



1 Tesla Road
Austin TX, 78725
April 24, 2026

Mr. Daniel Cullen
Vehicle Programs and Compliance Division
Environmental Protection Agency
2000 Traverwood Drive,
Ann Arbor, MI 48105

Subject: Request for issuance of a new Certificate of Conformity - Running Change (adding a new carline)

Tesla, Inc. requests that the EPA issue a Certificate of Conformity for the subject test group.

Attached to this request is the Part 1 Application. Tesla believes that the test group complies with all applicable regulations contained within Title 40 of the CFR, California Amendments to Subparts B, C, and S, Part 86 and Part 88, Title 40 of the CFR and Title 13 of the California Code of Regulations

Vehicle Classification: Light Duty Vehicle

Test Group Identification: TTSLV00.0L13

L - Lithium Ion Battery
1 - Single Motor
3 - Model 3

Test Group Description: Tesla, Inc. differentiates test groups based on: Battery technology, the capacity and voltage of the battery, and the type and size of the electric motor. Using good engineering judgment to combine vehicles in test groups for the purposes of certification.

Carline(s) covered by this certificate:

Model 3 RWD
Model 3 Premium RWD-I
Model 3 Standard RWD
Model 3 Premium RWD

Durability Group (EV-CIS): TTSLEEVN13

Durability and Emission Testing Requirements: This is an electric vehicle application. As per § 86.1829-15(f), certification of this vehicle complies with all the emission standards and related requirements of the subpart. Tailpipe emissions of regulated pollutants from vehicles powered solely by electricity are deemed to be zero.

Evaporative/Refueling and Leak Families: N/A

OBD Group: N/A

Applicable Standards: FEDERAL Tier 3 BIN 0 & CALIFORNIA ZEV

Your early review and issuance of the certificate will be greatly appreciated. If you have any questions, please contact me at our office at (510) 249-3755

Sincerely,

Suraj Nagaraj
Sr. Director, Safety & Homologation Engineering

Table of Contents

01.00.00 - Communications

01.01.00 - Correspondence Information

01.01.01 - Mailing Address

01.01.02 - Manufacturer Representatives

01.01.03 - Agent of Service

02.00.00 - Vehicle Identification & Description

02.01.00 - Identification of Vehicle

02.02.00 - Projected Sales Volume (Confidential)

02.03.00 - Propulsion System

02.03.01 - Drive Unit

02.03.02 - Motor

02.03.03 - Inverter

02.03.04 - Transmission

02.04.00 - Energy Storage System

02.04.01 - Battery

02.05.00 - Climate Control System

02.05.01 - Air Conditioning

02.05.02 - Heat pump

02.05.03 - Fuel-fired Heater

02.06.00 - Charging System

02.06.01 - On-board Charger Capability

02.06.02 - Maximum Allowable DC Capability

02.06.03 - Vehicle Connector Specification

02.06.04 - Charging Cord

02.06.05 - HPC Charging Cord

02.06.06 - Regenerative Braking System

03.00.00 - Test Results and Procedures

03.01.00 - Vehicle Configuration and Subconfigurations

03.02.00 - Test Results

03.03.00 - Break-in Procedures

03.03.01 - Battery Pre-conditioning Procedures

03.04.00 - Test Procedures

04.00.00 - Statement of Compliance

06.00.00 - Labels

06.01.00 - Label Locations

06.02.00 - Sample Labels

07.00.00 - Vehicle Safety and Manuals

07.01.00 - Owner's Manual

07.02.00 - Information on Safe Handling of Battery System

07.02.01 - Description of Warning System(s) for Maintenance / Malfunction

07.02.02 - Cut-off Terminal Voltages for Prevention of Battery Damage

07.03.00 - Information on Emergency Procedures

07.04.00 - Information on Battery Recycling

07.05.00 - Maintenance

07.05.01 - Test Vehicle Scheduled Maintenance

07.05.02 - Recommended Customer Maintenance Schedule

08.00.00 - General Technical Description

08.01.00 - Description of Dyno Mode

08.02.00 - Description of Coastdown Mode

08.03.00 - Starting and Shifting Schedules

08.03.01 - Starting

08.03.02 - Shifting

01.00.00 - Communications

01.01.00 - Correspondence Information

01.01.01 - Mailing Address

Tesla, Inc.
1 Tesla Road
Austin, TX 78725

01.01.02 - Manufacturer Representatives

Primary Contact

Mr. Suraj Nagaraj, Sr. Director, Safety & Homologation Engineering

Additional Contacts

Mr. Sandeep Pannu, Manager - Global Homologation, Safety & Homologation Engineering

Mr. Shakil Savji, Sr. Homologation Engineer, Safety & Homologation Engineering

02.00.00 - Vehicle Identification & Description

02.01.00 - Identification of Vehicle

This is an electric vehicle, designated as a Zero-emission Vehicle (ZEV)

02.02.00 - Projected Sales Volume (Confidential)

02.03.00 - Propulsion System

02.03.01 - Drive Unit

Rear Drive Unit:

Motor x 1,
Inverter,
Fixed ratio transmission

02.03.02 - Motor

Rear motor:

3-phase AC permanent magnet motor

02.03.03 - Inverter

The drive inverter performs several critical functions including torque control, power and torque limit enforcement, and status monitoring.

02.03.04 - Transmission

The transmission is a fixed ratio, mechanical, transversely mounted gearbox with integral final drive (transaxle configuration).

The shift position is available on the center screen or on the overhead selector. There are four shift positions - one reverse, one drive, one neutral, and one park position. Selecting either forward or reverse position enables drive current to the motor to generate the appropriate torque. There is no physical reverse gear needed. In addition, the park button is used to operate the electrically-actuated park brake.

02.04.00 - Energy Storage System

02.04.01 - Battery

The battery pack is manufactured with battery modules packed with battery cells, achieving excellent energy density and enabling the long range capability of the vehicle. The low-profile flat packaging enables an efficient and functional occupant area. The battery control system consists of the Battery Monitoring System (BMS) which controls the switches, measures pack current and voltages, electrical isolation of the battery from chassis ground and monitors cell voltages and module temperatures from the Battery Monitor Boards (BMBs) installed on each of the modules.

The battery thermal management system regulates the temperature of the coolant to maintain optimal conditions for the battery, thereby enhancing charging efficiency, overall performance, and durability. Proper temperature regulation is crucial because it ensures that the battery operates within its ideal temperature range, preventing both overheating and overcooling.

02.05.00 - Climate Control System

The climate control modes include Defrost, Panel and Floor (or any combination of these three). The system consists of two panel vents, two front row floor vents, defroster vent, second row floor vents, second row console vents with positive air shut off and turning vane manual control.

Vehicle Controller printed circuit boards activate actuators and responds to evaporator air outlet temperature sensor, heat pump condenser outlet temperature sensor and air duct temperature sensors, as well as user demands from center display.

02.05.01 - Air Conditioning

The air conditioner system is an R1234yf refrigerant consists of a high voltage electric scroll type with integrated inverter with High Voltage Interlock Loop.

02.05.02 - Heat pump

The heater element for the vehicle is a heat pump, which draws HV electrical energy from the battery pack High Voltage. Tesla's heat pump reduces the energy required by the HVAC system in both heating and cooling scenarios. A heat pump consumes a small amount of electrical energy to thermodynamically "upgrade" low-temperature (less useful) thermal energy to higher-temperature (more useful) thermal energy, making it suitable for occupant comfort.

Tesla's system enables the heat pump source to be either the power-train coolant loop, e.g., low-temperature waste heat produced naturally by the vehicle while driving, ambient air, the battery thermal mass, the cabin thermal mass, or combinations thereof. Another advantage of this architecture is the ability to reject heat into the battery pack via a liquid-cooled condenser for a limited amount of time during cabin cooling scenarios when the temperature of the battery is modest. Therefore, for most startups with AC on, the relatively cool, well-coupled, large thermal mass serves to lower discharge pressure and therefore reduces compressor input power relative to a conventional air-cooled condenser setup.

Tesla's heat pump system also provides ways to remove a cabin air high voltage PTC heater completely by using the compressor as an electrical heater in specific scenarios. In fact, the electrical power draw capability of the compressor significantly exceeds a typical HV cabin PTC heater capability. This last point is accomplished via Tesla's unique architecture – the cycle is configured in such a way to provide a controlled environment for the compressor, regardless of ambient conditions, and ultimately unlocks the full electrical input power. Therefore, Tesla's thermal system can sometimes operate like a heat pump (heat efficiently) and sometimes like an electrical heater when heat pump capacity is not sufficient for comfort – using the same compressor.

02.05.03 - Fuel-fired Heater

Not applicable

02.06.00 - Charging System

The charging system in the vehicle works in conjunction with either of the three external charging stations; Universal Mobile Connector (UMC), High Power Connector (HPC), or DC Fast Charging (Supercharger). The charging system adjusts automatically to the available AC line voltage, frequency and current, within limits.

Anytime the EV Inlet door is opened, the vehicle will prepare to enter CHARGE state. Once the user connects either supply cable to the vehicle, the charging system signals to the vehicle that it is ready to deliver the charge. The vehicle locks the cable onto the vehicle and then indicates that it is ready to accept energy and charging will commence. Failure of any of these steps will result in fault condition and lack of **full charging capability**. Vehicle could still charge on low power if handle lock is not engaged.

Prepare to charge state



Low Power Charging Indication



High Power Charging Indication



If the battery temperature is near or below freezing temperatures, normal charging will not occur. The vehicle will identify this condition and will begin heating the battery coolant and circulating the coolant to raise the battery temperature to enable charge. When the pack temperature rises to a temperature within the allowable charging range, heating will reduce or stop and charging will commence.

02.06.01 - On-board Charger Capability

The vehicle is equipped with one on-board charger, also known as a Power Conversion System (PCS), and is capable of a maximum of 11.5 kW.

02.06.02 - Maximum Allowable DC Capability

The vehicle's energy storage system is capable of accepting DC fast charge up to 250 kW from an off-board charger (Supercharger).

02.06.03 - Vehicle Connector Specification

The design and specification files are available within SAE J3400 RP.

The document covers the general physical, electrical, functional, safety, and performance requirements for conductive power transfer to an electric vehicle using a coupler, which can be hand-mated and is capable of transferring either DC or AC single-phase power using two current-carrying contacts.



Alternative for AC Charger Inlet: J1772 Adapter



The rigid adaptor has been tested and approved by a Nationally Recognized Testing Laboratory (NRTL), according to 29 C.F.R. 1910.7

Compatible with most Level 2 public charging stations, the J1772 Adapter supports charging speeds up to 19.2kW.

Alternative Option for DC Charger: CCS1 Adapter

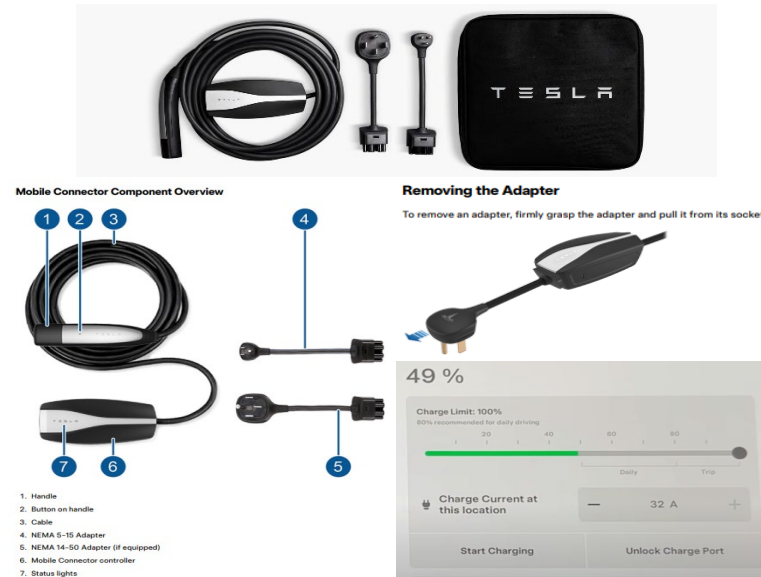


The adaptor has been tested and approved by a NRTL.

The adapter offers charging speeds up to 250 kW and can be used at third-party charging stations.

02.06.04 - Charging Cord

Universal Mobile Connector (UMC) - The universal mobile connector is an individual cable that connects the vehicle to any available domestic power outlet and can deliver current to a maximum of 32A. The UMC has a length of 20ft, with dual amperage capability compatible with AC Level 1 and Level 2 charging. NEMA 5-15 Wall Outlet attachment (12A) provides AC Level 1 charging, whereas NEMA 14-50 Wall Attachment (32A) provides AC Level 2 charging. The cord is configurable by the user without the use of tools. Charging at rates lower than or equal to 32A can also be achieved via a mobile connector through the Vehicle UI “Charge Current at this location” feature which allows the user to select current between 5A and 32A, in 1A increments. The Mobile Connector incorporates similar electronic circuitry as the HPC to communicate with the vehicle and manage the charging process.



