§ 85.1514 Treatment of confidential information.

(a) Any importer may assert that some or all of the information submitted pursuant to this subpart is entitled to confidential treatment as provided by 40 CFR part 2, subpart B.

(b) Any claim of confidentiality must accompany the information at the time it is submitted to EPA.

(c) To assert that information submitted pursuant to this subpart is confidential, an importer must indicate clearly the items of information claimed confidential by marking, bracketing, stamping, or otherwise specifying the confidential information. Furthermore, EPA requests, but does not require, that the submitter also provide a second copy of its submittal from which all confidential information has been deleted. If a need arises to publicly release nonconfidential information, EPA will assume that the submitter has accurately deleted the confidential information from this second copy.

(d) If a claim is made that some or all of the information submitted pursuant to this subpart is entitled to confidential treatment, the information covered by that confidentiality claim will be disclosed by the Administrator only to the extent and by means of the procedures set forth in part 2, subpart B, of this chapter.

(e) Information provided without a claim of confidentiality at the time of submission may be made available to the public by EPA without further notice to the submitter.

§ 85.1515 Emission standards and test procedures applicable to imported nonconforming motor vehicles and motor vehicle engines.

(a) Notwithstanding any other requirements of this subpart, any motor vehicle or motor vehicle engine conditionally imported pursuant to §85.1505 or §85.1509 shall meet all of the emission standards specified in 40 CFR part 86 for the year of the vehicle. At the option of the ICI, the nonconforming motor vehicle may comply with the emissions standards in 40 CFR part 86 and light-duty trucks imported pursuant to this subpart are outlined in tables 1 and 2 of this section, respectively. The useful life specified in 40 CFR part 86 shall meet all of the emission standards specified in 40 CFR part 86 for the OP year of the vehicle or motor vehicle engine. At the option of the ICI, the nonconforming motor vehicle may comply with the emissions standards in 40 CFR part 86 and light-duty trucks imported pursuant to this subpart are outlined in tables 1 and 2 of this section, respectively. The useful life specified in 40 CFR part 86 shall meet all of the emission standards specified in 40 CFR part 86 for the OP year of the vehicle or motor vehicle engine. The provisions of 40 CFR part 86 do not apply to imported nonconforming motor vehicles. The useful life specified in 40 CFR part 86
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for the OP year of the motor vehicle or motor vehicle engine is applicable where useful life is not designated in this subpart.


(ii) Nonconforming LDV/LDTs and LDT4s (HLDTs) and medium-duty passenger vehicles (MDPVs) originally manufactured in OP years 2004 through 2006 must meet the FTP exhaust emission standards of bin 10 in Tables S04–1 and S04–2 in 40 CFR 86.1811–04 and the applicable evaporative emission standards specified in 40 CFR 86.1811–04(e)(5). For 2004 OP year HLDTs and MDPVs where modifications commence on the first vehicle of a test group before December 21, 2003, this requirement does not apply to the 2004 OP year. ICIs opting to bring all of their 2004 OP year HLDTs and MDPVs into compliance with the exhaust emission standards of bin 10 in Tables S04–1 and S04–2 in 40 CFR 86.1811–04, may use the optional higher NMOG values for their 2004–2006 OP year LDT2s and 2004–2008 LDT4s.

(iii) Nonconforming LDT3s and LDT4s (HLDTs) and medium-duty passenger vehicles (MDPVs) originally manufactured in OP years 2007 and 2008 must meet the FTP exhaust emission standards of bin 8 in Tables S04–1 and S04–2 in 40 CFR 86.1811–04 and the applicable evaporative standards specified in 40 CFR 86.1811–04(e)(5).

(iv) Nonconforming LDV/LDTs originally manufactured in OP years 2007 and later and nonconforming HLDTs and MDPVs originally manufactured in OP years 2009 and later must meet the FTP exhaust emission standards of bin 5 in Tables S04–1 and S04–2 in 40 CFR 86.1811–04, and the evaporative standards specified in 40 CFR 86.1811(e)(1) through (e)(4).

(v) ICIs are exempt from the Tier 2 and the interim non-Tier2 phase-in intermediate percentage requirements for exhaust, evaporative, and refueling emissions described in 40 CFR 86.1811–04.

(vi) In cases where multiple standards exist in a given model year in 40 CFR part 86 due to phase-in requirements of new standards, the applicable standards for motor vehicle engines required to be certified to engine-based standards are the least stringent standards applicable to the engine type for the OP year.

