Environmental Protection Agency

§ 600.006

Data and information requirements for fuel economy data vehicles.

(a) For certification vehicles with less than 10,000 miles, the requirements of this section are considered to have been met except as noted in paragraph (c) of this section.

(b)(1) The manufacturer shall submit the following information for each fuel economy data vehicle:

(i) A description of the vehicle, exhaust emission test results, applicable deterioration factors, adjusted exhaust emission levels, and test fuel property values as specified in §600.114–86.

(ii) A statement of the origin of the vehicle including total mileage accumulation, and modification (if any) form the vehicle configuration in which the mileage was accumulated.

(For modifications requiring advance approval by the Administrator, the name of the Administrator’s representative approving the modification and date of approval are required.) If the vehicle was previously used for testing, for compliance with part 86 of this chapter or previously accepted by the Administrator as a fuel economy data vehicle in a different configuration, the requirements of this paragraph may be satisfied by reference to the vehicle number and previous configuration.

(iii) A statement that the fuel economy data vehicle for which data are submitted:

(A) Has been tested in accordance with applicable test procedures;

(B) Is, to the best of the manufacturer’s knowledge, representative of the vehicle configuration listed; and

(C) Is in compliance with applicable exhaust emission standards.

(2) The manufacturer shall retain the following information for each fuel economy data vehicle, and make it available to the Administrator upon request:

(i) A description of all maintenance to engine, emission control system, or fuel system components performed within 2,000 miles prior to fuel economy testing.

(ii) In the case of electric vehicles, plug-in hybrid electric vehicles, and hybrid electric vehicles, a description of all maintenance to electric motor, motor controller, battery configuration, or other components performed within 2,000 miles prior to fuel economy testing.

(iii) A copy of calibrations for engine, fuel system, and emission control devices, showing the calibration of the actual components on the test vehicle as well as the design tolerances.
4. HCHO, NMHC and CH
4
where applicable for alternative fuel
applicable. The fuel economy, carbon-
shall include total HC, CO, CO
graphs (c)(1) through (4) of this section
the data submitted according to para-
perature FTP and US06 tests.
(4) For all vehicles tested in para-
with paragraph (g) of this section.
(c) The manufacturer shall submit
the following fuel economy data:
(1) For vehicles tested to meet the re-
other than those chosen in accordance
with the provisions related to dura-
ility demonstration in §86.1829 of this
chapter or in-use verification testing in
§86.1845 of this chapter), the FTP, high-
way, US06, SC03 and cold temperature
FTP fuel economy results, as applica-
ble, from all tests on that vehicle, and
the test results adjusted in accordance
with paragraph (g) of this section.
(2) For each fuel economy data vehi-
cle, all individual test results (exclud-
results of invalid and zero mile
tests) and these test results adjusted in
accordance with paragraph (g) of this
section.
(3) For diesel vehicles tested to meet
the requirements of part 86 of this
chapter, data from a cold temperature
FTP, performed in accordance with
§600.111–08(e), using the fuel specified
in §600.107–08(c).
(4) For all vehicles tested in para-
graphs (c)(1) through (3) of this section,
the individual fuel economy results
measured on a per-phase basis, that is,
the individual phase results for all
sample phases of the FTP, cold tem-
perature FTP and US06 tests.
(5) Starting with the 2012 model year,
the data submitted according to para-
graphs (c)(1) through (4) of this section
shall include total HC, CO, CO
and, where applicable for alternative fuel
vehicles, CH\textsubscript{3}OH, C\textsubscript{2}H\textsubscript{5}OH, C\textsubscript{3}H\textsubscript{2}O,
HCHO, NMHC and CH\textsubscript{4}. Manufacturers
incorporating N\textsubscript{2}O and CH\textsubscript{4} emissions in
their fleet average carbon-related ex-
hau exhaust emissions as allowed under
§86.1819 of this chapter shall also sub-
mitt N\textsubscript{2}O and CH\textsubscript{4} emission data where
applicable. The fuel economy, carbon-
related exhaust emissions, and CO\textsubscript{2}
emission test results shall be adjusted
in accordance with paragraph (g) of
this section.
(d) The manufacturer shall submit an
indication of the intended purpose of
the data (e.g., data required by the gen-
eral labeling program or voluntarily
submitted for specific labeling).
(e) In lieu of submitting actual data
from a test vehicle, a manufacturer
may provide fuel economy, CO\textsubscript{2} emis-
sions, and carbon-related exhaust emis-
sion values derived from a previously
tested vehicle, where the fuel economy,
CO\textsubscript{2} emissions, and carbon-related ex-
hau exhaust emissions are expected to be
equal (or less fuel-efficient and
with higher CO\textsubscript{2} emissions and carbon-
related exhaust emissions). Additionally,
in lieu of submitting actual data
from a test vehicle, a manufacturer
may provide fuel economy, CO\textsubscript{2} emis-
sions, and carbon-related exhaust emis-
sion values derived from an analytical
expression, e.g., regression analysis. In
order for fuel economy, CO\textsubscript{2} emissions,
and carbon-related exhaust emission
values derived from analytical methods
to be accepted, the expression (form
and coefficients) must have been ap-
proved by the Administrator.
(f) If, in conducting tests required or
authorized by this part, the manufac-
turer utilizes procedures, equipment,
of facilities not described in the Appli-
cation for Certification required in
§86.1844–01 of this chapter, the manu-
ufacturer shall submit to the Adminis-
trator a description of such procedures,
equipment, and facilities.

