

**§ 86.1804-01**

*Ambulance* means a vehicle used for emergency medical care that provides all of the following:

- (1) A driver's compartment.
- (2) A patient compartment to accommodate an emergency medical services provider and one patient located on the primary cot so positioned that the primary patient can be given intensive life-support during transit.
- (3) Equipment and supplies for emergency care at the scene as well as during transport.
- (4) Safety, comfort, and avoidance of aggravation of the patient's injury or illness.
- (5) Two-way radio communication.
- (6) Audible and visual traffic warning devices.

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*Defeat device* means an auxiliary emission control device (AECD) that reduces the effectiveness of the emission control system under conditions which may reasonably be expected to be encountered in normal vehicle operation and use, unless:

- (1) Such conditions are substantially included in the Federal emission test procedure;
- (2) The need for the AECD is justified in terms of protecting the vehicle against damage or accident;
- (3) The AECD does not go beyond the requirements of engine starting; or
- (4) The AECD applies only for *emergency vehicles* and the need is justified in terms of preventing the vehicle from losing speed, torque, or power due to abnormal conditions of the emission control system, or in terms of preventing such abnormal conditions from occurring, during operation related to emergency response. Examples of such abnormal conditions may include excessive exhaust backpressure from an overloaded particulate trap, and running out of diesel exhaust fluid for engines that rely on urea-based selective catalytic reduction.

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*Diesel exhaust fluid (DEF)* means a liquid compound used in conjunction with selective catalytic reduction to reduce NO<sub>x</sub> emissions. *Diesel exhaust fluid* is generally understood to conform to the specifications of ISO 22241.

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*Emergency vehicle* means a vehicle that is an ambulance or a fire truck.

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*Fire truck* means a vehicle designed to be used under emergency conditions to transport personnel and equipment and to support

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the suppression of fires and mitigation of other hazardous situations.

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**§ 86.1804-01 Acronyms and abbreviations.**

The following abbreviations apply to this subpart:

- A/C—Air conditioning.
- AECD—Auxiliary emission control device.
- A/F—Air/Fuel
- ALVW—Adjusted Loaded Vehicle Weight.
- API—American Petroleum Institute.
- ASTM—American Society for Testing and Materials.
- BAT—Bench-Aging Time
- C—Celsius.
- cfm—Cubic feet per minute.
- CFV—Critical flow venturi.
- CFV-CVS—Critical flow venturi—constant volume sampler.
- CH<sub>3</sub>OH—Methanol.
- CID—Cubic inch displacement.
- Cl—Chemiluminescence.
- CO—Carbon monoxide.
- CO<sub>2</sub>—Carbon dioxide.
- conc.—Concentration.
- CST—Certification Short Test.
- cu. in.—Cubic inch(es).
- CVS—Constant volume sampler.
- DDV—Durability Data Vehicle.
- deg.—Degree(s).
- DNP—2,4-dinitrophenylhydrazine.
- EDV—Emission Data Vehicle.
- EP—End point.
- ETW—Equivalent test weight.
- F—Fahrenheit.
- FEL—Family Emission Limit.
- FID—Flame ionization detector.
- ft.—Feet.
- FTP—Federal Test Procedure.
- g—gram(s).
- gal.—U.S. gallon(s).
- GC—Gas chromatograph.
- GVW—Gross vehicle weight.
- GVWR—Gross vehicle weight rating.
- H<sub>2</sub>O—Water.
- HC—Hydrocarbon(s).
- HCHO—Formaldehyde.
- HDV—Heavy-duty vehicle.
- HEV—Hybrid electric vehicle.
- HFID—Heated flame ionization detector.
- Hg—Mercury.
- HLDT—Heavy light-duty truck. Includes only those trucks over 6000 pounds GVWR (LDT3s and LDT4s).
- HLDT/MDPV—Heavy light-duty trucks and medium-duty passenger vehicles.
- hp—Horsepower.
- HPLC—High-pressure liquid chromatography.
- IBP—Initial boiling point.
- in.—Inch(es).
- IUVP—In-Use Verification Program.

K—Kelvin.  
 kg—Kilogram(s).  
 km—Kilometer(s).  
 kPa—Kilopascal(s).  
 lb.—Pound(s).  
 LDT1—Light-duty truck 1.  
 LDT2—Light-duty truck 2.  
 LDT3—Light-duty truck 3.  
 LDT4—Light-duty truck 4.  
 LDV/LLDT—Light-duty vehicles and light light-duty trucks. Includes only those trucks rated at 6000 pounds GVWR or less (LDT1s and LDT2s).  
 LDV/T—Light-duty vehicles and light-duty trucks. This term is used collectively to include, or to show that a provision applies to, all light-duty vehicles and all categories of light-duty trucks, i.e. LDT1, LDT2, LDT3 and LDT4.  
 LEV—Low Emission Vehicle.  
 LPG—Liquefied Petroleum Gas.  
 m—Meter(s).  
 max.—Maximum.  
 MDPV—Medium-duty passenger vehicle.  
 mg—Milligram(s).  
 mi.—Mile(s).  
 min.—Minimum.  
 ml—Milliliter(s).  
 mm—Millimeter(s).  
 mph—Miles per hour.  
 mV—Millivolt  
 N<sub>2</sub>—Nitrogen.  
 NDIR—Nondispersive infrared.  
 NLEV—Refers to the National Low Emission Vehicle Program. Regulations governing this program are found at subpart R of this part.  
 NMHC—Nonmethane Hydrocarbons.  
 NMHCE—Non-Methane Hydrocarbon Equivalent.  
 NMOG—Non-methane organic gases.  
 NO—nitric oxide.  
 No.—Number.  
 O<sub>2</sub>—Oxygen.  
 OEM—Original equipment manufacturer.  
 NO<sub>2</sub>—Nitrogen dioxide.  
 NO<sub>x</sub>—Oxides of nitrogen.  
 Pb—Lead.  
 pct.—Percent.  
 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.  
 SBC—Standard Bench Cycle  
 SFTP—Supplemental Federal Test Procedure.  
 SI—International system of units.  
 SRC—Standard Road Cycle  
 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; 65 FR 59965, Oct. 6, 2000; 71 FR 2829, Jan. 17, 2006]

#### § 86.1805-01 Useful life.

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

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

(3) For complete heavy-duty vehicles, the full useful life is a period of use of 11 years or 120,000 miles, which ever occurs first.

(c) Manufacturers may petition the Administrator to provide alternative useful life periods for light-duty trucks or complete heavy-duty vehicles 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. For light-duty trucks, alternative useful life periods will be granted only for THC, THCE, and idle CO requirements.

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