

fuel economy or exhaust emission differences exist within that transmission configuration.

U.S. heavy-duty vehicle sales means sales of heavy-duty vehicles subject to the standards of this subpart, where the sale takes place in any state of the United States except for California (or a state that has adopted California motor vehicle standards for that model year pursuant to section 177 of the Clean Air Act).

U.S. sales means, unless otherwise specified, sales in any state of the United States except for California or a state that has adopted California motor vehicle standards for that model year pursuant to section 177 of the Clean Air Act. This definition applies only to those regulatory requirements addressing Tier 2 and interim non-Tier 2 vehicles.

Unproven emission control systems are emission control components or systems (and fuel metering systems) that do not qualify as proven emission control systems.

Unscheduled maintenance means any adjustment, repair, removal disassembly, cleaning, or replacement of vehicle components or systems which is performed to correct a part failure or vehicle (if the engine were installed in a vehicle) malfunction which was not anticipated.

US06 means the test cycle, described in § 86.159-00 and listed in appendix I, paragraph (g), of this part, which is designed to evaluate emissions during aggressive and microtransient driving.

Useful life means the period of use or time during which an emission standard applies to light-duty vehicles and light-duty trucks, as described in § 86.1805-01.

Van means a light-duty truck or complete heavy-duty vehicle having an integral enclosure, fully enclosing the driver compartment and load carrying device, and having no body sections protruding more than 30 inches ahead of the leading edge of the windshield.

Vehicle configuration means a unique combination of basic engine, engine code, inertia weight class, transmission configuration, and axle ratio.

Zero (0) miles means that point after initial engine starting (not to exceed 100 miles of vehicle operation, or three

hours of engine operation) at which normal assembly line operations and adjustments are completed, and including emission testing, if performed.

[64 FR 23925, May 4, 1999, as amended at 65 FR 6851, Feb. 10, 2000; 65 FR 59964, Oct. 6, 2000; 66 FR 5189, Jan. 18, 2001; 71 FR 2829, Jan. 17, 2006; 72 FR 8561, Feb. 26, 2007]

§ 86.1804-01 Acronyms and abbreviations.

The following abbreviations apply to this subpart:

A/C—Air conditioning.
 AECD—Auxiliary emission control device.
 A/F—Air/Fuel
 ALVW—Adjusted Loaded Vehicle Weight.
 API—American Petroleum Institute.
 ASTM—American Society for Testing and Materials.
 BAT—Bench-Aging Time
 C—Celsius.
 cfm—Cubic feet per minute.
 CFV—Critical flow venturi.
 CFV-CVS—Critical flow venturi—constant volume sampler.
 CH₃OH—Methanol.
 CID—Cubic inch displacement.
 Cl—Chemiluminescence.
 CO—Carbon monoxide.
 CO₂—Carbon dioxide.
 conc.—Concentration.
 CST—Certification Short Test.
 cu. in.—Cubic inch(es).
 CVS—Constant volume sampler.
 DDV—Durability Data Vehicle.
 deg.—Degree(s).
 DNPH—2,4-dinitrophenylhydrazine.
 EDV—Emission Data Vehicle.
 EP—End point.
 ETW—Equivalent test weight.
 F—Fahrenheit.
 FEL—Family Emission Limit.
 FID—Flame ionization detector.
 ft.—Feet.
 FTP—Federal Test Procedure.
 g—gram(s).
 gal.—U.S. gallon(s).
 GC—Gas chromatograph.
 GVW—Gross vehicle weight.
 GVWR—Gross vehicle weight rating.
 H₂O—Water.
 HC—Hydrocarbon(s).
 HCHO—Formaldehyde.
 HDV—Heavy-duty vehicle.
 HEV—Hybrid electric vehicle.
 HFID—Heated flame ionization detector.
 Hg—Mercury.
 HLDT—Heavy light-duty truck. Includes only those trucks over 6000 pounds GVWR (LDT3s and LDT4s).
 HLDT/MDPV—Heavy light-duty trucks and medium-duty passenger vehicles.
 hp—Horsepower.

