the evaporative and/or refueling system (excluding the tubing and connections between the purge valve and the intake manifold) greater than or equal in magnitude to a leak caused by a 0.040 inch diameter orifice, or the evaporative purge air flow is blocked or otherwise eliminated from the complete evaporative emission control system.

(5)(i) Otto-cycle. A malfunction condition is induced in any emission-related engine system or component, including but not necessarily limited to, the exhaust gas recirculation (EGR) system, if equipped, the secondary air system, if equipped, and the fuel control system, singularly resulting in exhaust emissions exceeding 1.5 times the applicable emission standard or FEL for NMHC, NO\textsubscript{X}, or CO.

(ii) Diesel. A malfunction condition is induced in any emission-related engine system or component, including but not necessarily limited to, the exhaust gas recirculation (EGR) system, if equipped, and the fuel control system, singularly resulting in exhaust emissions exceeding any of the following levels: The applicable PM FEL+0.04 g/bhp-hr or 0.05 g/bhp-hr PM, whichever is higher; or, for model years 2007 through 2012, 1.75 times the applicable NO\textsubscript{X} standard for engines certified to a NO\textsubscript{X} FEL greater than 0.50 g/bhp-hr, or the applicable NO\textsubscript{X} FEL+0.6 g/bhp-hr for engines certified to a NO\textsubscript{X} FEL less than or equal to 0.50 g/bhp-hr; or, for model years 2007 through 2012, 2.5 times the applicable NMHC standard and, for model years 2013 and later, 2 times the applicable NMHC standard; or, for model years 2007 through 2012, 2.5 times the applicable CO standard and, for model years 2013 and later, 2 times the applicable CO standard.

(6) A malfunction condition is induced in an electronic emission-related engine system or component not otherwise described above that either provides input to or receives commands from the on-board computer resulting in a measurable impact on emissions.

§ 86.007–35 Labeling.

Section 86.007–35 includes text that specifies requirements that differ from §86.095–35. Where a paragraph in §86.095–35 is identical and applicable to §86.007–35, this may be indicated by specifying the corresponding paragraph and the statement "[Reserved]. For guidance see §86.095–35."

(a) Introductory text through (a)(1)(ii)(L) [Reserved]. For guidance see §86.095–35.

(a)(1)(ii)(M) [Reserved]

(a)(1)(iii)(N)(1) For vehicles exempted from compliance with certain revised performance warranty procedures, as specified in §86.096–21(j), a statement indicating the specific performance warranty test(s) of 40 CFR part 85, subpart W, not to be performed.

(2) For vehicles exempted from compliance with all revised performance warranty procedures, as specified in §86.096–21(k), a statement indicating:

(i) That none of the performance warranty tests of 40 CFR part 85, subpart W, is to be performed; and

(ii) The name of the Administrator-approved alternative test procedure to be performed.

(2) Light-duty truck and heavy-duty vehicles optionally certified in accordance with the light-duty truck provisions.

(i) A legible, permanent label shall be affixed in a readily visible position in the engine compartment.

(ii) The label shall be affixed by the vehicle manufacturer who has been issued the certificate of conformity for such vehicle, in such a manner that it cannot be removed without destroying or defacing the label. The label shall not be affixed to any equipment which is easily detached from such vehicle.

(iii) The label shall contain the following information lettered in the English language in block letters and numerals, which shall be of a color that contrasts with the background of the label:

(A) The label heading: Important Vehicle Information;

(B) Full corporate name and trademark of the manufacturer;

(C) Engine displacement (in cubic inches or liters), engine family identification, and evaporative/refueling family;

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(a)(2)(iii)(D)–(a)(2)(iii)(E) [Reserved]. For guidance see §86.095–35.
(a)(2)(iii)(F) [Reserved].
(a)(2)(iii)(G)–(a)(2)(iii)(K) [Reserved]. For guidance see §86.095–35.
(a)(2)(iii)(L) [Reserved].
(a)(2)(iii)(M)–(a)(2)(iii)(N) [Reserved]. For guidance see §86.095–35.
(a)(2)(iii)(O) For vehicles exempted from compliance with certain revised performance warranty procedures, as specified in §86.096–21(j), a statement indicating the specific performance warranty test(s) of 40 CFR part 85, subpart W, not to be performed.
(2) For vehicles exempted from compliance with all revised performance warranty procedures, as specified in §86.096–21(k), a statement indicating:
   (i) That none of the performance warranty tests of 40 CFR part 85, subpart W, is to be performed, and
   (ii) The name of the Administrator-approved alternative test procedure to be performed.
(a)(3) heading through (b) [Reserved]. For guidance see §86.095–35.
(c) Vehicles powered by model year 2007 and later diesel-fueled engines must include permanent, readily visible labels on the dashboard (or instrument panel) and near all fuel inlets that state “Use Ultra Low Sulfur Diesel Fuel Only”; or “Ultra Low Sulfur Diesel Fuel Only”.
(d)–(i) [Reserved]. For guidance see §86.004–38.
(g) [Reserved]. For guidance see §86.096–38.
(h) [Reserved]. For guidance see §86.004–38.
(i) For each new diesel-fueled engine subject to the standards prescribed in §86.007–11, as applicable, the manufacturer shall furnish or cause to be furnished to the ultimate purchaser a statement that “This engine must be operated only with ultra low-sulfur diesel fuel (meeting EPA specifications for highway diesel fuel, including a 15 ppm sulfur cap).”

§ 86.008–10 Emission standards for 2008 and later model year Otto-cycle heavy-duty engines and vehicles.

Section 86.008–10 includes text that specifies requirements that differ from §86.099–10. Where a paragraph in §86.099–10 is identical and applicable to §86.008–10, this may be indicated by specifying the corresponding paragraph and the statement “[Reserved]. For guidance see §86.099–10.”.
(a)(1) Exhaust emissions from new 2008 and later model year Otto-cycle HDEs shall not exceed:
   (i)(A) Oxides of Nitrogen (NO\textsubscript{X}). 0.20 grams per brake horsepower-hour (0.075 grams per megajoule).
   (B) A manufacturer may elect to include any or all of its Otto-cycle HDE families in any or all of the NO\textsubscript{X} and NO\textsubscript{X} plus NMHC emissions ABT programs for HDEs, within the restrictions described in §86.008–15 or §86.004–15. If the manufacturer elects to include engine families in any of these programs, the NO\textsubscript{X} FEL may not exceed 0.50 grams per brake horsepower-hour (0.26 grams per megajoule). The NO\textsubscript{X} FEL cap is 0.80 for model years before 2011 for manufacturers choosing to certify to the 1.5 g/bhp-hr NO\textsubscript{X}+NMHC standard in 2003 or 2004, in accordance with §86.005–10(f).
   (ii)(A) Non-methane Hydrocarbons (NMHC) for engines fueled with either