

FCA US LLC

A Subsidiary of Stellantis

2026 MY APPLICATION FOR CERTIFICATION

COMMON PART 1 - INITIAL
COMMON PART 2 - INITIAL

Common Part 1

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Correspondence and Communication

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Common Part 1 Section 1

Durability Group Description

Durability Group Name	TCRXHHEGNF01	TCRXHHEGNF02	TCRXGPGNNF01	TCRXHHEGNF03	TCRXGPGNNF04	TCRXGPGNNF05	TCRXHHGNNF04
Combustion Cycle	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke
Engine Type	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston
Fuel(s) used	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline
Basic Fuel Metering System	Direct Injection	Direct Injection	Direct Injection	Direct Injection	Direct/Port Injection	Direct Injection	Direct Injection
Catalyst Construction	Monolith	Monolith	Monolith	Monolith	Monolith	Monolith	Monolith
Precious metal in catalyst	Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pd, Rh (three-way)	Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pd, Rh (three-way)	Pt, Pd, Rh (three-way)
Range of catalyst grouping							
Statistics High	4.6	4.3	2.8	2.8	3.4	2.8	11.1
Lower Limit	3.5	3.3	2.1	2.1	2.6	2.1	8.4

Durability Group Name	TCRXGPGNNF02	TCRXGPGNNF41	TCRXGPGNNF11	TCRXGPGNNF14	TCRXGPGNNF15	TCRXGPGNNF12	TCRXGPGNNF13
Combustion Cycle	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke
Engine Type	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston
Fuel(s) used	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline
Basic Fuel Metering System	Direct Injection	Direct Injection	Direct Injection	Direct Injection	Direct Injection	Port Injection	Port Injection
Catalyst Construction	Monolith	Monolith	Monolith	Monolith	Monolith	Monolith	Monolith
Precious metal in catalyst	Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)
Range of catalyst grouping							
Statistics High	3.7	4	3.6	5.6	2.1	3	2.7
Lower Limit	2.8	3	2.7	4.2	1.6	2.3	2.1

COMMON PART 1 SECTION 2

Durability Group Description

Durability Group Name	TCRXHHGNNF05	TCRXHHEGNF06	TCRXHHEGNF05	TCRXGPGNNF16	TCRXEEENNF01	TCRXEEENNF07	TCRXEEENNF15
Combustion Cycle	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	N/A (EV)	N/A (EV)	N/A (EV)
Engine Type	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Electric Motor	Electric Motor	Electric Motor
Fuel(s) used	Gasoline	Gasoline	Gasoline	Gasoline	Electricity	Electricity	Electricity
Basic Fuel Metering System	Port injection	Port injection	Port injection	Port injection	N/A (EV)	N/A (EV)	N/A (EV)
Catalyst Construction	Monolith	Monolith	Monolith	Monolith	N/A (EV)	N/A (EV)	N/A (EV)
Precious metal in catalyst	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pd, Rh (three-way)	Pd, Rh (three-way)	N/A (EV)	N/A (EV)	N/A (EV)
Range of catalyst grouping							
Statistics High	1.5	1.3	3.6	2	-	-	-
Lower Limit	1.2	1	2.7	1.5	-	-	-

Durability Group Name	TCRXEEENNF04	TCRXEEENNF02	TCRXEEENNF09	TCRXEEENNF13	TCRXEEENNF14	TCRXGPGNNF18	TCRXGPGNNF24
Combustion Cycle	N/A (EV)	N/A (EV)	N/A (EV)	N/A (EV)	N/A (EV)	Otto Cycle – four stroke	Otto Cycle – four stroke
Engine Type	Electric Motor	Electric Motor	Electric Motor	Electric Motor	Electric Motor	Water cooled – piston	Water cooled – piston
Fuel(s) used	Electricity	Electricity	Electricity	Electricity	Electricity	Gasoline	Gasoline
Basic Fuel Metering System	N/A (EV)	N/A (EV)	N/A (EV)	N/A (EV)	N/A (EV)	Port injection	Port injection
Catalyst Construction	N/A (EV)	N/A (EV)	N/A (EV)	N/A (EV)	N/A (EV)	Monolith	Monolith
Precious metal in catalyst	N/A (EV)	N/A (EV)	N/A (EV)	N/A (EV)	N/A (EV)	Pd, Rh (three-way)	Pt, Pd, Rh (three-way)
Range of catalyst grouping							
Statistics High	-	-	-	-	-	2	2.6
Lower Limit	-	-	-	-	-	1.5	2

COMMON PART 1 SECTION 2

Durability Group Description

Durability Group Name	TCRXGPGNNF25	TCRXHHEGNF07	TCRXGPGNNF36	TCRXGPGNNF37	TCRXGPGNNF38	TCRXGPGNNF39	
Combustion Cycle	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	Otto Cycle – four stroke	
Engine Type	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	Water cooled – piston	
Fuel(s) used	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	Gasoline	
Basic Fuel Metering System	Port injection	Port injection	Port injection	Port injection	Port injection	Port injection	
Catalyst Construction	Monolith	Monolith	Monolith	Monolith	Monolith	Monolith	
Precious metal in catalyst	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	Pt, Pd, Rh (three-way)	
Range of catalyst grouping							
Statistics High	2.6	5	1.4	1.4	1.4	1.4	
Lower Limit	2	3.8	1.1	1.1	1.1	1.1	

COMMON PART 1 SECTION 2

Evaporative/Refueling Family Description Summary

User Input Fields		FEL		N/A = Not Available (Check Stds Sheet)															
2026 STANDARDS, DURABILITY RESULTS and DF'S																			
EVAP FAMILY	STANDARDS					DV					Pass Values								
	Std	2Dstd	3Dstd	RLstd	ORVRstc	2Ddv	3Ddv	RLdv	ORVR 150Kdv	ORVR 120Kdv	2D	3D	RL	ORVR 150	ORVR 120				
TCRXF0180TR0	T3 / L4	0.550	0.550	0.01	N/A	0.0057	0.0090	0.000	0.000	0.000	0.5448	0.5415	0.014						
TCRXF0180TR2	T3 / L4	0.600	0.600	0.01	N/A	0.0057	0.0090	0.000	0.000	0.000	0.5948	0.5915	0.014						
TCRXF0180TR3	T3 / L4	0.600	0.600	0.01	N/A	0.0057	0.0090	0.000	0.000	0.000	0.5948	0.5915	0.014						
TCRXF0213TR0	T3 / L4	0.600	0.600	0.01	N/A	0.0057	0.0090	0.000	0.000	0.000	0.5948	0.5915	0.014						
TCRXF0391TR0	T3 / L4	0.600	0.600	0.01	N/A	0.0057	0.0090	0.000	0.000	0.000	0.5948	0.5915	0.014						
TCR XR0082FEH	T3 / L4	0.300	0.300	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.2948	0.2915	0.014	0.205	0.206				
TCR XR0108PR0	T3 / L4	0.300	0.300	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.2948	0.2915	0.014	0.205	0.206				
TCR XR0110PR3	T3 / L4	0.400	0.400	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.3948	0.3915	0.014	0.205	0.206				
TCR XR0112PR1	T3 / L4	0.400	0.400	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.3948	0.3915	0.014	0.205	0.206				
TCR XR0115PR4	T3 / L4	0.400	0.400	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.3948	0.3915	0.014	0.205	0.206				
TCR XR0125FEH	T3 / L4	0.450	0.450	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.4448	0.4415	0.014	0.205	0.206				
TCR XR0136PR0	T3 / L4	0.375	0.375	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.3697	0.3664	0.014	0.205	0.206				
TCR XR0140RR0	T3 / L4	0.450	0.450	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.4448	0.4415	0.014	0.205	0.206				
TCR XR0155FEH	T3 / L4	0.375	0.375	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.3697	0.3664	0.014	0.205	0.206				
TCR XR0166PR0	T3 / L4	0.375	0.375	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.3697	0.3664	0.014	0.205	0.206				
TCR XR0166RR1	T3 / L4	0.375	0.375	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.3697	0.3664	0.014	0.205	0.206				
TCR XR0172PR0	T3 / L4	0.375	0.375	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.3697	0.3664	0.014	0.205	0.206				
TCR XR0180FEH	T3 / L4	0.500	0.500	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.4948	0.4915	0.014	0.203	0.206				
TCR XR0180TR1	T3 / L4	0.550	0.550	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.5448	0.5415	0.014	0.205	0.206				
TCR XR0183RR0	T3 / L4	0.500	0.500	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.4948	0.4915	0.014	0.205	0.206				
TCR XR0204RR0	T3 / L4	0.500	0.500	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.4948	0.4915	0.014	0.205	0.206				
TCR XR0204RR4	T3 / L4	0.500	0.500	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.4948	0.4915	0.014	0.205	0.206				
TCR XR0213TR1	T3 / L4	0.600	0.600	0.01	0.20	0.0057	0.009	0	0	0	0.5948	0.5915	0.014	0.205	0.206				
TCR XR0225RR0	T3 / L4	0.500	0.500	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.4948	0.4915	0.014	0.205	0.206				
TCR XR0230RR0	T3 / L4	0.550	0.550	0.01	0.20	0.0057	0.0090	0.000	0.000	0.000	0.5448	0.5415	0.014	0.205	0.206				
TCR XR0391TR1	T3 / L4	0.600	0.600	0.01	0.20	0.0057	0.009	0	0	0	0.5948	0.5915	0.014	0.205	0.206				
TCR XR0108FEJ	T3 / L4	0.400	0.400	0.01	0.20	-	-	-	-	-	-	-	-	-	-				
TCR XR0151PR0	T3 / L4	0.300	0.300	0.01	0.20	-	-	-	-	-	-	-	-	-	-				
TCR XR0155FEJ	T3 / L4	0.500	0.500	0.01	0.20	-	-	-	-	-	-	-	-	-	-				
TCR XR0202FEM	T3 / L4	0.600	0.600	0.01	0.20	-	-	-	-	-	-	-	-	-	-				
TCR XR0202FEN	T3 / L4	0.500	0.500	0.01	0.20	-	-	-	-	-	-	-	-	-	-				

