



1 Tesla Road
Austin TX, 78725
August 11, 2026

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

Subject: Tesla, Inc. requests that the EPA issue a Certificate of Conformity for the subject test group - Initial Application

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, Part 86, 88, and 600.

Vehicle Classification:	Light Duty Vehicle
Test Group Identification:	VTSLV00.0L23
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. L - Lithium Ion, 2 - Dual Motor, 3 - Model 3

Carline(s) covered by this certificate:

Durability Information:	Model 3 Premium AWD
Durability Group:	Model 3 Performance
Durability Group Description:	Model 3 Performance AWD
Evaporative/Refueling and Leak Families:	Model 3 Premium AWD-I
OBD Group:	N/A
Applicable Standards:	VTSLEEVNNL13
	N/A
	N/A
	N/A
	Tier 3 Bin 0

Your early review and issuance of the certificate will be greatly appreciated. If you have any questions, please contact epaarb@tesla.com.

Sincerely,

Suraj Nagaraj
Sr. Director, Safety & Homologation Engineering

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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, Sr. 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). Refer to the CSI for further details.

02.02.00 - Projected Sales Volume (Confidential)

02.03.00 - Propulsion System

02.03.01 - Drive Unit

Front Drive Unit:

Motor x 1,
Inverter,
Fixed ratio transmission

Rear Drive Unit:

Motor x 1,
Inverter,
Fixed ratio transmission

02.03.02 - Motor

Front motor:

3-phase AC internal induction 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

<https://shop.tesla.com/product/sae-j1772-charging-adapter>



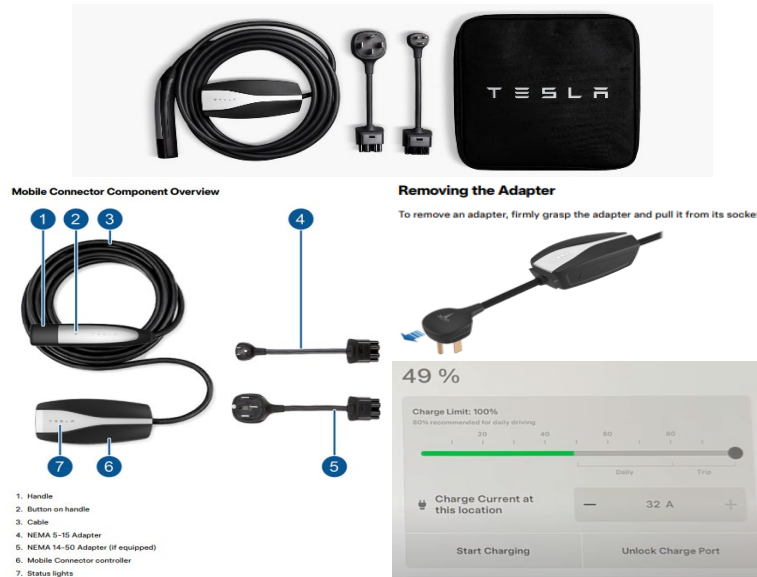
Alternative Option for DC Charger: CCS1 Adapter

<https://shop.tesla.com/product/ccs-combo-1-adapter>



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.

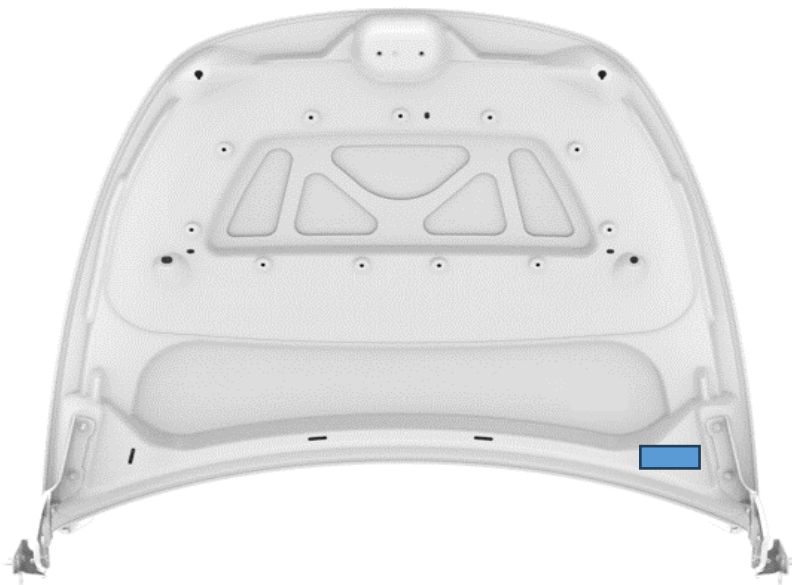
04.00.00 - Statement of Compliance

This is an electric vehicle that conforms to U.S. EPA Regulations applicable to 2027 Model Year New Tier 3 Bin 0 Light-duty Vehicles. 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.

