

§ 1961.4. Exhaust Emission Standards and Test Procedures - 2026 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.

Introduction. This section 1961.4 contains the California “LEV IV” exhaust emission standards for 2026 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles. A manufacturer must demonstrate compliance with the exhaust standards in subsection (a) applicable to specific test groups, and with the phase-in requirements in subsection (b) applicable to the manufacturer’s entire fleet.

Before the 2026 model year, a manufacturer that produces vehicles that meet the standards in subsection (a) has the option of certifying the vehicles to those standards, in which case the vehicles must be certified to this section 1961.4 in its entirety rather than to the standards in section 1961.2.

A manufacturer has the option of certifying engines used in incomplete and diesel medium-duty vehicles with a gross vehicle weight rating of greater than 10,000 lbs. GVW to the heavy-duty engine standards and test procedures set forth in section 1956.8. All medium-duty vehicles with a gross vehicle weight rating of less than or equal to 10,000 lbs. GVW, including incomplete Otto-cycle medium-duty vehicles and medium-duty vehicles that use diesel cycle engines, must be certified to the LEV IV chassis standards and test procedures set forth in this section 1961.4.

Pooling Provision.

For each model year, a manufacturer must demonstrate compliance with this section 1961.4 based on one of two options applicable throughout the model year, either:

Option 1: the total number of passenger cars, light-duty trucks, and medium-duty vehicles that are certified to the California exhaust emission standards in subsection (a) and are produced and delivered for sale in California; or

Option 2: the total number of passenger cars, light-duty trucks, and medium-duty vehicles that are certified to the California exhaust emission standards in subsection (a) and are produced and delivered for sale in California and all states that have adopted California's criteria pollutant emission standards set forth in this section 1961.4 for that model year pursuant to section 177 of the federal Clean Air Act (42 U.S.C. § 7507).

A manufacturer that selects compliance Option 2 must notify the Executive Officer of that selection in writing prior to the start of the applicable model year or must comply with Option 1. Once a manufacturer has selected compliance Option 2, that selection applies unless the manufacturer selects Option 1 and notifies the Executive Officer of that selection in writing before the start of the applicable model year.

When a manufacturer is demonstrating compliance using Option 2 for a given model year, the term "in California" as used in this section 1961.4 means California and all states that

have adopted California's criteria pollutant emission standards set forth in this section 1961.4 for that model year pursuant to Section 177 of the federal Clean Air Act (42 U.S.C. § 7507).

(a) Exhaust Emission Standards.

(1) *“LEV IV” Exhaust Standards.* The following standards are the maximum exhaust emissions for the full useful life from new 2026 and subsequent model year “LEV IV” passenger cars, light-duty trucks, and medium-duty vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use.

(A) *Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum exhaust emissions for the full useful life from new 2026 and subsequent model year “LEV IV” passenger cars, light-duty trucks, and medium-duty passenger vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use.

LEV IV Exhaust Mass Emission Standards for New 2026 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Type</i>	<i>Vehicle Emission Category¹</i>	<i>NMOG + Oxides of Nitrogen² (g/mi)</i>	<i>Carbon Monoxide (g/mi)</i>	<i>Formaldehyde (mg/mi)</i>	<i>Particulates³ (g/mi)</i>
All PCs; LDTs 8500 lbs. GVWR or less; and MDPVs	ULEV125 ⁴	0.125	2.1	4	---
	ULEV70	0.070	1.7	4	---
	ULEV60	0.060	1.7	4	---
	ULEV50	0.050	1.7	4	---
Vehicles in this category are tested at their loaded vehicle weight	ULEV40	0.040	1.7	4	---
	SULEV30	0.030	1.0	4	---
	SULEV25	0.025	1.0	4	---
	SULEV20	0.020	1.0	4	---
	SULEV15	0.015	1.0	4	---

¹ The numeric portion of the category name is the NMOG+NOx value in thousandths of grams per mile.

² The LEV IV NMOG+NOx 150,000-mile exhaust mass emission standards for passenger cars and light-duty trucks that apply at high-altitude conditions are: 0.160 g/mi for ULEV125; 0.105 g/mi for ULEV70; 0.090 for ULEV60, 0.070 g/mi for ULEV50; 0.060 for ULEV40, 0.050 g/mi for SULEV30, SULEV25, and SULEV20, and 0.030 for SULEV15.

³ The particulate standards and phase-in schedule set forth in subsection (a)(2) shall apply.

⁴ For manufacturers other than small volume manufacturers, this vehicle emission category is only applicable for the 2026 through 2028 model years. For small volume manufacturers, this vehicle emission category is applicable for the 2026 through 2034 model years.

(B) *Exhaust Emission Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.* The following standards are the maximum

exhaust emissions for the full useful life from new 2026 and subsequent model year “LEV IV” medium-duty vehicles other than medium-duty passenger vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the gaseous or alcohol fuel they are designed to use.

LEV IV Exhaust Mass Emission Standards for New 2026 and Subsequent Model Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles¹ <i>(150,000 mile Durability Vehicle Basis)</i>					
<i>Vehicle Type</i>	<i>Vehicle Emission Category²</i>	<i>NMOG + Oxides of Nitrogen (g/mi)</i>	<i>Carbon Monoxide (g/mi)</i>	<i>Formaldehyde (mg/mi)</i>	<i>Particulates (g/mi)</i>
MDVs 8501 - 10,000 lbs. GVWR, excluding MDPVs Vehicles in this category are tested at their adjusted loaded vehicle weight	ULEV250 ³	0.250	6.4	6	0.008
	ULEV200 ³	0.200	4.2	6	0.008
	SULEV170	0.170	4.2	6	0.008
	SULEV150	0.150	3.2	6	0.008
	SULEV125	0.125	3.2	6	0.008
	SULEV100	0.100	3.2	6	0.008
	SULEV85	0.085	3.2	6	0.008
	SULEV75	0.075	3.2	6	0.008
MDVs 10,001-14,000 lbs. GVWR Vehicles in this category are tested at their adjusted loaded vehicle weight	ULEV400 ³	0.400	7.3	6	0.010
	ULEV270 ³	0.270	4.2	6	0.010
	SULEV230	0.230	4.2	6	0.010
	SULEV200	0.200	3.7	6	0.010
	SULEV175	0.175	3.7	6	0.010
	SULEV150	0.150	3.7	6	0.010
	SULEV125	0.125	3.7	6	0.010
	SULEV100	0.100	3.7	6	0.010

¹ These standards apply at both low altitude and high altitude.

² The numeric portion of the category name is the NMOG+NOx value in thousandths of grams per mile.

³ These vehicle emission categories are only applicable for the 2026 through 2028 model years.

(2) “LEV IV” Particulate Standards.

(A) *Particulate Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer, except a small volume manufacturer, shall certify a percentage of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the following particulate standards according to the following phase-in schedule. These standards are the maximum particulate emissions allowed at full useful life. All vehicles certifying to these particulate standards must certify to the LEV IV exhaust emission standards set forth in subsection (a)(1)(A). ZEVs may not be included in the phase-in of these particulate standards.

LEV IV Particulate Emission Standard Values and Phase-in for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles		
Model Year	% of vehicles certified to a 3 mg/mi standard	% of vehicles certified to a 1 mg/mi standard
2026	50	50
2027	25	75
2028 and subsequent	0	100

(B) *Particulate Standards for Small Volume Manufacturers of Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* In the 2026 and 2027 model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 3 mg/mi particulate standard. In the 2028 and subsequent model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 1 mg/mi particulate standard. All vehicles certifying to these particulate standards must certify to the LEV IV exhaust emission standards set forth in subsection (a)(1)(A). ZEVs may not be included in the phase-in of these particulate standards.

(C) *Alternative Phase-in Schedule for 1 mg/mi Particulate Standard for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer may use an alternative phase-in schedule to comply with the 1 mg/mi particulate standard phase-in requirements as long as the PM emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (a)(2)(A) by the 2028 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the 1 mg/mi particulate standard in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2025 model year, 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. In the 2028 model year, the cumulative total must be equal to or greater than 500, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the 1 mg/mi particulate standard to be considered equivalent. A manufacturer may add vehicles introduced in the 2024 model year (e.g., the percent of vehicles introduced in 2024 would be multiplied by 4) to the cumulative total.