02.06.05 - HPC Charging Cord

High Power Connector (HPC) - Purchased separately from the vehicle, a certified electrician will confirm the capabilities of the residential supply circuit at the vehicle owner's location. Confirmation of a satisfactory residential electrical Supply will lead to the installation of a hard-wired HPC unit, this will expedite vehicle charging at the most efficient rate. The HPC can supply available current up to a maximum of 80 amps and incorporates electronic systems that communicate with the vehicle control systems to indicate the maximum available current so that the vehicle can determine the amount and rate of charge required.

02.06.06 - Regenerative Braking System

Regenerative braking (RGB) occurs when the driver lifts his foot from the accelerator pedal while the vehicle is moving; the experience is analogous to engine braking on a gasoline-powered car with a conventional manual transmission. The friction braking system is independent of RGB.

The amount of RGB torque generated depends on the accelerator pedal position – largest when the accelerator pedal is fully released, decreasing as the pedal is depressed, reaching zero torque when the pedal reaches its neutral torque position (a position that is a function of vehicle speed). The max RGB deceleration also varies depending on vehicle speed. The maximum RGB profile is defined as a target total deceleration rate as a function of vehicle speed. The max RGB profile is tailored to everyday driving conditions, which typically exhibit higher deceleration rates at lower speeds.

When the battery pack is near maximum capacity, regenerative braking function will be limited to ensure the maximum capacity of the battery is not exceeded. Any RGB limiting will be ramped in gradually to allow the driver to adapt to the changing RGB performance. When the battery pack is below 0 degrees, RGB will not be allowed because the batteries are not rated to accept charge below this temperature. Any RGB limiting will be ramped in gradually to allow the driver to adapt to the changing RGB performance. The vehicle notifies the driver of any limits on the regenerative braking function.

03.00.00 - Test Results and Procedures

Internal range test reports are on file at Tesla

03.01.00 - Vehicle Configuration and Subconfigurations

Refer to appendix

03.02.00 - Test Results

Refer to appendix

03.03.00 - Break-in Procedures

SAE J1634 break-in procedures are followed. Vehicles are stabilized as determined by the manufacturer and shall have accumulated a minimum of 1600 km (1000 miles), but no more than 9978 km (6200 miles) (40 CFR § 600.006), on the Durability Driving Schedule as defined in 40 CFR § 86, Appendix V or an equivalent driving schedule.

03.03.01 - Battery Pre-conditioning Procedures

The lithium ion battery cells are cycled by the battery cell manufacturer before they are assembled into battery packs. There is no further pre-conditioning necessary.

03.04.00 - Test Procedures

SAE J1634 was followed for all range testing and SAE J2263 (as issued 2008-12) was followed for Road load measurement.

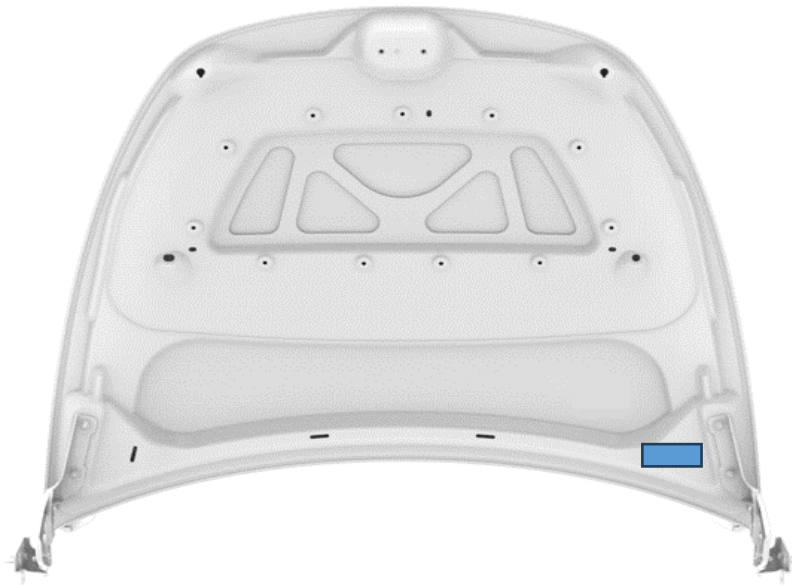
04.00.00 - Statement of Compliance

This vehicle conforms to US EPA Federal Tier 3 Bin 0 and State of California regulations applicable to 2026 Model Year New ZEV Light-duty Vehicles

06.00.00 - Labels

06.01.00 - Label Locations

Vehicle Emission Control Information Label



Monroney Label



06.02.00 - Sample Labels

Vehicle Emission Control Information: 2026 Model Year

(Mandated in CFR Title 40, Part 86; §86.1807. Label format agreed with EPA/CARB)

VEHICLE EMISSION CONTROL INFORMATION



THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO 2026 MODEL YEAR NEW TIER 3 BIN 0 LIGHT-DUTY VEHICLES AND TO CALIFORNIA REGULATIONS APPLICABLE TO ZEV PASSENGER CARS AND IS CERTIFIED FOR SALE IN CALIFORNIA.

MODEL: 2026 TESLA MODEL 3
 MOTOR: 3 PHASE AC
 TEST GROUP: TTSLV00.0L13
 EVAPORATIVE FAMILY: TTSLR0000L13

TESLA, INC.


California Environmental Performance Index Label: 2026 Model Year

(Mandated in California Environmental Performance Label Specifications for 2009 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Passenger Cars. Label format agreed with EPA/ CARB)

FE Label

EPA DOT

Fuel Economy and Environment

 **Electric Vehicle**

Fuel Economy

MPGe Small SUV range from 14 to 118 MPGe. The best vehicle rates 140 MPGe.

combined city/hwy city highway kW-hr per 100 miles

Driving Range
When fully charged, vehicle can travel about...

0 50 100 150 200 250 300 miles

Charge Time: 12 hours (240V)

You save

\$

in fuel costs over 5 years
compared to the average new vehicle.

Annual fuel COST

\$

Fuel Economy & Greenhouse Gas Rating (tailpipe only)

MPG **9**

1 **10** **10** Best

CO₂

This vehicle emits 0 grams CO₂ per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions: learn more at fueleconomy.gov.




Smog Rating (tailpipe only)

1 **10** Best


Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 28 MPG and costs \$9,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$0.16 per kWh. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog

fueleconomy.gov

Calculate personalized estimates and compare vehicles

Smartphone QR Code



07.00.00 - Vehicle Safety and Manuals

07.01.00 - Owner's Manual

All Information for safe operation of vehicle. Tesla owner's manual is available at <https://www.tesla.com/ownersmanual>

07.02.00 - Information on Safe Handling of Battery System

HANDLING

Do not short circuit, puncture, incinerate, crush, immerse, force discharge, or expose the battery pack to temperatures outside the specified maximum storage temperature range of -20°C to 60°C.

The battery pack has a nominal operating voltage of ~400 VDC. The battery pack is sealed in a rigid metal case and its exterior is isolated from high voltage. Handling the battery pack is electrically safe provided the enclosure remains closed.

The battery pack contains hermetically sealed lithium ion cells that contain a number of chemicals and materials of construction. Risk of exposure to electrode materials and Liquid electrolyte will only occur in cases of mechanical or thermal abuse of the battery Pack.

STORAGE

Do not store the battery pack in a manner that allows terminals to short circuit. Do not place near heating equipment, nor expose to direct sunlight for long periods. The battery pack should only be stored in approved packaging and stacked no more than two (2) packages high. To maintain service life, the battery pack should be stored at a state of charge (SOC) of 15 to 50%.

TRANSPORT

Lithium ion batteries are regulated as Class 9 Miscellaneous dangerous goods (also known as “hazardous materials”) pursuant to the International Civil Aviation Organization.

(ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air, International Air Transport Association (IATA) Dangerous Goods Regulations, the International Maritime Dangerous Goods (IMDG) Code, European Agreements concerning the International Carriage of Dangerous Goods by Rail (RID) and Road (ADR), and applicable national regulations such as the USA’s hazardous materials regulations (see 49 CFR 173.185). These regulations contain very specific packaging, labelling, marking, and documentation requirements. The regulations also require that individuals involved in the preparation of dangerous goods for transport be trained on how to properly package, label, mark and prepare shipping documents.

07.02.01 - Description of Warning System(s) for Maintenance / Malfunction

This vehicle is equipped with a tell-tale lamp located in the display to indicate any malfunctions through user alerts e.g. “battery failure” with battery symbol.

The tell-tale is complemented by more detailed information exhibited on the Center Display. An additional driver aid which indicates the nature of the malfunction as well as a wide range of additional vehicle data, such as when maintenance is needed.

07.02.02 - Cut-off Terminal Voltages for Prevention of Battery Damage

The control electronics inside of the Drive Unit and Charger are programmed not to allow the unit to drive the voltage of the battery above or below hard voltage limits. If the battery pack is unable to achieve a desired response from these systems and the voltage reaches above or below a set limit, the two switches inside the battery pack will open, disabling the entire high voltage system in the car.

07.03.00 - Information on Emergency Procedures

All Information for emergency procedures is available at <https://www.tesla.com/firstresponders>

HIGH VOLTAGE EXPOSURE

If one of the Tesla products has been visibly damaged or its enclosure compromised, then practice appropriate high voltage preventative measures until the danger has been assessed (and dissipated if necessary).

FIREFIGHTING MEASURES

If a fire or explosion occurs when the battery pack is charging, shut off power to the charger. In case of burning lithium ion fires, flood the area with water. The water may not extinguish them, but will cool the adjacent batteries and control the spread of the fire. CO₂, dry chemical and foam extinguishers are preferred for small fires, but also may not extinguish burning lithium ion batteries. Burning batteries will burn themselves out. Virtually all fires involving lithium ion batteries can be controlled with water. When water is used, however, hydrogen gas may be a by-product which can form an explosive mixture with air. LITH-X (powdered graphite) or copper powder fire extinguishers, sand, dry ground dolomite or soda ash may also be used. These materials act as smothering agents.

Damaged or opened cells or batteries can result in rapid heating (due to exothermic reaction of constituent materials) and the release of flammable vapors. Water (and other items listed above) disperses heat when applied in sufficient quantity to a fire. Extended heat exposure can lead to ignition of adjacent cells with a potential complete envelopment of the battery pack if not cooled. An extinguished lithium ion battery fire can re-ignite due to the exothermic reaction of constituent materials from broken or damaged cells. To avoid this, remove sources of ignition and cool the burned mass by flooding with (or immersing in) water. Fire-fighters should wear self-contained breathing apparatus. Cells or batteries may flame or leak potentially hazardous organic vapors if exposed to excessive heat, fire or over voltage conditions. These vapors include HF, oxides of carbon, aluminum, lithium, copper, and cobalt. Additionally, volatile phosphorus pentafluoride may form at temperatures above 230° Fahrenheit. Never cut into the sealed battery pack enclosure due to the high voltage and electrocution risks.

If a decision is made to fight a battery fire aggressively, then large amounts of water should be applied from a safe distance with the intent of flooding the battery pack enclosure as completely as possible. Alternatively, if a decision is made to fight a battery fire defensively, then the fire crew should pull back a safe distance and allow the battery to burn itself out. Fire crews may choose to utilize a water stream or fog pattern to protect exposures or control the path of smoke.

FIRST AID MEASURES

Under normal conditions of use, the constituent battery cells are hermetically sealed. Contents of an open (broken) constituent battery cell can cause skin irritation and/or chemical burns. If materials from a ruptured or otherwise damaged cell or battery contact skin, flush immediately with water and wash affected area with soap and water. For eye contact, flush with significant amounts of water for 15 minutes and see physician at once. Avoid inhaling any vented gases. If a chemical burn occurs or if irritation persists, seek medical assistance. Seek immediate medical assistance if an electrical shock or electrocution has occurred (or is suspected).

07.04.00 - Information on Battery Recycling

All Information for battery recycling is available at <https://www.tesla.com/support/sustainability-recycling>

Tesla vehicles are designed to last, but if needed, Tesla Service Centers can help get you back on the road.

What happens to Tesla battery packs once they reach their end of life?

Unlike fossil fuels, which release harmful emissions into the atmosphere that are not recovered for reuse, materials in a Tesla lithium-ion battery are recoverable and recyclable. Battery materials are refined and put into a cell, and will still remain in the cell at the end of their life, when they can be recycled to recover its valuable materials for reuse over and over again.

Extending the life of a battery pack is a superior option to recycling for both environmental and business reasons. For those reasons, before decommissioning a consumer battery pack and sending it for recycling, Tesla does everything it can to extend the useful life of each battery pack. Any battery that is no longer meeting a customer's needs can be serviced by Tesla at one of our Service Centers around the world. None of our scrapped lithium-ion batteries go to landfilling, and 100% are recycled.

Lithium-ion battery packs should only be handled by qualified professionals at specifically designated facilities. The applicable rules and regulations for battery management vary by region and must always be followed.

If a Tesla battery pack needs attention, contact us.

07.05.00 - Maintenance

07.05.01 - Test Vehicle Scheduled Maintenance

Not applicable.