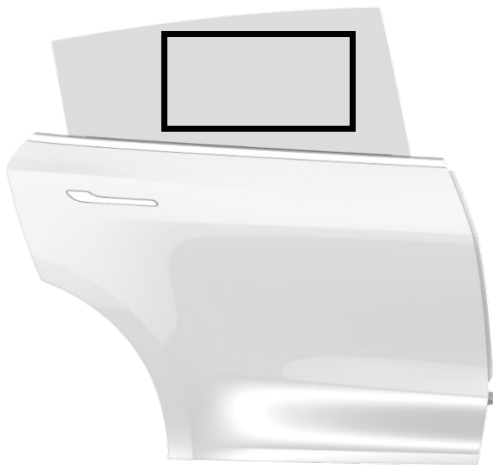
06.00.00 - Labels

06.01.00 - Label Locations

Vehicle Emission Control Information Label



Monroney Label



Vehicle Emission Control Information: 2027 Model Year

{VIN6DIGIT} VEHICLE EMISSION CONTROL INFORMATION

**THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO 2027 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: 2027 TESLA MODEL 3
MOTOR: 3 PHASE AC
TEST GROUP: VTSLV00.0L23
EVAPORATIVE FAMILY: VTSLR0000L23**

TESLA, INC.

(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)

Fuel Economy and Environment

Electric Vehicle

Fuel Economy

MPGe

Midsized cars range from 15 to 139 MPGe.
The best vehicle rates 146 MPGe.

You **save**

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

combined city/hwy

city

highway

kW-hr per
100 miles

Driving Range

When fully charged, vehicle can travel about...

Charge Time: 12 hours

miles

Annual fuel cost

Fuel Economy & Greenhouse Gas Rating (tailpipe only)

Smog Rating (tailpipe only)

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 fuelconomy.gov.

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 29 MPG and costs \$ 8,000 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at 0.18 per kW-hr. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fuelconomy.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 Premium AWD
Vehicle Classification	Passenger Car
Vehicle Type	Battery Electric Vehicle
Test Group	VTSLV00.0L23
Engine Code	L23
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	3D324-758491
Gross Vehicle Weight (lbs)	4954
33% Curb Mass (lbs)	4030
Loaded Vehicle Weight (lbs)	4330
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/45R18
Target Road Load A lbf	30.98
B lbf/mph	0.1596
C lbf/mph ²	0.0141
Road Load HP @ 50mph	9.90
Subconfiguration #	1
Gross Vehicle Weight (lbs)	4954
33% Curb Mass (lbs)	4030
Loaded Vehicle Weight (lbs)	4330
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/40R19
Target Road Load A lbf	35.54
B lbf/mph	0.2449
C lbf/mph ²	0.0144
Road Load HP @ 50mph	11.17

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 Model Name Vehicle Classification Vehicle Type Test Group Engine Code Transmission Type / Code Final Drive ratio Emission Control Exhaust Evap	Tesla Model 3 Performance Passenger Car Battery Electric Vehicle VTSLV00.0L23 L23 AV/1 1 N/A (BEV) N/A (BEV) N/A (BEV)
Vehicle Configuration #	0
Subconfiguration # Vehicle ID tested Gross Vehicle Weight (lbs) 33% Curb Mass (lbs) Loaded Vehicle Weight (lbs) Equivalent Test Weight (lbs) Wheel / Tire Target Road Load A lbf B lbf/mph C lbf/mph ² Road Load HP @ 50mph	0 3D226-064265 4974 4054 4354 4250 F: 235/35R20 R: 275/30R20 36.82 0.13857 0.01545 10.99
Subconfiguration # Gross Vehicle Weight (lbs) 33% Curb Mass (lbs) Loaded Vehicle Weight (lbs) Equivalent Test Weight (lbs) Wheel / Tire Target Road Load A lbf B lbf/mph C lbf/mph ² Road Load HP @ 50mph	1 4974 4054 4354 4250 F: 235/35R20 R: 275/30R20 34.15 0.25181 0.01524 11.31