(D) *Particulate Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.* A manufacturer, including a small volume manufacturer, shall certify 100 percent of its medium-duty vehicles other than medium-duty passenger vehicle to the particulate standards set forth in subsection

(a)(1)(B). These standards are the maximum particulate emissions allowed at full useful life.

(3) *NMOG+NO_x Standards for Bi-Fuel, Fuel-Flexible, and Dual-Fuel Vehicles.* For fuel-flexible, bi-fuel, and dual-fuel PCs, LDTs and MDVs, compliance with the NMOG+NO_x exhaust mass emission standards must be based on exhaust emission tests both when the vehicle is operated on the gaseous or alcohol fuel it is designed to use, and when the vehicle is operated on gasoline. A manufacturer must demonstrate compliance with the applicable exhaust mass emission standards for NMOG+NO_x, CO, and formaldehyde set forth in the table in subsection (a)(1) when certifying the vehicle for operation on the gaseous or alcohol fuel, as applicable, and on gasoline or diesel, as applicable.

A manufacturer may measure NMHC in lieu of NMOG when fuel-flexible, bi-fuel and dual-fuel vehicles are operated on gasoline, in accordance with the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” Testing at 50°F is not required for fuel-flexible, bi-fuel, and dual-fuel vehicles when operating on gasoline.

(4) *50°F Exhaust Emission Standards.* All passenger cars, light-duty trucks, and medium-duty vehicles, other than natural gas and diesel-fueled vehicles, must demonstrate compliance with the following 4,000-mile exhaust emission standards for NMOG+NO_x and formaldehyde (HCHO) measured on the FTP (40 CFR, Part 1066) conducted at a nominal test temperature of 50°F, as modified by Part II, Section C of the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” A manufacturer may demonstrate compliance with the NMOG+NO_x and HCHO certification standards contained in this subparagraph by measuring NMHC exhaust emissions or issuing a statement of compliance for HCHO in accordance with Section D.1.7.5 and Section G.3.1.2, respectively, of the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” Emissions of CO measured at 50°F at 4,000 miles shall not exceed the standards set forth in subsection (a)(1) applicable to vehicles of the same emission category and vehicle type subject to a cold soak and emission test at 68° to 86° F.

(A) *Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles Certified to the LEV IV Standards.* For fuel-flexible, bi-fuel, and dual-fuel vehicles, the following exhaust emission standards apply when a vehicle is operating on both gasoline and the alcohol fuel.

50°F Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles		
<i>Vehicle Emission Category</i>	<i>NMOG + NO_x (g/mi)</i>	<i>HCHO (g/mi)</i>
ULEV125	0.250	0.016
ULEV70	0.140	0.016
ULEV60	0.120	0.016
ULEV50	0.100	0.016
ULEV40	0.080	0.016
SULEV30	0.060	0.008
SULEV25	0.050	0.008
SULEV20	0.040	0.008
SULEV15	0.030	0.008

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(B) *Standards for Medium-Duty Vehicles (Excluding MDPVs) Certified to the LEV IV Standards.* For fuel-flexible, bi-fuel, and dual-fuel vehicles, the following exhaust emission standards apply when a vehicle is operating on both gasoline and the alcohol fuel.

50°F Exhaust Emission Standards for LEV IV Medium-Duty Vehicles (Excluding MDPVs)		
<i>Vehicle Emission Category</i>	<i>NMOG + NO_x (g/mi)</i>	<i>HCHO (g/mi)</i>
ULEV250	0.500	0.032
ULEV200	0.400	0.016
SULEV170	0.340	0.016
SULEV150	0.300	0.016
SULEV125	0.250	0.016
SULEV100	0.200	0.016
SULEV85	0.170	0.016
SULEV75	0.150	0.016
ULEV400	0.800	0.042
ULEV270	0.540	0.020
SULEV230	0.460	0.020
SULEV200	0.400	0.020
SULEV175	0.350	0.020
SULEV150	0.300	0.020
SULEV125	0.250	0.020
SULEV100	0.200	0.020

(5) *Cold CO Standard.* The following standards are the 50,000 mile cold temperature exhaust carbon monoxide emission levels from new 2026 and subsequent model-year passenger cars, light-duty trucks, and medium-duty passenger vehicles:

2026 AND SUBSEQUENT MODEL-YEAR COLD TEMPERATURE CARBON MONOXIDE EXHAUST EMISSIONS STANDARDS FOR PASSENGER CARS, LIGHTDUTY TRUCKS, AND MEDIUM-DUTY PASSENGER VEHICLES
(grams per mile)

<i>Vehicle Type</i>	<i>Carbon Monoxide</i>
All PCs, LDTs 0-3750 lbs. LVW;	10.0
LDTs, 3751 lbs. LVW - 8500 lbs. GVWR; MDPVs 10000 lbs. GVWR and less	12.5

These standards apply to vehicles tested at a nominal temperature of 20°F (-7°C) in accordance with 40 CFR Part 1066 Subpart H, as amended by the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles.” Natural gas, diesel-fueled and zero-emission vehicles are exempt from these standards.

(6) *Partial Soak NMOG+NOx Compliance Requirements for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

The following standards are the maximum NMOG+NOx exhaust emissions for the full useful life for vehicles tested using the test procedures for Partial Soak FTP testing at the specified soak times. For each test group, a manufacturer must submit with the certification application an attestation that NMOG+NOx exhaust emissions do not exceed the linear interpolation between the NMOG+NOx standard at the 10-minute soak time and the NMOG+NOx standard at the 40-minute soak time and an attestation that NMOG+NOx exhaust emissions do not exceed the linear interpolation between the NMOG+NOx standard at the 40-minute soak time and the NMOG+NOx standard at the 3-hour soak time. For each test group, a manufacturer must also submit with the certification application an attestation that NMOG+NOx exhaust emissions between the 3-hour soak time and a 12-hour soak time do not exceed the NMOG+NOx emission values for the 3-hour soak time in the following table.

Partial Soak NMOG+NOx Exhaust Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (grams per mile)			
<i>Vehicle Emission Category</i>	<i>10-minute soak</i>	<i>40-minute soak</i>	<i>3-hour soak</i>
ULEV125	0.063	0.096	0.125
ULEV70	0.035	0.054	0.070
ULEV60	0.030	0.046	0.060
ULEV50	0.025	0.038	0.050
ULEV40	0.020	0.031	0.040
SULEV30	0.015	0.023	0.030
SULEV25	0.013	0.019	0.025
SULEV20	0.010	0.015	0.020
SULEV15	0.008	0.012	0.015

(7) *Quick Drive-Away NMOG+NOx Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum NMOG+NOx exhaust emissions over the Quick Drive-Away test cycle for the full useful life for new 2026 and subsequent model LEV IV passenger cars, light-duty trucks, and medium-duty passenger vehicles. Plug-in hybrid electric vehicles that do

not have an engine start during the first 20 seconds of the FTP test cycle are exempt from the Quick Drive-Away requirement.

Quick Drive-Away NMOG+NOx Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.	
<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>
ULEV125	0.125
ULEV70	0.082
ULEV60	0.072
ULEV50	0.062
ULEV40	0.052
SULEV30	0.042
SULEV25	0.037
SULEV20	0.032
SULEV15	0.027

(8) *Highway NMOG + NOx Standard.* The maximum emissions of non-methane organic gas plus oxides of nitrogen measured on the federal Highway Fuel Economy Test (HWFET; 40 CFR §1066.840), as modified by the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” must not be greater than the applicable LEV IV NMOG+NOx standard set forth in subsection (a)(1). Both the sum of the NMOG+NOx emissions and the HWFET standard must be rounded in accordance with ASTM E29-67 to the nearest 0.001 g/mi before being compared.

(9) *Supplemental Federal Test Procedure (SFTP) Off-Cycle Emission Standards.*

(A) *US06 NMOG+NOx and CO Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum NMOG+NOx and CO exhaust emissions over the US06 test cycle for the full useful life from new 2026 and subsequent model year LEV IV passenger cars, light-duty trucks, and medium-duty passenger vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the same gaseous or liquid fuel they use for FTP certification. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles) ≤ 6,000 lbs. GVWR as well as multi-fueled vehicles > 6,000 lbs. GVWR, including vehicles certifying with carryover data, shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles). A manufacturer may also certify 2025 model passenger cars, light-duty trucks, and medium-duty passenger vehicles classes to LEV IV FTP standards, in which case, the manufacturer shall be subject to the LEV IV SFTP emission standards and requirements.

