

production volume is functionally equivalent to sales volume.

(iii) The U.S. sales volume for end-of-year reports shall be based on the location of the point of sale to a dealer, distributor, fleet operator, broker, or any other entity which comprises the point of first sale.

(iv) Failure by a manufacturer to submit the end-of-year report within the specified time may result in certificate(s) for the engine family(ies) certified to Tier 1 certification standards being voided ab initio plus any applicable civil penalties for failure to submit the required information to the Agency.

(v) These reports shall include the information required under § 86.000-7(h)(1). The information shall be organized in such a way as to allow the Administrator to determine compliance with the SFTP standards implementation schedules of §§ 86.000-8 and 86.000-9.

(m) [Reserved]. For guidance see § 86.098-23.

[61 FR 54882, Oct. 22, 1996]

§ 86.000-24 Test vehicles and engines.

Section 86.000-24 includes text that specifies requirements that differ from § 86.096-24 or § 86.098-24. Where a paragraph in § 86.096-24 or § 86.098-24 is identical and applicable to § 86.000-24, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.096-24.” or “[Reserved]. For guidance see § 86.098-24.”

(a) introductory text through (a)(4) [Reserved]. For guidance see § 86.096-24.

(a)(5)-(a)(7) [Reserved]. For guidance see § 86.098-24.

(a)(8)-(b)(1) introductory text [Reserved]. For guidance see § 86.096-24.

(b)(1)(i) Vehicles are chosen to be operated and tested for emission data based upon engine family groupings. Within each engine family, one test vehicle is selected. If air conditioning is projected to be available on any vehicles within the engine family, the Administrator will limit selections to engine codes which have air conditioning available and will require that any vehicle selected under this section has air conditioning installed and operational. The Administrator selects as the test vehicle the vehicle with the heaviest

equivalent test weight (including options) within the family which meets the air conditioning eligibility requirement discussed earlier in this section. If more than one vehicle meets this criterion, then within that vehicle grouping, the Administrator selects, in the order listed, the highest road-load power, largest displacement, the transmission with the highest numerical final gear ratio (including overdrive), the highest numerical axle ratio offered in that engine family, and the maximum fuel flow calibration.

(ii) The Administrator selects one additional test vehicle from within each engine family. The additional vehicle selected is the vehicle expected to exhibit the highest emissions of those vehicles remaining in the engine family. The selected vehicle will include an air conditioning engine code unless the Administrator chooses a worst vehicle configuration that is not available with air conditioning. If all vehicles within the engine family are similar, the Administrator may waive the requirements of this paragraph.

(b)(1)(iii)-(b)(1)(vi) [Reserved]. For guidance see § 86.096-24.

(b)(1)(vii)(A)-(b)(1)(viii)(A) [Reserved]. For guidance see § 86.098-24.

(b)(1)(viii)(B)-(e)(2) [Reserved]. For guidance see § 86.096-24.

(f) [Reserved]. For guidance see § 86.098-24.

(g)(1)-(g)(2) [Reserved]. For guidance see § 86.096-24.

(g)(3) Except for air conditioning, where it is expected that 33 percent or less of a carline, within an engine-system combination, will be equipped with an item (whether that item is standard equipment or an option) that can reasonably be expected to influence emissions, that item may not be installed on any emission data vehicle or durability data vehicle of that carline within that engine-system combination, unless that item is standard equipment on that vehicle or specifically required by the Administrator.

(4) Air conditioning must be installed and operational on any emission data vehicle of any vehicle configuration that is projected to be available with air conditioning regardless of the rate of installation of air conditioning within the carline. Section 86.096-24(g) (1)

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and (2) and paragraph (g)(3) of this section will be used to determine whether the weight of the air conditioner will be included in equivalent test weight calculations for emission testing.

(h) [Reserved]. For guidance see § 86.096–24.

[61 FR 54882, Oct. 22, 1996]

§ 86.000–25 Maintenance.

Section 86.000–25 includes text that specifies requirements that differ from § 86.094–25 or § 86.098–25. Where a paragraph in § 86.094–25 or § 86.098–25 is identical and applicable to § 86.000–25, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.094–25.” or “[Reserved]. For guidance see § 86.098–25.”

(a)(1) Applicability. This section applies to light-duty vehicles, light-duty trucks, and heavy-duty engines.

(a)(2) Maintenance performed on vehicles, engines, subsystems, or components used to determine exhaust, evaporative or refueling emission deterioration factors is classified as either emission-related or non-emission-related and each of these can be classified as either scheduled or unscheduled. Further, some emission-related maintenance is also classified as critical emission-related maintenance.

(b) introductory text through (b)(3)(vi)(D) [Reserved]. For guidance see § 86.094–25.

(b)(3)(vi)(E)–(b)(3)(vi)(J) [Reserved]. For guidance see § 86.098–25.

(b)(3)(vii)–(b)(6)(i)(E) [Reserved]. For guidance see § 86.094–25.

(b)(6)(i)(F) [Reserved]. For guidance see § 86.098–25.

(b)(6)(i)(G)–(H) [Reserved]. For guidance see § 86.094–25.

(i) When air conditioning SFTP exhaust emission tests are required, the manufacturer must document that the vehicle’s air conditioning system is operating properly and that system parameters are within operating design specifications prior to test. Required air conditioning system maintenance is performed as unscheduled maintenance and does not require the Administrator’s approval.

[61 FR 54883, Oct. 22, 1996]

§ 86.000–26 Mileage and service accumulation; emission measurements.

Section 86.000–26 includes text that specifies requirements that differ from § 86.094–26, § 86.095–26, § 86.096–26 or § 86.098–26. Where a paragraph in § 86.094–26, § 86.095–26, § 86.096–26 or § 86.098–26 is identical and applicable to § 86.000–26, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.094–26.” or “[Reserved]. For guidance see § 86.095–26.” or “[Reserved]. For guidance see § 86.096–26.” or “[Reserved]. For guidance see § 86.098–26.”

(a)(1) [Reserved]. For guidance see § 86.094–26.

(a)(2) The standard method of whole-vehicle service accumulation for durability data vehicles and for emission data vehicles shall be mileage accumulation using the Durability Driving Schedule as specified in appendix IV to this part. A modified procedure may also be used if approved in advance by the Administrator. Except with the advance approval of the Administrator, all vehicles will accumulate mileage at a measured curb weight which is within 100 pounds of the estimated curb weight. If the loaded vehicle weight is within 100 pounds of being included in the next higher inertia weight class as specified in § 86.129, the manufacturer may elect to conduct the respective emission tests at higher loaded vehicle weight.

(3) Emission data vehicles. Unless otherwise provided for in § 86.000–23(a), emission-data vehicles shall be operated and tested as described in paragraph (a)(3)(i)(A) of this section; § 86.094–26(a)(3)(i)(B) and (D), § 86.098–26(a)(3)(i)(C) and (a)(3)(ii)(C), and § 86.094–26(a)(3)(ii)(A), (B) and (D).

(i) Otto-cycle. (A) The manufacturer shall determine, for each engine family, the mileage at which the engine-system combination is stabilized for emission-data testing. The manufacturer shall maintain, and provide to the Administrator if requested, a record of the rationale used in making this determination. The manufacturer may elect to accumulate 4,000 miles on each test vehicle within an engine family without making a determination. The manufacturer must accumulate a