(g)(1) The manufacturer shall adjust
all test data used for fuel economy
label calculations in subpart D and av-
ge fuel economy calculations in sub-
part F for the classes of automobiles
within the categories identified in
paragraphs of §600.510(a)(1) through (4).
The test data shall be adjusted in ac-
cordance with paragraph (g)(3) or (4)
of this section as applicable.
(2) [Reserved]
(3)(i) The manufacturer shall adjust
all fuel economy test data generated by
vehicles with engine-drive system com-
binations with more than 6,200 miles by
using the following equation:

\[
\text{FE}_{\text{a},0000\text{mi}} = \text{FE}_4 \left[0.979 + 5.25 \times 10^{-6}(\text{mi})^{-1}\right]
\]
Environmental Protection Agency § 600.007

Vehicle acceptability.

(a) All certification vehicles and other vehicles tested to meet the requirements of part 86 of this chapter (other than those chosen under the durability-demonstration provisions in § 86.1829 of this chapter), are considered to have met the requirements of this section.

(b) Any vehicle not meeting the provisions of paragraph (a) of this section must be judged acceptable by the Administrator under this section in order for the test results to be reviewed for use in subpart C or F of this part. The Administrator will judge the acceptability of a fuel economy data vehicle on the basis of the information supplied by the manufacturer under § 600.006(b). The criteria to be met are:

(1) A fuel economy data vehicle may have accumulated not more than 10,000 miles. A vehicle will be considered to have met this requirement if the engine and drivetrain have accumulated 10,000 or fewer miles. The Administrator may specify a different maximum value for electric vehicles, plug-in hybrid electric vehicles, and fuel cell vehicles that allows for the necessary operation for properly evaluating and characterizing those vehicles under this part. The components installed for a fuel economy test are not required to be the ones with which the mileage was accumulated, e.g., axles, transmission types, and tire sizes may be changed. The Administrator will determine if vehicle/engine component changes are acceptable.

(2) A vehicle may be tested in different vehicle configurations by change of vehicle components, as specified in paragraph (b)(1) of this section, or by testing in different inertia weight classes. Also, a single vehicle may be tested under different test conditions, i.e., test weight and/or road load horsepower, to generate fuel economy data representing various situations within a vehicle configuration. For purposes of this part, data generated by a single vehicle tested in various test conditions will be treated as if the data were generated by the testing of multiple vehicles.

(3) The mileage on a fuel economy data vehicle must, to the extent possible, be accumulated according to § 86.1831 of this chapter.

(4) Each fuel economy data vehicle must meet the same exhaust emission standards as certification vehicles of the respective engine-system combination during the test in which the city...