1. *US06 NMOG+NOx and CO Exhaust Emission Standards for 2026 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

US06 NMOG+NOx and CO Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (150,000 mile Durability Vehicle Basis)			
<i>Vehicle Type</i>	<i>Vehicle Emission Category¹</i>	<i>NMOG + NOx (g/mi)</i>	<i>CO (g/mi)</i>
All PCs; LDTs 8500 lbs. GVWR or less; and MDPVs	ULEV125	0.125	9.6
	ULEV70	0.070	9.6
	ULEV60	0.060	9.6
	ULEV50	0.050	9.6
	ULEV40	0.040	9.6
Vehicles in this category are tested at their loaded vehicle weight	SULEV30	0.030	9.6
	SULEV25	0.030	9.6
	SULEV20	0.030	9.6
	SULEV15	0.030	9.6

¹ *Vehicle Emission Category.* Manufacturers must certify all vehicles, which are certifying to a LEV IV FTP emission category to the emission standards of the equivalent, or a more stringent, SFTP emission category set forth on this table.

2. *Interim US06 NMOG+NOx and CO Exhaust Emission Standards for 2026 and 2027 Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

US06 NMOG+NOx and CO Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles (150,000 mile Durability Vehicle Basis)			
<i>Vehicle Type</i>	<i>Vehicle Emission Category¹</i>	<i>NMOG + NOx (g/mi)</i>	<i>CO (g/mi)</i>
All PCs; LDTs 8500 lbs. GVWR or less; and MDPVs	ULEV125	0.150	9.6
	ULEV70	0.084	9.6
	ULEV60	0.072	9.6
	ULEV50	0.060	9.6
	ULEV40	0.048	9.6
Vehicles in this category are tested at their loaded vehicle weight	SULEV30	0.036	9.6
	SULEV25	0.036	9.6
	SULEV20	0.036	9.6
	SULEV15	0.036	9.6

¹ *Vehicle Emission Category.* Manufacturers must certify all vehicles, which are certifying to a LEV IV FTP emission category to the emission standards of the equivalent, or a more stringent, SFTP emission category set forth on this table.

(B) *US06 PM Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* The following standards are the maximum PM exhaust emissions over the US06 test cycle through the full useful life from LEV IV passenger cars, light-duty trucks, and medium-duty passenger vehicles when operating on the same gaseous or liquid fuel they use for FTP certification. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles) ≤ 6,000 lbs. GVWR and multi-fueled vehicles > 6,000 lbs. GVWR, including vehicles certifying with carryover data, shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles). Manufacturers must certify LEV IV passenger cars, light-duty trucks, and medium-duty passenger vehicles, which are certifying to LEV IV FTP PM emission standards in subsection (a)(2) on a 150,000-mile durability basis, to the *US06 PM Exhaust Emission Standards* set forth in this subsection (a)(9)(B). The phase-in requirements in the following table apply to all manufacturers other than small volume manufacturers. A small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the 3 mg/mi US06 PM exhaust emission standard in 2030 and subsequent model years.

1. *US06 PM Exhaust Emission Standards for 2026 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

US06 PM Exhaust Emission Standards for LEV IV Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles^{1,2}		
<i>Model Year</i>	<i>% of vehicles certified to a 6 mg/mi standard</i>	<i>% of vehicles certified to a 3 mg/mi standard³</i>
2026	100	0
2027	75	25
2028	50	50
2029	25	75
2030 and subsequent	0	100

¹ All PCs, LDTs, and MDPVs certified to LEV IV FTP PM emission standards in subsection (a)(2) on a 150,000-mile durability basis shall comply with the SFTP PM Exhaust Emission Standards in this table. ZEVs may not be included in the phase-in.

² Vehicles in these categories are tested at their loaded vehicle weight.

³ The phase-in for small volume manufacturers is 0% in model years 2026 through 2029 and 100% in model year 2030 and subsequent.

2. *Alternative Phase-in Schedule for US06 PM Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer may use an alternative phase-in schedule to comply with the US06 PM exhaust emission standards phase-in requirements as long as the US06 PM emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (a)(9)(B)1 by the 2030 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the US06 PM standard in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 4 for the 2027 model year, 3 for the 2028 model year, 2 for the 2029 model year, and 1 for the 2030 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. In the 2030 model year, the cumulative total must be equal to or greater than 500, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the US06 PM standard to be considered equivalent. A manufacturer may add vehicles introduced in the 2026 model year (e.g., the percent of vehicles introduced in 2026 would be multiplied by 4) to the cumulative total.

(C) *SFTP NMOG+NO_x and CO Exhaust Emission Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.* The following standards are the maximum NMOG+NO_x and CO exhaust emissions for full useful life of 2026 and subsequent model-year medium-duty LEV IV ULEVs and SULEVs from 8,501 through 14,000 pounds GVWR when operating on the same gaseous or liquid fuel they use for FTP certification. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles). The following composite emission standards do not apply to MDPVs subject to the emission standards presented in subsection (a)(9)(A).

SFTP NMOG+NOx and CO Exhaust Mass Emission Standards for LEV IV Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles^{1,2} (150,000 mile Durability Vehicle Basis)					
<i>Vehicle Type</i>	<i>HP/GVWR³</i>	<i>Test Cycle⁴</i>	<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>	<i>CO (g/mi)</i>
MDVs 8,501 - 10,000 lbs GVWR	≤ 0.024	US06 Bag 2	SULEV170	0.170	15
			SULEV150	0.150	15
			SULEV125	0.125	15
			SULEV100	0.100	15
			SULEV85	0.085	15
			SULEV75	0.075	15
	> 0.024	Full US06	SULEV170	0.170	25
			SULEV150	0.150	25
			SULEV125	0.125	25
			SULEV100	0.100	25
			SULEV85	0.085	25
MDVs 10,001-14,000 lbs GVWR	n/a	Hot 1435 UC (Hot 1435 LA92)	SULEV230	0.230	10
			SULEV200	0.200	10
			SULEV175	0.175	10
			SULEV150	0.150	10
			SULEV125	0.125	10
			SULEV100	0.100	10

¹ *Test Weight.* Medium-duty vehicles are tested at their adjusted loaded vehicle weight (average of curb weight and GVWR).

² Vehicles that certify to the ULEV250, ULEV200, SULEV400, or SULEV270 categories must be certified to the LEV III NMOG+NOx and CO SFTP standards in §1961.2 (a)(7)(C) and may not be included in the phase-in for compliance with LEV IV requirements in subsection (b)(3)(B)1.

³ *Power to Weight Ratio.* If all vehicles in a test group have a power to weight ratio at or below a threshold of 0.024, they may opt to run the US06 Bag 2 in lieu of the full US06 cycle. The cutoff is determined by using a ratio of the engine's maximum rated horsepower, as established by the engine manufacturer in the vehicle's Application for Certification, to the vehicle's GVWR in pounds and does not include any horsepower contributed by electric motors in the case of hybrid electric or plug-in hybrid electric vehicles. Manufacturers may opt to test to the full cycle regardless of the calculated ratio; in such case, manufacturers shall meet the emission standards applicable to vehicles with power-to-weight ratios greater than 0.024.

⁴ *Road Speed Fan.* Manufacturers have the option to use a road speed modulated fan as specified in 40 CFR §1066.105, as applicable, instead of a fixed speed fan for MDV SFTP testing.

(D) *SFTP PM Exhaust Emission Standards for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.* The following standards are the maximum PM exhaust emissions for the full useful life of 2027 and subsequent model-year LEV IV LEVs, ULEVs, and SULEVs when operating on the same gaseous or liquid fuel they use for FTP certification. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall comply with all

requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles). The following composite emission standards do not apply to medium-duty passenger vehicles subject to the emission standards set forth in subsection (a)(9)(B).

