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fueled diesel cycle light-duty vehicles shall be tested under the procedures in subpart B of this part indicated for 1998 and later model years, and shall not exceed the standards described in paragraph (d)(1) of this section. Vehicles certified in accordance with paragraph (d)(2)(ii) of this section, as determined by the provisions of § 86.098-28(g), shall not be counted in the calculation of the percentage of compliance.

TABLE A99-08—IMPLEMENTATION SCHEDULE FOR LIGHT-DUTY VEHICLE REFUELING EMISSION TESTING

Model year	Sales percentage
1999	80
2000 and subsequent	100

(ii) Small volume manufacturers, as defined in § 86.094-14(b) (1) and (2), are exempt from the implementation schedule of table A99-08 of this section for model year 1999. For small volume manufacturers, the standards of paragraph (d) of this section, and the associated test procedures, shall not apply until model year 2000, when 100 percent compliance with the standards of this section is required. This exemption does not apply to small volume engine families as defined in § 86.094-14(b)(5).

(e)-(f) [Reserved]

(g)-(k) [Reserved]. For guidance see § 86.096-8.

[58 FR 16025, Mar. 24, 1993, as amended at 58 FR 58421, Nov. 1, 1993; 58 FR 16294, Apr. 6, 1994; 59 FR 48503, Sept. 21, 1994; 60 FR 43888, Aug. 23, 1995]

§ 86.099-9 Emission standards for 1999 and later model year light-duty trucks.

Section 86.099-9 includes text that specifies requirements that differ from § 86.097-9. Where a paragraph in § 86.097-9 is identical and applicable to § 86.099-9, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see § 86.097-9.” Where a corresponding paragraph of § 86.097-9 is not applicable, this is indicated by the statement “[Reserved].”

(a)(1)-(a)(1)(iii)(2) [Reserved]. For guidance see § 86.097-9.

(iv) CST emissions from gasoline-fueled Otto-cycle light-duty trucks

measured and calculated in accordance with subpart O of this part may not exceed the standards listed in paragraphs (a)(1)(iv) (A) and (B) of this section.

(A) Hydrocarbons: 100 ppm as hexane.

(B) Carbon monoxide: 0.5%.

(2) [Reserved]

(3) The standards set forth in paragraph (a)(1)(iv) 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) Evaporative emissions from light-duty trucks shall not exceed the following standards. The standards apply equally to certification and in-use vehicles. The spitback standard also applies to newly assembled vehicles. For certification vehicles only, manufacturers may conduct testing to quantify a level of nonfuel background emissions for an individual test vehicle. Such a demonstration must include a description of the source(s) of emissions and an estimated decay rate. The demonstrated level of nonfuel background emissions may be subtracted from emission test results from certification vehicles if approved in advance by the Administrator.

(1) *Hydrocarbons (for gasoline-fueled, natural gas-fueled, and liquefied petroleum gas-fueled vehicles)*. (i)(A) For gasoline-fueled heavy light-duty trucks with a nominal fuel tank capacity of at least 30 gallons:

(1) For the full three-diurnal test sequence described in § 86.130-96, diurnal plus hot soak measurements: 2.5 grams per test.

(2) For the supplemental two-diurnal test sequence described in § 86.130-96, diurnal plus hot soak measurements: 3.0 grams per test.

(B) For all other light-duty trucks:

(1) For the full three-diurnal test sequence described in § 86.130-96, diurnal plus hot soak measurements: 2.0 grams per test.

(2) For the supplemental two-diurnal test sequence described in § 86.130-96, diurnal plus hot soak measurements (gasoline-fueled vehicles only): 2.5 grams per test.

(ii) *Running loss test (gasoline-fueled vehicles only)*: 0.05 grams per mile.

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(iii) *Fuel dispensing spitback test (gasoline-fueled vehicles only)*: 1.0 grams per test.

(2) *Total Hydrocarbon Equivalent (for methanol-fueled vehicles)*. (i)(A) For heavy light-duty trucks with nominal fuel tank capacity of at least 30 gallons:

(1) For the full three-diurnal test sequence described in §86.130-96, diurnal plus hot soak measurements: 2.5 grams carbon per test.

(2) For the supplemental two-diurnal test sequence described in §86.130-96, diurnal plus hot soak measurements: 3.0 grams carbon per test.

(B) For all other light-duty trucks:

(1) For the full three-diurnal test sequence described in §86.130-96, diurnal plus hot soak measurements: 2.0 grams carbon per test.

(2) For the supplemental two-diurnal test sequence described in §86.130-96, diurnal plus hot soak measurements: 2.5 grams carbon per test.

(ii) Running loss test: 0.05 grams carbon per mile.

(iii) Fuel dispensing spitback test: 1.0 gram carbon per test.

(3) The standards set forth in paragraphs (b) (1) and (2) of this section refer to a composite sample of evaporative emissions collected under the conditions and measured in accordance with the procedures set forth in subpart B of this part.

(4) All fuel vapor generated in a gasoline- or methanol-fueled light-duty truck during in-use operations shall be routed exclusively to the evaporative control system (e.g., either canister or engine purge). The only exception to this requirement shall be for emergencies.

(c) [Reserved]. For guidance see §86.097-9.

(d)-(f) [Reserved]

(g)-(k) [Reserved]. For guidance see §86.097-9.

[58 FR 16025, Mar. 24, 1993, as amended at 58 FR 58422, Nov. 1, 1993; 59 FR 48503, Sept. 21, 1994; 60 FR 43888, Aug. 23, 1995]

§86.099-10 Emission standards for 1999 and later model year Otto-cycle heavy-duty engines and vehicles.

Section 86.099-10 includes text that specifies requirements that differ from

§86.098-10. Where a paragraph in §86.98-10 is identical and applicable to §86.099-10, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see §86.098-10.”

(a) [Reserved]. For guidance see §86.098-10.

(b) Evaporative emissions from heavy-duty vehicles shall not exceed the following standards. The standards apply equally to certification and in-use vehicles. The spitback standard also applies to newly assembled vehicles. For certification vehicles only, manufacturers may conduct testing to quantify a level of nonfuel background emissions for an individual test vehicle. Such a demonstration must include a description of the source(s) of emissions and an estimated decay rate. The demonstrated level of nonfuel background emissions may be subtracted from emission test results from certification vehicles if approved in advance by the Administrator.

(1) *Hydrocarbons (for vehicles equipped with gasoline-fueled, natural gas-fueled or liquefied petroleum gas-fueled engines)*.

(i) For vehicles with a Gross Vehicle Weight Rating of up to 14,000 lbs:

(A)(1) For the full three-diurnal test sequence described in §86.1230-96, diurnal plus hot soak measurements: 3.0 grams per test.

(2) For the supplemental two-diurnal test sequence described in §86.1230-96, diurnal plus hot soak measurements (gasoline-fueled vehicles only): 3.5 grams per test.

(B) Running loss test (gasoline-fueled vehicles only): 0.05 grams per mile.

(C) Fuel dispensing spitback test (gasoline-fueled vehicles only): 1.0 gram per test.

(ii) For vehicles with a Gross Vehicle Weight Rating of greater than 14,000 lbs:

(A)(1) For the full three-diurnal test sequence described in §86.1230-96, diurnal plus hot soak measurements: 4.0 grams per test.

(2) For the supplemental two-diurnal test sequence described in §86.1230-96, diurnal plus hot soak measurements (gasoline-fueled vehicles only): 4.5 grams per test.

(B) Running loss test (gasoline-fueled vehicles only): 0.05 grams per mile.