Evaporative/Refueling Family Description Summary

EVAP FAMILY	EVAP DURA SOURCE	TYPE	MODELS	Test Group NCRX...	2D DATA SOURCE	3D DATA SOURCE	RL DATA SOURCE	ORVR DATA SOURCE	DURA DATA SOURCE
TCRXF0180TR0	68726873 T3/L3	C/O	VF - box off	D03.65V1	L0VF12863 (E10)	L0VF12863 (E10)	L0VF12863 (E10)		L3T3_6872_6873
TCRXF0180TR2	68726873 T3/L3	C/O	VF - box off	D03.65V1	L5DD33676	L5DD33676	L5DD33676		L3T3_6872_6873
TCRXF0180TR3		Test	DD 74gal	D06.45W5	L5DD33681	L5DD33681	L5DD33681		L3T3_6872_6873
TCRXF0213TR0					L5DJ25253	L5DJ25253	L5DJ25253	L5DJ25253	L3T3_6872_6873
TCRXF0391TR0		Test	D2, DJ - box off	D06.45W5	L5DJ25253	L5DJ25253	L5DJ25253		L3T3_6872_6873
TCRXR0082FEH	68726873 T3/L3	C/O	GG GC	V01.35PH	L2ALF8457 (E10)	L2ALF8457 (E10)	L7RUE4638	L2ALF8457 (E10)	L3T3_6872_6873
TCRXR0108PR0	68726873 T3/L3	C/O	GA	J02.05P2	L7GUF8294 (E10)	L7GUF8294 (E10)	L7GUF8294 (E10)	L7GUF8294 (E10)	L3T3_6872_6873
TCRXR0110PR3	68726873 T3/L3	C/O	MP	T02.05P1	L3MPJ2067 (E10)	L3MPJ2067 (E10)	L3MPJ2067 (E10)	L3MPJ2067 (E10)	L3T3_6872_6873
TCRXR0112PR1	68726873 T3/L3	C/O	GU	J02.05P2	L7GUF8294 (E10)	L7GUF8294 (E10)	L7GUF8294 (E10)	L7GUF8294 (E10)	L3T3_6872_6873
TCRXR0115PR4	68726873 T3/L3	C/O	GG GC	T02.05P1	L3MPJ2067 (E10)	L3MPJ2067 (E10)	L3MPJ2067 (E10)	L3MPJ2067 (E10)	L3T3_6872_6873
TCRXR0125FEH	68726873 T3/L3	C/O	RU PHEV	T03.65P6	L7RUE4638	L7RUE4638	L7RUE4638	L7RUE4638	L3T3_6872_6873
TCRXR0136PR0	68726873 T3/L3	C/O	JL swb	T02.05P2	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L3T3_6872_6873
TCRXR0140RR0	68726873 T3/L3	C/O	RU	T03.6FP8	L7RUC8881 (E10)	L7RUC8881 (E10)	L7RUC8881 (E10)	L7RUC8881 (E10)	L3T3_6872_6873
TCRXR0155FEH	68726873 T3/L3	C/O	JL PHEV	T02.05PH	L0JLX9460(E10)	L0JLX9460(E10)	L0JLX9460(E10)	L0JLX9460(E10)	L3T3_6872_6873
TCRXR0166PR0	68726873 T3/L3	C/O	JT	T03.65P5	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L3T3_6872_6873
TCRXR0166RR1	68726873 T3/L3	C/O	JT	T03.65P5	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L3T3_6872_6873
TCRXR0172PR0	68726873 T3/L3	C/O	JL lwb	T02.05P2	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L8JLJ2008 (E10)	L3T3_6872_6873
TCRXR0180FEH	68726873 T3/L3	C/O	WL PHEV	T02.05P5	L2WLX8854 (E10)	L2WLX8854 (E10)	L2WLX8854 (E10)	L2WLX8854 (E10)	L3T3_6872_6873
TCRXR0180TR1	68726873 T3/L3	C/O	VF - box on	D03.65V2	L0VF12863 (E10)	L0VF12863 (E10)	L0VF12863 (E10)	L0VF12863 (E10)	L3T3_6872_6873
TCRXR0183RR0	68726873 T3/L3	C/O	DS	T03.65P2	V7DS61975 (E10)	V7DS61975 (E10)	V7DS61975 (E10)	V7DS61975 (E10)	L3T3_6872_6873
TCRXR0204RR0	68726873 T3/L3	C/O	WD, WL	T03.65P5	L0WDE8893 (E10)	L0WDE8893 (E10)	L0WDE8893 (E10)	L0WDE8893 (E10)	L3T3_6872_6873
TCRXR0204RR4	68726873 T3/L3	C/O	WD, WL	T03.65P5	L0WDE8893 (E10)	L0WDE8893 (E10)	L0WDE8893 (E10)	L0WDE8893 (E10)	L3T3_6872_6873
TCRXR0213TR1					L5DJ25253	L5DJ25253	L5DJ25253	L5DJ25253	L3T3_6872_6873
TCRXR0225RR0	68726873 T3/L3	C/O	DS	T03.65P2	V7DS61972 (E10)	V7DS61972 (E10)	V7DS61972 (E10)	V7DS61972 (E10)	L3T3_6872_6873
TCRXR0230RR0	68726873 T3/L3	C/O	WS	T03.05P1	L3WSJ8111 (E10)	L3WSJ8111 (E10)	L3WSJ8111 (E10)	L3WSJ8111 (E10)	L3T3_6872_6873
TCRXR0391TR1					L5DJ25253	L5DJ25253	L5DJ25253	L5DJ25253	L3T3_6872_6873
TCRXR0108FEJ									
TCRXR0151PR0									
TCRXR0155FEJ									
TCRXR0202FEM									
TCRXR0202FEN									

Evaporative/Refueling Family Description Summary

EVAP FAMILY	DATA FLEET RESULTS			
	2Dres	3Dres	RLres	ORVRes
TCRXF0180TR0	0.1326	0.2404	0.000	-
TCRXF0180TR2	0.2183	0.3040	0.000	-
TCRXF0180TR3	0.2639	0.2855	0	-
TCRXF0213TR0	0.2234	0.2831	0	0.033
TCRXF0391TR0	0.2234	0.2831	0.000	-
TCR XR0082FEH	0.1864	0.2369	0.000	0.075
TCR XR0108PR0	0.1384	0.1846	0.000	0.065
TCR XR0110PR3	0.2247	0.2048	0.001	0.023
TCR XR0112PR1	0.1384	0.1846	0.000	0.065
TCR XR0115PR4	0.2247	0.2048	0.001	0.023
TCR XR0125FEH	0.2418	0.1829	0.000	0.053
TCR XR0136PR0	0.2219	0.2922	0.000	0.038
TCR XR0140RR0	0.347	0.3431	0.000	0.045
TCR XR0155FEH	0.1684	0.244	0.000	0.023
TCR XR0166PR0	0.2219	0.2922	0.000	0.038
TCR XR0166RR1	0.2219	0.2922	0.000	0.038
TCR XR0172PR0	0.2219	0.2922	0.000	0.038
TCR XR0180FEH	0.2545	0.3049	0.000	0.002
TCR XR0180TR1	0.1326	0.2404	0.000	0.052
TCR XR0183RR0	0.4065	0.3013	0.000	0.03
TCR XR0204RR0	0.3555	0.3297	0.002	0.023
TCR XR0204RR4	0.3555	0.3297	0.002	0.023
TCR XR0213TR1	0.2234	0.2831	0	0.033
TCR XR0225RR0	0.4176	0.4802	0.000	0.036
TCR XR0230RR0	0.334	0.4813	0.001	0.041
TCR XR0391TR1	0.2234	0.2831	0	0.033
TCR XR0108FEJ	-	-	-	-
TCR XR0151PR0	-	-	-	-
TCR XR0155FEJ	-	-	-	-
TCR XR0202FEM	-	-	-	-
TCR XR0202FEN	-	-	-	-



Section 5 Test Group Description

See Individual Test Group Part 1

Section 6 Test Vehicle Description

See Individual Test Group Part 1

Section 7 Test Results

For Individual Test Group See:

EPA: Reference EV-CIS

CARB: Reference test Log in individual application, also in ECERT

Section 8 Emission Testing Waiver Statements

See Individual Test Group Part 1

Section 9 Common OBD Description

FCA US LLC considers this information proprietary and confidential. The description contains engineering detail that would allow competitors to gain insight into FCA US LLC OBD system. The OBD system descriptions for all Test Groups are located in the Common Section 16 proprietary and confidential information.

Section 10 Description of Alternate - Fueled Vehicles

FCA US LLC will not offer Alternate Fueled Vehicles in 2026MY.

Section 11 AECD Description

FCA US LLC considers this information proprietary and confidential. The description contains engineering detail that would allow Competitors to gain insight into the detail design of FCA US LLC's emission control strategy. The AECD control features for all test groups are submitted to the Common Application folder in EFILE as standalone documents, grouped by engine controllers.

Common Part 1 Sections 5,6,7,8,9,10 &11

MY SHIFT SCHEDULES

Eng Code	Trans	Emis Class	Body Styles	Shift Schedule				CCO (20F) Shift Schedule		
				EPA74*	City (EPA#)	HWY (EPA#)	SC03	US06 (EPA#)	20F EPA74*	20F City
3.6L (ERC)	M6	LDV/LDT	JL/JT		TF8_JL	TH8_JL	SCNDJL	TU08 (0086)		TF08F

* EPA74 shift schedules are identified only when differing from EPA75. For CCO test, EPA74 Hot must begin at operating temperature for proper skip-shift function.

Starting Procedures

Starting Procedures – Vehicles equipped with Keyless Enter-N-Go ignition systems.