(vii) Nonconforming LDV/LLDTs originally manufactured in OP years 2009 and later must meet the evaporative emission standards in Table S09–1 in 40 CFR 86.1811–09(e). However, LDV/LLDTs originally manufactured in OP years 2009 and 2010 and imported by ICIs who qualify as small volume manufacturers as defined in 40 CFR 86.1838–01 are exempt from the LDV/LLDT evaporative emission standards in Table S09–1 in 40 CFR 86.1811–09(e), but must comply with the Tier 2 evaporative emission standards in Table S04–3 in 40 CFR 86.1811–04(e).

(viii) Nonconforming HLDTs and MDPVs originally manufactured in OP years 2010 and later must meet the evaporative emission standards in Table S09–1 in 40 CFR 86.1811–09(e). However, HLDTs and MDPVs originally manufactured in OP years 2010 and 2011 and imported by ICIs, who qualify as small volume manufacturers as defined in 40 CFR 86.1838–01, are exempt from the HLDTs and MDPVs evaporative emission standards in Table S09–1 in 40 CFR 86.1811–09(e), but must comply with the Tier 2 evaporative emission standards in Table S04–3 in 40 CFR 86.1811–04(e).

(3)(i) As an option to the requirements of paragraph (c)(2) of this section, independent commercial importers may elect to meet lower bins in Tables S04–1 and S04–2 of 40 CFR 86.1811–04 than specified in paragraph (c)(2) of this section and bank or sell credits as permitted in 40 CFR 86.1860–04 and 40 CFR 86.1861–04. An ICI may not meet higher bins in Tables S04–1 and S04–2 of 40 CFR 86.1811–04 than specified in paragraph (c)(2) of this section unless it demonstrates to the Administrator at the time of certification that it has obtained appropriate and sufficient
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NO\textsubscript{X} credits from another manufacturer, or has generated them in a previous model year or in the current model year and not transferred them to another manufacturer or used them to address other vehicles as permitted in 40 CFR 86.1860–04 and 40 CFR 86.1861–04.

(ii) Where an ICI desires to obtain a certificate of conformity using a bin higher than specified in paragraph (c)(2) of this section, but does not have sufficient credits to cover vehicles produced under such certificate, the Administrator may issue such certificate if the ICI has also obtained a certificate of conformity for vehicles certified using a bin lower than that required under paragraph (c)(2) of this section. The ICI may then produce vehicles to the higher bin only to the extent that it has generated sufficient credits from vehicles certified to the lower bin during the same model year.

(4) [Reserved]

(5) Except for the situation where an ICI desires to bank, sell or use NO\textsubscript{X} credits as described in paragraph (c)(3) of this section, the requirements of 40 CFR 86.1811–04 related to fleet average NO\textsubscript{X} standards and requirements to comply with such standards do not apply to vehicles modified under this subpart.

(6) ICIs using bins higher than those specified in paragraph (c)(2) of this section must monitor their production so that they do not produce more vehicles to the higher bin only to the extent that it has generated sufficient credits from vehicles certified to the lower bin during the same model year.

(7) The Administrator may condition the certificates of conformity issued to ICIs as necessary to ensure that vehicles subject to paragraph (c) of this section comply with the appropriate average NO\textsubscript{X} standard for each model year.

(8)(i) Nonconforming LDV/LLDTs originally manufactured in OP years 2010 and later must meet the cold temperature NHMC emission standards in Table S10–1 in 40 CFR 86.1811–10(g).

(ii) Nonconforming HLDTs and MDPVs originally manufactured in OP years 2012 and later must meet the cold temperature NHMC emission standards in Table S10–1 in 40 CFR 86.1811–10(g).

(iii) ICIs, which qualify as small volume manufacturers, are exempt from the cold temperature NHMC phase-in intermediate percentage requirements described in 40 CFR 86.1811–10(g)(3). See 40 CFR 86.1811–04(k)(5)(vi) and (vii).

(iv) As an alternative to the requirements of paragraphs (c)(8)(i) and (ii) of this section, ICIs may elect to meet a cold temperature NHMC family emission level below the cold temperature NHMC fleet average standards specified in Table S10–1 of 40 CFR 86.1811–10 and bank or sell credits as permitted in 40 CFR 86.1864–10. An ICI may not meet a higher cold temperature NHMC family emission level than the fleet average standards in Table S10–1 of 40 CFR 86.1811–10 as specified in paragraphs (c)(8)(i) and (ii) of this section, unless it demonstrates to the Administrator at the time of certification that it has obtained appropriate and sufficient NHMC credits from another manufacturer, or has generated them in a previous model year or in the current model year and not traded them to another manufacturer or used them to address other vehicles as permitted in 40 CFR 86.1864–10.