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 Model Name Vehicle Classification Vehicle Type Test Group Engine Code Transmission Type / Code Final Drive ratio Emission Control Exhaust Evap	Tesla Model 3 Performance AWD Passenger Car Battery Electric Vehicle VTSLV00.0L23 L23 AV/1 1 N/A (BEV) N/A (BEV) N/A (BEV)
Vehicle Configuration #	0
Subconfiguration # Vehicle ID tested Gross Vehicle Weight (lbs) 33% Curb Mass (lbs) Loaded Vehicle Weight (lbs) Equivalent Test Weight (lbs) Wheel / Tire Target Road Load A lbf B lbf/mph C lbf/mph ² Road Load HP @ 50mph	0 3D226-127749 4974 4054 4354 4250 F: 235/35R20 R: 275/30R20 36.82 0.13857 0.01545 10.99
Subconfiguration # Gross Vehicle Weight (lbs) 33% Curb Mass (lbs) Loaded Vehicle Weight (lbs) Equivalent Test Weight (lbs) Wheel / Tire Target Road Load A lbf B lbf/mph C lbf/mph ² Road Load HP @ 50mph	1 4974 4054 4354 4250 F: 235/35R20 R: 275/30R20 34.15 0.25181 0.01524 11.31

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 AWD-I
Vehicle Classification	Passenger Car
Vehicle Type	Battery Electric Vehicle
Test Group	VTSLV00.0L23
Engine Code	L23
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	3D226-R00620
Gross Vehicle Weight (lbs)	4952
33% Curb Mass (lbs)	4030
Loaded Vehicle Weight (lbs)	4330
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/45R18
Target Road Load A lbf	27.07
B lbf/mph	0.2869
C lbf/mph ²	0.0128
Road Load HP @ 50mph	9.78
Subconfiguration #	1
Gross Vehicle Weight (lbs)	4952
33% Curb Mass (lbs)	4030
Loaded Vehicle Weight (lbs)	4330
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/40R19
Target Road Load A lbf	31.97
B lbf/mph	0.2359
C lbf/mph ²	0.0149
Road Load HP @ 50mph	10.79

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.

Certification Summary Information Report

Manufacturer	Tesla, Inc.	Manufacturer Code	TSL
Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
Certificate Number	--	CARB Executive Order #	--
Certificate Issue Date	--	Certificate Revision Date	--
Certificate Effective Date	--	Conditional Certificate	--
CSI Revision #	--	CSI Submission/Revision Date	08/11/2026 04:28:24 PM
Model Year	2027		

Test Group Information

CSI Type	New	Running Change Reference Number	0
GHG Exempt Status	Not Exempt		

Drive Sources and Fuel(s)

Drive Source #1: Electric Motor

Fuel	Basic Fuel Metering System	Lean Burn Strategy Indicator
Electricity	--	--

Hybrid Indicator	No		
Multiple Fuel Storage	--	Rechargeable Energy Storage System Indicator	Yes
Multiple Fuel Combustion	--	Off-board Charge Capable Indicator	Yes
Fuel Cell Indicator	No	EPA Vehicle Class	LDV
Federal Clean Fuel Vehicle	Yes	Federal Clean Fuel Vehicle Standard	ZEV
Federal Clean Fuel Vehicle ILEV	Yes	California Partial Zero Emissions Vehicle Indicator	--
Durability Group Name	VTSLEEVNNL23	Durability Group Equivalency Factor	1
Reduced Fee Test Group	No	Certification Region Code(s)	FA, CA
Complies with HD GHG 2b/3 regulations?	No		
Introduction into Commerce Date	--	CAP2000 Conditional Certificate?	N/A
Independent Commercial Importer?	--	Alternative Fuel Converter Certificate?	--
SFTP Federal Composite Compliance Identifier	Tier 3	SFTP Tier 2 Composite CO Option	--
SFTP LEV-III Composite Compliance Indicator	Yes		
OBD Compliance Type	CARB	OBD Demonstration Vehicle Test Group	VTSLV00.0L23
Test Group OBD Compliance Level	Full - no deficiencies	Number of Test Group OBD Deficiencies	0
OBD Deficiencies Comments	Battery Electric Vehicle - No OBD requirements		
Mfr Test Group Comments	MY2027 certification includes 4 carlines (Model 3 Premium AWD, Model 3 Performance, Model 3 Performance AWD, Model 3 Premium AWD-I)		
Mfr Exhaust / Evap Standards Comments	--		

