

with the change notification. The manufacturer shall submit, on a monthly basis, by engine family, a list of running changes/field fixes giving the document number date submitted and a brief description of the change.

(b) [Reserved]

[62 FR 31242, June 6, 1997. Redesignated at 63 FR 987, Jan. 7, 1998]

§ 86.1735-01 Labeling.

The following requirements shall apply to TLEVs, LEVs, ULEVs, and ZEVs certified under the provisions of this subpart:

(a) The requirements in § 86.1807-01 and subsequent model year provisions do not apply to this section.

(b) The requirements in Chapter 7 of the California Regulatory Requirements Applicable to the National Low Emission Vehicle Program (October, 1996) shall apply. These requirements are incorporated by reference (see § 86.1).

[64 FR 23924, May 4, 1999]

§ 86.1735-99 Labeling.

The following requirements shall apply to TLEVs, LEVs, ULEVs, and ZEVs certified under the provisions of this subpart:

(a) The requirements in § 86.096-35 and subsequent model year provisions do not apply to this section.

(b) The requirements in Chapter 7 of the California Regulatory Requirements Applicable to the National Low Emission Vehicle Program (October, 1996) shall apply. These requirements are incorporated by reference (see § 86.1).

[62 FR 31242, June 6, 1997. Redesignated at 63 FR 987, Jan. 7, 1998]

§§ 86.1736-99—86.1769-99 [Reserved]

§ 86.1770-99 All-Electric Range Test requirements.

(a) ZEVs and Type A and Type B hybrid electric vehicles shall be subject to the All-Electric Range Test specified below for the purpose of determining the energy efficiency and operating range of a ZEV or of a hybrid electric vehicle operating without the use of its auxiliary power unit. For hybrid electric vehicles, the manufac-

turer may elect to conduct the All-Electric Range Test prior to vehicle preconditioning in the exhaust and evaporative emission test sequence specified in subpart B of this part.

(1) *Cold soak.* The vehicle shall be stored at an ambient temperature not less than 68 °F (20 °C) and not more than 86 °F (30 °C) for 12 to 36 hours. During this time, the vehicle's battery shall be charged to a full state-of-charge.

(2) *Driving schedule*—(i) *Determination of All-Electric Range—Highway.* At the end of the cold soak period, the vehicle shall be placed, either driven or pushed, onto a dynamometer and operated through an Urban Dynamometer Driving Schedule, found in 40 CFR part 86, Appendix I, until the vehicle is no longer able to maintain within 5 miles per hour of the speed requirements or within 2 seconds of the time requirements of the driving schedule. For hybrid electric vehicles, this determination shall be performed without the use of the auxiliary power unit.

(ii) *Determination of All-Electric Range—Urban.* At the end of the cold soak period, the vehicle shall be placed, either driven or pushed, onto a dynamometer and operated through a Highway Fuel Economy Driving Schedule, found in 40 CFR part 600, Appendix I, until the vehicle is no longer able to maintain within 5 miles per hour of the speed requirements or within 2 seconds of the time requirements of the driving schedule. For hybrid electric vehicles, this determination shall be performed without the use of the auxiliary power unit.

(3) *Recording requirements.* Once the vehicle is no longer able to maintain the speed and time requirements specified in paragraph (a)(2) of this section, or once the auxiliary power unit turns on, in the case of a hybrid electric vehicle, the accumulated mileage and energy usage of the vehicle from the point where electricity is introduced from the electrical outlet shall be recorded, and the vehicle shall be brought to an immediate stop, thereby concluding the All-Electric Range Test.

(4) *Regenerative braking.* Regenerative braking systems may be utilized during