Environmental Protection Agency

§ 86.1805-01

HPLC—High-pressure liquid chromatography.
IBP—Initial boiling point.
in.—Inch(es).
IUVP—In-Use Verification Program.
K—Kelvin.
kg—Kilogram(s).
km—Kilometer(s).
kPa—Kilopascal(s).
lb.—Pound(s).
LDT1—Light-duty truck 1.
LDT2—Light-duty truck 2.
LDT3—Light-duty truck 3.
LDT4—Light-duty truck 4.
LDV/LLDT—Light-duty vehicles and light-duty trucks. Includes only those trucks rated at 6000 pounds GVWR or less (LDT1s and LDT2s).
LDV/T—Light-duty vehicles and light-duty trucks. This term is used collectively to include, or to show that a provision applies to, all light-duty vehicles and all categories of light-duty trucks, i.e. LDT1, LDT2, LDT3 and LDT4.
LEV—Low Emission Vehicle.
LPG—Liquefied Petroleum Gas.
m—Meter(s).
max.—Maximum.
MDPV—Medium-duty passenger vehicle.
mg—Milligram(s).
mi.—Mile(s).
min.—Minimum.
ml—Milliliter(s).
mm—Millimeter(s).
mph—Miles per hour.
mV—Millivolt.
N₂—Nitrogen.
NDIR—Nondispersive infrared.
NLEV—Refers to the National Low Emission Vehicle Program. Regulations governing this program are found at subpart R of this part.
NMHC—Nonmethane Hydrocarbons.
NMHCE—Non-Methane Hydrocarbon Equivalent.
NMOG—Non-methane organic gases.
NO—nitric oxide.
No.—Number.
O₂—Oxygen.
OEM—Original equipment manufacturer.
NO₂—Nitrogen dioxide.
NO_x—Oxides of nitrogen.
Pb—Lead.
pct.—Percent.
PDP-CVS—Positive displacement pump—constant volume sampler.
ppm—Parts per million by volume.
PM—Particulate Matter.
ppm C—Parts per million, carbon.
psi—Pounds per square inch.
R—Rankin.
RAF—Reactivity adjustment factor.
rpm—Revolutions per minute.
RVP—Reid vapor pressure.
s—Second(s).
SAE—Society of Automotive Engineers.
SBC—Standard Bench Cycle

SFTP—Supplemental Federal Test Procedure.
SI—International system of units.
SRC—Standard Road Cycle
SULEV—Super Ultra Low Emission Vehicle.
TD—dispensed fuel temperature.
THC—Total Hydrocarbons.
THCE—Total Hydrocarbon Equivalent.
TLEV—Transitional Low Emission Vehicle.
UDDS—Urban dynamometer driving schedule.
ULEV—Ultra Low Emission Vehicle.
UV—Ultraviolet.
vs—Versus.
W—Watt(s).
WOT—Wide open throttle.
Wt.—Weight.
ZEV—Zero Emission Vehicle.

[64 FR 23925, May 4, 1999, as amended at 65 FR 6852, Feb. 10, 2000; 65 FR 59965, Oct. 6, 2000; 71 FR 2829, Jan. 17, 2006]

§ 86.1805-01 Useful life.

(a) For light-duty vehicles and light-duty trucks, intermediate useful life is a period of use of 5 years or 50,000 miles, whichever occurs first.

(b) Full useful life is as follows:

(1) For light-duty vehicles and light-duty trucks full useful life is a period of use of 10 years or 100,000 miles, which ever occurs first.

(2) For heavy light-duty trucks full useful life is a period of use of 11 years or 120,000 miles, which ever occurs first.

(3) For complete heavy-duty vehicles, the full useful life is a period of use of 11 years or 120,000 miles, which ever occurs first.

(c) Manufacturers may petition the Administrator to provide alternative useful life periods for light-duty trucks or complete heavy-duty vehicles when they believe that the useful life periods are significantly unrepresentative for one or more test groups (either too long or too short). This petition must include the full rationale behind the request together with any supporting data and other evidence. Based on this or other information the Administrator may assign an alternative useful-life period. Any petition should be submitted in a timely manner, to allow adequate time for a thorough evaluation. For light-duty trucks, alternative useful life periods will be granted only