Keyless Enter-N-Go

This feature allows the driver to operate the ignition switch with the push of a button, as long as the Remote Start/ Keyless Enter-N-Go key fob is in the passenger

Normal Starting

To Turn On the Engine Using The ENGINE START/STOP Button

- The transmission must be in PARK.
- Press and hold the brake pedal while pushing the ENGINE START/STOP button once.
- The system takes over and attempts to start the vehicle. If the vehicle fails to start, the starter will disengage automatically after 10 seconds.
- If you wish to stop the cranking of the engine prior to the engine starting, push the button again

Integrated Key-Ignition

Normal Starting

- Do not press the accelerator.
- Use the fob with Integrated Key to briefly turn the ignition switch to the START position and release it as soon as the starter engages. The starter motor will continue to run, and it will
- If the engine fails to start, the starter will disengage automatically in 10 seconds. If this occurs, turn the ignition switch to the OFF position, wait 10 to 15 seconds, then repeat the

Jeep Wrangler – Manual Normal Starting

To Turn On The Engine Using The ENGINESTART/STOP Button — Manual Transmission Only

Press and hold the clutch pedal while pushing and holding the ENGINE START/STOP button.

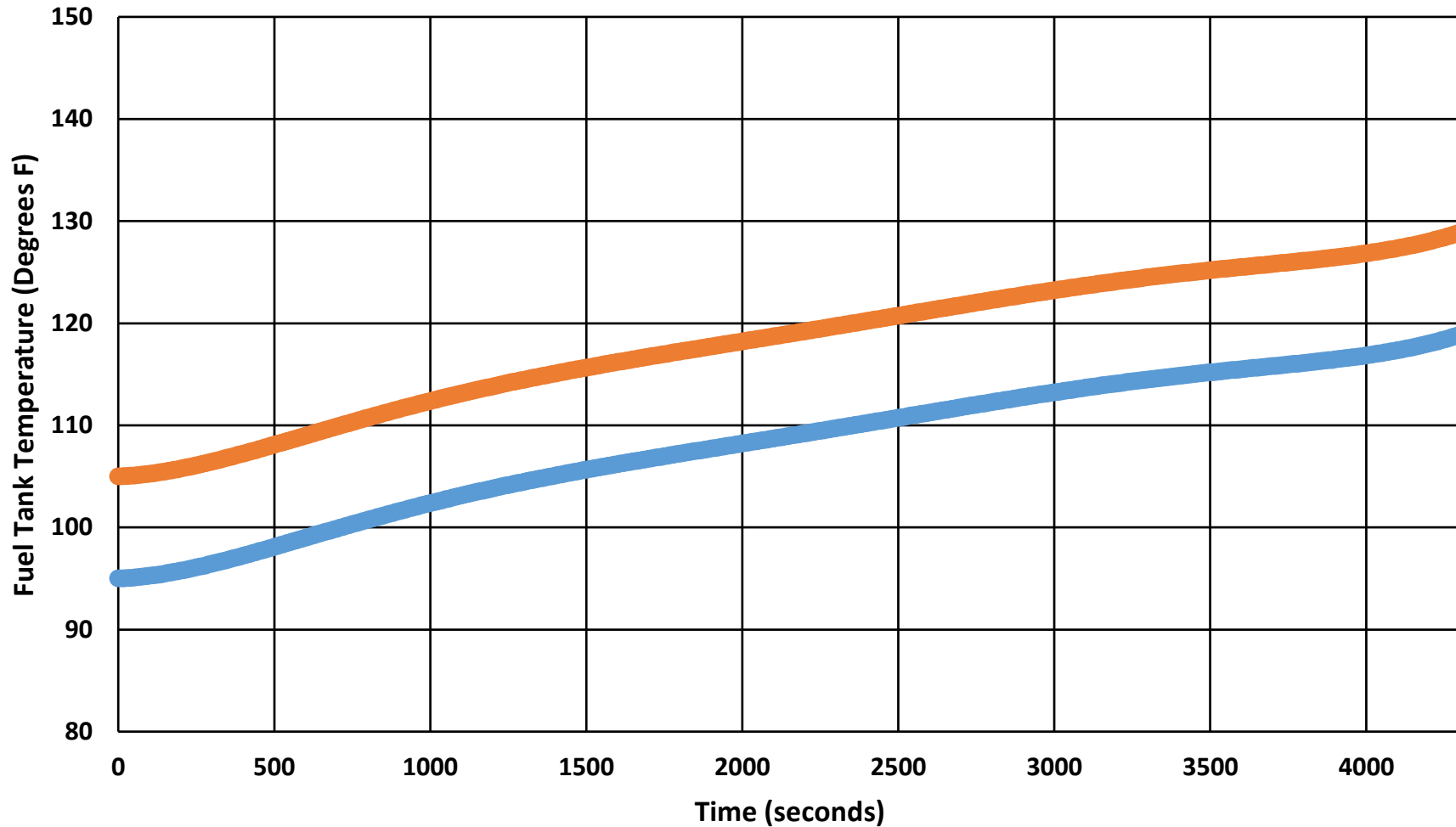
Release the button when the engine starts. If the vehicle fails to start within 15 seconds, release the button, wait 10 to 15 seconds, then repeat the “Normal Starting”

If you wish to stop the cranking of the engine prior to the engine starting, release the button.

NOTE: Normal starting of either a cold or a warm engine is obtained without pumping or pressing the accelerator pedal.

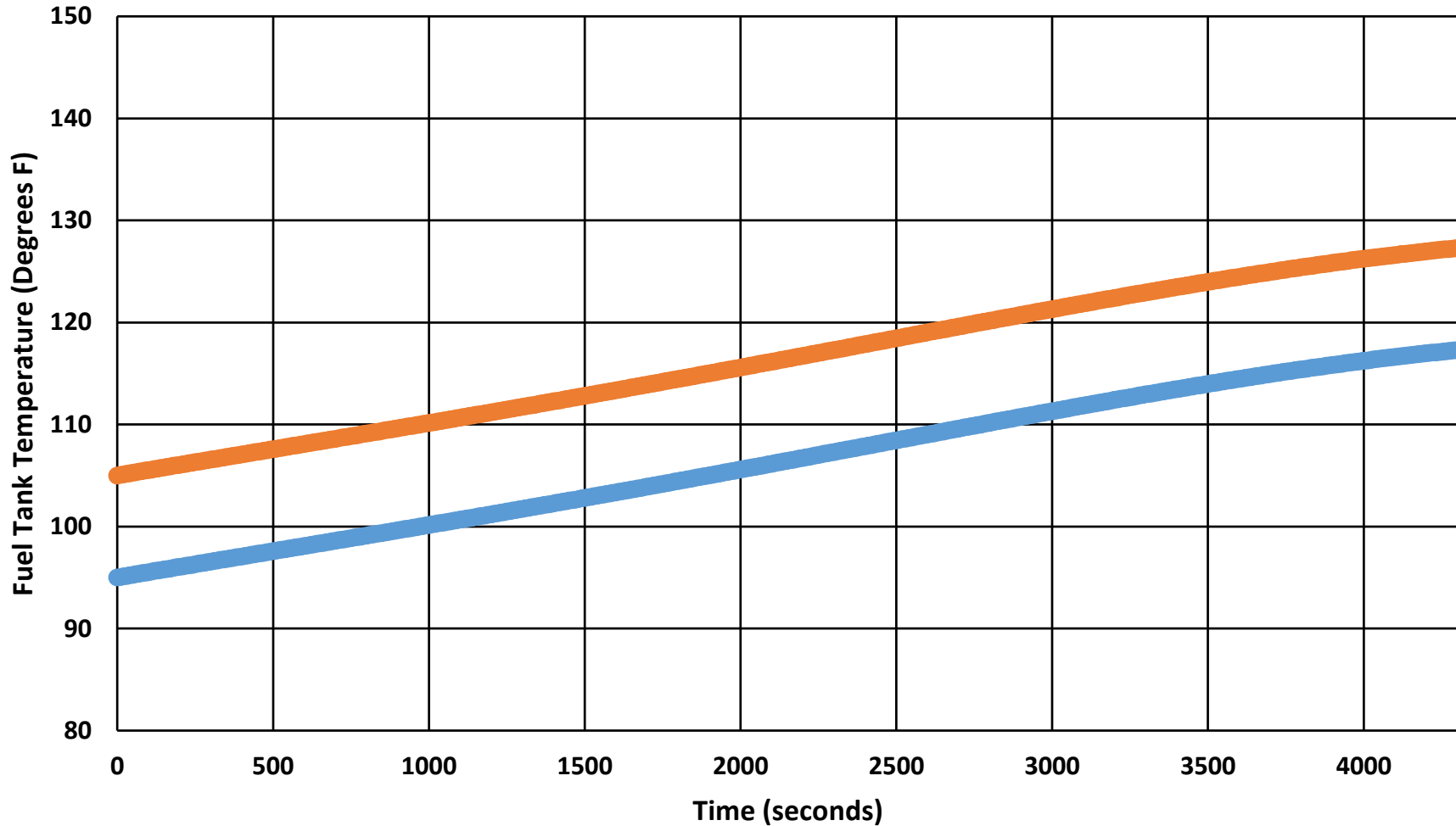
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles GC/GG PHEV 1.3L, 2.0L; MP 2.0L