07.05.02 - Recommended Customer Maintenance Schedule

Maintenance schedule can be found in the Tesla owner's manual. It is available at <https://www.tesla.com/ownersmanual>

08.00.00 - General Technical Description

08.01.00 - Description of Dyno Mode

Tesla, Inc. implemented user interface (UI) features that enable access to our “Dyno Mode” for all users. This feature is required to be enabled to maintain representative driving controls while testing on a chassis dynamometer.

In order to preserve the proper driving functionality and behavior, Dyno Mode executes the following features:

- Disable Stability Control to ensure no false interaction with the dyno.
- Disable Traction Control to ensure no false interaction with the dyno.
- Disable Active Drive Line Damping to avoid inducing oscillations in the dyno.
- Force the torque split to be as it would be under normal straight-line driving conditions
- Disable Brake Disk Wipe
- Disable vehicle movement plausibility monitor to ensure the availability of autonomous brake actuation on Dyno.
- Disable sensor inputs that estimate the position of the sun and assume the sun's location is directly overhead the vehicle to avoid inconsistent HVAC controls behavior.
- Transition vehicle light state switch and behavior to OFF state.

When the Stability Control and Traction Control systems become faulted, as is the case on a dynamometer where driving is detected but movement is not, regenerative braking is disabled so that unintended braking torque does not lead to loss of traction or control on low friction surfaces. Disabling Stability Control and Traction Control prevents those systems from disrupting regenerative braking behavior, maintaining the most representative driving energy consumption.

Dyno Mode can be activated by the user, according to the steps in the driver's guide.

Dyno Mode can be deactivated by the user by pressing the “Power Off” button within the Safety & Security tab of the UI.

08.02.00 - Description of Coastdown Mode

Tesla does not use any special mode for coastdown testing.

08.03.00 - Starting and Shifting Schedules

08.03.01 - Starting

This vehicle does not have a traditional starter switch and instead has a smart entry system for greater safety and customer convenience. The smart entry system comprises of an authenticated phone (using Bluetooth Low Energy or internet connectivity) or key card (using Near Field Communication), a weight sensor embedded into the driver seat, and the brake pedal.

ENTERING

An authenticated phone can be used to passively unlock the car when connected, in range and a door handle is pulled or trunk release button is pressed.

The Tesla mobile app on an authenticated phone can be used to manually unlock the vehicle.

A key card can be used to unlock the car by scanning the card on the b-pillar.

After a successful key card scan on the b-pillar or center console:

- a. Vehicle is authorized to Drive within a reasonable time period. Time period is extended based on additional user interaction which include: driver opening their door, driver sitting down, driver closing their door while seated.
- b. If time period is exceeded, upon brake press, instruct driver to rescan key card on the center console to reauthorize Drive.
- c. Accessory Mode functions will be available without the user having to rescan their key card.

LOCKING

An authenticated phone can be used to passively lock the car when the phone is disconnected or moved away from the vehicle. This passive function can be disabled in controls on the touchscreen.

The Tesla mobile app on an authenticated phone can be used to manually lock the vehicle.

A key card can be used to lock the car by scanning the card on the b-pillar. There is no passive locking with key cards (car does not auto lock).

Note: Using a key card to lock/unlock will be equivalent to an active lock/unlock—i.e., clicking on the key fob to lock and double-clicking to unlock.

STARTING

If successful interaction between authenticated phone or the key card and vehicle controller occurs, the system deactivates the immobilizer. Immobilizer deactivation only happens after 2 conditions are met below. The vehicle then enters accessory mode analogous to a “ACC” position on a conventional IC engine. In this mode, low voltage (12V) is supplied to the vehicle allowing operation of the radio and other accessories connected to the accessory rail.

High Voltage (HV) necessary to enable vehicle propulsion is enabled only by the closing of the contactors, which can only be triggered when the following conditions are both satisfied,

1. Authenticated phone or key card is authorized and key code is validated AND
2. Brake pedal is depressed.

By requiring brake pedal activation, along with the appropriate key code, this system ensures the safety of vehicle occupants by not allowing self mobility of the vehicle without the driver providing proper control inputs (i.e., service brake activation) and appropriate driver authorization (i.e., presence of the key code). If either the service brake is not activated or the key code not present, the vehicle controller will not close the contactors and self-mobility is not possible.

If the brake pedal is depressed and the proper key code present, the drive rail will activate (immobilizer deactivates) and allows the vehicle to be shifted out of Park.

08.03.02 - Shifting

Not applicable – the vehicle has a single-speed transmission.

Appendix

03.01.00 - Vehicle Configuration and Subconfigurations

| | |
|---------------------------------|-----------------------------|
| Make | Tesla |
| Model Name | Model 3 Standard RWD |
| Vehicle Classification | Passenger Car |
| Vehicle Type | Battery Electric Vehicle |
| Test Group | TTSLV00.0L13 |
| Engine Code | L13 |
| Transmission Type / Code | AV/1 |
| Final Drive ratio | 1 |
| Emission Control | N/A (BEV) |
| Exhaust | N/A (BEV) |
| Evap | N/A (BEV) |
| Vehicle Configuration # | 0 |
| Subconfiguration # | 0 |
| Vehicle ID tested | 3R125-053801 |
| Gross Vehicle Weight (lbs) | 4678 |
| 33% Curb Mass (lbs) | 3759 |
| Loaded Vehicle Weight (lbs) | 4059 |
| Equivalent Test Weight (lbs) | 4000 |
| Wheel / Tire | 235/45R18 |
| Target Road Load A lbf | 27.99 |
| B lbf/mph | 0.11722 |
| C lbf/mph ² | 0.01335 |
| Road Load HP @ 50mph | 8.96 |
| Subconfiguration # | 1 |
| Vehicle ID tested | 3R125-040798 |
| Gross Vehicle Weight (lbs) | 4678 |
| 33% Curb Mass (lbs) | 3759 |
| Loaded Vehicle Weight (lbs) | 4059 |
| Equivalent Test Weight (lbs) | 4000 |
| Wheel / Tire | 235/40R19 |
| Target Road Load A lbf | 32.44 |
| B lbf/mph | 0.05350 |
| C lbf/mph ² | 0.01532 |
| Road Load HP @ 50mph | 9.79 |

Fuel Economy Data Vehicle (FEDV) Selection Justification – FEDV curb mass vehicle accounts for options that have a greater than 33% take rate and highest sold wheel/tire combination that collectively represents a vehicle configuration / sub configuration that has the largest sales volume within that Model Type. Tesla affirms that the road load power, and the target coefficients are those that are appropriate for the ETW of the vehicle.

Appendix

03.01.01 - Vehicle Configuration and Subconfigurations

| | |
|---------------------------------|----------------------------|
| Make | Tesla |
| Model Name | Model 3 Premium RWD |
| Vehicle Classification | Passenger Car |
| Vehicle Type | Battery Electric Vehicle |
| Test Group | TTSLV00.0L13 |
| Engine Code | L13 |
| Transmission Type / Code | AV/1 |
| Final Drive ratio | 1 |
| Emission Control | N/A (BEV) |
| Exhaust | N/A (BEV) |
| Evap | N/A (BEV) |
| Vehicle Configuration # | 0 |
| Subconfiguration # | 0 |
| Vehicle ID tested | 3R024-782214 |
| Gross Vehicle Weight (lbs) | 4773 |
| 33% Curb Mass (lbs) | 3847 |
| Loaded Vehicle Weight (lbs) | 4147 |
| Equivalent Test Weight (lbs) | 4250 |
| Wheel / Tire | 235/45R18 |
| Target Road Load A lbf | 27.02 |
| B lbf/mph | 0.2873 |
| C lbf/mph ² | 0.0122 |
| Road Load HP @ 50mph | 9.59 |
| Subconfiguration # | 1 |
| Gross Vehicle Weight (lbs) | 4773 |
| 33% Curb Mass (lbs) | 3847 |
| Loaded Vehicle Weight (lbs) | 4147 |
| Equivalent Test Weight (lbs) | 4250 |
| Wheel / Tire | 235/40R19 |
| Target Road Load A lbf | 34.91 |
| B lbf/mph | 0.2098 |
| C lbf/mph ² | 0.0145 |
| Road Load HP @ 50mph | 10.89 |

Fuel Economy Data Vehicle (FEDV) Selection Justification – FEDV curb mass vehicle accounts for options that have a greater than 33% take rate and highest sold wheel/tire combination that collectively represents a vehicle configuration / sub configuration that has the largest sales volume within that Model Type. Tesla affirms that the road load power, and the target coefficients are those that are appropriate for the ETW of the vehicle.

Appendix

03.01.02 - Vehicle Configuration and Subconfigurations

| | |
|---------------------------------|--------------------------|
| Make | Tesla |
| Model Name | Model 3 RWD |
| Vehicle Classification | Passenger Car |
| Vehicle Type | Battery Electric Vehicle |
| Test Group | TTSLV00.0L13 |
| Engine Code | L13 |
| Transmission Type / Code | AV/1 |
| Final Drive ratio | 1 |
| Emission Control | N/A (BEV) |
| Exhaust | N/A (BEV) |
| Evap | N/A (BEV) |
| Vehicle Configuration # | 0 |
| Subconfiguration # | 0 |
| Vehicle ID tested | 3R124-R00336 |
| Gross Vehicle Weight (lbs) | 4817 |
| 33% Curb Mass (lbs) | 3896 |
| Loaded Vehicle Weight (lbs) | 4196 |
| Equivalent Test Weight (lbs) | 4250 |
| Wheel / Tire | 235/45R18 |
| Target Road Load A lbf | 25.45 |
| B lbf/mph | 0.3238 |
| C lbf/mph ² | 0.01140 |
| Road Load HP @ 50mph | 9.35 |
| Subconfiguration # | 1 |
| Gross Vehicle Weight (lbs) | 4817 |
| 33% Curb Mass (lbs) | 3896 |
| Loaded Vehicle Weight (lbs) | 4196 |
| Equivalent Test Weight (lbs) | 4250 |
| Wheel / Tire | 235/40R19 |
| Target Road Load A lbf | 34.91 |
| B lbf/mph | 0.2098 |
| C lbf/mph ² | 0.01450 |
| Road Load HP @ 50mph | 10.89 |

Fuel Economy Data Vehicle (FEDV) Selection Justification – FEDV curb mass vehicle accounts for options that have a greater than 33% take rate and highest sold wheel/tire combination that collectively represents a vehicle configuration / sub configuration that has the largest sales volume within that Model Type. Tesla affirms that the road load power, and the target coefficients are those that are appropriate for the ETW of the vehicle.

Appendix

03.01.03 - Vehicle Configuration and Subconfigurations

| | |
|---------------------------------|------------------------------|
| Make | Tesla |
| Model Name | Model 3 Premium RWD-I |
| Vehicle Classification | Passenger Car |
| Vehicle Type | Battery Electric Vehicle |
| Test Group | TTSLV00.0L13 |
| Engine Code | L13 |
| Transmission Type / Code | AV/1 |
| Final Drive ratio | 1 |
| Emission Control | N/A (BEV) |
| Exhaust | N/A (BEV) |
| Evap | N/A (BEV) |
| Vehicle Configuration # | 0 |
| Subconfiguration # | 0 |
| Vehicle ID tested | 3R126-R00611 |
| Gross Vehicle Weight (lbs) | 4817 |
| 33% Curb Mass (lbs) | 3896 |
| Loaded Vehicle Weight (lbs) | 4196 |
| Equivalent Test Weight (lbs) | 4250 |
| Wheel / Tire | 235/45R18 |
| Target Road Load A lbf | 26.59 |
| B lbf/mph | 0.2127 |
| C lbf/mph ² | 0.01302 |
| Road Load HP @ 50mph | 9.31 |
| Subconfiguration # | 1 |
| Gross Vehicle Weight (lbs) | 4817 |
| 33% Curb Mass (lbs) | 3896 |
| Loaded Vehicle Weight (lbs) | 4196 |
| Equivalent Test Weight (lbs) | 4250 |
| Wheel / Tire | 235/40R19 |
| Target Road Load A lbf | 32.78 |
| B lbf/mph | 0.5000 |
| C lbf/mph ² | 0.02547 |
| Road Load HP @ 50mph | 10.52 |

Fuel Economy Data Vehicle (FEDV) Selection Justification – FEDV curb mass vehicle accounts for options that have a greater than 33% take rate and highest sold wheel/tire combination that collectively represents a vehicle configuration / sub configuration that has the largest sales volume within that Model Type. Tesla affirms that the road load power, and the target coefficients are those that are appropriate for the ETW of the vehicle.