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
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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	93 - Model 3 Premium AWD	California + CAA Section 177 states	All Wheel Drive	Automatic	1	No
Tesla, Inc.	1 - Tesla Motors	94 - Model 3 Premium AWD-I	California + CAA Section 177 states	All Wheel Drive	Automatic	1	No
Tesla, Inc.	1 - Tesla Motors	96 - Model 3 Performance AWD	Federal	All Wheel Drive	Automatic	1	No
Tesla, Inc.	1 - Tesla Motors	95 - Model 3 Performance	California + CAA Section 177 states	All Wheel Drive	Automatic	1	No
Tesla, Inc.	1 - Tesla Motors	93 - Model 3 Premium AWD	Federal	All Wheel Drive	Automatic	1	No
Tesla, Inc.	1 - Tesla Motors	94 - Model 3 Premium AWD-I	Federal	All Wheel Drive	Automatic	1	No
Tesla, Inc.	1 - Tesla Motors	95 - Model 3 Performance	Federal	All Wheel Drive	Automatic	1	No
Tesla, Inc.	1 - Tesla Motors	96 - Model 3 Performance AWD	California + CAA Section 177 states	All Wheel Drive	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		--	--	--	--	--	--	--	--	--	--

SFTP LEV-III Official Test Numbers

Test Group Fuel	FTP	US06	SC03
Electricity	--	--	--

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
Official Charge Depleting Test Numbers			
Test Group Fuel	UDDS	Highway	
Electricity	RTSL10086298	RTSL10086299	
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	Both	Driver Controlled Regenerative Braking	No
Mfr Regenerative Braking Description	--		
Drive Motor(s)/Generator(s)	2		
Motor/Generator Type 1	AC Induction	Rated Motor/Generator Power	88
Motor/Generator Type 2	AC 3 PHASE PERMANENT MAGNET	Rated Motor/Generator Power	208
Mfr Fuel Cell Description	--		
Fuel Cell On-Board H2 Storage Capacity (kg)	--	Usable H2 Fill Capacity (kg)	--
Mfr Hybrid Electric/ Electric Vehicle Comments	MY2027 certification includes 4 carlines (Model 3 Premium AWD, Model 3 Performance, Model 3 Performance AWD, Model 3 Premium AWD-I) Carline 93 Listed in CSI Carline 94 Battery Energy Capacity (Ah): 240 Total Voltage of Pack (V): 354 Battery Specific Energy (Whr/kg): 182 Front Rated Motor Power (kW): 76 Rear Rated Motor Power (kW): 204 Carline 95 Battery Energy Capacity (Ah): 246 Total Voltage of Pack (V): 346 Battery Specific Energy (Whr/kg): 184 Carline 95 & 96 Front Rated Motor Power (kW): 98 Rear Rated Motor Power (kW): 282		

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--																						
Emission Data Vehicle Information																									
Vehicle ID / Configuration	3D224-758491 / 0	Manufacturer Vehicle Configuration Number	0																						
Original Test Group Name	RTSLV00.0L23	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 AWD-E																						
Leak Family Details																									
Leak Family Identifier	--	Leak Family Name	--																						
Drive Sources and Fuel System Details																									
<table><tr><td>Drive Source and Fuel#</td><td>Drive Source</td><td>Fuel</td></tr><tr><td>1</td><td>Electric Motor</td><td>Electricity</td></tr></table>				Drive Source and Fuel#	Drive Source	Fuel	1	Electric Motor	Electricity																
Drive Source and Fuel#	Drive Source	Fuel																							
1	Electric Motor	Electricity																							
Hybrid Indicator	No																								
Multiple Fuel Storage	--	Multiple Fuel Combustion	--																						
Fuel Cell Indicator	No	Rechargeable Energy Storage System Indicator	Yes																						
Rechargeable Energy Storage System	Battery(s)	Rechargeable Energy Storage System, if 'Other'	--																						
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	L23	Rated Horsepower	397																						
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	All Wheel Drive																						
Shift Indicator Light Usage	Not equipped	Aged Emission Components	4,000 (mi)																						
Curb Weight (lbs)	4030	Equivalent Test Weight (pounds)	4250																						
GVWR (lbs)	4954	N/V Ratio	115																						
Axle Ratio	1																								
Transmission Type	Automatic	# of Transmission Gears	1																						
Transmission Lockup	No	Creeper Gear	No																						
Dynamometer Coefficients:																									
<table><tr><td colspan="3">Target Coefficients</td><td colspan="3">Set Coefficients</td><td rowspan="2">EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients</td></tr><tr><td>Coefficient Category</td><td>A (lbf)</td><td>B (lbf/mph)</td><td>C (lbf/mph**2)</td><td>A (lbf)</td><td>B (lbf/mph)</td><td>C (lbf/mph**2)</td></tr><tr><td>City/Highway/Evap</td><td>30.98</td><td>0.1596</td><td>0.0141</td><td>-3.45</td><td>0.0734</td><td>0.0131</td><td>9.9</td></tr></table>				Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients	Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	City/Highway/Evap	30.98	0.1596	0.0141	-3.45	0.0734	0.0131	9.9
Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients																			
Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)		C (lbf/mph**2)																		
City/Highway/Evap	30.98	0.1596	0.0141	-3.45	0.0734	0.0131	9.9																		
Emission Control Device Comments	No Emissions Control Device - Pure Electric																								

