR-equipped vehicles. Although the evaporative test procedures vary in some degree, the refueling test procedures are identical for the California and U.S. EPA.

In addition to the new section of the CCR for ORVR standards, modifications were made in the "California Evaporative Emission Standards and Test Procedures for 1998 and Subsequent Model Motor Vehicles." Text changes were made to align the California and U.S. EPA procedures, and to prepare the vehicle for the refueling test. The text modifications are similar to the language which the U.S. EPA incorporated into its evaporative test procedures for the alignment of the refueling test. The evaporative test procedure changes are not expected to produce any additional burden to the manufacturers.

The staff has also made text changes, independent of the ORVR text changes, to the evaporative test procedures. The modifications provide for better alignment of the California and federal evaporative procedures which will ease manufacturer's testing burden. In addition, staff has made minor changes which clarify and improve the technical soundness of the evaporative test procedures. These additional changes are not expected to produce any additional burden to the manufacturers.

1 As defined by section 1978(a), Title 13, CCR.