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Models Covered by this Certificate

| Carline Manufacturer | Division | Carline | Certification Region Code(s) | Drive System | Trans - Type | - # of Gears | Trans - Lockup |
|----------------------|------------------|----------------------------|-------------------------------------|---------------------|--------------|--------------|----------------|
| Tesla, Inc. | 1 - Tesla Motors | 82 - Model 3 RWD | Federal | 2-Wheel Drive, Rear | Automatic | 1 | No |
| Tesla, Inc. | 1 - Tesla Motors | 83 - Model 3 Premium RWD-I | California + CAA Section 177 states | 2-Wheel Drive, Rear | Automatic | 1 | No |
| Tesla, Inc. | 1 - Tesla Motors | 80 - Model 3 Standard RWD | Federal | 2-Wheel Drive, Rear | Automatic | 1 | No |
| Tesla, Inc. | 1 - Tesla Motors | 81 - Model 3 Premium RWD | California + CAA Section 177 states | 2-Wheel Drive, Rear | Automatic | 1 | No |
| Tesla, Inc. | 1 - Tesla Motors | 80 - Model 3 Standard RWD | California + CAA Section 177 states | 2-Wheel Drive, Rear | Automatic | 1 | No |
| Tesla, Inc. | 1 - Tesla Motors | 81 - Model 3 Premium RWD | Federal | 2-Wheel Drive, Rear | Automatic | 1 | No |
| Tesla, Inc. | 1 - Tesla Motors | 82 - Model 3 RWD | California + CAA Section 177 states | 2-Wheel Drive, Rear | Automatic | 1 | No |
| Tesla, Inc. | 1 - Tesla Motors | 83 - Model 3 Premium RWD-I | Federal | 2-Wheel Drive, Rear | Automatic | 1 | No |

Engine Description

| | | | |
|------------------------------|----|---|----|
| Hybrid Type | -- | Hybrid Description | -- |
| Engine Type | -- | Mfr Engine Description | -- |
| Engine Block Arrangement | -- | Mfr Engine Block Arrangement Description | -- |
| Camless Valvetrain Indicator | -- | Oil Viscosity/Classification | |
| Number of Cylinders/Rotors | -- | Mechanically Variable Compression Ratio Indicator | -- |

After Treatment Device(s) (ATD)

| | |
|---|----|
| Mfr After Treatment Device (ATD) Comments | -- |
| Direct Ozone Reduction (DOR) Device | -- |
| Mfr Emission Control Device Comments | -- |

Official Test Numbers

| Test Group | Fuel | FTP | US06 | SC03 | Cold CO | Highway | EPA City Litmus Value | EPA City Litmus Threshold | EPA Highway Litmus Value | EPA Highway Litmus Threshold | CREE Weighting Factor |
|-------------|------|-----|------|------|---------|---------|-----------------------|---------------------------|--------------------------|------------------------------|-----------------------|
| Electricity | | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |

Official Charge Depleting Test Numbers

| Test Group Fuel | UDDS | Highway |
|-----------------|--------------|--------------|
| Electricity | RTSL10083850 | RTSL10083851 |
| Electricity | RTSL10086702 | RTSL10086700 |

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|--|--|---|----------|
| Hybrid Electric Vehicle And Fuel Cell Information | | | |
| Rechargeable Energy Storage System | Battery(s) | Rechargeable Energy Storage System, if Other | -- |
| Battery Type | Lithium Ion | Number of Battery Packs | 1 |
| Total Voltage of Battery Packs | 358 | Battery Energy Capacity | 228 |
| Battery Specific Energy | 173 | Battery Charger Type | On-Board |
| Number of Capacitors | -- | Capacitor Rating (In Farads) | -- |
| Mfr Capacitor Comments | -- | | |
| Hydraulic System Description | -- | | |
| Regenerative Braking Type | Electrical Regen Brake | | |
| Regenerative Braking Source | Rear Wheels | Driver Controlled Regenerative Braking | No |
| Mfr Regenerative Braking Description | -- | | |
| Drive Motor(s)/Generator(s) | 1 | | |
| Motor/Generator Type 1 | AC 3 PHASE PERMANENT MAGNET | Rated Motor/Generator Power | 225 |
| Mfr Fuel Cell Description | -- | | |
| Fuel Cell On-Board H2 Storage Capacity (kg) | -- | Usable H2 Fill Capacity (kg) | -- |
| Mfr Hybrid Electric/ Electric Vehicle Comments | MY2026 certification includes 4 carlines (Model 3 RWD, Model 3 Standard RWD, Model 3 Premium RWD, Model 3 Premium RWD-I) Carline 80 Battery Energy Capacity (Ah): 201 Battery Specific Energy (Whr/kg): 166 Motor Rated Power (kW): 228 Carline 81 Battery Energy Capacity (Ah): 228 Battery Specific Energy (Whr/kg): 173 Motor Rated Power (kW): 225 Carline 82 Battery Energy Capacity (Ah): 171 Battery Specific Energy (Whr/kg): 125 Motor Rated Power (kW): 202 Carline 83 Battery Energy Capacity (Ah): 180 Battery Specific Energy (Whr/kg): 140 Motor Rated Power (kW): 208 | | |

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Emission Data Vehicle Information

| | | | |
|----------------------------------|------------------|---|------------------------|
| Vehicle ID / Configuration | 3R124-782214 / 0 | Manufacturer Vehicle Configuration Number | 0 |
| Original Test Group Name | RTSLV00.0L13 | Original Evaporative/Refueling Family | -- |
| Original Test Vehicle Model Year | 2024 | | |
| Vehicle Model | | | |
| Represented Test Vehicle Make | Tesla | Represented Test Vehicle Model | Model 3 Long Range RWD |

Leak Family Details

| | | | |
|------------------------|----|------------------|----|
| Leak Family Identifier | -- | Leak Family Name | -- |
|------------------------|----|------------------|----|

Drive Sources and Fuel System Details

| Drive Source and Fuel# | Drive Source | Fuel |
|------------------------|----------------|-------------|
| 1 | Electric Motor | Electricity |

| | | | |
|------------------------------------|---------------------|---|---------------------|
| Hybrid Indicator | No | Multiple Fuel Combustion | -- |
| Multiple Fuel Storage | -- | Rechargeable Energy Storage System Indicator | Yes |
| Fuel Cell Indicator | No | Rechargeable Energy Storage System, if 'Other' | -- |
| Rechargeable Energy Storage System | Battery(s) | | |
| Off-board charge Capable Indicator | Yes | Odometer Correction Factor | 1 |
| Odometer Correction -- Initial | 1 | - = System Miles is equal to (Test odometer reading - Initial system miles) * Correction factor | |
| Odometer Correction Sign | | | |
| Odometer Correction Units | Miles | | |
| Engine Code | L13 | Rated Horsepower | 302 |
| Displacement (liters) | 0.001 | Air Aspiration Method, if 'Other' | |
| Air Aspiration Method | Naturally Aspirated | Air Aspiration Device Configuration | -- |
| Number of Air Aspiration Devices | -- | Drive Mode While Testing | 2-Wheel Drive, Rear |
| Charge Air Cooler Type | -- | Aged Emission Components | 4,000 (mi) |
| Shift Indicator Light Usage | Not equipped | Equivalent Test Weight (pounds) | 4250 |
| Curb Weight (lbs) | 3847 | N/V Ratio | 115 |
| GVWR (lbs) | 4773 | | |
| Axle Ratio | 1 | # of Transmission Gears | 1 |
| Transmission Type | Automatic | Creeper Gear | No |
| Transmission Lockup | No | | |

Dynamometer Coefficients:

| Coefficient Category | Target Coefficients | | | Set Coefficients | | | EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients |
|----------------------|---------------------|-------------|----------------|------------------|-------------|----------------|---|
| | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | |
| City/Highway/Evap | 27.02 | 0.2873 | 0.0122 | -3.87 | 0.1585 | 0.0113 | 9.6 |

Emission Control Device Comments No Emissions Control Device - Pure Electric

Certification Summary Information Report

| | | | |
|---|---|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Manufacturer Test Vehicle Comments | This is 2024 Model 3 Long Range RWD; Rear Motor Power - 225 kW; Correction: EPA Vehicle ID - 3R124-782214 | | |

Certification Summary Information Report

| | | | |
|--|-------------------------------------|---------------------------------------|--------------------------------------|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Test # | RTSL10086700 | Test Procedure | 84 - Charge Depleting Highway |
| Exhaust Test # for this Evap Test | -- | Test Fuel Type | 62 - Electricity |
| Test Date | 06/14/2024 | Fuel | Electricity |
| Fuel Batch ID | -- | Fuel Calibration Number | -- |
| Vehicle Class | LDV/Passenger Car | DF Type | EPA Assigned |
| Verify Test Lab ID | Tesla Kato | | |
| E10 Evaporative Test Measurement Method | -- | | |
| Test Start Odometer Reading | 2574 | Odometer Units | M |
| 4WD Test Dyno | Yes | Diesel Adjustment Factor Usage | -- |
| State of Charge Delta | -- | | |
| Drive Cycle Speed Tolerance Criteria | Used Part 86 (+/- 2 mph, +/- 1 sec) | Road Speed Fan Usage | Yes |

PHEV/EV Charge Depleting Test Information

| | | | |
|--|-----|---|---------|
| Recharge Event Voltage | 208 | Recharge Event Energy (kiloWatt-hours) | 91.0766 |
| Charge Depleting Range (Calculated miles) | 495 | Charge Depleting Range (Actual miles) | 495 |
| Charge Depleting Range Highway (Calculated miles) | -- | Derived 5-Cycle Coefficient Model Year | -- |
| All Electric Range Unadjusted (miles) | -- | Equivalent All Electric Range (miles) | 495 |
| Number of Charge Depleting Bags/Phases Conducted | 2 | Transition Bag/Phase Number | -- |

Charge Depleting Bag/Phase #1

| Test Result/Emission Name | Unrounded Test Result |
|--|-----------------------|
| Actual Distance Driven (miles) | 0 |
| Carbon Monoxide | 0 |
| Carbon dioxide | 0 |
| Carbon-Related Exhaust Emissions | 0 |
| Drive Trace Absolute Speed Change Rating | 6.5826 |
| Drive Trace Energy Economy Rating | 1.6335 |
| Drive Trace Inertia Work Ratio Rating | 8.0051 |
| Integrated DC KW-HRS | 0 |
| Manufacturer Fuel Economy | 183.04 |
| Nitrogen Oxide | 0 |
| Non-methane organic gases | 0 |
| Non-methane organic gases plus Nitrogen Oxides | 999.999 |
| Particulate Matter | 0 |
| System End State of Charge Watt-hours | 80.381 |
| System Start State of Charge Watt-hours | 0 |

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Manufacturer Test Comments

Internal Test results for MY2024 Model 3 Long Range RWD. Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC - 80381 wh (System error limited to 4 digits). MCT dc wh/mi is attached with application. DC energy consumption HWFE1 = 165.39 Wh/mi; HWFE2 = 159.64 Wh/mi; HWFE average = 162.52 Wh/mi

| Certification Region | Useful Life | Standard Level | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
|----------------------|---------------|----------------------|---------------|----------------|-----|------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CO | 0.0 | -- | -- | -- | 0 | -- | 0 | 0 | Pass |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CO | 0.0 | -- | -- | -- | 0 | -- | 0 | 0 | Pass |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |

Certification Summary Information Report

| | | | |
|--|-------------------------------------|---------------------------------------|-----------------------------------|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Test # | RTSL10086702 | Test Procedure | 81 - Charge Depleting UDDS |
| Exhaust Test # for this Evap Test | -- | Test Fuel Type | 62 - Electricity |
| Test Date | 06/14/2024 | Fuel | Electricity |
| Fuel Batch ID | -- | Fuel Calibration Number | -- |
| Vehicle Class | LDV/Passenger Car | DF Type | EPA Assigned |
| Verify Test Lab ID | Tesla Kato | | |
| E10 Evaporative Test Measurement Method | -- | | |
| Test Start Odometer Reading | 2574 | Odometer Units | M |
| 4WD Test Dyno | Yes | Diesel Adjustment Factor Usage | -- |
| State of Charge Delta | -- | | |
| Drive Cycle Speed Tolerance Criteria | Used Part 86 (+/- 2 mph, +/- 1 sec) | Road Speed Fan Usage | Yes |

PHEV/EV Charge Depleting Test Information

| | | | |
|--|-----|---|--------|
| Recharge Event Voltage | 208 | Recharge Event Energy (kiloWatt-hours) | 91.077 |
| Charge Depleting Range (Calculated miles) | 559 | Charge Depleting Range (Actual miles) | 559 |
| Charge Depleting Range Highway (Calculated miles) | -- | Derived 5-Cycle Coefficient Model Year | -- |
| All Electric Range Unadjusted (miles) | -- | Equivalent All Electric Range (miles) | 559 |
| Number of Charge Depleting Bags/Phases Conducted | 4 | Transition Bag/Phase Number | -- |

Charge Depleting Bag/Phase #1

| Test Result/Emission Name | Unrounded Test Result |
|--|-----------------------|
| Actual Distance Driven (miles) | 0 |
| Carbon Monoxide | 0 |
| Carbon dioxide | 0 |
| Carbon-Related Exhaust Emissions | 0 |
| Drive Trace Absolute Speed Change Rating | 2.6367 |
| Drive Trace Energy Economy Rating | 2.2205 |
| Drive Trace Inertia Work Ratio Rating | 4.1872 |
| Integrated DC KW-HRS | 0 |
| Manufacturer Fuel Economy | 206.95 |
| Nitrogen Oxide | 0 |
| Non-methane organic gases | 0 |
| Non-methane organic gases plus Nitrogen Oxides | 999.999 |
| Particulate Matter | 0 |
| System End State of Charge Watt-hours | 80.381 |
| System Start State of Charge Watt-hours | 0 |