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
Manufacturer Test Vehicle Comments	This is MY2024 Model 3 Long Range AWD-E; Front Motor Power - 88 kW; Rear Motor Power - 208 kW;		

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
Test #	RTSL10086298	Test Procedure	81 - Charge Depleting UDDS
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	05/09/2024	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	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)	90.946
Charge Depleting Range (Calculated miles)	514	Charge Depleting Range (Actual miles)	514
Charge Depleting Range Highway (Calculated miles)	--	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	514
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		5.5051	
Drive Trace Energy Economy Rating		4.4151	
Drive Trace Inertia Work Ratio Rating		8.2847	
Integrated DC KW-HRS		0	
Manufacturer Fuel Economy		190.53	
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		80.099	
System Start State of Charge Watt-hours		0	

Certification Summary Information Report

Test Group		VTSLV00.0L23			Evaporative/Refueling Family				--			
Manufacturer Test Comments		Internal Test results for MY2024 Model 3 Long Range AWD-E. Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC 80099 wh (system gave error limited to 4 digits). MCT dc wh/mi is attached with EPA application. DC energy consumption UDDS1 = 175.35 Wh/mi; UDDS2 = 159.56 Wh/mi; UDDS3 = 153.51 Wh/mi; UDDS4 = 153.37 Wh/mi; UDDS weighted = 155.8 Wh/mi; UDDS1 DC discharge energy = 1305 Wh; MCT UBE energy = 80099 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	VTSLV00.0L23	Evaporative/Refueling Family	--
Test #	RTSL10086299	Test Procedure	84 - Charge Depleting Highway
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	05/09/2024	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	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)	90.946
Charge Depleting Range (Calculated miles)	469	Charge Depleting Range (Actual miles)	469
Charge Depleting Range Highway (Calculated miles)	--	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	469
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		16.6623	
Drive Trace Energy Economy Rating		3.3466	
Drive Trace Inertia Work Ratio Rating		21.0054	
Integrated DC KW-HRS		0	
Manufacturer Fuel Economy		173.67	
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		80.099	
System Start State of Charge Watt-hours		0	

Certification Summary Information Report

Test Group		VTSLV00.0L23			Evaporative/Refueling Family			--				
Manufacturer Test Comments				Internal Test results for MY2024 Model 3 Long Range AWD-E. Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC - 80099 wh (System error limited to 4 digits). MCT dc wh/mi is attached with application. DC energy consumption HWFE1 = 173.96 Wh/mi; HWFE2 = 167.91 Wh/mi; HWFE average = 170.93 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	--	--

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Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
Test #	TTSL10092345	Test Procedure	77 - Multi-Cycle Test (MCT)
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	09/19/2025	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	2428	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)	91.051
Charge Depleting Range (Calculated miles)	463.396	Charge Depleting Range (Actual miles)	463.396
Charge Depleting Range Highway (Calculated miles)	413.843	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	463.396
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)		7.465	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		1.4901	
Drive Trace Energy Economy Rating		1.0394	
Drive Trace Inertia Work Ratio Rating		2.242	
Integrated DC KW-HRS		1.473	
Manufacturer Fuel Economy		19.732	
Charge Depleting Bag/Phase #2			