SFTP PM Exhaust Emission Standards for LEV IV Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles ¹ <i>(150,000 mile Durability Vehicle Basis)</i>				
<i>Vehicle Type</i>	<i>Test Weight</i>	<i>Hp/GVWR²</i>	<i>Test Cycle^{3,4,5}</i>	<i>PM (mg/mi)</i>
MDVs 8,501-10,000 lbs GVWR	Adjusted loaded vehicle weight	≤ 0.024	US06 Bag 2	6
		>0.024	US06	8
MDVs 10,001-14,000 lbs GVWR	Adjusted loaded vehicle weight	n/a	Hot 1435 UC (Hot 1435 LA92)	5

¹ Except for MDPVs subject to the emission standards set forth in subsection (a)(9)(B), MDVs certified to 150,000-mile FTP PM emission standards in subsection (a)(2) shall comply with the SFTP PM Exhaust Emission Standards in this table.

² *Power to Weight Ratio.* If all vehicles in a test group have a power to weight ratio at or below a threshold of 0.024, they may opt to run the US06 Bag 2 in lieu of the full US06 cycle. The cutoff is determined by using a ratio of the engine’s horsepower to the vehicle’s GVWR in pounds and does not include any horsepower contributed by electric motors in the case of hybrid electric or plug-in hybrid electric vehicles. Manufacturers may opt to test to the full cycle regardless of the calculated ratio; in such case, manufacturers shall meet the emission standards applicable to vehicles with power-to-weight ratios greater than 0.024.

³ *Road Speed Fan.* Manufacturers have the option to use a road speed modulated fan as specified in 40 CFR §1066.105, as applicable, instead of a fixed speed fan for MDV SFTP testing.

(10) High Power Cold Start US06 Emission Standards for Plug-in Hybrid Electric Vehicles in the Passenger Car, Light-Duty Truck, and Medium-Duty Passenger Vehicle Classes.

The following standards are the maximum NMOG+NOx exhaust emissions over the Cold Start US06 test cycle in the “California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes” for the full useful life from LEV IV plug-in hybrid electric passenger cars, light-duty trucks, and medium-duty passenger vehicles, including fuel-flexible, bi-fuel and dual-fuel vehicles when operating on the same gaseous or liquid fuel they use for FTP certification. Multi-fueled vehicles (including bi-fueled, dual-fueled and fuel-flexible vehicles), including vehicles certifying with carryover data, shall comply with all requirements established for each consumed fuel (or blend of fuels in the case of fuel-flexible vehicles). Plug-in hybrid electric vehicles that are US06 capable, as defined in section 1962.4, are exempt from this requirement.

Cold Start US06 NMOG+NOx Exhaust Emission Standards for PCs, LDTs, and MDPVs <i>(150,000 mile durability Vehicle Basis)</i>		
<i>Vehicle Emission Category</i>	<i>NMOG+NOx (g/mi)</i>	
	<i>2026-2028 MY</i>	<i>2029 and subsequent MY</i>
ULEV125	0.350	0.250
ULEV70	0.320	0.200
ULEV60	0.280	0.175
ULEV50	0.240	0.150
ULEV40	0.200	0.125
SULEV30	0.150	0.100
SULEV25	0.125	0.083
SULEV20	0.100	0.067
SULEV15	0.075	0.050

(11) *Interim In-Use Compliance Standards.*

(A) *LEV IV Particulate Interim In-Use Compliance Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* For the 2026 through 2028 model years, the interim in-use compliance standard for vehicles certifying to the 1 mg/mi particulate standard is 2 mg/mi. This interim in-use compliance standards shall apply for the first two model years that a test group is certified to the 1 mg/mi particulate standard. If a passenger car, light-duty truck, or medium-duty passenger vehicle test group that was certified to the 3 mg/mi particulate standard in the 2027 model year is certified to the 1 mg/mi particulate standard the 2028 model year, the 2 mg/mi particulate interim in-use compliance standard shall apply in the 2028 and 2029 model years.

(B) *US06 Interim In-Use Compliance Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

1. *US06 NMOG+NOx Interim In-Use Compliance Standards.* For the 2026 and 2027 model years, the interim in-use compliance standard for vehicles certifying to the US06 NMOG+NOx standards in subsection (a)(9)(A)1 shall be 1.2 times the applicable certification standard. If a passenger car, light-duty truck, or medium-duty passenger vehicle test group is first certified to a US06 NMOG+NOx standard in subsection (a)(9)(A)1 in the 2027 model year, the interim in-use compliance standard shall only apply in the 2027 model year. Vehicles certifying to the US06 NMOG+NOx standards in subsection (a)(9)(A)2 must meet the applicable certification standard in-use.

2. *US06 PM Interim In-Use Compliance Standards.* For the 2026 through 2029 model years, the interim in-use compliance standard for vehicles

certifying to the 3 mg/mi US06 PM standards in subsection (a)(9)(B) shall be 4 mg/mi. If a passenger car, light-duty truck, or medium-duty passenger vehicle test group is first certified to a US06 PM standard in subsection (a)(9)(B) in the 2029 model year, the interim in-use compliance standard shall only apply in the 2029 model year.

(12) *Requirement to Generate Additional NMOG+NO_x Fleet Average Credit.* For a vehicle that is certified to the LEV IV standards in subsection (a)(1), which does not generate a partial ZEV allocation according to the criteria set forth in the “California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes,” a manufacturer may subtract 5 mg/mi from the NMOG+NO_x emission standards value set forth in subsection (b)(1)(B)2 when calculating the manufacturer’s fleet average, provided that the manufacturer extends the performance and defects warranty period to 15 years or 150,000 miles, whichever occurs first, except that the time period is to be 10 years for a zero emission energy storage device (such as battery, ultracapacitor, or other electric storage device).

(13) *NMOG Credit for Direct Ozone Reduction Technology.* A manufacturer that certifies vehicles equipped with direct ozone reduction technologies shall be eligible to receive NMOG credits that can be applied to the NMOG exhaust emissions of the vehicle when determining compliance with the standard. In order to receive credit, the manufacturer must submit the following information for each vehicle model for which it gets credit, including, but not limited to:

(A) a demonstration of the airflow rate through the direct ozone reduction device and the ozone-reducing efficiency of the device over the range of speeds encountered in the Unified Cycle Driving Schedule contained in Part II, section D. of the “California 2026 and Subsequent Model Criteria Pollutant Emission Standards and Test Procedures for Passenger Cars, Light-Duty trucks and Medium-duty Vehicles”;

(B) an evaluation of the durability of the device for the full useful life of the vehicle; and

(C) a description of the on-board diagnostic strategy for monitoring the performance of the device in-use.

Using the above information, the Executive Officer shall determine the value of the NMOG credit based on the calculated change in the one-hour peak ozone level using an approved airshed model. This credit can only be used for determining compliance with the exhaust standards in subsection (a)(1).

(14) *Emission Standard for a Fuel-Fired Heater.* Whenever a manufacturer elects to utilize an on-board fuel-fired heater on any passenger car, light-duty truck or medium-duty vehicle, the fuel-fired heater must meet ULEV125 standards for passenger

cars and light-duty trucks less than 8,500 pounds GVWR as set forth in subsection (a)(1). The exhaust emissions from the fuel-fired heater shall be determined in accordance with the “California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes,” as applicable. If the on-board fuel-fired heater is capable of operating at ambient temperatures above 40°F, the measured emission levels of the on-board fuel-fired heater shall be added to the emissions measured on the FTP (40 CFR, Part 1066), as amended by the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles” to determine compliance with the exhaust emission standards in subsection (a)(1).

(b) Emission Standards Phase-In Requirements for Manufacturers.

(1) *Fleet Average NMOG + NOx Requirements for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) The fleet average non-methane organic gas plus oxides of nitrogen exhaust mass emission values from the passenger cars, light-duty trucks, and medium-duty passenger vehicles that are produced and delivered for sale in California each model year by a manufacturer other than a small volume manufacturer shall not exceed:

FLEET AVERAGE NMOG+NOx EXHAUST MASS EMISSION REQUIREMENTS FOR PASSENGER CARS, LIGHT-DUTY TRUCKS, AND MEDIUM-DUTY PASSENGER VEHICLES <i>(150,000 mile Durability Vehicle Basis)</i>		
<i>Model Year</i>	<i>Fleet Average NMOG + NOx (grams per mile)</i>	<i>Percent ZEVs+TZEVs¹</i>
2025 ²	0.030	100%
2026	0.030	60%
2027	0.030	30%
2028	0.030	15%
2029+	0.030	0%

¹ For each model year, a manufacturer may only include the specified percentage of total ZEVs+TZEVs that are produced and delivered for sale in California for that model year in the fleet average calculation.