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Manufacturer Test Comments

Internal Test results for MY2024 Model 3 Long Range RWD. Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC 80381 wh (system gave error limited to 4 digits). MCT dc wh/mi is attached with EPA application. DC energy consumption UDDS1 = 165.41 Wh/mi; UDDS2 = 146.98 Wh/mi; UDDS3 = 141.12 Wh/mi; UDDS4 = 142.12 Wh/mi; UDDS weighted = 143.74 Wh/mi; UDDS1 DC discharge energy = 1234 Wh; MCT UBE energy = 80381 Wh

| Certification Region | Useful Life | Standard Level | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
|----------------------|---------------|----------------------|---------------|----------------|-----|------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CO | 0.0 | -- | -- | -- | 0 | -- | 0 | 0 | Pass |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CO | 0.0 | -- | -- | -- | 0 | -- | 0 | 0 | Pass |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Emission Data Vehicle Information

| | | | |
|----------------------------------|------------------|---|-------------|
| Vehicle ID / Configuration | 3R124-R00336 / 0 | Manufacturer Vehicle Configuration Number | 0 |
| Original Test Group Name | RTSLV00.0L13 | Original Evaporative/Refueling Family | -- |
| Original Test Vehicle Model Year | 2024 | | |
| Vehicle Model | | | |
| Represented Test Vehicle Make | Tesla | Represented Test Vehicle Model | Model 3 RWD |

Leak Family Details

| | | | |
|------------------------|----|------------------|----|
| Leak Family Identifier | -- | Leak Family Name | -- |
|------------------------|----|------------------|----|

Drive Sources and Fuel System Details

| Drive Source and Fuel# | Drive Source | Fuel |
|------------------------|----------------|-------------|
| 1 | Electric Motor | Electricity |

| | | | |
|------------------------------------|---|--|---------------|
| Hybrid Indicator | No | Multiple Fuel Combustion | -- |
| Multiple Fuel Storage | -- | Rechargeable Energy Storage System Indicator | Yes |
| Fuel Cell Indicator | No | Rechargeable Energy Storage System, if 'Other' | -- |
| Rechargeable Energy Storage System | Battery(s) | | |
| Off-board charge Capable Indicator | Yes | | |
| Odometer Correction -- Initial | 1 | Odometer Correction Factor | 1 |
| Odometer Correction Sign | - = System Miles is equal to (Test odometer reading - Initial system miles) * Correction factor | | |
| Odometer Correction Units | Miles | | |
| Engine Code | L13 | Rated Horsepower | 270 |
| Displacement (liters) | 0.001 | | |
| Air Aspiration Method | Naturally Aspirated | Air Aspiration Method, if 'Other' | |
| Number of Air Aspiration Devices | -- | Air Aspiration Device Configuration | -- |
| Charge Air Cooler Type | -- | Drive Mode While Testing | 4-Wheel Drive |
| Shift Indicator Light Usage | Not equipped | Aged Emission Components | 4,000 (mi) |
| Curb Weight (lbs) | 3896 | Equivalent Test Weight (pounds) | 4250 |
| GVWR (lbs) | 4817 | N/V Ratio | 115 |
| Axle Ratio | 1 | | |
| Transmission Type | Automatic | # of Transmission Gears | 1 |
| Transmission Lockup | No | Creeper Gear | No |

Dynamometer Coefficients:

| Coefficient Category | Target Coefficients | | | Set Coefficients | | | EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients |
|----------------------|---------------------|-------------|----------------|------------------|-------------|----------------|---|
| | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | |
| City/Highway/Evap | 25.45 | 0.3238 | 0.0114 | -2.24 | 0.0857 | 0.012 | 9.4 |

Emission Control Device Comments No Emissions Control Device - Pure Electric

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|---|---|------------------------------|----|
| Manufacturer Test Vehicle Comments | This is 2024 Model 3 RWD. Rear Motor Power = 202 kW. This configuration is for sale in Canada only (0 sale in US) | | |

Certification Summary Information Report

| | | | |
|--|-------------------------------------|---------------------------------------|-----------------------------------|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Test # | RTSL10083850 | Test Procedure | 81 - Charge Depleting UDDS |
| Exhaust Test # for this Evap Test | -- | Test Fuel Type | 62 - Electricity |
| Test Date | 10/25/2023 | Fuel | Electricity |
| Fuel Batch ID | -- | Fuel Calibration Number | -- |
| Vehicle Class | LDV/Passenger Car | DF Type | EPA Assigned |
| Verify Test Lab ID | Tesla Kato | | |
| E10 Evaporative Test Measurement Method | -- | | |
| Test Start Odometer Reading | 2395 | Odometer Units | M |
| 4WD Test Dyno | Yes | Diesel Adjustment Factor Usage | -- |
| State of Charge Delta | -- | | |
| Drive Cycle Speed Tolerance Criteria | Used Part 86 (+/- 2 mph, +/- 1 sec) | Road Speed Fan Usage | Yes |

PHEV/EV Charge Depleting Test Information

| | | | |
|--|-----|---|--------|
| Recharge Event Voltage | 208 | Recharge Event Energy (kiloWatt-hours) | 68.398 |
| Charge Depleting Range (Calculated miles) | 412 | Charge Depleting Range (Actual miles) | 412 |
| Charge Depleting Range Highway (Calculated miles) | -- | Derived 5-Cycle Coefficient Model Year | -- |
| All Electric Range Unadjusted (miles) | -- | Equivalent All Electric Range (miles) | 412 |
| Number of Charge Depleting Bags/Phases Conducted | 4 | Transition Bag/Phase Number | -- |

Charge Depleting Bag/Phase #1

| Test Result/Emission Name | Unrounded Test Result |
|--|-----------------------|
| Actual Distance Driven (miles) | 309.226 |
| Carbon Monoxide | 0 |
| Carbon dioxide | 0 |
| Carbon-Related Exhaust Emissions | 0 |
| Drive Trace Absolute Speed Change Rating | 1.7476 |
| Drive Trace Energy Economy Rating | 1.3858 |
| Drive Trace Inertia Work Ratio Rating | 2.9015 |
| Integrated DC KW-HRS | 0 |
| Manufacturer Fuel Economy | 202.87 |
| Nitrogen Oxide | 0 |
| Non-methane organic gases | 0 |
| Non-methane organic gases plus Nitrogen Oxides | 999.999 |
| Particulate Matter | 0 |
| System End State of Charge Watt-hours | 60.424 |
| System Start State of Charge Watt-hours | 0 |

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Manufacturer Test Comments

Internal Test results for MY2024 Model 3 RWD configuration for Canada (0 Sales volume in US). Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC 60424 wh (system gave error limited to 4 digits). ACT-DISTANCE & KW-HRS values are dummy data. Cycle Energy (Wh) Distance (mi) ECdc_cyc Kuwgt Kwgt UDDS1 1118 7.439 150.23 37.56 2.78 UDDS2 1101 7.451 147.79 36.95 48.35 UDDS3 1083 7.444 145.54 36.38 47.62 UDDS4 1090 7.429 146.79 36.70 48.03 HWY1 1658 10.255 161.69 80.84 HWY2 1642 10.229 160.50 80.25 SS1 49361 243.273 202.90 SS2 3371 15.705 214.61 TOTAL 60423.61 309.226 K-Factors UDDS1 UDDS2 UDDS3 UDDS4 HWY1 Unweighted 0.250 0.250 0.250 0.250 0.500 Weighted 0.018 0.327 0.327 0.327 NA Results Range (mi) AC Wh/mi MPGe kWh/100mi UDDSu 409.41 167.07 UDDSw 411.68 166.14 202.8672 16.6143 HWY 375.09 182.35 184.8342 18.2353

| Certification Region | Useful Life | Standard Level | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
|----------------------|---------------|----------------------|---------------|----------------|-----|------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CO | 0.0 | -- | -- | -- | 0 | -- | 0 | 0 | Pass |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CO | 0.0 | -- | -- | -- | 0 | -- | 0 | 0 | Pass |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |

Certification Summary Information Report

| | | | |
|--|-------------------------------------|---------------------------------------|--------------------------------------|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Test # | RTSL10083851 | Test Procedure | 84 - Charge Depleting Highway |
| Exhaust Test # for this Evap Test | -- | Test Fuel Type | 62 - Electricity |
| Test Date | 10/25/2023 | Fuel | Electricity |
| Fuel Batch ID | -- | Fuel Calibration Number | -- |
| Vehicle Class | LDV/Passenger Car | DF Type | EPA Assigned |
| Verify Test Lab ID | Tesla Kato | | |
| E10 Evaporative Test Measurement Method | -- | | |
| Test Start Odometer Reading | 2395 | Odometer Units | M |
| 4WD Test Dyno | Yes | Diesel Adjustment Factor Usage | -- |
| State of Charge Delta | -- | | |
| Drive Cycle Speed Tolerance Criteria | Used Part 86 (+/- 2 mph, +/- 1 sec) | Road Speed Fan Usage | Yes |

PHEV/EV Charge Depleting Test Information

| | | | |
|--|-----|---|--------|
| Recharge Event Voltage | 208 | Recharge Event Energy (kiloWatt-hours) | 68.398 |
| Charge Depleting Range (Calculated miles) | 375 | Charge Depleting Range (Actual miles) | 375 |
| Charge Depleting Range Highway (Calculated miles) | -- | Derived 5-Cycle Coefficient Model Year | -- |
| All Electric Range Unadjusted (miles) | -- | Equivalent All Electric Range (miles) | 375 |
| Number of Charge Depleting Bags/Phases Conducted | 2 | Transition Bag/Phase Number | -- |

Charge Depleting Bag/Phase #1

| Test Result/Emission Name | Unrounded Test Result |
|--|-----------------------|
| Actual Distance Driven (miles) | 309.226 |
| Carbon Monoxide | 0 |
| Carbon dioxide | 0 |
| Carbon-Related Exhaust Emissions | 0 |
| Drive Trace Absolute Speed Change Rating | 6.7008 |
| Drive Trace Energy Economy Rating | 0.7654 |
| Drive Trace Inertia Work Ratio Rating | 8.4439 |
| Integrated DC KW-HRS | 0 |
| Manufacturer Fuel Economy | 184.83 |
| Nitrogen Oxide | 0 |
| Non-methane organic gases | 0 |
| Non-methane organic gases plus Nitrogen Oxides | 999.999 |
| Particulate Matter | 0 |
| System End State of Charge Watt-hours | 60.424 |
| System Start State of Charge Watt-hours | 0 |

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Manufacturer Test Comments

Internal Test results for MY2024 Model 3 RWD configuration for Canada (0 sales in US). Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC - 60424 wh (System error limited to 4 digits). ACT-DISTANCE & KW-HRS is dummy data. Cycle Energy (Wh) Distance (mi) ECdc_cyc Kuwgt Kwgt UDDS1 1118 7.439 150.23 37.56 2.78 UDDS2 1101 7.451 147.79 36.95 48.35 UDDS3 1083 7.444 145.54 36.38 47.62 UDDS4 1090 7.429 146.79 36.70 48.03 HWY1 1658 10.255 161.69 80.84 HWY2 1642 10.229 160.50 80.25 SS1 49361 243.273 202.90 SS2 3371 15.705 214.61 TOTAL 60423.61 309.226 K-Factors UDDS1 UDDS2 UDDS3 UDDS4 HWY1 Unweighted 0.250 0.250 0.250 0.250 0.500 Weighted 0.018 0.327 0.327 0.327 NA Results Range (mi) AC Wh/mi MPGe kWh/100mi UDDSu 409.41 167.07 UDDSw 411.68 166.14 202.8672 16.6143 HWY 375.09 182.35 184.8342 18.2353

| Certification Region | Useful Life | Standard Level | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
|----------------------|---------------|----------------------|---------------|----------------|-----|------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CO | 0.0 | -- | -- | -- | 0 | -- | 0 | 0 | Pass |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CO | 0.0 | -- | -- | -- | 0 | -- | 0 | 0 | Pass |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Emission Data Vehicle Information

| | | | |
|----------------------------------|------------------|---|------------------------------------|
| Vehicle ID / Configuration | 3R125-053801 / 0 | Manufacturer Vehicle Configuration Number | 0 |
| Original Test Group Name | STSLV00.0L13 | Original Evaporative/Refueling Family | -- |
| Original Test Vehicle Model Year | 2025 | | |
| Vehicle Model | | | |
| Represented Test Vehicle Make | Tesla | Represented Test Vehicle Model | Model 3 Standard RWD (18in Wheels) |

Leak Family Details

| | | | |
|------------------------|----|------------------|----|
| Leak Family Identifier | -- | Leak Family Name | -- |
|------------------------|----|------------------|----|

