
National Low Emission Vehicle Program



Program Summary

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Status

- Final Framework Rule & Final Supplemental Rule
 - » 62 FR31192 (June 6, 1997)
 - » 63 FR 926 (January 7, 1998)
- 9 states opted in
 - » CT, DC, DE, NH, MD, NJ, PA, RI, VA
- 23 auto manufacturers opted in
- EPA in-effect finding - signed March 2, 1998
 - » 63 FR 11374 (March 9, 1998)

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NLEV Regulation Text

- 40 CFR Part 86 Subpart R
 - » Subpart R integrates CARB & EPA regulations
 - » Federal regulations not specifically “modified” by subpart R continue to apply (e.g., 86.098-11, Certification Short Test)

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General Applicability

- Model year 1999 and later in Northeast Trading Region (northeast states that have opted in)
- Model year 2001 and later in rest of U.S. (except CA)

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Duration of Program

- Dependent on whether EPA issues Tier 2 regulations by 12/15/00
 - » if YES, manufacturers are committed to NLEV until Tier 2 takes effect, and OTC States commit to not adopt California standards before model year 2006
 - » if NO, NLEV ends after model year 2003; state-adopted California programs can take effect in 2004 model year

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Opt-out: General

- NLEV regulations explain the circumstances under which OTC States or auto manufacturers can opt out, and the procedures for doing so

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Opt-out: States

- States can get out if:
 - » EPA finds that NLEV is not producing emission reductions as good as or better than state-adopted California programs would in the northeast
 - » An OTC State can request an equivalency reevaluation at any time

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Opt-out: Manufacturers

- Auto manufacturers can opt out if:
 - » EPA changes Stable Standards and manufacturers object
 - » an opt-in state no longer allows NLEV as a compliance alternative
 - » an opt-in state fails to submit a SIP revision, or if revision is inadequate
 - » an opt-in state adopts a ZEV mandate

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Opt-out: Manufacturers (cont'd)

- Autos can opt out if:
 - » EPA fails to consider certain in-use fuel issues
 - » an opt-in state or a manufacturer opts out

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Emission Standards - FTP

- Federal Tier 1
- California TLEV, LEV, ULEV, ZEV
- Manufacturers can sell any/all of the above, provided they meet a fleet average hydrocarbon requirement.

»	<u>HC</u>	<u>NOx</u>	<u>CO</u>
– Tier 1	0.25	0.4	3.4
– TLEV	0.125	0.4	3.4
– LEV	0.075	0.2	3.4
– ULEV	0.040	0.2	1.7

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Emission Standards - SFTP

- Supplemental Federal Test Procedure
 - » NLEV adopted California off-cycle standards
 - low-mileage SFTP standards for LEV/ULEV
 - federal SFTP (full useful life) for Tier 1 / TLEV
 - » 25/50/85/100 % phase-in starts in 2001 model year

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Fleet Average Requirement

- Applies to two trading regions:
 - » Northeast Trading Region for 1999 and 2000 model years
 - » All States Trading Region for 2001 and later model years
- Fleet average reaches the LEV NMOG standard in 2001 model year
 - » 0.075 for LDV/LDT1
 - » 0.100 for LDT2

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Limits on Sale of Tier 1/TLEV

- “In the 2001 and subsequent model years, manufacturers may sell Tier 1 vehicles and TLEVs in the NTR only if vehicles with the same engine families are certified and offered for sale in the same model year....”

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Labeling

- NLEV adopted CARB labeling for TLEVs, LEVs, ULEVs, ZEVs
- Incorporated by reference
- 1999 model year issues raised by industry require short-term guidance
- Need to evaluate requirements for 2000 and later model years

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