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	10.259
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	2.6226
		Drive Trace Energy Economy Rating	0.3191
		Drive Trace Inertia Work Ratio Rating	3.4171
		Integrated DC KW-HRS	2.0075
		Manufacturer Fuel Economy	19.569
Charge Depleting Bag/Phase #3			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	7.465
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	1.5653
		Drive Trace Energy Economy Rating	0.9521
		Drive Trace Inertia Work Ratio Rating	2.65
		Integrated DC KW-HRS	1.3157
		Manufacturer Fuel Economy	17.624
Charge Depleting Bag/Phase #4			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	270.65
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	5.5521
		Drive Trace Energy Economy Rating	0.8996
		Drive Trace Inertia Work Ratio Rating	11.1906
		Integrated DC KW-HRS	66.141
		Manufacturer Fuel Economy	24.438
Charge Depleting Bag/Phase #5			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	7.454
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	1.7208
		Drive Trace Energy Economy Rating	0.7513
		Drive Trace Inertia Work Ratio Rating	2.7039
		Integrated DC KW-HRS	1.258
		Manufacturer Fuel Economy	16.877
Charge Depleting Bag/Phase #6			

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--																
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>10.249</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>5.067</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>1.4931</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>5.9817</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.9489</td></tr><tr><td>Manufacturer Fuel Economy</td><td>19.015</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.249	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	5.067	Drive Trace Energy Economy Rating	1.4931	Drive Trace Inertia Work Ratio Rating	5.9817	Integrated DC KW-HRS	1.9489	Manufacturer Fuel Economy	19.015
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	10.249																		
Carbon-Related Exhaust Emissions	0																		
Drive Trace Absolute Speed Change Rating	5.067																		
Drive Trace Energy Economy Rating	1.4931																		
Drive Trace Inertia Work Ratio Rating	5.9817																		
Integrated DC KW-HRS	1.9489																		
Manufacturer Fuel Economy	19.015																		
Charge Depleting Bag/Phase #7																			
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>7.456</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>1.7517</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>1.407</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>2.6807</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.2707</td></tr><tr><td>Manufacturer Fuel Economy</td><td>17.044</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.456	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.7517	Drive Trace Energy Economy Rating	1.407	Drive Trace Inertia Work Ratio Rating	2.6807	Integrated DC KW-HRS	1.2707	Manufacturer Fuel Economy	17.044
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Charge Depleting Bag/Phase #8																			
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>18.09</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>2.0711</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.2488</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>4.1692</td></tr><tr><td>Integrated DC KW-HRS</td><td>4.4235</td></tr><tr><td>Manufacturer Fuel Economy</td><td>24.453</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	18.09	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	2.0711	Drive Trace Energy Economy Rating	-0.2488	Drive Trace Inertia Work Ratio Rating	4.1692	Integrated DC KW-HRS	4.4235	Manufacturer Fuel Economy	24.453
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	18.09																		
Carbon-Related Exhaust Emissions	0																		
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Integrated DC KW-HRS	4.4235																		
Manufacturer Fuel Economy	24.453																		
Manufacturer Test Comments																			
--																			

Certification Summary Information Report

Test Group		VTSLV00.0L23			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	--	--

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Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
Test #	TTSL10092893	Test Procedure	77 - Multi-Cycle Test (MCT)
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	12/18/2025	Fuel	Electricity
Fuel Batch ID	--	Fuel Calibration Number	--
Vehicle Class	LDV/Passenger Car	DF Type	EPA Assigned
Verify Test Lab ID	National Vehicle and Fuel Emissions Laboratory		
E10 Evaporative Test Measurement Method	--		
Test Start Odometer Reading	2541	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	249	Recharge Event Energy (kiloWatt-hours)	95.3102
Charge Depleting Range (Calculated miles)	471.305	Charge Depleting Range (Actual miles)	471.305
Charge Depleting Range Highway (Calculated miles)	426.815	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	471.305
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)		7.409	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		-0.31	
Drive Trace Energy Economy Rating		-0.225	
Drive Trace Inertia Work Ratio Rating		-0.302	
Integrated DC KW-HRS		1.42124	
Manufacturer Fuel Economy		19.184	
Charge Depleting Bag/Phase #2			

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	10.244
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	2.23
		Drive Trace Energy Economy Rating	-0.263
		Drive Trace Inertia Work Ratio Rating	2.828
		Integrated DC KW-HRS	2.0205
		Manufacturer Fuel Economy	19.724
Charge Depleting Bag/Phase #3			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	7.427
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	1.04
		Drive Trace Energy Economy Rating	0.826
		Drive Trace Inertia Work Ratio Rating	1.598
		Integrated DC KW-HRS	1.339
		Manufacturer Fuel Economy	18.028
Charge Depleting Bag/Phase #4			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	258.129
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	0
		Drive Trace Energy Economy Rating	0
		Drive Trace Inertia Work Ratio Rating	0
		Integrated DC KW-HRS	63.31193
		Manufacturer Fuel Economy	24.527
Charge Depleting Bag/Phase #5			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	7.403
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	0.33
		Drive Trace Energy Economy Rating	0.663
		Drive Trace Inertia Work Ratio Rating	0.819
		Integrated DC KW-HRS	1.29887
		Manufacturer Fuel Economy	17.545
Charge Depleting Bag/Phase #6			