² For the 2025 model year, a manufacturer that elects to comply with this section 1961.4 in lieu of section 1961.2 shall comply with these requirements.

A manufacturer that selects compliance Option 2 must provide to the Executive Officer separate values for the number of vehicles in each test group produced and delivered for sale in each individual state within the average.

(B) *Calculation of Fleet Average NMOG + NOx Value.*

1. *Basic Calculation.*

Each manufacturer’s PC+LDT+MDPV fleet average NMOG + NOx value for the total number of PCs+LDTs+MDPVs produced and delivered for sale in California shall be calculated as follows. The number of ZEVs+TZEVs that may be included in this calculation is the number of ZEVs+TZEVs that may be included in the fleet average NMOG+NOx value in accordance with subsection (b)(1)(A).

$$\frac{(\sum [\text{Number of vehicles in a test group excluding TZEVs} \times \text{applicable emission standard}] + \sum [\text{Number of TZEVs in a test group} \times \text{TZEV NMOG+NOx contribution factor}])}{\text{Total Number of PCs+LDTs+MDPVs Produced and Delivered for sale in California, Including ZEVs+TZEVs, as applicable}}$$

Total Number of PCs+LDTs+MDPVs Produced and Delivered for sale in California, Including ZEVs+TZEVs, as applicable

2. The applicable emission standards to be used in the above equations are as follows:

<i>Vehicle Type</i>	<i>Emission Category</i>	<i>Emission Standard Value¹ (g/mi)</i>
Federally-certified vehicles	All	Sum of the full useful life NMOG and NOx Federal Emission Standards to which Vehicle is Certified
2026 and subsequent model year vehicles certified to the “LEV IV” standards in subsection 1961.2(a)(1)(A)	ULEV125	0.125
	ULEV70	0.070
	ULEV60	0.060
	ULEV50	0.050
	ULEV40	0.040
	SULEV30	0.030
	SULEV25	0.025
	SULEV20	0.020
	SULEV15	0.015

¹ For LEV IV vehicle test groups that meet the extended emission warranty requirements in subsection (a)(12), the applicable emission standard value shall be the emission standard value set forth in this table minus 5 mg/mi.

3. *TZEV NMOG+NO_x Contribution Factor.* TZEV NMOG+NO_x contribution factors for passenger cars, light-duty trucks, and medium-duty passenger vehicles (in grams per mile) are calculated as follows. The All Electric Range and US06 Capability are defined in the “California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes.” For the purposes of this subsection (b)(1)(B)3, the maximum allowable zVMT Factor that may be used in this equation is 1.0.

TZEV NMOG+NO_x Contribution Factor = NMOG+NO_x Standard in subsection (a)(1)(A) to which the vehicle certifies – 0.005 x (zVMT Factor) – 0.005 x (US06 Range Factor)

Where: zVMT Factor = (All Electric Range/100) + 0.2; and
US06 Range Factor = 1.0 if US06 capable and 0 if not US06 capable

(C) *Phase-In Requirements for Small Volume Manufacturers.*

1. In 2026 and subsequent model years, a small volume manufacturer shall not exceed a fleet average NMOG+NO_x value of 0.051 g/mi for PCs+LDTs+MDPVs calculated in accordance with subsection (b)(1)(B). All vehicles certified by a small volume manufacturer for the 2026 and subsequent model years must meet the LEV IV exhaust standards in this section 1961.4. A small volume manufacturer may include 100 percent of its ZEVs that are produced and delivered for sale in California in its fleet average calculation.

2. If a manufacturer's average model year California sales exceeds 4500 units of new PCs, LDTs, MDVs, heavy-duty vehicles, and heavy-duty engines based on the average number of vehicles sold for the three previous consecutive model years, the manufacturer shall no longer be treated as a small volume manufacturer. If this is the first time the manufacturer's three-year sales average exceeds 4500 units, the manufacturer must comply with the fleet average requirements applicable to a large volume manufacturer, as specified in subsection (b)(1)(A) beginning with the fourth model year after the last of the three consecutive model years. If during this four-year lead time period the manufacturer's annual sales for a model year are less than 4500 units and then exceed 4500 units within the four years, then the four-year lead time shall begin to accrue with the next model year. If the manufacturer's three-year average model year California sales have previously exceeded 4500 units then the manufacturer is not afforded a four-year lead time period and must comply with the fleet-average requirements applicable to larger manufacturers as specified in subsection (b)(1)(A) beginning with the following model year after the last of the three consecutive model years.

3. If a manufacturer's average model year California sales fall below 4500 units of new PCs, LDTs, MDVs and heavy-duty engines based on the average

number of vehicles sold for the three previous consecutive model years, the manufacturer shall be treated as a small volume manufacturer and shall be subject to the requirements for small volume manufacturers beginning with the next model year.

(D) *LEV IV Phase-In Requirement for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* All passenger cars, light-duty trucks, and medium-duty passenger vehicles must comply with this section 1961.4 in the 2026 and subsequent model years.

(2) *LEV IV Phase-In Requirements for Medium-Duty Vehicles, Other than Medium-Duty Passenger Vehicles.*

(A) *Requirement for Manufacturers Other than Small Volume Manufacturers.* A manufacturer of MDVs, other than a small volume manufacturer, shall certify its MDV fleet according to the following phase-in schedule:

1. *Requirements for Medium-Duty Vehicles Certified to Subsection (a)(1).*

a. The fleet average non-methane organic gas plus oxides of nitrogen exhaust mass emission values from the medium-duty vehicles produced and delivered for sale in California each model year shall not exceed:

FLEET AVERAGE NON-METHANE ORGANIC GAS PLUS OXIDES OF NITROGEN EXHAUST MASS EMISSION REQUIREMENTS FOR MEDIUM-DUTY VEHICLES <i>(150,000 mile Durability Vehicle Basis)</i>		
<i>Model Year</i>	<i>Fleet Average NMOG + NOx (g/mi)</i>	
	<i>MDVs 8,501 - 10,000 lbs. GVWR</i>	<i>MDVs 10,001-14,000 lbs. GVWR</i>
2025 ¹	0.178	0.247
2026	0.178	0.247
2027	0.174	0.232
2028	0.166	0.212
2029	0.158	0.193
2030+	0.150	0.175

¹A manufacturer that complies with this section 1961.4 in lieu of section 1961.2 shall comply with the fleet average NMOG+NOx values in this table.

b. Each manufacturer's fleet average NMOG+NOx value for the total number of MDVs 8,501 - 10,000 lbs. GVWR produced and delivered for sale in California shall be calculated as follows:

$$(\sum [\text{Number of MDVs 8,501 - 10,000 lbs. GVWR in a test group} \times \text{applicable emission standard}]) \div \text{Total Number of MDVs 8,501 - 10,000 lbs. GVWR Produced and Delivered for sale in California, Excluding ZEVs and Including HEVs}$$

c. Each manufacturer's fleet average NMOG+NOx value for the total number of MDVs 10,001-14,000 lbs. GVWR produced and delivered for sale in California shall be calculated as follows:

$$(\sum [\text{Number of MDVs 10,001 - 14,000 lbs. GVWR in a test group} \times \text{applicable emission standard}]) \div \text{Total Number of MDVs 10,001 - 14,000 lbs. GVWR Produced and Delivered for sale in California, Excluding ZEVs and Including HEVs}$$

d. The applicable emission standards to be used in the above equations are as follows:

Vehicle Type	Emission Category	Emission Standard Value (g/mi)
Federally-certified vehicles	All	Full useful life NMOG+NOx Federal Emission Standard to which Vehicle is Certified
Vehicles certified to the "LEV IV" standards in subsection (a)(1)	All	Full useful life NMOG+NOx LEV IV Emission Standards to which Vehicle is Certified

2. *Requirements for Incomplete Medium-Duty Vehicles Using Otto-Cycle Engines Certified to Title 13, CCR, Section 1956.8, and Medium-Duty Vehicles Using Diesel Engines Certified to Title 13, CCR, Section 1956.8.* For Incomplete Medium-Duty Vehicles that use Otto-Cycle engines certified to section 1956.8 and Medium-Duty Vehicles that use diesel engines certified to section 1956.8, the engines must be certified to subsections 1956.8(c)(1)(C) or 1956.8 (h)(7), as applicable.