(v) Where an ICI desires to obtain a certificate of conformity using a higher cold temperature NHMC family emission level than specified in paragraphs (c)(8)(i) and (ii) of this section, the Administrator may issue such certificate if the ICI has also obtained a certificate of conformity for vehicles certified using a cold temperature NHMC family emission level lower than that required under paragraphs (c)(8)(i) and (ii) of this section. The ICI may then import vehicles to the higher cold temperature NHMC family emission level only to the extent that it has generated sufficient credits from vehicles certified to a family emission level lower than the cold temperature NHMC fleet average standard during the same model year.

(vi) ICIs using cold temperature NHMC family emission levels higher than the cold temperature NHMC fleet average standards specified in paragraphs (c)(8)(i) and (ii) of this section
must monitor their imports so that they do not import more vehicles certified to such family emission levels than their available credits can cover. ICIs must not have a credit deficit at the end of a model year and are not permitted to use the deficit carryforward provisions provided in 40 CFR 86.1864-10.

(vii) The Administrator may condition the certificates of conformity issued to ICIs as necessary to ensure that vehicles subject to this paragraph (c)(8) comply with the applicable cold temperature NMHC fleet average standard for each model year.

(d) Except as provided in paragraph (c) of this section, ICIs must not participate in emission-related programs for emissions averaging, banking and trading, or nonconformance penalties.

### Table 1 to §85.1515—Emission Standards Applicable to Imported Light-Duty Motor Vehicles

<table>
<thead>
<tr>
<th>OP Year</th>
<th>Hydrocarbon</th>
<th>Carbon monoxide</th>
<th>Oxides of nitrogen</th>
<th>Particulate</th>
<th>Diesel hydrocarbon</th>
<th>Evaporative (years/miles)</th>
<th>Useful life</th>
</tr>
</thead>
<tbody>
<tr>
<td>1968–76</td>
<td>1.5 gpm</td>
<td>16 gpm</td>
<td>3.1 gpm</td>
<td></td>
<td>6.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1977–79</td>
<td>1.5 gpm</td>
<td>16 gpm</td>
<td>2.0 gpm</td>
<td></td>
<td>6.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1980</td>
<td>0.41 gpm</td>
<td>3.4 gpm</td>
<td>1.0 gpm</td>
<td></td>
<td>2.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1981</td>
<td>0.41 gpm</td>
<td>3.4 gpm</td>
<td>1.0 gpm</td>
<td>0.60 gpm</td>
<td>2.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1982–86</td>
<td>0.41 gpm</td>
<td>3.4 gpm</td>
<td>1.0 gpm</td>
<td>0.60 gpm</td>
<td>2.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1987</td>
<td>0.41 gpm</td>
<td>3.4 gpm</td>
<td>1.0 gpm</td>
<td>0.20 gpm</td>
<td>2.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1994 and later</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
</tr>
</tbody>
</table>

1 Diesel particulate standards apply only to diesel fueled light-duty vehicles. Evaporative hydrocarbon standards apply only to non-diesel fueled light-duty vehicles. For alternative fueled light-duty vehicles, the evaporative hydrocarbon standard is interpreted as organic material hydrocarbon equivalent grams carbon per test, as applicable.

2 No crankcase emissions shall be discharged into the ambient atmosphere from any non-diesel fueled light-duty vehicle.

3 All light-duty vehicles shall meet the applicable emission standards at both low and high-altitudes according to the procedures specified in 40 CFR part 86 for current model year motor vehicles at the time of testing.