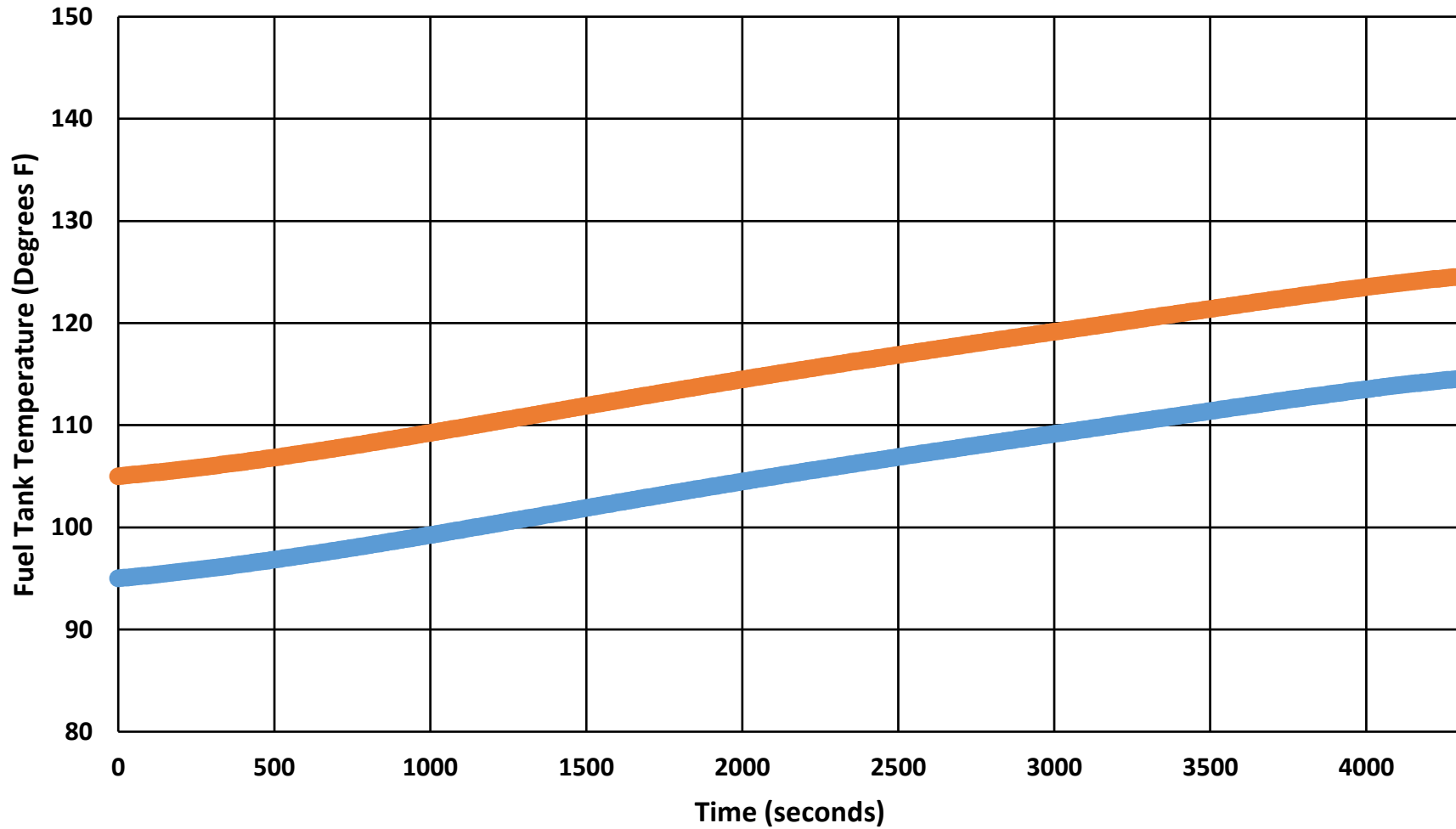
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles GA/GU 2.0L Turbo



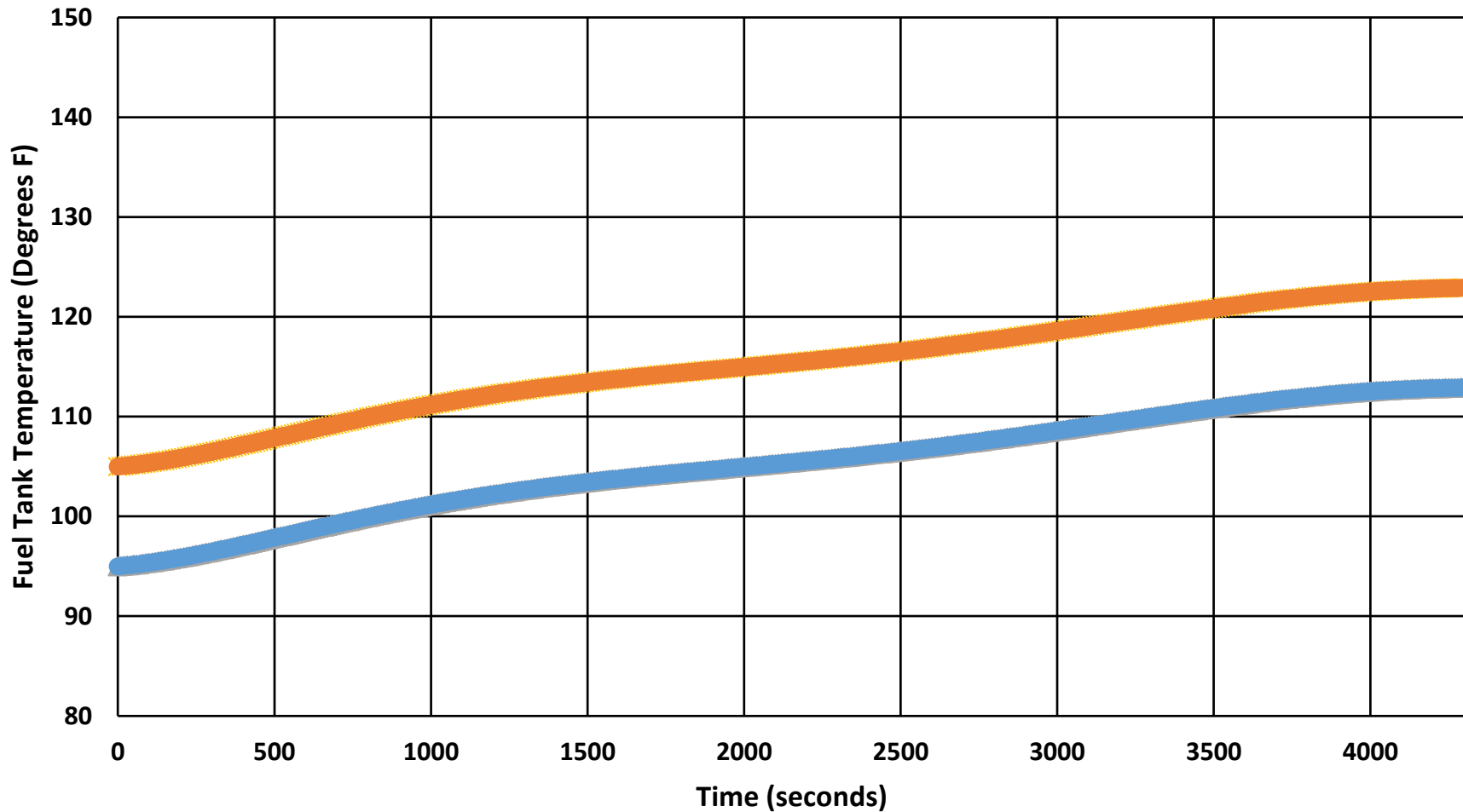
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles JL 2.0L, 2.0L PHEV, 3.6L; JT 3.6L, 2.0L PHEV



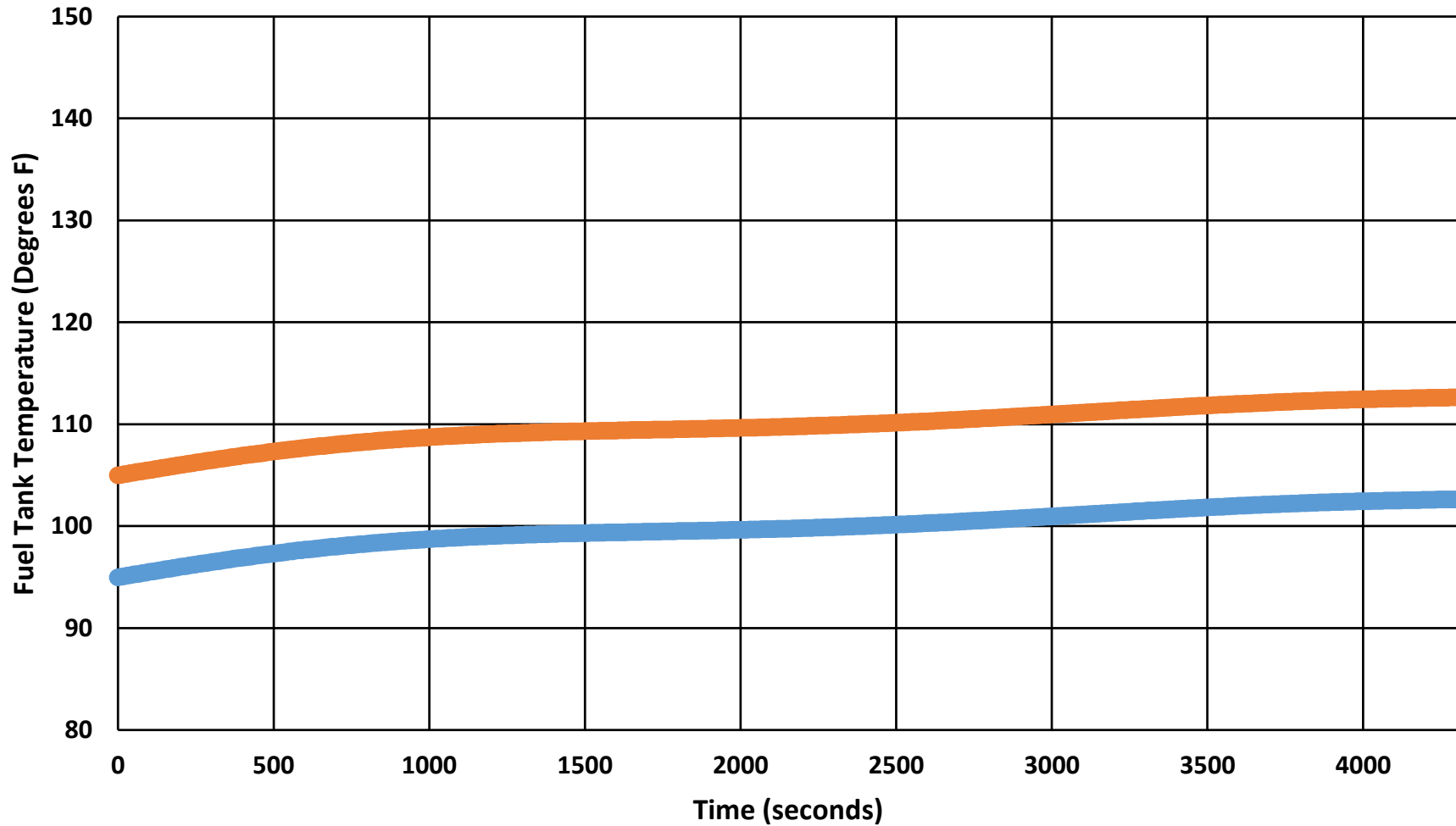
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles RU 3.6L (FWD/AWD)