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--																
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>10.257</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>2.81</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.023</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>3.649</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.98305</td></tr><tr><td>Manufacturer Fuel Economy</td><td>19.334</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.257	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	2.81	Drive Trace Energy Economy Rating	-0.023	Drive Trace Inertia Work Ratio Rating	3.649	Integrated DC KW-HRS	1.98305	Manufacturer Fuel Economy	19.334
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	10.257																		
Carbon-Related Exhaust Emissions	0																		
Drive Trace Absolute Speed Change Rating	2.81																		
Drive Trace Energy Economy Rating	-0.023																		
Drive Trace Inertia Work Ratio Rating	3.649																		
Integrated DC KW-HRS	1.98305																		
Manufacturer Fuel Economy	19.334																		
Charge Depleting Bag/Phase #7																			
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>7.432</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>0.57</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.467</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>1.124</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.29343</td></tr><tr><td>Manufacturer Fuel Economy</td><td>17.405</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.432	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	0.57	Drive Trace Energy Economy Rating	0.467	Drive Trace Inertia Work Ratio Rating	1.124	Integrated DC KW-HRS	1.29343	Manufacturer Fuel Economy	17.405
Test Result/Emission Name	Unrounded Test Result																		
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Drive Trace Energy Economy Rating	0.467																		
Drive Trace Inertia Work Ratio Rating	1.124																		
Integrated DC KW-HRS	1.29343																		
Manufacturer Fuel Economy	17.405																		
Charge Depleting Bag/Phase #8																			
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>44.678</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>0</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>0</td></tr><tr><td>Integrated DC KW-HRS</td><td>10.68367</td></tr><tr><td>Manufacturer Fuel Economy</td><td>23.913</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	44.678	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	0	Drive Trace Energy Economy Rating	0	Drive Trace Inertia Work Ratio Rating	0	Integrated DC KW-HRS	10.68367	Manufacturer Fuel Economy	23.913
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	44.678																		
Carbon-Related Exhaust Emissions	0																		
Drive Trace Absolute Speed Change Rating	0																		
Drive Trace Energy Economy Rating	0																		
Drive Trace Inertia Work Ratio Rating	0																		
Integrated DC KW-HRS	10.68367																		
Manufacturer Fuel Economy	23.913																		
Manufacturer Test Comments																			
NVFEL Laboratory Test Data - Vehicle Emission Test Results Test Record #: D006_202512180659_00295 DT-ASCR, DT-EER, DT-IWRR: No data for CSC Phase 4 & 8.																			

Certification Summary Information Report

Test Group		VTSLV00.0L23			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	VTSLV00.0L23	Evaporative/Refueling Family	--																						
Emission Data Vehicle Information																									
Vehicle ID / Configuration	3D226-R00620 / 0	Manufacturer Vehicle Configuration Number	0																						
Original Test Group Name	TTSVLV00.0L23	Original Evaporative/Refueling Family	--																						
Original Test Vehicle Model Year	2026																								
Vehicle Model																									
Represented Test Vehicle Make	Tesla	Represented Test Vehicle Model	Model 3 Premium AWD-I																						
Leak Family Details																									
Leak Family Identifier	--	Leak Family Name	--																						
Drive Sources and Fuel System Details																									
<table><tr><td>Drive Source and Fuel#</td><td>Drive Source</td><td>Fuel</td></tr><tr><td>1</td><td>Electric Motor</td><td>Electricity</td></tr></table>				Drive Source and Fuel#	Drive Source	Fuel	1	Electric Motor	Electricity																
Drive Source and Fuel#	Drive Source	Fuel																							
1	Electric Motor	Electricity																							
Hybrid Indicator	No																								
Multiple Fuel Storage	--	Multiple Fuel Combustion	--																						
Fuel Cell Indicator	No	Rechargeable Energy Storage System Indicator	Yes																						
Rechargeable Energy Storage System	Battery(s)	Rechargeable Energy Storage System, if 'Other'	--																						
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	L23	Rated Horsepower	375																						
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	All Wheel Drive																						
Shift Indicator Light Usage	Not equipped	Aged Emission Components	4,000 (mi)																						
Curb Weight (lbs)	4030	Equivalent Test Weight (pounds)	4250																						
GVWR (lbs)	4952	N/V Ratio	115																						
Axle Ratio	1																								
Transmission Type	Automatic	# of Transmission Gears	1																						
Transmission Lockup	No	Creeper Gear	No																						
Dynamometer Coefficients:																									
<table><tr><td colspan="3">Target Coefficients</td><td colspan="3">Set Coefficients</td><td rowspan="2">EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients</td></tr><tr><td>Coefficient Category</td><td>A (lbf)</td><td>B (lbf/mph)</td><td>C (lbf/mph**2)</td><td>A (lbf)</td><td>B (lbf/mph)</td><td>C (lbf/mph**2)</td></tr><tr><td>City/Highway/Evap</td><td>27.07</td><td>0.2869</td><td>0.01279</td><td>-2.22</td><td>0.1042</td><td>0.01241</td><td>9.8</td></tr></table>				Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients	Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	City/Highway/Evap	27.07	0.2869	0.01279	-2.22	0.1042	0.01241	9.8
Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients																			
Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)		C (lbf/mph**2)																		
City/Highway/Evap	27.07	0.2869	0.01279	-2.22	0.1042	0.01241	9.8																		
Emission Control Device Comments	No Emissions Control Device - Pure Electric																								