Drive Sources and Fuel System Details

| Drive Source and Fuel# | Drive Source | Fuel |
|------------------------|----------------|-------------|
| 1 | Electric Motor | Electricity |

| | | | |
|------------------------------------|---|--|---------------------|
| Hybrid Indicator | No | Multiple Fuel Combustion | -- |
| Multiple Fuel Storage | -- | Rechargeable Energy Storage System Indicator | Yes |
| Fuel Cell Indicator | No | Rechargeable Energy Storage System, if 'Other' | -- |
| Rechargeable Energy Storage System | Battery(s) | | |
| Off-board charge Capable Indicator | Yes | | |
| Odometer Correction -- Initial | 1 | Odometer Correction Factor | 1 |
| Odometer Correction Sign | - = System Miles is equal to (Test odometer reading - Initial system miles) * Correction factor | | |
| Odometer Correction Units | Miles | | |
| Engine Code | L13 | Rated Horsepower | 305 |
| Displacement (liters) | 0.001 | | |
| Air Aspiration Method | Naturally Aspirated | Air Aspiration Method, if 'Other' | |
| Number of Air Aspiration Devices | -- | Air Aspiration Device Configuration | -- |
| Charge Air Cooler Type | -- | Drive Mode While Testing | 2-Wheel Drive, Rear |
| Shift Indicator Light Usage | Not equipped | Aged Emission Components | 4,000 (mi) |
| Curb Weight (lbs) | 3759 | Equivalent Test Weight (pounds) | 4000 |
| GVWR (lbs) | 4678 | N/V Ratio | 108 |
| Axle Ratio | 1 | | |
| Transmission Type | Automatic | # of Transmission Gears | 1 |
| Transmission Lockup | No | Creeper Gear | No |

Dynamometer Coefficients:

| Coefficient Category | Target Coefficients | | | Set Coefficients | | | EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients |
|----------------------|---------------------|-------------|----------------|------------------|-------------|----------------|---|
| | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | |
| City/Highway/Evap | 27.99 | 0.1172 | 0.01335 | -0.57 | 0.0444 | 0.0122 | 9 |

Emission Control Device Comments No Emissions Control Device - Pure Electric

Certification Summary Information Report

| | | | |
|---|---|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Manufacturer Test Vehicle Comments | This is 2025 Model 3 Standard RWD (18in Wheels); Rear Motor Power - 227 kW; | | |

Certification Summary Information Report

| | | | |
|--|-------------------------------------|---------------------------------------|------------------------------------|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Test # | STSL10092058 | Test Procedure | 77 - Multi-Cycle Test (MCT) |
| Exhaust Test # for this Evap Test | -- | Test Fuel Type | 62 - Electricity |
| Test Date | 08/26/2025 | Fuel | Electricity |
| Fuel Batch ID | -- | Fuel Calibration Number | -- |
| Vehicle Class | LDV/Passenger Car | DF Type | EPA Assigned |
| Verify Test Lab ID | Tesla Kato | | |
| E10 Evaporative Test Measurement Method | -- | | |
| Test Start Odometer Reading | 2191 | Odometer Units | M |
| 4WD Test Dyno | Yes | Diesel Adjustment Factor Usage | -- |
| State of Charge Delta | -- | | |
| Drive Cycle Speed Tolerance Criteria | Used Part 86 (+/- 2 mph, +/- 1 sec) | Road Speed Fan Usage | Yes |

PHEV/EV Charge Depleting Test Information

| | | | |
|--|---------|---|---------|
| Recharge Event Voltage | 208 | Recharge Event Energy (kiloWatt-hours) | 78.5881 |
| Charge Depleting Range (Calculated miles) | 489.276 | Charge Depleting Range (Actual miles) | 489.276 |
| Charge Depleting Range Highway (Calculated miles) | 432.611 | Derived 5-Cycle Coefficient Model Year | -- |
| All Electric Range Unadjusted (miles) | -- | Equivalent All Electric Range (miles) | 489.276 |
| Number of Charge Depleting Bags/Phases Conducted | 8 | Transition Bag/Phase Number | -- |

Charge Depleting Bag/Phase #1

| Test Result/Emission Name | Unrounded Test Result |
|--|------------------------------|
| Actual Distance Driven (miles) | 7.478 |
| Carbon-Related Exhaust Emissions | 0 |
| Drive Trace Absolute Speed Change Rating | 0.4278 |
| Drive Trace Energy Economy Rating | -0.0205 |
| Drive Trace Inertia Work Ratio Rating | 1.1355 |
| Integrated DC KW-HRS | 1.16167 |
| Manufacturer Fuel Economy | 15.534 |

Charge Depleting Bag/Phase #2

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- | | | | | | | | | | | | | | | | |
|---|-----------------------|------------------------------|----|---------------------------|-----------------------|--------------------------------|---------|----------------------------------|---|--|--------|-----------------------------------|---------|---------------------------------------|--------|----------------------|----------|---------------------------|--------|
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>10.262</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>6.7221</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>1.0374</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>8.6893</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.63203</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>15.904</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 10.262 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 6.7221 | Drive Trace Energy Economy Rating | 1.0374 | Drive Trace Inertia Work Ratio Rating | 8.6893 | Integrated DC KW-HRS | 1.63203 | Manufacturer Fuel Economy | 15.904 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 10.262 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 6.7221 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 1.0374 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 8.6893 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.63203 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 15.904 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #3 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>7.47</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>0.3316</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>-0.0747</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>0.7105</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.05577</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>14.133</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 7.47 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 0.3316 | Drive Trace Energy Economy Rating | -0.0747 | Drive Trace Inertia Work Ratio Rating | 0.7105 | Integrated DC KW-HRS | 1.05577 | Manufacturer Fuel Economy | 14.133 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 7.47 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 0.3316 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | -0.0747 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 0.7105 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.05577 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 14.133 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #4 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>286.772</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>3.6435</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>-0.7988</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>7.2446</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>56.79234</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>19.804</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 286.772 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 3.6435 | Drive Trace Energy Economy Rating | -0.7988 | Drive Trace Inertia Work Ratio Rating | 7.2446 | Integrated DC KW-HRS | 56.79234 | Manufacturer Fuel Economy | 19.804 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 286.772 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 3.6435 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | -0.7988 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 7.2446 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 56.79234 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 19.804 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #5 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>7.451</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>1.5692</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>1.1708</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>2.9566</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.03736</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>13.922</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 7.451 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 1.5692 | Drive Trace Energy Economy Rating | 1.1708 | Drive Trace Inertia Work Ratio Rating | 2.9566 | Integrated DC KW-HRS | 1.03736 | Manufacturer Fuel Economy | 13.922 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 7.451 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 1.5692 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 1.1708 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 2.9566 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.03736 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 13.922 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #6 | | | | | | | | | | | | | | | | | | | |

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- | | | | | | | | | | | | | | | | |
|---|-----------------------|------------------------------|----|---------------------------|-----------------------|--------------------------------|--------|----------------------------------|---|--|--------|-----------------------------------|---------|---------------------------------------|--------|----------------------|---------|---------------------------|--------|
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>10.268</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>5.2518</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.9812</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>7.0952</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.6311</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>15.886</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 10.268 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 5.2518 | Drive Trace Energy Economy Rating | 0.9812 | Drive Trace Inertia Work Ratio Rating | 7.0952 | Integrated DC KW-HRS | 1.6311 | Manufacturer Fuel Economy | 15.886 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 10.268 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 5.2518 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 0.9812 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 7.0952 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.6311 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 15.886 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #7 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>7.458</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>1.7729</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>1.279</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>3.1227</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.04633</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>14.03</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 7.458 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 1.7729 | Drive Trace Energy Economy Rating | 1.279 | Drive Trace Inertia Work Ratio Rating | 3.1227 | Integrated DC KW-HRS | 1.04633 | Manufacturer Fuel Economy | 14.03 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 7.458 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 1.7729 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 1.279 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 3.1227 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.04633 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 14.03 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #8 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>22.154</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>0.8455</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>-1.6739</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>1.6783</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>4.40585</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>19.887</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 22.154 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 0.8455 | Drive Trace Energy Economy Rating | -1.6739 | Drive Trace Inertia Work Ratio Rating | 1.6783 | Integrated DC KW-HRS | 4.40585 | Manufacturer Fuel Economy | 19.887 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 22.154 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 0.8455 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | -1.6739 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 1.6783 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 4.40585 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 19.887 | | | | | | | | | | | | | | | | | | |
| Manufacturer Test Comments | -- | | | | | | | | | | | | | | | | | | |

Certification Summary Information Report

| Test Group | | TTSLV00.0L13 | | | | Evaporative/Refueling Family | | | | -- | | |
|----------------------|---------------|----------------------|---------------|----------------|-----|------------------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Certification Region | Useful Life | Standard Level | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Emission Data Vehicle Information

| | | | |
|----------------------------------|------------------|---|-----------------------|
| Vehicle ID / Configuration | 3R126-R00611 / 0 | Manufacturer Vehicle Configuration Number | 0 |
| Original Test Group Name | TTSLV00.0L13 | Original Evaporative/Refueling Family | -- |
| Original Test Vehicle Model Year | 2026 | | |
| Vehicle Model | | | |
| Represented Test Vehicle Make | Tesla | Represented Test Vehicle Model | Model 3 Premium RWD-I |

Leak Family Details

| | | | |
|------------------------|----|------------------|----|
| Leak Family Identifier | -- | Leak Family Name | -- |
|------------------------|----|------------------|----|

Drive Sources and Fuel System Details

| Drive Source and Fuel# | Drive Source | Fuel |
|------------------------|----------------|-------------|
| 1 | Electric Motor | Electricity |

| | | | |
|------------------------------------|---------------------|---|---------------------|
| Hybrid Indicator | No | Multiple Fuel Combustion | -- |
| Multiple Fuel Storage | -- | Rechargeable Energy Storage System Indicator | Yes |
| Fuel Cell Indicator | No | Rechargeable Energy Storage System, if 'Other' | -- |
| Rechargeable Energy Storage System | Battery(s) | | |
| Off-board charge Capable Indicator | Yes | Odometer Correction Factor | 1 |
| Odometer Correction -- Initial | 1 | - = System Miles is equal to (Test odometer reading - Initial system miles) * Correction factor | |
| Odometer Correction Sign | | | |
| Odometer Correction Units | Miles | Rated Horsepower | 279 |
| Engine Code | L13 | Air Aspiration Method, if 'Other' | |
| Displacement (liters) | 0.001 | Air Aspiration Device Configuration | -- |
| Air Aspiration Method | Naturally Aspirated | Drive Mode While Testing | 2-Wheel Drive, Rear |
| Number of Air Aspiration Devices | -- | Aged Emission Components | 4,000 (mi) |
| Charge Air Cooler Type | -- | Equivalent Test Weight (pounds) | 4250 |
| Shift Indicator Light Usage | Not equipped | N/V Ratio | 115 |
| Curb Weight (lbs) | 3896 | # of Transmission Gears | 1 |
| GVWR (lbs) | 4817 | Creeper Gear | No |
| Axle Ratio | 1 | | |
| Transmission Type | Automatic | | |
| Transmission Lockup | No | | |

Dynamometer Coefficients:

| Coefficient Category | Target Coefficients | | | Set Coefficients | | | EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients |
|----------------------|---------------------|-------------|----------------|------------------|-------------|----------------|---|
| | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | |
| City/Highway/Evap | 26.59 | 0.2127 | 0.01302 | 0 | 0 | 0.01302 | 9.3 |

Emission Control Device Comments No Emissions Control Device - Pure Electric

Certification Summary Information Report

| | | | |
|---|--|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Manufacturer Test Vehicle Comments | This is 2026 Model 3 Premium RWD-I; Rear Motor Power - 208 kW; | | |

Certification Summary Information Report

| | | | |
|--|---|---|------------------------------------|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
| Test # | TTSL10093876 | Test Procedure | 77 - Multi-Cycle Test (MCT) |
| Exhaust Test # for this Evap Test | -- | Test Fuel Type | 62 - Electricity |
| Test Date | 04/07/2026 | Fuel | Electricity |
| Fuel Batch ID | -- | Fuel Calibration Number | -- |
| Vehicle Class | LDV/Passenger Car | DF Type | EPA Assigned |
| Verify Test Lab ID | R&D Innovation Center, Tesla Gigafactory Shanghai | | |
| E10 Evaporative Test Measurement Method | -- | | |
| Test Start Odometer Reading | 2213 | Odometer Units | M |
| 4WD Test Dyno | Yes | Diesel Adjustment Factor Usage | -- |
| State of Charge Delta | -- | | |
| Drive Cycle Speed Tolerance Criteria | Used Part 86 (+/- 2 mph, +/- 1 sec) | Road Speed Fan Usage | Yes |
| PHEV/EV Charge Depleting Test Information | | | |
| Recharge Event Voltage | 208 | Recharge Event Energy (kiloWatt-hours) | 70.8043 |
| Charge Depleting Range (Calculated miles) | 429.393 | Charge Depleting Range (Actual miles) | 429.393 |
| Charge Depleting Range Highway (Calculated miles) | 390.786 | Derived 5-Cycle Coefficient Model Year | -- |
| All Electric Range Unadjusted (miles) | -- | Equivalent All Electric Range (miles) | 429.393 |
| Number of Charge Depleting Bags/Phases Conducted | 8 | Transition Bag/Phase Number | -- |
| Charge Depleting Bag/Phase #1 | | | |
| Test Result/Emission Name | | Unrounded Test Result | |
| Actual Distance Driven (miles) | | 7.445 | |
| Carbon-Related Exhaust Emissions | | 0 | |
| Drive Trace Absolute Speed Change Rating | | 0.0558 | |
| Drive Trace Energy Economy Rating | | 0.4038 | |
| Drive Trace Inertia Work Ratio Rating | | 0.0623 | |
| Integrated DC KW-HRS | | 1.114 | |
| Manufacturer Fuel Economy | | 14.963 | |
| Charge Depleting Bag/Phase #2 | | | |