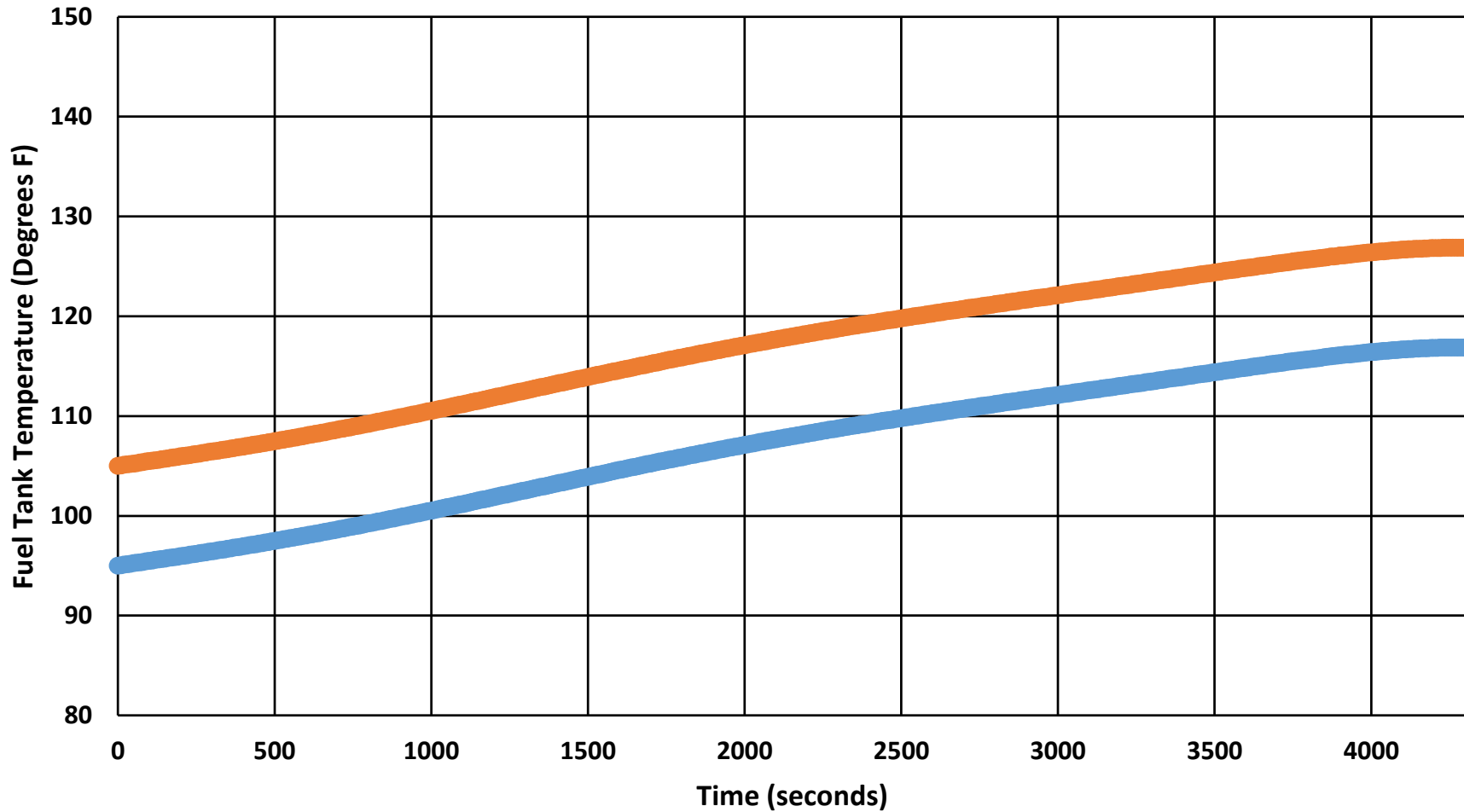
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles RU PHEV 3.6L



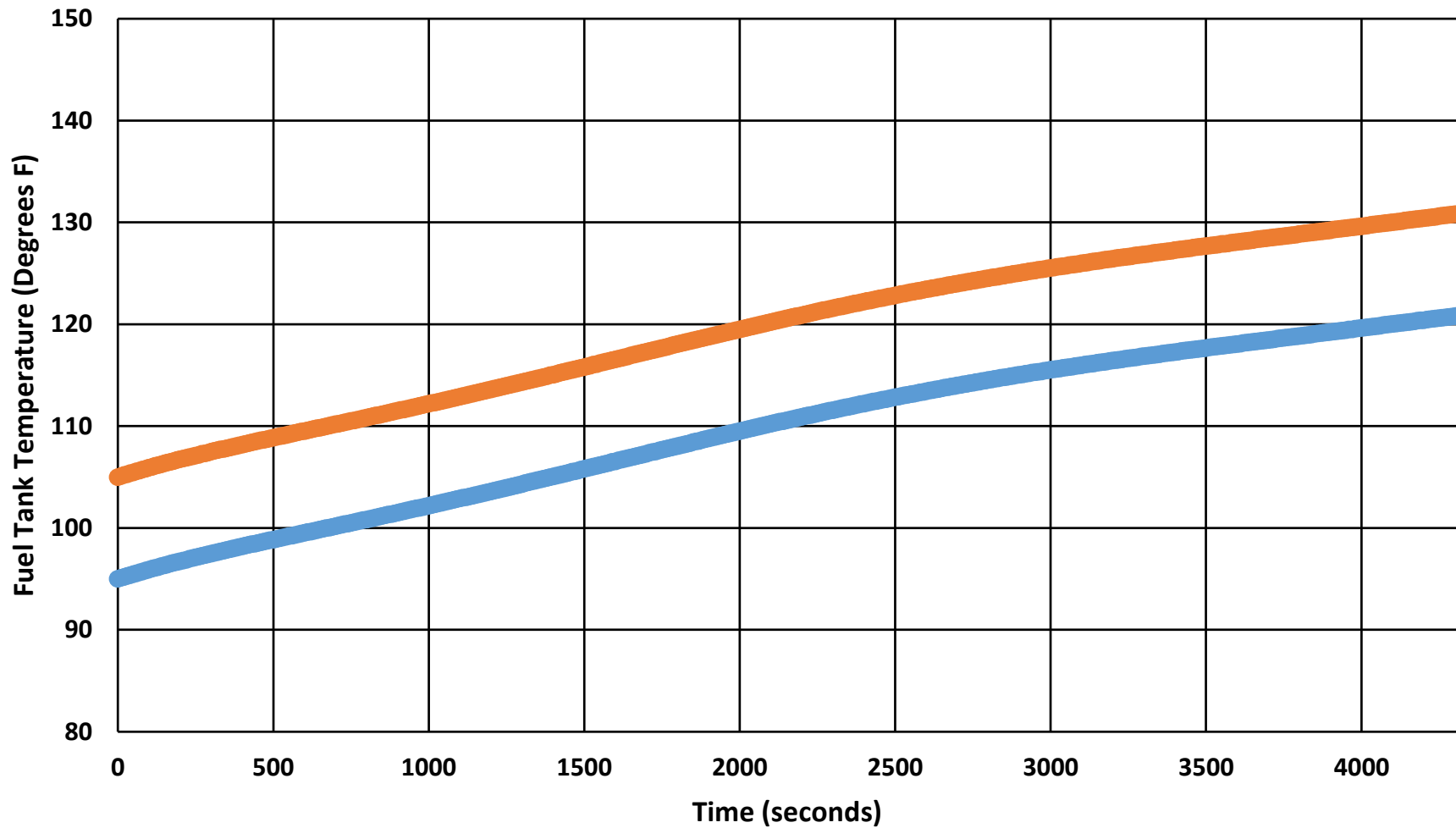
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles
WD/WL 2.0L PHEV, 3.6L, 5.7L; WS 3.0L



