

Environmental Protection Agency

§ 86.1805-04

PDP—CVS—Positive displacement pump—constant volume sampler.
ppm—Parts per million by volume.
PM—Particulate Matter.
ppm C—Parts per million, carbon.
psi—Pounds per square inch.
R—Rankin.
RAF—Reactivity adjustment factor.
rpm—Revolutions per minute.
RVP—Reid vapor pressure.
s—Second(s).
SAE—Society of Automotive Engineers.
SFTP—Supplemental Federal Test Procedure.
SI—International system of units.
SULEV—Super Ultra Low Emission Vehicle.
TD—dispensed fuel temperature.
THC—Total Hydrocarbons.
THCE—Total Hydrocarbon Equivalent.
TLEV—Transitional Low Emission Vehicle.
UDDS—Urban dynamometer driving schedule.
ULEV—Ultra Low Emission Vehicle.
UV—Ultraviolet.
vs—Versus.
W—Watt(s).
WOT—Wide open throttle.
Wt.—Weight.
ZEV—Zero Emission Vehicle.

[64 FR 23925, May 4, 1999, as amended at 65 FR 6852, Feb. 10, 2000]

§ 86.1805-01 Useful life.

(a) Intermediate useful life is a period of use of 5 years or 50,000 miles, whichever occurs first.

(b) Full useful life is as follows:

(1) For light-duty vehicles and light-duty trucks full useful life is a period of use of 10 years or 100,000 miles, whichever occurs first.

(2) For heavy light-duty trucks full useful life is a period of use of 11 years or 120,000 miles, whichever occurs first.

(c) Manufacturers may petition the Administrator to provide alternative useful life periods for light-duty trucks when they believe that the useful life periods are significantly unrepresentative for one or more test groups (either too long or too short). This petition must include the full rationale behind the request together with any supporting data and other evidence. Based on this or other information the Administrator may assign an alternative useful-life period. Any petition should be submitted in a timely manner, to allow adequate time for a thorough evaluation. Alternative useful life peri-

ods will be granted only for THC, THCE, and idle CO requirements.

§ 86.1805-04 Useful life.

(a) Except as required under paragraph (b) of this section or permitted under paragraphs (d), (e) and (f) of this section, the full useful life for all LDVs, LDT1s and LDT2s is a period of use of 10 years or 120,000 miles, whichever occurs first. For all HLDTs and MDPVs, full useful life is a period of 11 years or 120,000 miles, whichever occurs first. This full useful life applies to all exhaust, evaporative and refueling emission requirements except for standards which are specified to only be applicable at the time of certification.

(b) Manufacturers may elect to optionally certify a test group to the Tier 2 exhaust emission standards for 150,000 miles to gain additional NO_x credits, as permitted in § 86.1860-04(g), or to opt out of intermediate life standards as permitted in § 86.1811-04(c). In such cases, useful life is a period of use of 15 years or 150,000 miles, whichever occurs first, for all exhaust, evaporative and refueling emission requirements except for cold CO standards and standards which are applicable only at the time of certification.

(c) Where intermediate useful life exhaust emission standards are applicable, such standards are applicable for five years or 50,000 miles, whichever occurs first.

(d) Where cold CO standards are applicable, the useful life requirement for compliance with the cold CO standard only, is 5 years or 50,000 miles, whichever occurs first.

(e) Where LDVs, LDT1s and LDT2s of the 2003 or earlier model years are certified to Tier 2 exhaust emission standards for purposes of generating early Tier 2 NO_x credits, manufacturers may certify those vehicles to full useful lives of 100,000 miles in lieu of the otherwise required 120,000 mile full useful lives, as provided under § 86.1861-04(c)(4).

(f) For interim non-Tier 2 LDV/LLDTs, the useful life requirement for exhaust, evaporative and refueling emissions is 10 years or 100,000 miles, whichever occurs first.

[65 FR 6852, Feb. 10, 2000]