

(v) Carbon dioxide emission values for all valid and invalid exhaust emission tests;

(vi) Where a vehicle was deleted from the test sequence by authorization of the Administrator, the reason for the deletion;

(vii) Any other information the Administrator may request relevant to the determination as to whether the new motor vehicles being manufactured by the manufacturer do in fact conform with the regulations with respect to which the certificate of conformity was issued.

(6) The following statement and endorsement:

This report is submitted pursuant to sections 206 and 208 of the Clean Air Act. This Selective Enforcement Audit was conducted in complete conformance with all applicable regulations under 40 CFR part 86 et seq. and the conditions of the test order. No emission related change(s) to production processes or quality control procedures for the vehicle configuration tested have been made between receipt of this test order and conclusion of the audit. All data and information reported herein is, to the best of

(Company Name)

knowledge, true and accurate. I am aware of the penalties associated with violations of the Clean Air Act and the regulations thereunder.

(Authorized Company Representative)

[41 FR 31483, July 28, 1976, as amended at 43 FR 4552, Feb. 2, 1978; 49 FR 48483, Dec. 12, 1984. Redesignated at 54 FR 2123, Jan. 19, 1989, and amended at 58 FR 16045, Mar. 24, 1993]

#### § 86.609–96 Calculation and reporting of test results.

Section 86.609–96 includes text that specifies requirements that differ from § 86.609–84. Where a paragraph in § 86.609–84 is identical and applicable to § 86.609–96, this is indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.609–84.” Where a corresponding paragraph of § 86.609–84 is not applicable, this is indicated by the statement “[Reserved].”

(a) Initial test results are calculated following the test procedures specified in § 86.608(a). Round the initial test results to the number of decimal places

contained in the applicable emission standard expressed to one additional significant figure. Rounding is done in accordance with ASTM E 29–90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(b) Final test results for each test vehicle are calculated by summing the initial test results within a specific FTP, CST, or Cold Temperature CO Test Procedure derived in paragraph (a) of this section for each test vehicle, dividing by the number of times that specific FTP, CST, or Cold Temperature CO Test Procedure has been conducted on the vehicle, and rounding to the same number of decimal places contained in the applicable emission standard expressed to one additional significant figure. Rounding is done in accordance with ASTM E 29–90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(c) *Final deteriorated test results*—(1) *For each test vehicle.* The final deteriorated test results for each test vehicle are calculated by multiplying the final test results by the appropriate deterioration factor derived from the certification process for the engine family and model year to which the selected configuration belongs and rounding to the same number of decimal places contained in the applicable emission standard. Rounding is done in accordance with ASTM E 29–90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1). For the purpose of this paragraph, if a deterioration factor as computed during the certification process is less than one, that deterioration factor is one.

(2) *Exceptions.* (i) There are no deterioration factors for light-duty vehicle emissions obtained during testing in accordance with subpart O of this part. Accordingly, for the CST the term “final deteriorated test results” means the final test results derived in paragraph (b) of this section for each test

vehicle, rounded to the same number of decimal places contained in the applicable emission standard. Rounding is done in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(ii) There are no deterioration factors for light-duty vehicles tested in accordance with § 86.146-96. Accordingly, for the fuel dispensing spitback test the term “final deteriorated test results” means the final test results derived in paragraph (b) of this section for each test vehicle, rounded to the same number of significant figures contained in the applicable standard in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(d) [Reserved]. For guidance see § 86.609-84.

[58 FR 58423, Nov. 1, 1993]

**§ 86.609-97 Calculation and reporting of test results.**

Section 86.609-97 includes text that specifies requirements that differ from those specified in §§ 86.609-84 and 86.609-96. Where a paragraph in § 86.609-84 or § 86.609-96 is identical and applicable to § 86.609-97, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.609-84.” or “[Reserved]. For guidance see § 86.609-96.”

(a) through (b) [Reserved]. For guidance see § 86.609-96.

(c) *Final deteriorated test results—(1) For each test vehicle.* The final deteriorated test results for each test vehicle tested according to subpart B, subpart C, or subpart R of this part are calculated by first multiplying or adding, as appropriate, the final test results by or to the appropriate deterioration factor derived from the certification process for the engine or evaporative/refueling family and model year to which the selected configuration belongs, and then by multiplying by the appropriate reactivity adjustment factor, if applicable, and rounding to the same number of decimal places contained in the

applicable emission standard. Rounding is done in accordance with the Rounding-Off Method specified in ASTM E29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure is incorporated by reference (see § 86.1). For the purpose of this paragraph (c), if a multiplicative deterioration factor as computed during the certification process is less than one, that deterioration factor is one. If an additive deterioration factor as computed during the certification process is less than zero, that deterioration factor will be zero.

(c)(2) [Reserved]. For guidance see § 86.609-96.

(d) [Reserved]. For guidance see § 86.609-84.

[62 FR 31235, June 6, 1997]

**§ 86.609-98 Calculation and reporting of test results.**

(a) Initial test results are calculated following the test procedures specified in § 86.608-98(a). Round the initial test results to the number of decimal places contained in the applicable emission standard expressed to one additional significant figure. Rounding is done in accordance with ASTM E 29-67, (reapproved 1980) (as referenced in § 86.094-28 (a)(4)(i)(B)(2)(ii)).

(b) Final test results for each test vehicle are calculated by summing the initial test results derived in paragraph (a) of this section for each test vehicle, dividing by the number of times that specific test has been conducted on the vehicle, and rounding to the same number of decimal places contained in the applicable standard expressed to one additional significant figure. Rounding is done in accordance with ASTM E 29-67, (reapproved 1980) (as referenced in § 86.094-28 (a)(4)(i)(B)(2)(ii)).

(c) *Final deteriorated test results—(1) For each test vehicle.* The final deteriorated test results for each light-duty vehicle tested for exhaust emissions and/or refueling emissions according to subpart B, subpart C, or subpart R of this part are calculated by first multiplying or adding, as appropriate, the final test results by or to the appropriate deterioration factor derived from the certification process for the engine or evaporative/refueling family