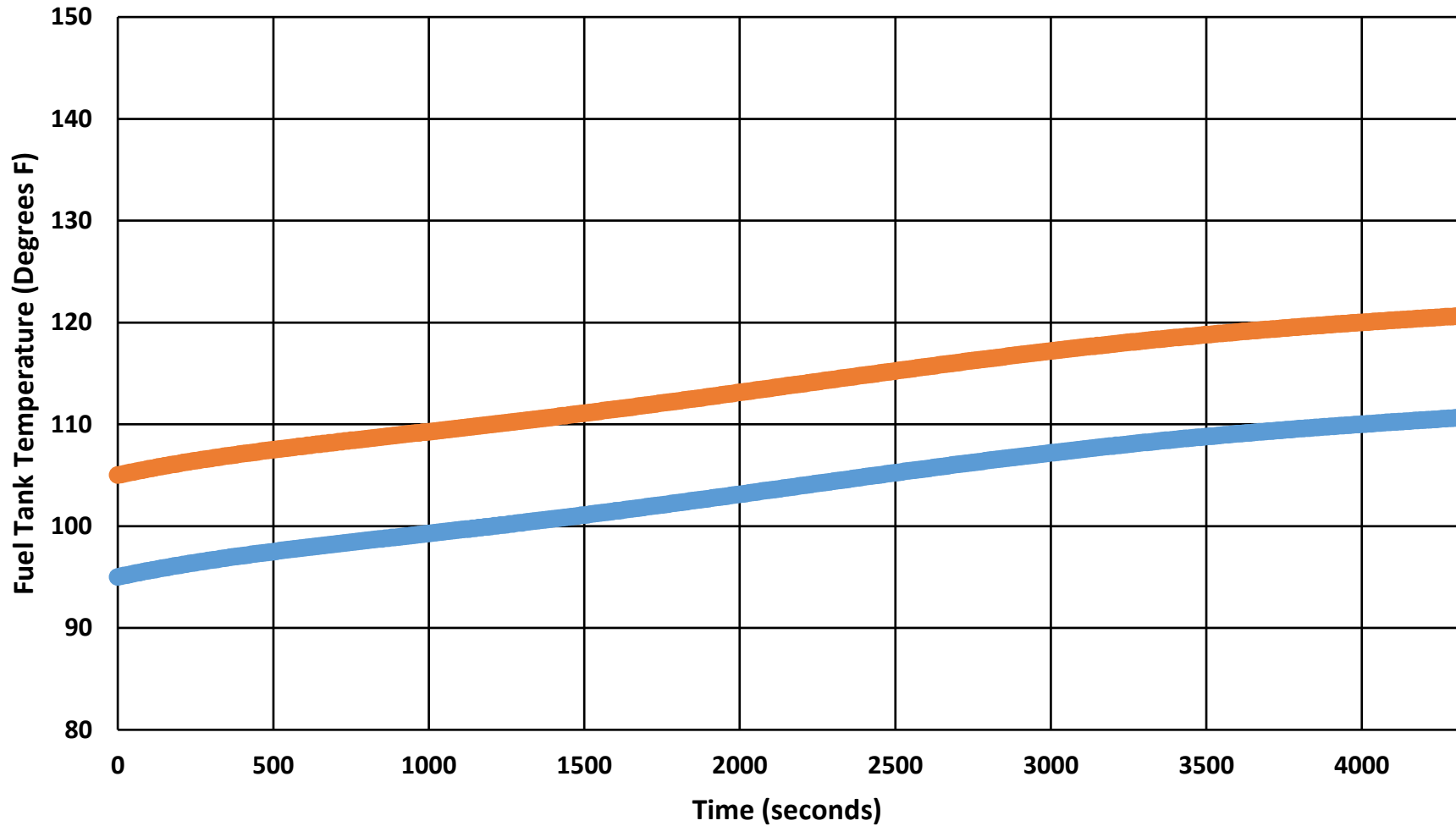
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles WD 6.2L S/C



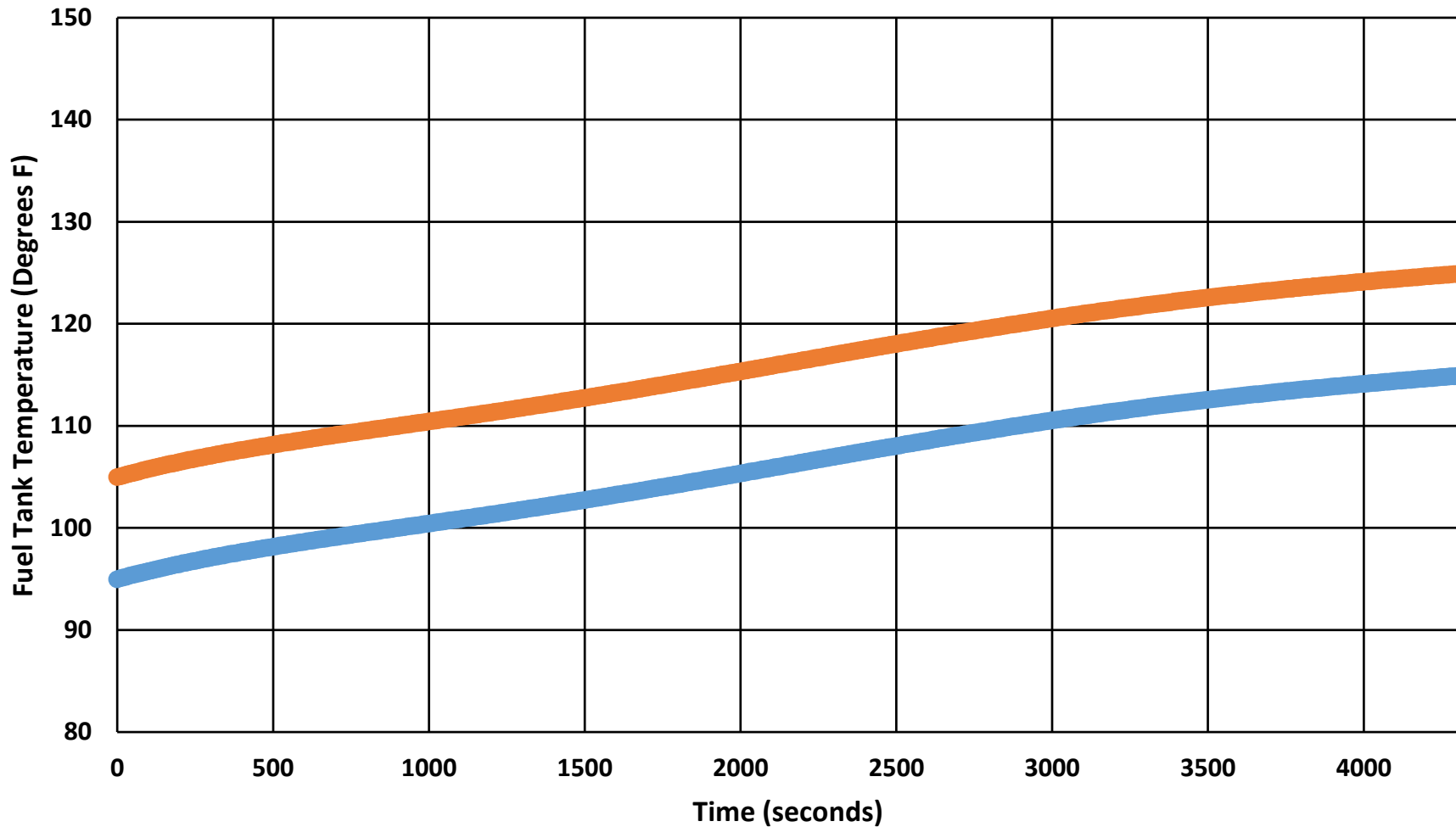
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles DT 3.0L, 3.6L, 5.7L



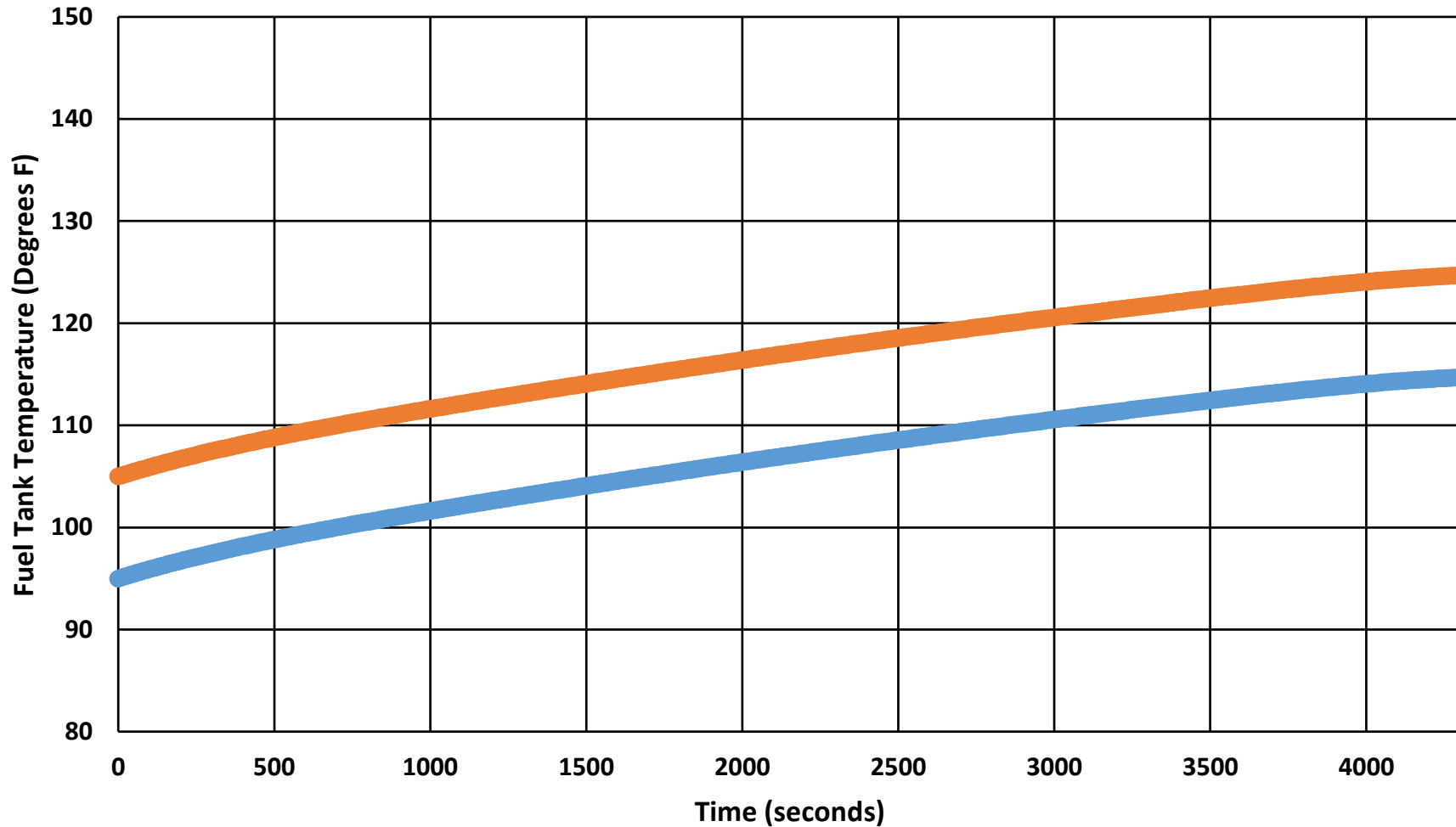
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles VF 3.6L