4 Specified in 40 CFR part 86 for the OP year of the vehicle, per 85.1515(c).

### Table 2—Emission Standards Applicable to Imported Light-Duty Trucks

<table>
<thead>
<tr>
<th>OP year</th>
<th>Hydrocarbon</th>
<th>Carbon monoxide</th>
<th>Oxides of nitrogen</th>
<th>Particulate</th>
<th>Diesel hydrocarbon</th>
<th>Evaporative (years/miles)</th>
<th>Useful life</th>
</tr>
</thead>
<tbody>
<tr>
<td>1968–80</td>
<td>2.0 gpm</td>
<td>20 gpm</td>
<td>3.1 gpm</td>
<td></td>
<td>6.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1979–80</td>
<td>1.7 gpm</td>
<td>18 gpm</td>
<td>2.3 gpm</td>
<td></td>
<td>6.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1980</td>
<td>1.7 gpm</td>
<td>18 gpm</td>
<td>2.3 gpm</td>
<td></td>
<td>2.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1981</td>
<td>1.7 gpm</td>
<td>18 gpm</td>
<td>2.3 gpm</td>
<td>0.60 gpm</td>
<td>2.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1982–83</td>
<td>0.80 gpm</td>
<td>10 gpm</td>
<td>2.3 gpm</td>
<td>0.60 gpm</td>
<td>2.0 g/test</td>
<td>5/50,000</td>
<td></td>
</tr>
<tr>
<td>1984</td>
<td>(2.0)</td>
<td>(26)</td>
<td>(2.3)</td>
<td></td>
<td>(2.6)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1985–86</td>
<td>0.80 gpm</td>
<td>10 gpm</td>
<td>2.3 gpm</td>
<td>0.60 gpm</td>
<td>2.0 g/test</td>
<td>11/120,000</td>
<td></td>
</tr>
<tr>
<td>1987</td>
<td>0.80 gpm</td>
<td>10 gpm</td>
<td>2.3 gpm</td>
<td>0.26 gpm</td>
<td>2.0 g/test</td>
<td>11/120,000</td>
<td></td>
</tr>
<tr>
<td>1988–89</td>
<td>0.80 gpm</td>
<td>10 gpm</td>
<td>1.2 gpm³</td>
<td>0.26 gpm²</td>
<td>2.0 g/test</td>
<td>11/120,000</td>
<td></td>
</tr>
<tr>
<td>1990–93</td>
<td>0.80 gpm</td>
<td>10 gpm</td>
<td>1.7 gpm³</td>
<td>0.45 gpm²</td>
<td>2.0 g/test</td>
<td>11/120,000</td>
<td></td>
</tr>
<tr>
<td>1994 and later</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
<td>(*)</td>
</tr>
</tbody>
</table>

1 Diesel particulate standards apply only to diesel fueled light-duty trucks. Evaporative hydrocarbon standards apply only to non-diesel fueled light-duty trucks. For alternative fueled light-duty trucks, the evaporative hydrocarbon standard is interpreted as organic material hydrocarbon equivalent grams carbon per test, as applicable.

2 No crankcase emissions shall be discharged into the ambient atmosphere from any non-diesel fueled light-duty truck.

3 A carbon monoxide standard of 0.50% of exhaust flow at curb idle is applicable to all 1984 and later model year light-duty trucks sold to, or owned by, an importer for principal use at a designated high-altitude location. This requirement is effective for light-duty trucks sold to, or owned by, an importer for principal use at a designated high-altitude location beginning with the 1988 model year.

4 All 1982 OP year and later light-duty trucks sold to, or owned by, an importer for principal use at a designated high-altitude location shall meet high-altitude emission standards according to the requirements specified in 40 CFR part 86 for current model year light-duty trucks at the time of testing.

5 Standards in parentheses apply to motor vehicles sold to, or owned by, an importer for principal use at a designated high-altitude location. These standards must be met at high-altitude according to the procedures specified in 40 CFR part 86 for current model year motor vehicles at the time of testing.
§ 85.1701 General applicability.
(a) The provisions of this subpart regarding exemption are applicable to new and in-use motor vehicles and motor vehicle engines.
(b) The provisions of this subpart regarding exclusion are applicable after the effective date of these regulations.
(c) References in this subpart to engine families and emission control systems shall be deemed to apply to durability groups and test groups as applicable for manufacturers certifying new light-duty vehicles, light-duty trucks, and Otto-cycle complete heavy-duty vehicles under the provisions of 40 CFR part 86, subpart S.


§ 85.1702 Definitions.
(a) As used in this subpart, all terms not defined herein shall have the meaning given them in the Act:
(1) Export exemption means an exemption granted by statute under section 203(b)(3) of the Act for the purpose of exporting new motor vehicles or new motor vehicle engines.
(2) National security exemption means an exemption which may be granted under section 203(b)(1) of the Act for the purpose of national security.
(3) Pre-certification vehicle means an uncertified vehicle which a manufacturer employs in fleets from year to year in the ordinary course of business for product development, production method assessment, and market promotion purposes, but in a manner not involving lease or sale.
(4) Pre-certification vehicle engine means an uncertified heavy-duty engine owned by a manufacturer and used in a manner not involving lease or sale in a vehicle employed from year to year in the ordinary course of business for product development, production method assessment and market promotion purposes.
(5) Testing exemption means an exemption which may be granted under section 203(b)(1) for the purpose of research investigations, studies, demonstrations or training, but not including national security.


§ 85.1703 Definition of motor vehicle.
(a) For the purpose of determining the applicability of section 216(2), a vehicle which is self-propelled and capable of transporting a person or persons or any material or any permanently or temporarily affixed apparatus shall be deemed a motor vehicle, unless any one or more of the criteria set forth below are met, in which case the vehicle shall be deemed not a motor vehicle:
(1) The vehicle cannot exceed a maximum speed of 25 miles per hour over level, paved surfaces; or
(2) The vehicle lacks features customarily associated with safe and practical street or highway use, such features including, but not being limited to, a reverse gear (except in the case of motorcycles), a differential, or safety features required by state and/or federal law; or