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Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--
Test #	TTSL10093981	Test Procedure	77 - Multi-Cycle Test (MCT)
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	04/20/2026	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	2638	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)	93.9215
Charge Depleting Range (Calculated miles)	531.18	Charge Depleting Range (Actual miles)	531.18
Charge Depleting Range Highway (Calculated miles)	482.542	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	531.18
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)		7.442	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		-0.7385	
Drive Trace Energy Economy Rating		-1.5138	
Drive Trace Inertia Work Ratio Rating		-1.4193	
Integrated DC KW-HRS		1.2517	
Manufacturer Fuel Economy		16.818	
Charge Depleting Bag/Phase #2			

Charge Depleting Bag/Phase #3

Charge Depleting Bag/Phase #4

Charge Depleting Bag/Phase #5

Charge Depleting Bag/Phase #6

Certification Summary Information Report

Test Group	VTSLV00.0L23	Evaporative/Refueling Family	--																
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>10.269</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>3.1549</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.1093</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>4.5512</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.7375</td></tr><tr><td>Manufacturer Fuel Economy</td><td>16.92</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.269	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	3.1549	Drive Trace Energy Economy Rating	0.1093	Drive Trace Inertia Work Ratio Rating	4.5512	Integrated DC KW-HRS	1.7375	Manufacturer Fuel Economy	16.92
Test Result/Emission Name	Unrounded Test Result																		
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Drive Trace Inertia Work Ratio Rating	4.5512																		
Integrated DC KW-HRS	1.7375																		
Manufacturer Fuel Economy	16.92																		
Charge Depleting Bag/Phase #7																			
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>7.442</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>-0.7387</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.9432</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>-0.7446</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.1637</td></tr><tr><td>Manufacturer Fuel Economy</td><td>15.636</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.442	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	-0.7387	Drive Trace Energy Economy Rating	-0.9432	Drive Trace Inertia Work Ratio Rating	-0.7446	Integrated DC KW-HRS	1.1637	Manufacturer Fuel Economy	15.636
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Manufacturer Fuel Economy	15.636																		
Charge Depleting Bag/Phase #8																			
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>17.024</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>1.0423</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-1.4648</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>2.0881</td></tr><tr><td>Integrated DC KW-HRS</td><td>3.6212</td></tr><tr><td>Manufacturer Fuel Economy</td><td>21.271</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	17.024	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.0423	Drive Trace Energy Economy Rating	-1.4648	Drive Trace Inertia Work Ratio Rating	2.0881	Integrated DC KW-HRS	3.6212	Manufacturer Fuel Economy	21.271
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Drive Trace Energy Economy Rating	-1.4648																		
Drive Trace Inertia Work Ratio Rating	2.0881																		
Integrated DC KW-HRS	3.6212																		
Manufacturer Fuel Economy	21.271																		
Manufacturer Test Comments																			
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Certification Summary Information Report

Test Group		VTSLV00.0L23			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		VTSLV00.0L23			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 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			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

Certification Summary Information Report

Test Group		VTSLV00.0L23			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			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		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		VTSLV00.0L23			Evaporative/Refueling Family			--	
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			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		VTSLV00.0L23	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		VTSLV00.0L23	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		VTSLV00.0L23	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		VTSLV00.0L23	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	