



CAP 2000 IN A NUTSHELL



CURRENT PROGRAM	CAP 2000 PROPOSAL
<p>EPA involvement at critical timing points for mfrs., causing potential for production delays.</p>	<p>Less EPA involvement overall. Allow mfrs. to certify conditionally without EPA testing, without submitting complete application.</p>
<p>Durability demonstrated on engine family basis (about 400 per year)</p>	<p>Durability demonstrated on "durability group" basis, (about 100 per year)</p>
<p>Emission compliance demonstrated on 2 certification vehicles per engine family (about 800 per year)</p>	<p>Emission compliance demonstrated on 1 certification vehicle per "test group" (about 360 per year)</p>
<p>AMA durability procedures No in-use testing requirement. RDP 1 durability procedures In-use testing required</p>	<p>Manufacturer-determined durability processes based on RDP 1. AMA no longer an option. In-use testing required for all manufacturers except small volume.</p>
<p>Most information required to be submitted prior to certification, with changes to vehicles reported as they occur. Manufacturers may retain some information, to be submitted upon EPA request.</p>	<p>A small amount of information submitted prior to certification. Small amount of additional information submitted up to a year later. Manufacturers may be occasionally requested to submit additional.</p>
<p>No recall testing performed by manufacturers. EPA performs all recall testing.</p>	<p>Manufacturers must perform recall testing if in-use data exceeds threshold. Liability limited to 50% of test groups. EPA retains its recall program</p>
<p>Fuel economy testing required for FE labels and CAFE. Mfrs. may use some "analytically-derived" data in lieu of actual testing.</p>	<p>No changes proposed. Lowering test levels would compromise integrity of FE programs. EPA will lower its confirmatory testing rate.</p>
<p>Selective Enforcement Audits performed by EPA on assembly lines. (Primarily targeted at heavy duty engines). California ARB requires 2% audit testing on LDV's.</p>	<p>EPA agrees not to perform light duty vehicle SEAs in lieu of mfr. low mileage in-use testing. [ARB has similar agreement, of more value to mfrs.]</p>
<p>ARB and EPA run separate certification programs, with different DDV and EDV selection criteria.</p>	<p>ARB and EPA have agreed to harmonize on these elements, and on the in-use testing requirements.</p>
<p>No incentive program for good in-use performance.</p>	<p>Incentive rewards, such as reduced testing burden possible for good in-use performance.</p>