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- | | | | | | | | | | | | | | | | |
|---|-----------------------|------------------------------|----|---------------------------|-----------------------|--------------------------------|--------|----------------------------------|---|--|---------|-----------------------------------|---------|---------------------------------------|---------|----------------------|---------|---------------------------|--------|
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>10.253</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>3.7266</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.6757</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>4.7368</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.648</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>16.073</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 10.253 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 3.7266 | Drive Trace Energy Economy Rating | 0.6757 | Drive Trace Inertia Work Ratio Rating | 4.7368 | Integrated DC KW-HRS | 1.648 | Manufacturer Fuel Economy | 16.073 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 10.253 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 3.7266 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 0.6757 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 4.7368 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.648 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 16.073 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #3 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>7.45</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>-0.1201</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.2991</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>0.3593</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.087</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>14.59</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 7.45 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | -0.1201 | Drive Trace Energy Economy Rating | 0.2991 | Drive Trace Inertia Work Ratio Rating | 0.3593 | Integrated DC KW-HRS | 1.087 | Manufacturer Fuel Economy | 14.59 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 7.45 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | -0.1201 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 0.2991 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 0.3593 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.087 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 14.59 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #4 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>255.48</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>-0.1981</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>-0.6741</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>-0.6741</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>50.5517</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>19.787</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 255.48 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | -0.1981 | Drive Trace Energy Economy Rating | -0.6741 | Drive Trace Inertia Work Ratio Rating | -0.6741 | Integrated DC KW-HRS | 50.5517 | Manufacturer Fuel Economy | 19.787 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 255.48 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | -0.1981 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | -0.6741 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | -0.6741 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 50.5517 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 19.787 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #5 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>7.429</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>-0.3707</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.0024</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>-0.3704</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.078</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>14.511</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 7.429 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | -0.3707 | Drive Trace Energy Economy Rating | 0.0024 | Drive Trace Inertia Work Ratio Rating | -0.3704 | Integrated DC KW-HRS | 1.078 | Manufacturer Fuel Economy | 14.511 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 7.429 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | -0.3707 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 0.0024 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | -0.3704 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.078 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 14.511 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #6 | | | | | | | | | | | | | | | | | | | |

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- | | | | | | | | | | | | | | | | |
|--|-----------------------|------------------------------|----|---------------------------|-----------------------|--------------------------------|--------|----------------------------------|---|--|---------|-----------------------------------|---------|---------------------------------------|---------|----------------------|--------|---------------------------|--------|
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>10.272</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>4.7733</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>1.0792</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>6.545</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.631</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>15.877</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 10.272 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 4.7733 | Drive Trace Energy Economy Rating | 1.0792 | Drive Trace Inertia Work Ratio Rating | 6.545 | Integrated DC KW-HRS | 1.631 | Manufacturer Fuel Economy | 15.877 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 10.272 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 4.7733 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 1.0792 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 6.545 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.631 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 15.877 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #7 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>7.454</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>0.0653</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.8193</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>0.348</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.0803</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>14.492</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 7.454 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | 0.0653 | Drive Trace Energy Economy Rating | 0.8193 | Drive Trace Inertia Work Ratio Rating | 0.348 | Integrated DC KW-HRS | 1.0803 | Manufacturer Fuel Economy | 14.492 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 7.454 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | 0.0653 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | 0.8193 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | 0.348 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 1.0803 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 14.492 | | | | | | | | | | | | | | | | | | |
| Charge Depleting Bag/Phase #8 | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>21.087</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>-0.1981</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>-1.3267</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>-0.3957</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>4.2379</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>20.097</td> </tr> </tbody> </table> | | | | Test Result/Emission Name | Unrounded Test Result | Actual Distance Driven (miles) | 21.087 | Carbon-Related Exhaust Emissions | 0 | Drive Trace Absolute Speed Change Rating | -0.1981 | Drive Trace Energy Economy Rating | -1.3267 | Drive Trace Inertia Work Ratio Rating | -0.3957 | Integrated DC KW-HRS | 4.2379 | Manufacturer Fuel Economy | 20.097 |
| Test Result/Emission Name | Unrounded Test Result | | | | | | | | | | | | | | | | | | |
| Actual Distance Driven (miles) | 21.087 | | | | | | | | | | | | | | | | | | |
| Carbon-Related Exhaust Emissions | 0 | | | | | | | | | | | | | | | | | | |
| Drive Trace Absolute Speed Change Rating | -0.1981 | | | | | | | | | | | | | | | | | | |
| Drive Trace Energy Economy Rating | -1.3267 | | | | | | | | | | | | | | | | | | |
| Drive Trace Inertia Work Ratio Rating | -0.3957 | | | | | | | | | | | | | | | | | | |
| Integrated DC KW-HRS | 4.2379 | | | | | | | | | | | | | | | | | | |
| Manufacturer Fuel Economy | 20.097 | | | | | | | | | | | | | | | | | | |
| Manufacturer Test Comments | -- | | | | | | | | | | | | | | | | | | |

Certification Summary Information Report

| Test Group | | TTSLV00.0L13 | | | | Evaporative/Refueling Family | | | | -- | | |
|----------------------|---------------|----------------------|---------------|----------------|-----|------------------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Certification Region | Useful Life | Standard Level | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| Fed | 150,000 miles | Federal Tier 3 Bin 0 | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |
| CA | 150,000 miles | California ZEV | CREE | 0 | -- | -- | -- | 0 | -- | 0 | -- | -- |

| |
|------------------------|
| Fuel Properties |
|------------------------|

Certification Summary Information Report

| | | | |
|-------------------|--------------|-------------------------------------|----|
| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------|--------------|-------------------------------------|----|

Consolidated List of Standards

Exhaust Standards

| | | | |
|----------------------|-------------------------------------|-------------------------|-----------------------|
| Cert Region | California + CAA Section 177 states | Cert/In-Use Code | Cert |
| Vehicle Class | LDV/Passenger Car | Standard Level | California ZEV |
| Fuel | Electricity | Test Procedure | Charge Depleting UDDS |

| Useful Life | Emission Name | Rounded Result | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF | Add DF | Std |
|---------------|---------------|----------------|-----|-------------|---------------------------------|-----------------------------------|---------|--------|-----|
| 150,000 miles | CO | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | CO-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | CREE | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | NMOG+NOX-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 |

| | | | |
|----------------------|-------------------|-------------------------|-----------------------|
| Cert Region | Federal | Cert/In-Use Code | Cert |
| Vehicle Class | LDV/Passenger Car | Standard Level | Federal Tier 3 Bin 0 |
| Fuel | Electricity | Test Procedure | Charge Depleting UDDS |

| Useful Life | Emission Name | Rounded Result | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF | Add DF | Std |
|---------------|---------------|----------------|-----|-------------|---------------------------------|-----------------------------------|---------|--------|-----|
| 150,000 miles | CO | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | CO-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | CREE | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | NMOG+NOX-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 |

| | | | |
|----------------------|-------------------------------------|-------------------------|----------------------------------|
| Cert Region | California + CAA Section 177 states | Cert/In-Use Code | Cert |
| Vehicle Class | LDV/Passenger Car | Standard Level | California ZEV |
| Fuel | Electricity | Test Procedure | CVS 75 and later (w/o can. load) |

| Useful Life | Emission Name | Rounded Result | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF | Add DF | Std |
|---------------|---------------|----------------|-----|-------------|---------------------------------|-----------------------------------|---------|--------|-----|
| 150,000 miles | CO | -- | -- | -- | -- | -- | -- | 0 | 0 |

Certification Summary Information Report

| | | | | | | | | | | |
|----------------------|----------------------|-----------------------|------------|--------------------|--|--|----------------|------------------------|------------|--|
| Test Group | | TTSLV00.0L13 | | | Evaporative/Refueling Family | | | -- | | |
| Cert Region | | Federal | | | Cert/In-Use Code | | | Cert | | |
| Vehicle Class | | LDV/Passenger Car | | | Standard Level | | | Federal Tier 3 Bin 0 | | |
| Fuel | | Electricity | | | Test Procedure | | | Multi-Cycle Test (MCT) | | |
| Useful Life | Emission Name | Rounded Result | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF | Add DF | Std | |
| 150,000 miles | CO | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | CO-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | CREE | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | NMOG+NOX-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 | |

| | | | | | | | | | | |
|----------------------|----------------------|-------------------------------------|------------|--------------------|--|--|----------------|--------------------------|------------|--|
| Cert Region | | California + CAA Section 177 states | | | Cert/In-Use Code | | | Cert | | |
| Vehicle Class | | LDV/Passenger Car | | | Standard Level | | | California ZEV | | |
| Fuel | | Electricity | | | Test Procedure | | | Charge Depleting Highway | | |
| Useful Life | Emission Name | Rounded Result | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF | Add DF | Std | |
| 150,000 miles | CO | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | CO-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | CREE | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | NMOG+NOX-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 | |

| | | | | | | | | | | |
|----------------------|----------------------|-------------------------------------|------------|--------------------|--|--|----------------|------------------------|------------|--|
| Cert Region | | California + CAA Section 177 states | | | Cert/In-Use Code | | | Cert | | |
| Vehicle Class | | LDV/Passenger Car | | | Standard Level | | | California ZEV | | |
| Fuel | | Electricity | | | Test Procedure | | | Multi-Cycle Test (MCT) | | |
| Useful Life | Emission Name | Rounded Result | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF | Add DF | Std | |
| 150,000 miles | CO | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | CO-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | CREE | -- | -- | -- | -- | -- | -- | 0 | 0 | |
| 150,000 miles | NMOG+NOX-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 | |

Certification Summary Information Report

| | | | | | | | | | |
|----------------------|----------------------|-----------------------|------------|--------------------|--|--|----------------|----------------------------------|------------|
| Test Group | | TTSLV00.0L13 | | | Evaporative/Refueling Family | | | -- | |
| Cert Region | | Federal | | | Cert/In-Use Code | | | Cert | |
| Vehicle Class | | LDV/Passenger Car | | | Standard Level | | | Federal Tier 3 Bin 0 | |
| Fuel | | Electricity | | | Test Procedure | | | Charge Depleting Highway | |
| Useful Life | Emission Name | Rounded Result | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF | Add DF | Std |
| 150,000 miles | CO | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | CO-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | CREE | -- | -- | -- | -- | -- | -- | 0 | 0 |
| 150,000 miles | NMOG+NOX-COMP | -- | -- | -- | -- | -- | -- | 0 | 0 |
| | | | | | | | | | |
| Cert Region | | Federal | | | Cert/In-Use Code | | | Cert | |
| Vehicle Class | | LDV/Passenger Car | | | Standard Level | | | Federal Tier 3 Bin 0 | |
| Fuel | | Electricity | | | Test Procedure | | | CVS 75 and later (w/o can. load) | |
| Useful Life | Emission Name | Rounded Result | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF | Add DF | Std |
| 150,000 miles | CO | -- | -- | -- | -- | -- | -- | 0 | 0 |

