

(ii) The minimum mileage accumulation rate does not apply on weekends or holidays.

(iii) If the manufacturer's mileage accumulation target is less than the minimum rate specified (300 miles per day), then the minimum daily accumulation rate shall be equal to the manufacturer's mileage accumulation target.

(3) Mileage accumulation shall be completed on a sufficient number of test vehicles during consecutive 24-hour periods to assure that the number of vehicles tested per day fulfills the requirements of paragraph (g) of this section.

(d) The manufacturer shall not perform any maintenance on test vehicles after selection for testing nor shall the Administrator allow deletion of any test vehicle from the test sequence, unless requested by the manufacturer and approved by the Administrator before any test vehicle maintenance or deletion.

(e) The manufacturer will be allowed 24 hours to ship test vehicles from the assembly plant or storage facility to the test facility if the test facility is not located at the plant or storage facility or in close proximity to the plant or storage facility: Except, that the Administrator may approve more time based upon a request by the manufacturer accompanied by a satisfactory justification.

(f) If a vehicle cannot complete the mileage accumulation or emission tests because of vehicle malfunction, the manufacturer may request the Administrator to authorize the repair of that vehicle or its deletion from the test sequence.

(g) Whenever the manufacturer conducts testing pursuant to a test order issued under this subpart, the manufacturer shall notify the Administrator within one working day of receipt of the test order, which test facility will be used to comply with the test order and the number of available test cells at that facility. If no test cells are available at the desired facility, the manufacturer must provide alternate testing capability satisfactory to the Administrator.

(1) The manufacturer shall perform a combination of tests pursuant to para-

graph (a) of this section so that a minimum of four tests are performed per 24 hour period, including voided tests, for each available test cell.

(2) The Administrator may approve a longer period based upon a request by a manufacturer accompanied by satisfactory justification.

(h) The manufacturer shall perform test vehicle selection, preparation, mileage accumulation, shipping, and testing in such a manner as to assure that the audit is performed in an expeditious manner.

(i) The manufacturer may retest any test vehicle after a fail decision has been reached in accordance with §86.610-98(d) based on the first test on each vehicle; except that the Administrator may approve retests at other times during the audit based upon a request by the manufacturer accompanied by a satisfactory justification. The manufacturer may test each vehicle a total of three times. The manufacturer shall test each vehicle the same number of times. The manufacturer may accumulate additional mileage on test vehicles before conducting retests, subject to the provisions of paragraph (c) of this section.

[59 FR 16301, Apr. 6, 1994, as amended at 60 FR 43898, Aug. 23, 1995; 62 FR 31235, June 6, 1997]

§ 86.609-84 Calculation and reporting of test results.

(a) Initial test results are calculated following the Federal Test Procedure specified in §86.608(a). Round the initial test results to the number of decimal places contained in the applicable emission standard, expressed to one additional significant figure. Rounding shall be done in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see §86.1).

(b) Final test results for each test vehicle shall be calculated by summing the initial test results derived in paragraph (a) of this section for each test vehicle, dividing by the number of tests conducted on the vehicle, and rounding to the same number of decimal places contained in the applicable emission standard expressed to one additional

significant figure. Rounding shall be done in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(c)(1) The final deteriorated test results for each test vehicle shall be calculated by multiplying the final test results by the appropriate deterioration factor derived for the certification process for the engine family and model year to which the selected configuration belongs, and rounded to two significant figures. Rounding shall be done in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1). For the purposes of this paragraph, if a deterioration factor as computed during the certification process is less than one, that deterioration factor shall be one.

(2) There are no deterioration factors for light-duty vehicles tested in accordance with § 86.146-96 of subpart B of this part. Accordingly, for the fuel dispensing spitback test the term "final deteriorated test results" shall mean the final test results derived in paragraph (b) of this section for each test vehicle, rounded to the same number of significant figures contained in the applicable standard in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(d) Within five working days after completion of testing of all vehicles pursuant to a test order, the manufacturer shall submit to the Administrator a report which includes the following information:

(1) The location and description of the manufacturer's exhaust emission test facilities which were utilized to conduct testing reported pursuant to this section;

(2) The applicable standards against which the vehicles were tested;

(3) Deterioration factors for the selected configuration.

(4) A description of the vehicle selection method used;

(5) For each test conducted,

(i) Test vehicle description including:

(A) Configuration and engine family identification.