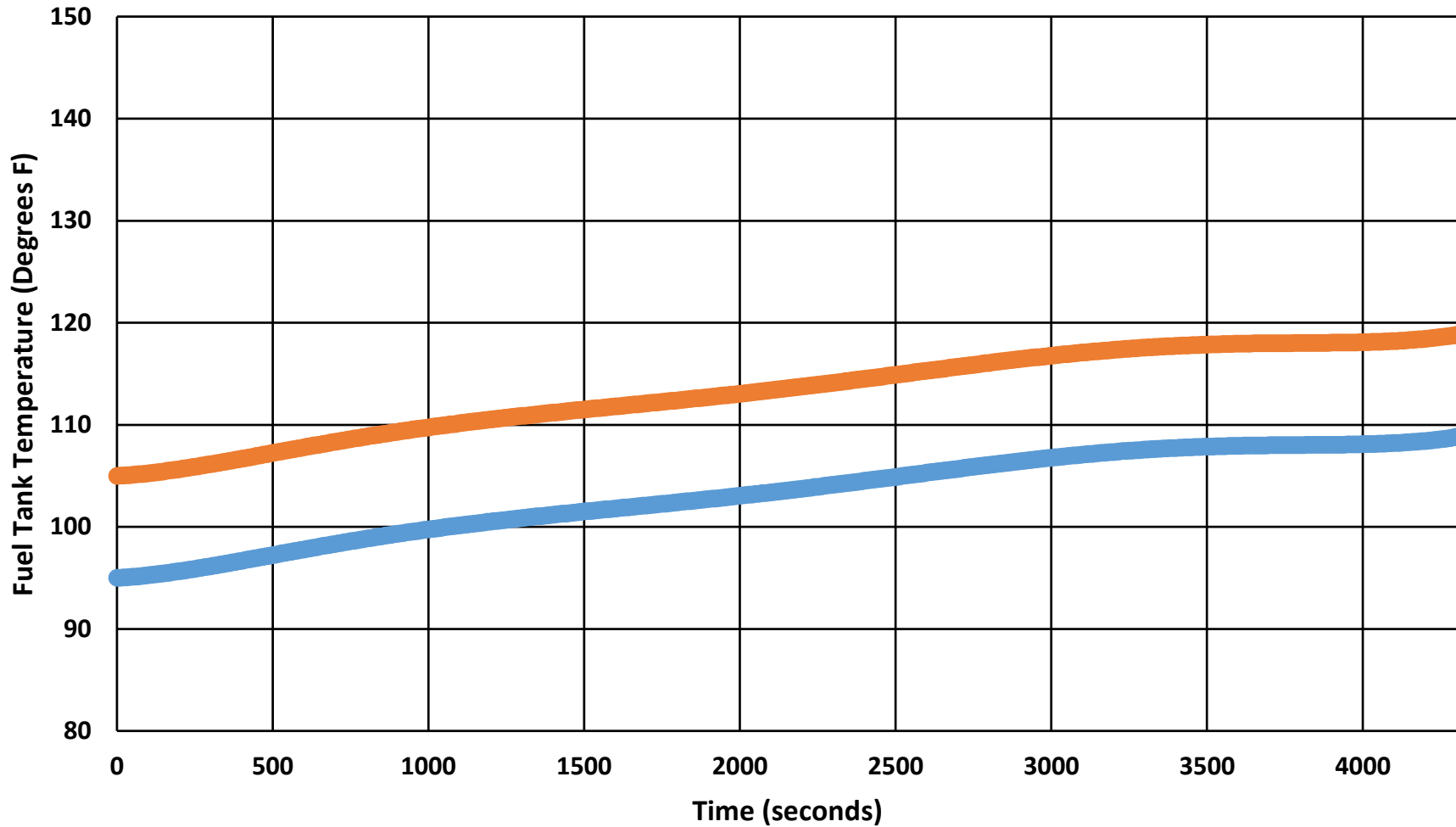
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles DJ/D2 6.4L (31/32 Gallon Tank)



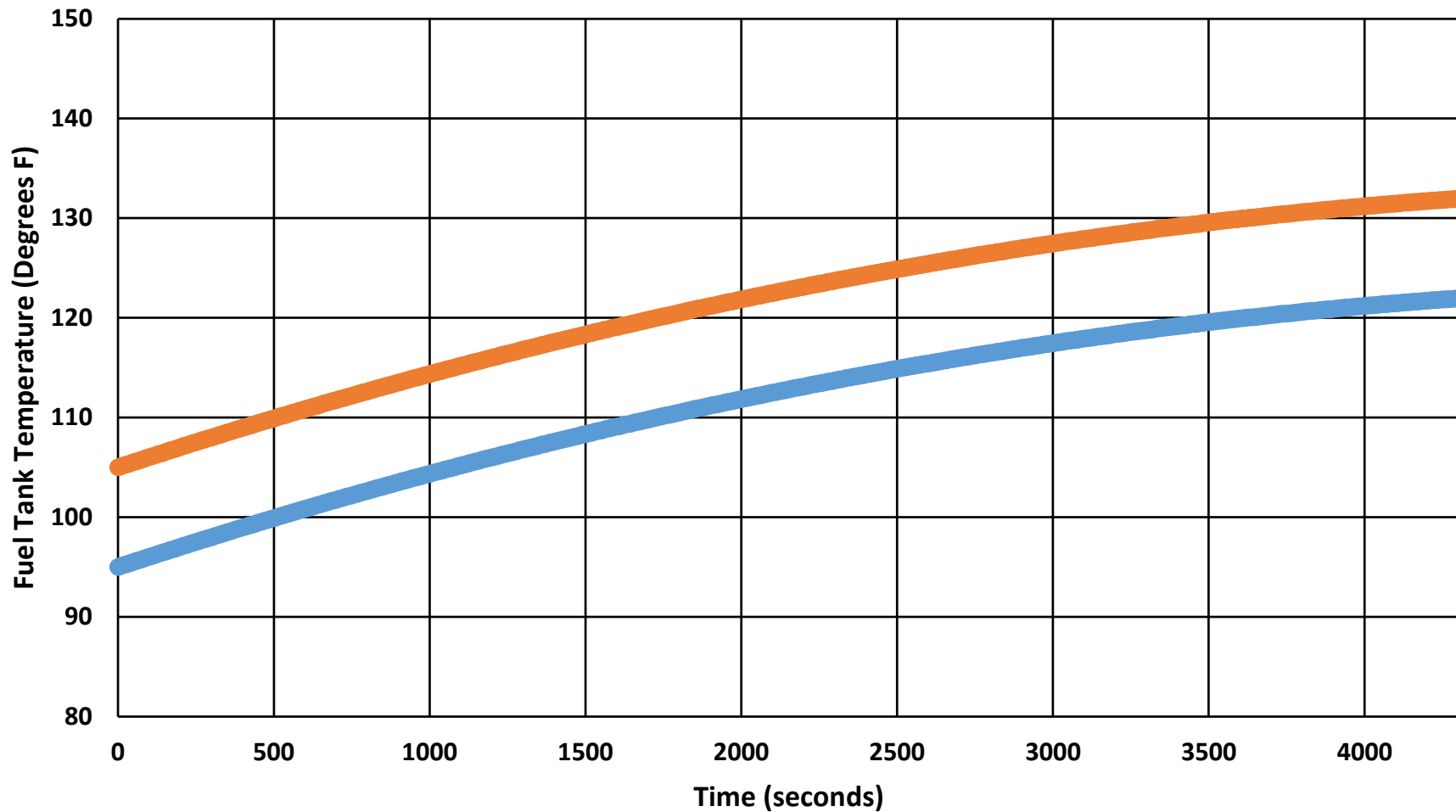
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles DJ/D2 6.4L (50 Gallon Tank)