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|----------------------|---|------------------------------|--|
| Glossary | | | |
| Useful Life | | | |
| 4 | 4,000 miles | 120 | 120,000 miles |
| 50 | 50,000 miles | 150 | 150,000 miles |
| 100 | 100,000 miles | | |
| Emission Name | | | |
| HC-TOTAL | Total Hydrocarbon | COMB-CREE | Combined Carbon-Related Exhaust Emissions |
| CO | Carbon Monoxide | COMB-OPT-CREE | Combined Optional Carbon-Related Exhaust Emissions |
| CO2 | Carbon dioxide | HC-TOTAL-EQUIV | Total Hydrocarbon equivalent - Evap only |
| CREE | Carbon-Related Exhaust Emissions | METHANE-COMB | Combined CH4 for HD 2b/3 vehicles only |
| OPT-CREE | Optional Carbon-Related Exhaust Emissions | N2O-COMB | Combined Nitrous Oxide for HD 2b/3 vehicles only |
| NOX | Nitrogen Oxide | LEAK-DIA | Effective Leak Diameter (inches) |
| PM | Particulate Matter | LEAK-GAS CAP | Gas Cap Leakage (cc/min) |
| PM-COMP | SFTP Composite Particulate Matter | CO2-COMB | Combined Carbon Dioxide for HD 2b/3 Vehicles Only |
| HC-NM | Non-methane Hydrocarbon | KW-HRS | Integrated DC KW-HRS |
| OMHCE | Organic material Hydrocarbon Equivalent | CH4 BAG 1 | Bag 1 Methane |
| OMNMHCE | Organic material non-methane HC equivalent | CH4 BAG 2 | Bag 2 Methane |
| NMOG | Non-methane organic gases | CH4 BAG 3 | Bag 3 Methane |
| HCHO | Formaldehyde | CH4 BAG 4 | Bag 4 Methane |
| H3C2HO | Acetaldehyde | CO BAG 1 | Bag 1 Carbon Monoxide |
| HC-NM+NOX | SFTP Non-methane Hydrocarbon + Nitrogen Oxides for US06 or SC03 | CO BAG 2 | Bag 2 Carbon Monoxide |
| HC-NM+NOX-COMP | SFTP Composite Non-methane Hydrocarbon + Nitrogen Oxides | CO BAG 3 | Bag 3 Carbon Monoxide |
| CO-COMP | SFTP Composite Carbon Monoxide | CO BAG 4 | Bag 4 Carbon Monoxide |
| ETHANOL | C2H5OH - Ethanol | NMOG BAG 1 | Bag 1 Non-methane organic gases |
| FE BAG 1 | Bag 1 Fuel Economy | NMOG BAG 2 | Bag 2 Non-methane organic gases |
| FE BAG 2 | Bag 2 Fuel Economy | NMOG BAG 3 | Bag 3 Non-methane organic gases |
| FE BAG 3 | Bag 3 Fuel Economy | NMOG BAG 4 | Bag 4 Non-methane organic gases |
| FE BAG 4 | Bag 4 Fuel Economy | ACT-DISTANCE BAG 1 | Bag 1 Actual Distance |
| MFR FE | Manufacturer Fuel Economy | ACT-DISTANCE BAG 2 | Bag 2 Actual Distance |
| HC | Hydrocarbon for Running Loss and ORVR | ACT-DISTANCE BAG 3 | Bag 3 Actual Distance |
| METHANE | CH4 - Methane | ACT-DISTANCE BAG 4 | Bag 4 Actual Distance |
| METHANOL | CH3OH - Methanol | HC-TOTAL BAG 1 | Bag 1 Total Hydrocarbon |
| N2O | Nitrous Oxide | HC-TOTAL BAG 2 | Bag 2 Total Hydrocarbon |
| SPITBACK | Spitback Hydrocarbon in grams | HC-TOTAL BAG 3 | Bag 3 Total Hydrocarbon |
| AMP-HRS | Integrated Amp-hours | HC-TOTAL BAG 4 | Bag 4 Total Hydrocarbon |
| START-SOC | System Start State of Charge Watt-hours | WATT-HRS BAG 1 | Bag 1 Watt Hours |
| END-SOC | System End State of Charge Watt-hours | WATT-HRS BAG 2 | Bag 2 Watt Hours |

Certification Summary Information Report

| Test Group | | TTSLV00.0L13 | Evaporative/Refueling Family | | -- |
|--|--|--------------|------------------------------|---|----|
| ACT-DISTANCE | Actual Distance Driven (miles) | | WATT-HRS BAG 3 | Bag 3 Watt Hours | |
| AS-VOLT | Average System Voltage | | WATT-HRS BAG 4 | Bag 4 Watt Hours | |
| CO2 BAG 1 | Bag 1 Carbon Dioxide | | WATT-HRS | Watt Hours | |
| CO2 BAG 2 | Bag 2 Carbon Dioxide | | HC-NM BAG 1 | Bag 1 Non-methane Hydrocarbon | |
| CO2 BAG 3 | Bag 3 Carbon Dioxide | | HC-NM BAG 2 | Bag 2 Non-methane Hydrocarbon | |
| CO2 BAG 4 | Bag 4 Carbon Dioxide | | HC-NM BAG 3 | Bag 3 Non-methane Hydrocarbon | |
| NMOG+NOX | Non-methane organic gases plus Nitrogen Oxides | | HC-NM BAG 4 | Bag 4 Non-methane Hydrocarbon | |
| NMOG+NOX-COMP | SFTP Composite Non-methane Organic Gases + Nitrogen Oxides | | N2O BAG 1 | Bag 1 Nitrous Oxide | |
| DT-IWRR | Drive Trace Inertia Work Ratio Rating | | N2O BAG 2 | Bag 2 Nitrous Oxide | |
| DT-ASCR | Drive Trace Absolute Speed Change Rating | | N2O BAG 3 | Bag 3 Nitrous Oxide | |
| DT-EER | Drive Trace Energy Economy Rating | | N2O BAG 4 | Bag 4 Nitrous Oxide | |
| Certification Region | | | | | |
| CA | California + CAA Section 177 states | | FA | Federal | |
| Exhaust Emission Standard Level | | | | | |
| B1 | Federal Tier 2 Bin 1 | | HDV2B340 | Federal Tier 3 HD Class 2b Transitional Bin 340 | |
| B2 | Federal Tier 2 Bin 2 | | HDV2B250 | Federal Tier 3 HD Class 2b Bin 250 | |
| B3 | Federal Tier 2 Bin 3 | | HDV2B200 | Federal Tier 3 HD Class 2b Bin 200 | |
| B4 | Federal Tier 2 Bin 4 | | HDV2B170 | Federal Tier 3 HD Class 2b Bin 170 | |
| B5 | Federal Tier 2 Bin 5 | | HDV2B150 | Federal Tier 3 HD Class 2b Bin 150 | |
| B6 | Federal Tier 2 Bin 6 | | HDV2B0 | Federal Tier 3 HD Class 2b Bin 0 | |
| B7 | Federal Tier 2 Bin 7 | | HDV3B630 | Federal Tier 3 HD Class 3 Transitional Bin 630 | |
| B8 | Federal Tier 2 Bin 8 | | HDV3B570 | Federal Tier 3 HD Class 3 Transitional Bin 570 | |
| B9 | Federal Tier 2 Bin 9 | | HDV3B400 | Federal Tier 3 HD Class 3 Bin 400 | |
| B10 | Federal Tier 2 Bin 10 | | HDV3B270 | Federal Tier 3 HD Class 3 Bin 270 | |
| B11 | Federal Tier 2 Bin 11 | | HDV3B230 | Federal Tier 3 HD Class 3 Bin 230 | |
| HDV1 | HDV1 (Federal HD chassis Class 2b GVW 8501-10000) | | HDV3B200 | Federal Tier 3 HD Class 3 Bin 200 | |
| HDV2 | HDV2 (Federal HD chassis Class 3 GVW 10001-14000) | | HDV3B0 | Federal Tier 3 HD Class 3 Bin 0 | |
| L2 | California LEV-II LEV | | L4SULEV100 | California LEV-IV SULEV100 | |
| L2OP | California LEV-II LEV Optional | | L4SULEV125 | California LEV-IV SULEV125 | |
| U2 | California LEV-II ULEV | | L4SULEV15 | California LEV-IV SULEV15 | |
| S2 | California LEV-II SULEV | | L4SULEV150 | California LEV-IV SULEV150 | |
| ZEV | California ZEV | | L4SULEV170 | California LEV-IV SULEV170 | |
| OT | Other | | L4SULEV175 | California LEV-IV SULEV175 | |
| T1 | Federal Tier 1 | | L4SULEV20 | California LEV-IV SULEV20 | |
| PZEV | California PZEV | | L4SULEV200 | California LEV-IV SULEV200 | |
| L2LEV160 | California LEV-II LEV160 | | L4SULEV230 | California LEV-IV SULEV230 | |
| L2ULEV125 | California LEV-II ULEV125 | | L4SULEV25 | California LEV-IV SULEV25 | |
| L2SULEV30 | California LEV-II SULEV30 | | L4SULEV30 | California LEV-IV SULEV30 | |
| L2LEV395 | California LEV-II LEV395 | | L4SULEV75 | California LEV-IV SULEV75 | |

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | -- |
|-------------------------------|---|------------------------------|--|
| L2ULEV340 | California LEV-II ULEV340 | L4SULEV85 | California LEV-IV SULEV85 |
| L2LEV630 | California LEV-II LEV630 | L4ULEV125 | California LEV-IV ULEV125 |
| L2ULEV570 | California LEV-II ULEV570 | L4ULEV200 | California LEV-IV ULEV200 |
| L3LEV160 | California LEV-III LEV160 | L4ULEV250 | California LEV-IV ULEV250 |
| L3ULEV125 | California LEV-III ULEV125 | L4ULEV270 | California LEV-IV ULEV270 |
| L3ULEV70 | California LEV-III ULEV70 | L4ULEV40 | California LEV-IV ULEV40 |
| L3ULEV50 | California LEV-III ULEV50 | L4ULEV400 | California LEV-IV ULEV400 |
| L3SULEV30 | California LEV-III SULEV30 | L4ULEV50 | California LEV-IV ULEV50 |
| L3SULEV20 | California LEV-III SULEV20 | L4ULEV60 | California LEV-IV ULEV60 |
| L3LEV395 | California LEV-III LEV395 | L4ULEV70 | California LEV-IV ULEV70 |
| L3ULEV340 | California LEV-III ULEV340 | T4B170 | Federal Tier 4 MDV Bin 170 |
| L3ULEV250 | California LEV-III ULEV250 | T4B150 | Federal Tier 4 MDV Bin 150 |
| L3ULEV200 | California LEV-III ULEV200 | T4B125 | Federal Tier 4 MDV Bin 125 |
| L3SULEV170 | California LEV-III SULEV170 | T4B100 | Federal Tier 4 MDV Bin 100 |
| L3SULEV150 | California LEV-III SULEV150 | T4B85 | Federal Tier 4 MDV Bin 85 |
| L3LEV630 | California LEV-III LEV630 | T4B75 | Federal Tier 4 MDV Bin 75 |
| L3ULEV570 | California LEV-III ULEV570 | T4B70 | Federal Tier 4 Bin 70 |
| L3ULEV400 | California LEV-III ULEV400 | T4B65 | Federal Tier 4 Bin 65 |
| L3ULEV270 | California LEV-III ULEV270 | T4B60 | Federal Tier 4 Bin 60 |
| L3SULEV230 | California LEV-III SULEV230 | T4B55 | Federal Tier 4 Bin 55 |
| L3SULEV200 | California LEV-III SULEV200 | T4B50 | Federal Tier 4 Bin 50 |
| T3B160 | Federal Tier 3 Bin 160 | T4B45 | Federal Tier 4 Bin 45 |
| T3B125 | Federal Tier 3 Bin 125 | T4B40 | Federal Tier 4 Bin 40 |
| T3B110 | Federal Tier 3 Transitional Bin 110 | T4B35 | Federal Tier 4 Bin 35 |
| T3B85 | Federal Tier 3 Transitional Bin 85 | T4B30 | Federal Tier 4 Bin 30 |
| T3SULEV30 | Federal Tier 3 Transitional LEV-II SULEV30 Carryover | T4B25 | Federal Tier 4 Bin 25 |
| T3B70 | Federal Tier 3 Bin 70 | T4B20 | Federal Tier 4 Bin 20 |
| T3B50 | Federal Tier 3 Bin 50 | T4B15 | Federal Tier 4 Bin 15 |
| T3B30 | Federal Tier 3 Bin 30 | T4B10 | Federal Tier 4 Bin 10 |
| T3B20 | Federal Tier 3 Bin 20 | T4B5 | Federal Tier 4 Bin 5 |
| T3B0 | Federal Tier 3 Bin 0 | T4B0 | Federal Tier 4 Bin 0 |
| HDV2B395 | Federal Tier 3 HD Class 2b Transitional Bin 395 | | |
| Transmission Type Code | | | |
| AMS | Automated Manual- Selectable (e.g. Automated Manual with paddles) | M | Manual |
| A | Automatic | OT | Other |
| AM | Automated Manual | SA | Semi-Automatic |
| CVT | Continuously Variable | SCV | Selectable Continuously Variable (e.g. CVT with paddles) |
| Drive System Code | | | |
| 4 | 4-Wheel Drive | P | Part-time 4-Wheel Drive |

Certification Summary Information Report

| Test Group | TTSLV00.0L13 | Evaporative/Refueling Family | | -- |
|--------------------------------------|---------------------------------|------------------------------|----------------------------------|----|
| F | 2-Wheel Drive, Front | A | All Wheel Drive | |
| R | 2-Wheel Drive, Rear | | | |
| Additional Terms and Acronyms | | | | |
| AFC | Alternative Fuel Converter | ICI | Independent Commercial Importer | |
| CSI | Certificate Summary Information | ORVR | Onboard Refueling Vapor Recovery | |
| DF | Deterioration Factor | SIL | Shift Indicator Light | |
| Evap | Evaporation, Evaporative | Trans | Transmission | |