which comprise the required implementation schedule percentage of sales meeting Tier 1 standards, for PM, for purposes of certification, shall be the same engine families which comprise the required implementation schedule percentages of sales meeting the final in-use standards (labeled “Tier 1” in the tables of in-use standards) for PM for in-use purposes.

(3) The manufacturer must state at the time of Application for Certification, based on projected U.S. sales or projected production for U.S. sale, which families will be used to attain the required implementation schedule sales percentages for in-use purposes.

(4) A manufacturer cannot use one set of engine families to meet its in-use intermediate useful life standards and another to meet its in-use full useful life standards. The same families which are used to meet the intermediate useful life standards will be required without deviation to meet the corresponding full useful life standards.

(ii) Engine families participating in the particulate averaging program as specified in §86.094–8(a)(1)(ii) shall be subject, for purposes of in-use compliance, to the particulate family emission limit determined for that engine family for certification purposes, in lieu of the appropriate particulate standard shown in the tables of in-use standards in this section.

(iii) CST emissions from model year 1996 and later gasoline-fueled Otto-cycle light-duty vehicles measured and calculated in accordance with subpart O of this part may not exceed the standards listed in paragraphs (a)(1)(ii)(A) and (B) of this section.

(A) Hydrocarbons: 220 ppm as hexane.

(B) Carbon monoxide: 1.2 percent.

(2) The standards set forth in paragraph (a)(1)(i) of this section refer to the exhaust emitted over a driving schedule as set forth in subpart B of this part and measured and calculated in accordance with those procedures. The test weight basis for light-duty vehicles, for the purposes of determining equivalent test weight as prescribed in §86.128–94, shall be loaded vehicle weight.

(3) The standards set forth in paragraph (a)(1)(ii) of this section refer to the exhaust emitted during the CST as set forth in subpart O of this part and measured and calculated in accordance with those procedures.

(b) The provisions of §86.090–8(b) through (h) of subpart A of this part apply to this section. The provisions of §86.096–8(i) through (k) of subpart A of this part apply to this section.


§86.708–98  In-use emission standards for 1998 and later model year light-duty vehicles.

Section 86.708–98 includes text that specifies requirements that differ from §86.090–8 of subpart A of this part. Where a paragraph in §86.090–8 is identical and applicable to §86.708–98, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved].” For guidance see §86.090–8.” Where a corresponding paragraph of §86.090–8 is not applicable, this is indicated by the statement “[Reserved].”

(a)(1)(i) In-use exhaust emissions from 1998 and later model year light-duty vehicles shall meet all standards in tables H98–1 and H98–2 in the rows designated with the applicable fuel type.

Table H98–1—Intermediate Useful Life Standards (g/mi) for Light-Duty Vehicles

<table>
<thead>
<tr>
<th>Fuel</th>
<th>THC</th>
<th>NMHC</th>
<th>THCE</th>
<th>NMHCE</th>
<th>CO</th>
<th>NOx</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gasoline</td>
<td>0.41</td>
<td>0.25</td>
<td></td>
<td></td>
<td>3.4</td>
<td>0.4</td>
<td>0.08</td>
</tr>
<tr>
<td>Diesel</td>
<td>0.41</td>
<td>0.25</td>
<td>0.41</td>
<td>0.25</td>
<td>3.4</td>
<td>0.4</td>
<td>0.08</td>
</tr>
<tr>
<td>Methanol</td>
<td></td>
<td>0.25</td>
<td></td>
<td>0.25</td>
<td>3.4</td>
<td>0.4</td>
<td>0.08</td>
</tr>
<tr>
<td>Natural Gas</td>
<td></td>
<td>0.25</td>
<td></td>
<td></td>
<td>3.4</td>
<td>0.4</td>
<td>0.08</td>
</tr>
<tr>
<td>LPG</td>
<td>0.41</td>
<td>0.25</td>
<td></td>
<td></td>
<td>3.4</td>
<td>0.4</td>
<td>0.08</td>
</tr>
</tbody>
</table>

1 The applicable useful life is 5 years or 50,000 miles, whichever first occurs.
(ii)(A) Vehicles subject to the standards of paragraph (a)(1)(i) of this section shall be all actual U.S. sales of light-duty vehicles of the applicable model year by a manufacturer.

(B) A manufacturer cannot use one set of engine families to meet its in-use intermediate useful life standards and another to meet its in-use full useful life standards. The same families which are used to meet the intermediate useful life standards will be required without deviation to meet the corresponding full useful life standards.

(iii) CST emissions from gasoline-fueled Otto-cycle light-duty vehicles measured and calculated in accordance with subpart O of this part may not exceed the standards listed in paragraphs (a)(1)(iii)(A) and (B) of this section.

(A) Hydrocarbons: 220 ppm as hexane.

(B) Carbon monoxide: 1.2 percent.

(2) The standards set forth in paragraph (a)(1) of this section refer to the exhaust emitted over a driving schedule as set forth in subpart B of this part and measured and calculated in accordance with those procedures. The test weight basis for light-duty vehicles, for the purposes of determining equivalent test weight as prescribed in §86.129–94, shall be loaded vehicle weight.

(3) The standards set forth in paragraph (a)(1)(iii) of this section refer to the exhaust emitted during the CST as set forth in subpart O of this part and measured and calculated in accordance with those provisions.

(b) The provisions of §86.090–8 (b) through (h) of subpart A of this part apply to this section. The provisions of §86.096–8 (i) through (j) of subpart A of this part apply to this section.