(B) *Requirements for Small Volume Manufacturers.* In the 2026 and 2027 model years, a small volume manufacturer shall certify, produce, and deliver for sale in California vehicles or engines certified to the MDV LEV IV ULEV250 or LEV IV ULEV400 standards, as applicable, in a quantity equivalent to 100% of its MDV fleet. In the 2028 and subsequent model years, a small volume manufacturer shall certify, produce, and deliver for sale in California vehicles or engines certified to the MDV LEV IV SULEV170 or LEV IV SULEV230 standards, as applicable, in a quantity equivalent to

100% of its MDV fleet. Engines certified to these MDV standards are not eligible for emissions averaging.

(C) *Alternate Phase-In Schedules for LEV IV MDVs Certified to Subsection (a)(1) for Manufacturers with a Limited Number of Test Groups.* A manufacturer that produces and delivers for sale in California four or fewer medium-duty test groups may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles.

1. A manufacturer that produces and delivers for sale in California four medium-duty test groups certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles instead of subsection (b)(2)(A)1.

<i>Model Year</i>	<i>Number of Test Groups Certified to §1961.4(a)(1)</i>	
	<i>LEV IV SULEV170 or SULEV230</i>	<i>LEV IV SULEV150 or SULEV175</i>
2026 - 2027	4	0
2028	3	1
2029	2	2
2030	1	3
2031 and subsequent	0	4

2. A manufacturer that produces and delivers for sale in California three medium-duty test groups certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles instead of subsection (b)(2)(A)1.

<i>Model Year</i>	<i>Number of Test Groups Certified to §1961.4(a)(1)</i>	
	<i>LEV IV SULEV170 or SULEV230</i>	<i>LEV IV SULEV150 or SULEV175</i>
2026 - 2027	3	0
2028	2	1
2029	1	2
2030 and subsequent	0	3

3. A manufacturer that produces and delivers for sale in California two medium-duty test groups certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles instead of subsection (b)(2)(A)1.

<i>Model Year</i>	<i>Number of Test Groups Certified to §1961.4(a)(1)</i>	
	<i>LEV IV SULEV170 or SULEV230</i>	<i>LEV IV SULEV150 or SULEV175</i>
2026 - 2028	2	0
2029	1	1
2030 and subsequent	0	2

4. A manufacturer that produces and delivers for sale in California one medium-duty test group certified to subsection (a)(1) may comply with the following alternate phase-in schedule for LEV IV medium-duty vehicles instead of subsection (b)(2)(A)1.

<i>Model Year</i>	<i>Number of Test Groups Certified to §1961.4(a)(1)</i>	
	<i>LEV IV SULEV170 or SULEV230</i>	<i>LEV IV SULEV150 or SULEV175</i>
2026 - 2029	1	0
2030 and subsequent	0	1

(D) *Identifying a Manufacturer's MDV Fleet.* Each manufacturer's MDV fleet shall be defined as the total number of California-certified MDVs produced and delivered for sale in California. For the purpose of demonstrating compliance with the LEV IV phase-in requirements in subsection (b)(2), each manufacturer's MDV fleet must be divided into two separate groups of vehicles – "chassis-certified MDVs" that certify to subsection (a)(1)(B) and "engine-certified MDVs" that use engines certified to the standards in section 1956.8. The phase-in percentages in subsection (b)(2) for vehicles certified to subsection (a)(1)(B) shall be applied to the manufacturers' total production of California chassis-certified medium-duty vehicles delivered for sale in California. The phase-in percentages in subsection (b)(2) for vehicles certified to section 1956.8 shall be applied to the manufacturer's total production of California engine-certified medium-duty vehicles delivered for sale in California.

(E) For a manufacturer that elects to certify to the optional medium-duty engine standards in title 13, CCR subsections 1956.8(c) or (h), all such MDVs, including those produced by a small volume manufacturer, shall be subject to the emissions averaging provisions applicable to heavy-duty diesel or Otto-cycle engines as set forth in the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Otto-Cycle Engines," or the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines, incorporated by reference in subsections 1956.8(b) or (d), as applicable.

(3) *SFTP Phase-In Requirements.*

(A) *Phase-In Schedule for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

1. *Phase-in Schedule for Manufacturers other than Small Volume Manufacturers.* Beginning in the 2026 model year, a manufacturer of passenger cars, light-duty trucks, and medium-duty passenger vehicles shall certify at least the following percentage of its PC+LDT+MDPV fleet to the US06 NMOG+NOx and CO standards in subsection (a)(9)(A) according to the following phase-in schedule. A manufacturer shall also certify its PC+LDT+MDPV fleet to the LEV IV SFTP PM exhaust emission standards and phase-in schedule in subsection (a)(9)(B).

LEV IV US06 NMOG+NOx and CO Emission Standards Phase-in for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles		
<i>Model Year</i>	<i>Total % of PCs, LDTs, and MDPVs certified to subsection (a)(9)(A)1</i>	<i>Total % of PCs, LDTs, and MDPVs certified to subsection (a)(9)(A)2</i>
2026	30	70
2027	60	40
2028 and subsequent	100	0

2. *Phase-in Schedule for Small Volume Manufacturers.* In the 2026 and 2027 model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the US06 NMOG+NOx and CO standards in subsection (a)(9)(A)2. In the 2028 and subsequent model years, a small volume manufacturer shall certify 100 percent of its passenger car, light-duty truck, and medium-duty passenger vehicle fleet to the US06 NMOG+NOx and CO standards in subsection (a)(9)(A)1. In the 2026 and subsequent model years, a small volume manufacturer shall also certify its PC+LDT+MDPV fleet to the LEV IV SFTP PM exhaust emission standards and phase-in schedule in subsection (a)(9)(B).

3. *Alternative Phase-in Schedule for US06 NMOG+NOx and CO Exhaust Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.* A manufacturer may use an alternative phase-in schedule to comply with the US06 NMOG+NOx and CO exhaust emission standards phase-in requirements as long as the US06 NMOG+NOx and CO emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(3)(A)1 by the 2028 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the US06 PM standard in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 3 for the 2026 model year, 2 for the 2027 model year, and 1 for

the 2028 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. In the 2028 model year, the cumulative total must be equal to or greater than 310, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the US06 NMOG+NO_x and CO standard to be considered equivalent. A manufacturer may add vehicles introduced in the 2025 model year (e.g., the percent of vehicles introduced in 2025 would be multiplied by 3) to the cumulative total.

(B) *Phase-In Requirements for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles.*

1. *Phase-in Schedule for SFTP NMOG+NO_x and CO Standards.* Beginning in the 2026 model year, a manufacturer of medium-duty vehicles other than medium-duty passenger vehicles shall certify at least the following percentage of its medium-duty vehicles other than medium-duty passenger vehicle fleet to the SFTP NMOG+NO_x and CO standards in subsection (a)(9)(C) according to the following phase-in schedule.

LEV IV SFTP NMOG+NO_x and CO Emission Standards Phase-in for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles		
<i>Model Year</i>	<i>Total % of MDVs certified to subsection (a)(9)(C)</i>	<i>Total % of MDVs certified to §1961.2 (a)(9)(C)</i>
2026	0	100
2027	30	70
2028	60	40
2029 and subsequent	100	0

2. *Phase-in Schedule for SFTP PM Standards.* Beginning in the 2026 model year, a manufacturer of medium-duty vehicles other than medium-duty passenger vehicles shall certify at least the following percentage of its medium-duty vehicles other than medium-duty passenger vehicle fleet to the SFTP PM standards in subsection (a)(9)(D) according to the following phase-in schedule.

LEV IV SFTP PM Emission Standards Phase-in for Medium-Duty Vehicles Other than Medium-Duty Passenger Vehicles		
<i>Model Year</i>	<i>Total % of MDVs certified to subsection (a)(9)(D)</i>	<i>Total % of MDVs certified to §1961.2 (a)(7)(D)</i>
2026	0	100
2027	30	70
2028	60	40
2029 and subsequent	100	0

(C) *Identifying a Manufacturer's Medium-Duty Vehicle Fleet.* For the 2026 and subsequent model years, each manufacturer's MDV fleet shall be defined as the total number of California-certified MDVs, other than MDPVs, produced and delivered for sale in California. For 2026 and subsequent model years, a manufacturer that elects to certify engines to the optional medium-duty engine emission standards in section 1956.8 shall not count those engines in the manufacturer's total production of California-certified medium-duty vehicles for purposes of this subparagraph.