(B) Year, make, build date, and model of vehicle.

(C) Vehicle Identification Number.

(D) Miles accumulated on vehicle.

(ii) Location where mileage accumulation was conducted and description of accumulation schedule.

(iii) Test number, date, initial test results, final results and final deteriorated test results for all valid and invalid exhaust emission tests, and the reason for invalidation.

(iv) A complete description of any modification, repair, preparation, maintenance and/or testing which was performed on the test vehicle and (A) has not been reported pursuant to any other paragraph of this subpart and (B) will not be performed on all other production vehicles.

(v) Carbon dioxide emission values for all valid and invalid exhaust emission tests;

(vi) Where a vehicle was deleted from the test sequence by authorization of the Administrator, the reason for the deletion;

(vii) Any other information the Administrator may request relevant to the determination as to whether the new motor vehicles being manufactured by the manufacturer do in fact conform with the regulations with respect to which the certificate of conformity was issued.

(6) The following statement and endorsement:

This report is submitted pursuant to sections 206 and 208 of the Clean Air Act. This Selective Enforcement Audit was conducted in complete conformance with all applicable regulations under 40 CFR part 86 et seq. and the conditions of the test order. No emission related change(s) to production processes or quality control procedures for the vehicle configuration tested have been made between receipt of this test order and conclusion of the audit. All data and information reported herein is, to the best of

(Company Name)

knowledge, true and accurate. I am aware of the penalties associated with violations of the Clean Air Act and the regulations thereunder.

Environmental Protection Agency

§ 86.609-97

(Authorized Company Representative)

[41 FR 31483, July 28, 1976, as amended at 43 FR 4552, Feb. 2, 1978; 49 FR 48483, Dec. 12, 1984. Redesignated at 54 FR 2123, Jan. 19, 1989, and amended at 58 FR 16045, Mar. 24, 1993]

§ 86.609-96 Calculation and reporting of test results.

Section 86.609-96 includes text that specifies requirements that differ from § 86.609-84. Where a paragraph in § 86.609-84 is identical and applicable to § 86.609-96, this is indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.609-84.” Where a corresponding paragraph of § 86.609-84 is not applicable, this is indicated by the statement “[Reserved].”

(a) Initial test results are calculated following the test procedures specified in § 86.608(a). Round the initial test results to the number of decimal places contained in the applicable emission standard expressed to one additional significant figure. Rounding is done in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(b) Final test results for each test vehicle are calculated by summing the initial test results within a specific FTP, CST, or Cold Temperature CO Test Procedure derived in paragraph (a) of this section for each test vehicle, dividing by the number of times that specific FTP, CST, or Cold Temperature CO Test Procedure has been conducted on the vehicle, and rounding to the same number of decimal places contained in the applicable emission standard expressed to one additional significant figure. Rounding is done in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(c) *Final deteriorated test results*—(1) *For each test vehicle.* The final deteriorated test results for each test vehicle are calculated by multiplying the final test results by the appropriate deterioration factor derived from the certifi-

cation process for the engine family and model year to which the selected configuration belongs and rounding to the same number of decimal places contained in the applicable emission standard. Rounding is done in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1). For the purpose of this paragraph, if a deterioration factor as computed during the certification process is less than one, that deterioration factor is one.

(2) *Exceptions.* (i) There are no deterioration factors for light-duty vehicle emissions obtained during testing in accordance with subpart O of this part. Accordingly, for the CST the term “final deteriorated test results” means the final test results derived in paragraph (b) of this section for each test vehicle, rounded to the same number of decimal places contained in the applicable emission standard. Rounding is done in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(ii) There are no deterioration factors for light-duty vehicles tested in accordance with § 86.146-96. Accordingly, for the fuel dispensing spitback test the term “final deteriorated test results” means the final test results derived in paragraph (b) of this section for each test vehicle, rounded to the same number of significant figures contained in the applicable standard in accordance with ASTM E 29-90, Standard Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications. This procedure has been incorporated by reference (see § 86.1).

(d) [Reserved]. For guidance see § 86.609-84.

[58 FR 58423, Nov. 1, 1993]

§ 86.609-97 Calculation and reporting of test results.

Section 86.609-97 includes text that specifies requirements that differ from those specified in §§ 86.609-84 and 86.609-96. Where a paragraph in § 86.609-84 or