(4) *Phase-in Schedule for Partial Soak NMOG+NOx Compliance Requirements.*

(A) In the 2026 and subsequent model years, the following percentage of a manufacturer's PC+LDT+MDPV fleet shall be certified to the partial soak NMOG+NOx compliance requirements in subsection (a)(6). Small volume manufacturers are not required to comply with the Partial Soak NMOG+NOx requirements in model years 2026 through 2028. In the 2029 and subsequent model years, 100 percent of a small volume manufacturer's PC+LDT+MDPV fleet shall be certified to the partial soak NMOG+NOx compliance requirements in subsection (a)(6).

Phase-in Schedule for Partial Soak NMOG+NOx Compliance Requirements	
<i>Model Year</i>	<i>Total % of PCs, LDTs, and MDPVs certified to subsection (a)(6)</i>
2026	30
2027	60
2028 and subsequent	100

(B) *Alternative Phase-in Schedule for Partial Soak NMOG+NOx Compliance.* A manufacturer may use an alternative phase-in schedule to comply with the Partial Soak NMOG+NOx Compliance Requirements phase-in requirements as long as the Partial Soak NMOG+NOx emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(4)(A) are achieved by the 2028 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the Partial Soak NMOG+NOx compliance requirements in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. In the 2028 model year, the cumulative total must be equal to or greater than 310, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the Partial Soak NMOG+NOx standards to be considered equivalent. A manufacturer may add vehicles introduced in the 2025 model year (e.g., the percent of vehicles introduced in 2025 would be multiplied by 3) to the cumulative total.

(5) *Phase-in Schedule for Quick Drive-Away NMOG+NOx Emission Standards for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) In the 2026 and subsequent model years, the following percentage of a manufacturer's PC+LDT+MDPV fleet shall be certified to the Quick Drive-Away NMOG+NOx standards in subsection (a)(7). Small volume manufacturers are not required to comply with the Quick Drive-Away NMOG+NOx emission standards in model years 2026 through 2028. In the 2029 and subsequent model years, 100 percent of a small volume manufacturer's PC+LDT+MDPV fleet shall be certified to the Quick Drive-Away NMOG+NOx emission standards in subsection (a)(7).

Quick Drive-Away NMOG+NOx Phase-in Schedule	
<i>Model Year</i>	<i>Total % of PCs, LDTs, and MDPVs certified to subsection (a)(7)</i>
2026	30
2027	60
2028 and subsequent	100

(B) *Alternative Phase-in Schedule for Quick Drive-Away NMOG+NOx Emission Standards.* A manufacturer may use an alternative phase-in schedule to comply with the Quick Drive-Away NMOG+NOx Emission Standards phase-in requirements as long as the Quick Drive-Away NMOG+NOx emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(5)(A) by the 2028 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the Quick Drive-Away NMOG+NOx emission standards in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. In the 2028 model year, the cumulative total must be equal to or greater than 310, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the Quick Drive-Away NMOG+NOx standards to be considered equivalent. A manufacturer may add vehicles introduced in the 2025 model year (e.g., the percent of vehicles introduced in 2025 would be multiplied by 3) to the cumulative total.

(6) *Phase-in Schedule for High Power Cold Start US06 Emission Standards for Plug-in Hybrid Electric Vehicles in the Passenger Car, Light-Duty Truck, and Medium-Duty Passenger Vehicle Classes.*

(A) *Phase-in Schedule for Manufacturers that Produce and Deliver for Sale in California Three or More Passenger Car, Light-Duty Truck, or Medium-Duty Passenger Vehicle Test Groups Certified to Subsection (a)(10).*

1. A manufacturer that produces and delivers for sale in California three or more passenger car, light-duty truck, or medium-duty passenger vehicle test groups certified to subsection (a)(10) must comply with the following phase-in schedule for High Power Cold Start US06 Emission Standards for Plug-in Hybrid Electric Vehicles in the Passenger Car, Light-Duty Truck, and Medium Duty Passenger Vehicle Classes. The phase-in percentages set forth in this table are the minimum percent of a manufacturer's test groups that must comply with the applicable standards.

<i>Model Year</i>	<i>Total % of PC, LDT, and MDPV Test Groups certified to subsection (a)(10)</i>
2026	30
2027	60
2028 and subsequent	100

2. *Alternative Phase-in Schedule for High Power Cold Start US06 Emission Standards.* A manufacturer may use an alternative phase-in schedule to

comply with the High Power Cold Start US06 Emission Standards phase-in requirements as long as the High Power Cold Start US06 emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(6)(A)1 by the 2028 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the High Power Cold Start US06 emission standards in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 3 for the 2026 model year, 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. In the 2028 model year, the cumulative total must be equal to or greater than 310, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the Quick Drive-Away NMOG+NOx standards to be considered equivalent. A manufacturer may add vehicles introduced in the 2025 model year (e.g., the percent of vehicles introduced in 2025 would be multiplied by 3) to the cumulative total.

(B) *Phase-in Schedule for Manufacturers that Produce and Deliver for Sale in California One or Two Passenger Car, Light-Duty Truck, or Medium-Duty Passenger Vehicle Test Groups Certified to Subsection (a)(10).*

1. A manufacturer that produces and delivers for sale in California one or two passenger car, light-duty truck, or medium-duty passenger vehicle test groups certified to subsection (a)(10) must comply with the following phase-in schedule for High Power Cold Start US06 Emission Standards for Plug-in Hybrid Electric Vehicles in the Passenger Car, Light-Duty Truck, and Medium Duty Passenger Vehicle Classes. The phase-in percentages set forth in this table are the minimum percent of a manufacturer's test groups that must comply with the applicable standards.

<i>Model Year</i>	<i>Total % of PC, LDT, and MDPV Test Groups certified to subsection (a)(10)</i>
2026	0
2027	50
2028 and subsequent	100

2. ***Alternative Phase-in Schedule for High Power Cold Start US06 Emission Standards.*** A manufacturer may use an alternative phase-in schedule to comply with the High Power Cold Start US06 Emission Standards phase-in requirements as long as the High Power Cold Start US06 emission reductions that are achieved using the alternative phase-in schedule are equivalent to those that are achieved using the phase-in schedule in subsection (b)(6)(B)1 by the 2028 model year from passenger cars, light-duty trucks, and medium-duty passenger vehicles. Model year emission reductions shall be calculated by multiplying the percent of PC+LDT+MDPV vehicles meeting the High Power Cold Start US06 emission

standards in a given model year (based on a manufacturer's projected sales volume of vehicles in each category) by 2 for the 2027 model year, and 1 for the 2028 model year. The yearly results for PC+LDT+MDPV vehicles shall be summed together to determine a cumulative total for PC+LDT+MDPV vehicles. In the 2028 model year, the cumulative total must be equal to or greater than 200, and 100 percent of the manufacturer's passenger cars, light-duty trucks, and medium-duty passenger vehicles must be certified to the High Power Cold Start US06 standards to be considered equivalent. A manufacturer may add vehicles introduced in the 2026 model year (e.g., the percent of vehicles introduced in 2026 would be multiplied by 2) to the cumulative total.

(c) Calculation of NMOG + NO_x Credits/Debits

(1) *Calculation of NMOG+NO_x Credits and Debits for Passenger Cars, Light-Duty Trucks, and Medium-Duty Passenger Vehicles.*

(A) In 2026 and subsequent model years, a manufacturer shall calculate its credits or debits using the following equation. The number of ZEVs that may be included in this calculation is the number of ZEVs that may be included in the fleet average NMOG+NO_x value in subsection (b)(1)(A).

$$\begin{aligned} & [(\text{Fleet Average NMOG+NO}_x \text{ Requirement}) - (\text{Manufacturer's Fleet Average} \\ & \text{NMOG+NO}_x \text{ Value})] \times \\ & (\text{Total No. of Vehicles Produced and Delivered for Sale in California, Including} \\ & \text{ZEVs, as applicable, and HEVs}). \end{aligned}$$

(B) In 2026 and subsequent model years, a manufacturer that achieves fleet average NMOG+NO_x values lower than the fleet average NMOG+NO_x requirement for the corresponding model year shall receive credits in units of g/mi NMOG + NO_x. A manufacturer with 2026 and subsequent model year fleet average NMOG+NO_x values greater than the fleet average requirement for the corresponding model year shall receive debits in units of g/mi NMOG + NO_x equal to the amount of negative credits determined by the aforementioned equation.

(2) *Calculation of NMOG+NO_x Credits and Debits for Medium-Duty Vehicles Other than MDPVs.*

(A) In 2026 and subsequent model years, a manufacturer shall calculate its medium-duty vehicle fleet average credits or debits using the following equation.

$$\begin{aligned} & [(\text{Fleet Average NMOG+NO}_x \text{ Requirement}) - (\text{Manufacturer's Fleet Average} \\ & \text{NMOG+NO}_x \text{ Value})] \times \\ & (\text{Total No. of Vehicles Produced and Delivered for Sale in California,} \\ & \text{Excluding ZEVs and HEVs}). \end{aligned}$$

(B) In 2026 and subsequent model years, a manufacturer that achieves fleet average NMOG+NO_x values lower than the fleet average NMOG+NO_x requirement for the corresponding model year shall receive credits in units of g/mi NMOG+NO_x. A manufacturer with 2026 and subsequent model year fleet average NMOG+NO_x values greater than the fleet average requirement for the corresponding model year shall receive debits in units of g/mi NMOG+NO_x equal to the amount of negative credits determined by the aforementioned equation. The total g/mi NMOG+NO_x credits or debits earned for MDVs 8,501-10,000 lbs. GVWR excluding MDPVs, and for MDVs 10,001-14,000 lbs. GVWR shall be summed together. The resulting amount shall constitute the g/mi NMOG+NO_x credits or debits accrued by the manufacturer for the model year. Medium-duty fleet average credits and debits earned in accordance with subsection (c)(2)(B) may not be summed together with fleet average credits and debits earned for passenger cars, light-duty trucks, and medium-duty passenger vehicles in accordance with subsection (c)(1).

(3) *Procedure for Offsetting Debits.*

(A) A manufacturer shall equalize emission debits by earning g/mi NMOG+NO_x emission credits in an amount equal to the g/mi NMOG+NO_x debits or by submitting a commensurate amount of g/mi NMOG+NO_x credits to the Executive Officer that were earned previously or acquired from another manufacturer. A manufacturer shall equalize NMOG+NO_x debits for PCs, LDTs, and MDPVs and NMOG+NO_x debits for MDVs within three model years. If emission debits are not equalized within the specified time period, the manufacturer shall be subject to the Health and Safety Code §43211 civil penalty applicable to a manufacturer which sells a new motor vehicle that does not meet the applicable emission standards adopted by the state board. The cause of action shall be deemed to accrue when the emission debits are not equalized by the end of the specified time period. A manufacturer demonstrating compliance under Option 2 in subsection (b)(1)(A), must calculate the emission debits that are subject to a civil penalty under Health and Safety Code section 43211 separately for California and for each individual state that is included in the fleet average NMOG+NO_x requirements in subsection (b)(1)(A). The manufacturer must calculate these emission debits separately for California and each individual state using the formula in subsections (c)(1) and (c)(2), except that the “Total No. of Vehicles Produced and Delivered for Sale in California, Including ZEVs and HEVs” shall be calculated separately for each individual state.

For the purposes of Health and Safety Code §43211, the number of passenger cars, light-duty trucks, and medium-duty passenger vehicles not meeting the state board's emission standards shall be determined by dividing the total amount of g/mi NMOG+NO_x emission debits for the model year by the g/mi NMOG+NO_x fleet average requirement for PCs+LDTs+MDPVs applicable for the model year in which the debits were first incurred; and the number of medium-duty vehicles not meeting the state board's emission standards shall be equal to the amount of VEDs incurred or shall be determined by dividing the total amount of g/mi NMOG+NO_x emission debits for the

model year by the g/mi NMOG+NOx fleet average requirement for MDVs 8,501-10,000 lbs. GVW and for MDVs 10,001 lbs. – 14,000 lbs. GVW applicable for the model year in which the debits were first incurred.

(B) The emission credits earned in any given model year shall retain full value through five subsequent model years. Credits will have no value if not used by the beginning of the sixth model year after being earned.

(4) *Carry Over of NMOG+NOx Credits and Debits from LEV III to LEV IV.* The value of any LEV III emission credits that have not been used prior to the start of the 2026 model year and any LEV III emission debits that have not been equalized prior to the start of the 2026 model year are subject to the provisions in subsection 1961.2(c)(3).

(5) *Changing Vehicle-Equivalent Credits and Debits to NMOG+NOx Fleet Average Credits and Debits.* The value of any vehicle-equivalent credits and debits earned in accordance with subsection 1961.2(c)(2)(A) shall be converted to NMOG+NOx fleet average credits and debits using the provisions in subsection (c)(2), for each model year in which the credits or debits are accrued. For the purpose of applying the formula in subsection (c)(2)(A), for credits and debits earned in accordance with subsection 1961.2(c)(2)(A), the Fleet Average NMOG+NOx Requirement is 0.178 g/mi for MDVs between 8,501-10,000 lbs. GVWR and 0.247 g/mi for MDVs between 10,001-14,000 lbs. GVWR. These credits and debits are subject to the provisions in subsection 1961.2(c)(3), based on the model year in which they are first earned as vehicle-equivalent credits or debits.

(d) Test Procedures.

The certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the “California 2026 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” as adopted [INSERT DATE OF ADOPTION], the “California Non-Methane Organic Gas Test Procedures for 2017 and Subsequent Model Year Vehicles,” amended [INSERT DATE OF AMENDMENT], which are all incorporated herein by reference. In the case of hybrid electric vehicles and on-board fuel-fired heaters, the certification requirements and test procedures for determining compliance with the emission standards in this section are set forth in the “California Test Procedures for 2026 and Subsequent Model Zero-Emission Vehicles and Plug-in Hybrid Electric Vehicles, in the Passenger Car, Light-Duty Truck and Medium-Duty Vehicle Classes,” incorporated by reference in section 1962.4.

(e) Abbreviations.

The following abbreviations are used in this section 1961.4:

- “ALVW” means adjusted loaded vehicle weight.
- “ASTM” means American Society of Testing and Materials.
- “CO” means carbon monoxide.
- “FTP” means Federal Test Procedure.
- “g/mi” means grams per mile.
- “GVW” means gross vehicle weight.
- “GVWR” means gross vehicle weight rating.
- “HEV” means hybrid-electric vehicle.
- “LDT” means light-duty truck.
- “LDT1” means a light-duty truck with a loaded vehicle weight of 0-3750 pounds.
- “LDT2” means a light-duty truck with a loaded vehicle weight of 3751 pounds to a gross vehicle weight rating of 8500 pounds.
- “LEV” means low-emission vehicle.
- “LPG” means liquefied petroleum gas.
- “LVW” means loaded vehicle weight.
- “MDPV” means medium-duty passenger vehicle.
- “MDV” means medium-duty vehicle.
- “NMHC” means non-methane hydrocarbons.
- “mg/mi” means milligrams per mile.
- “NMHC” means non-methane hydrocarbons.
- “Non-Methane Organic Gases” or “NMOG” means the total mass of oxygenated and non-oxygenated hydrocarbon emissions.
- “NOx” means oxides of nitrogen.
- “PC” means passenger car.
- “SFTP” means Supplemental Federal Test Procedure.
- “SULEV” means super-ultra-low-emission vehicle.
- “TZEV” means transitional zero-emission vehicle, as defined in section 1962.2.
- “ULEV” means ultra-low-emission vehicle.
- “ZEV” means zero-emission vehicle, which is a vehicle that produce zero exhaust emissions of any criteria pollutant (or precursor pollutant) or greenhouse gas, excluding emissions from air conditioning systems, under any possible operational modes or conditions.

(f) Severability.

Each provision of this section is severable, and in the event that any provision of this section is held to be invalid, the remainder of both this section and this article remains in full force and effect.

Note: Authority cited: Sections 39500, 39600, 39601, 43013, 43018, 43101, 43104, 43105 and 43106, Health and Safety Code. Reference: Sections 39002, 39003, 39667, 43000, 43009.5, 43013, 43018, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43204 and 43205, Health and Safety Code.

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