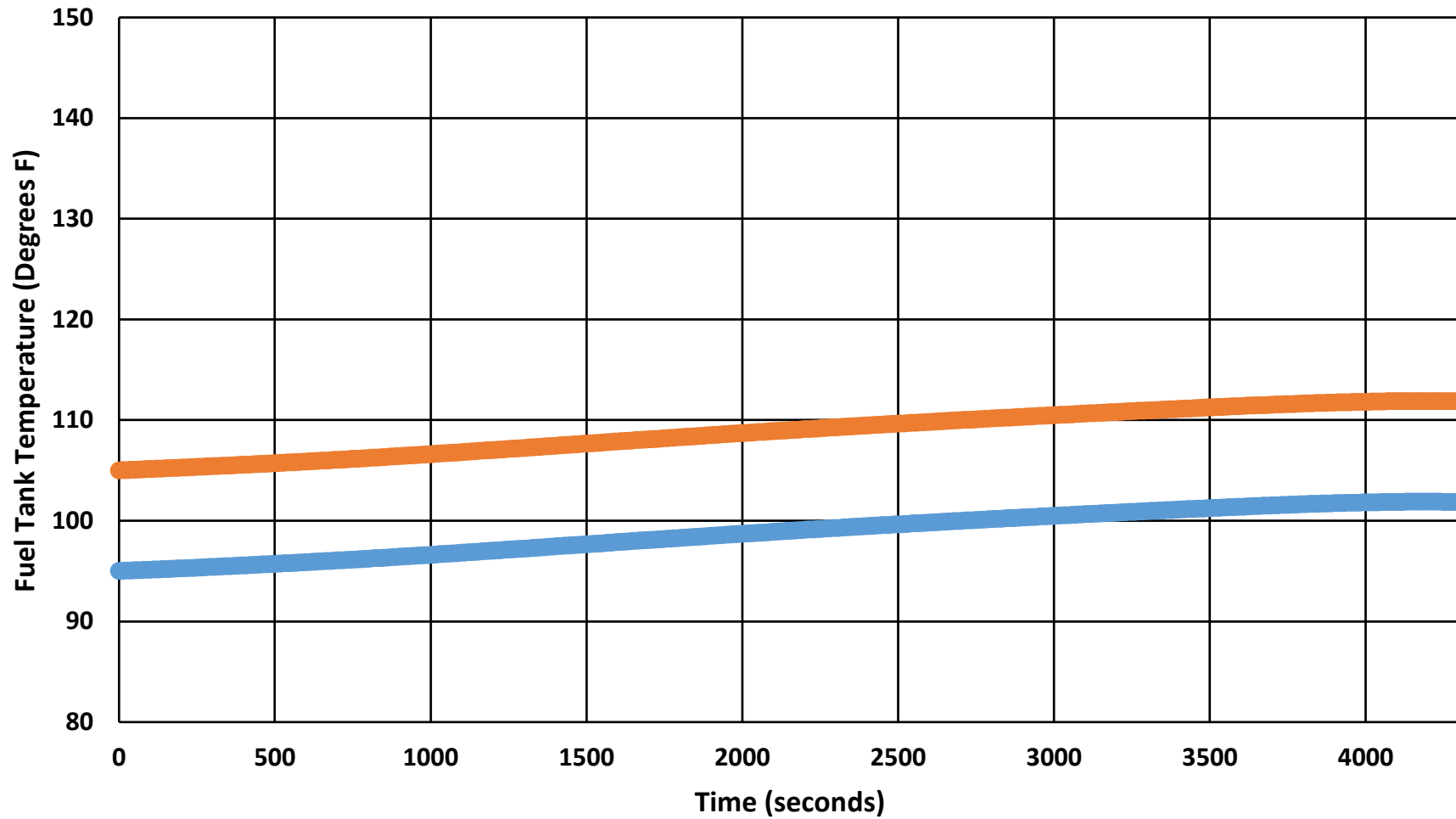
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles DD/DP 6.4L (22 Gallon Tank)



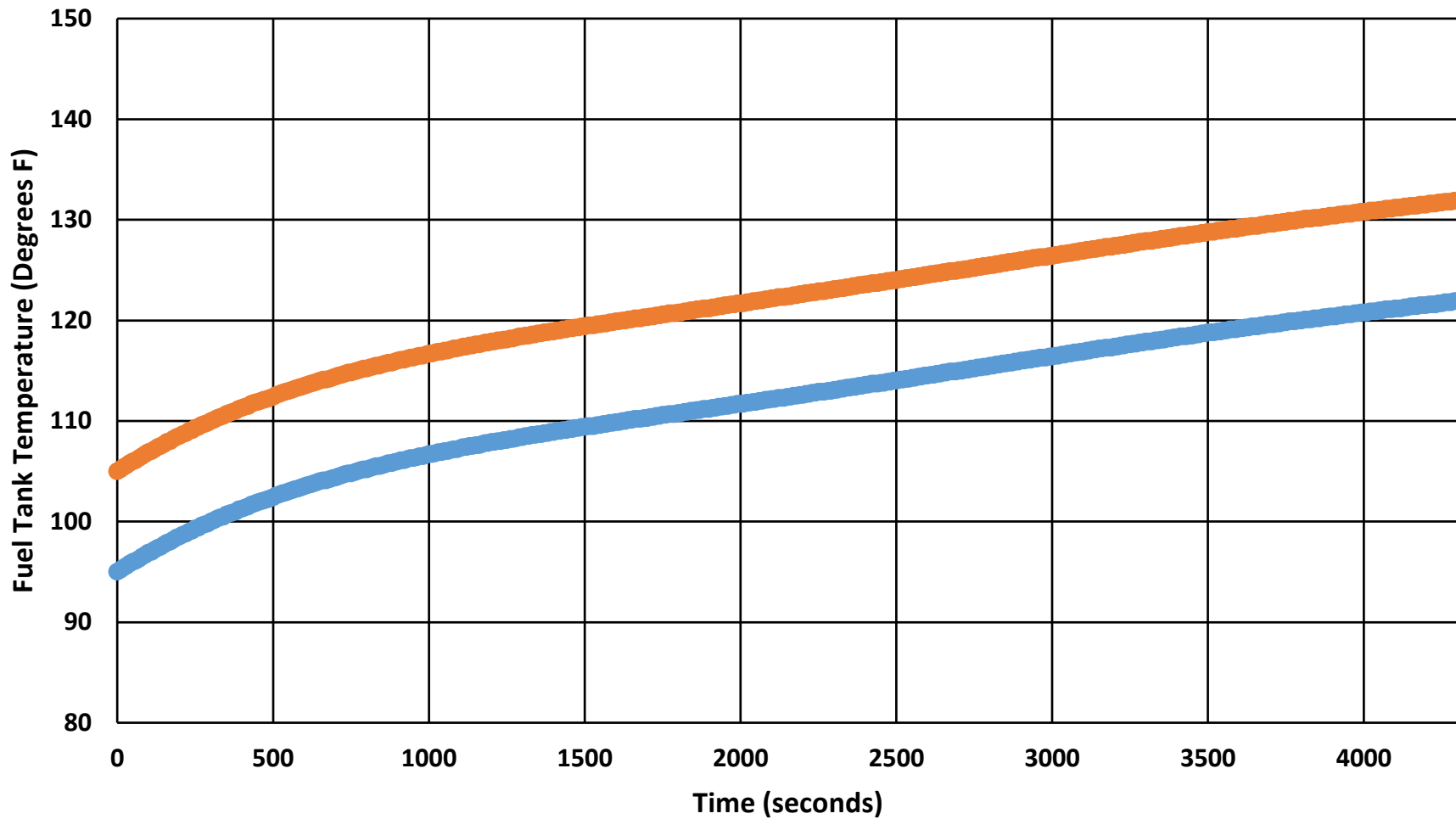
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles DD/DP 6.4L (52 Gallon Tank)



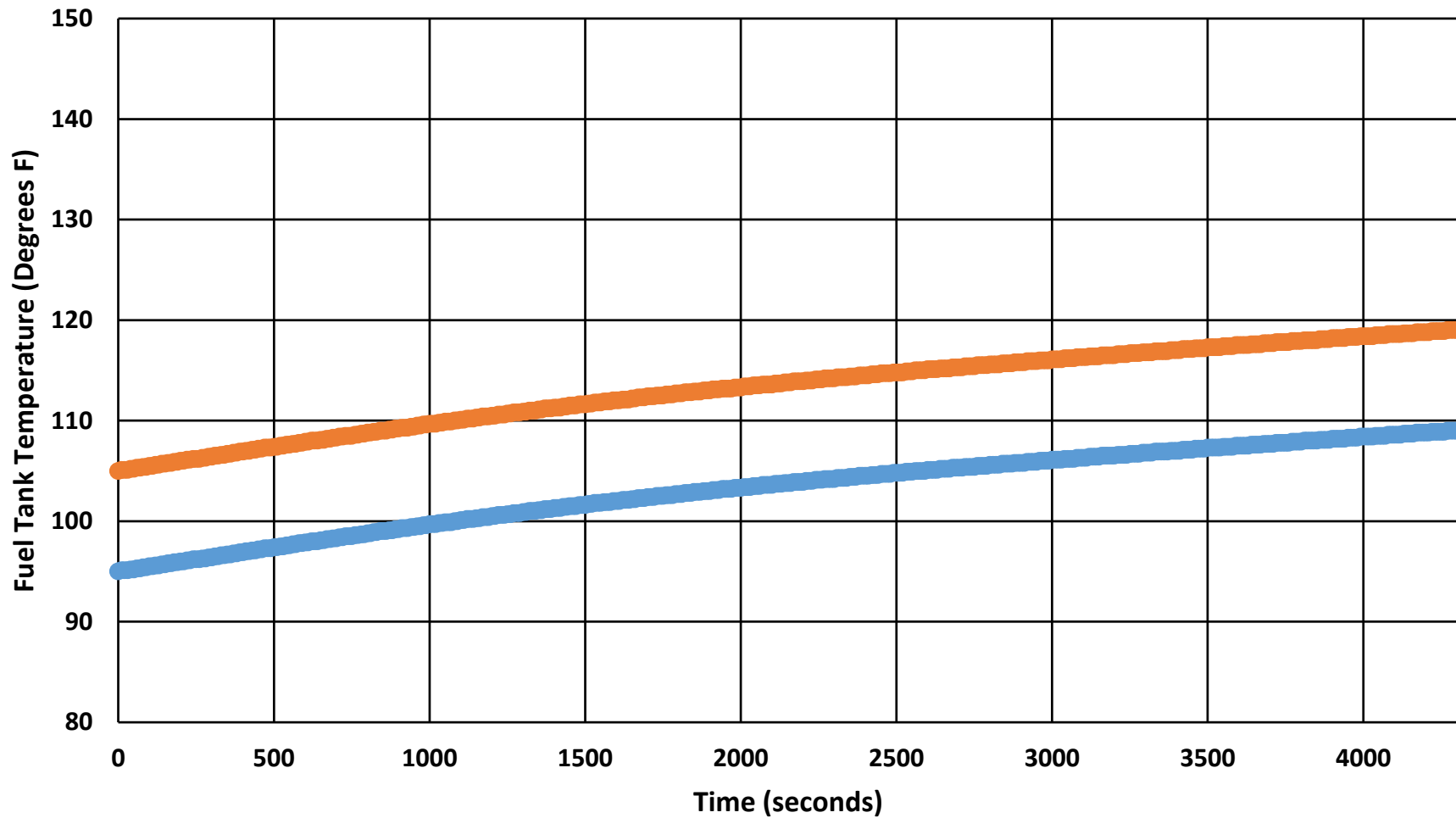
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles LB 3.0L



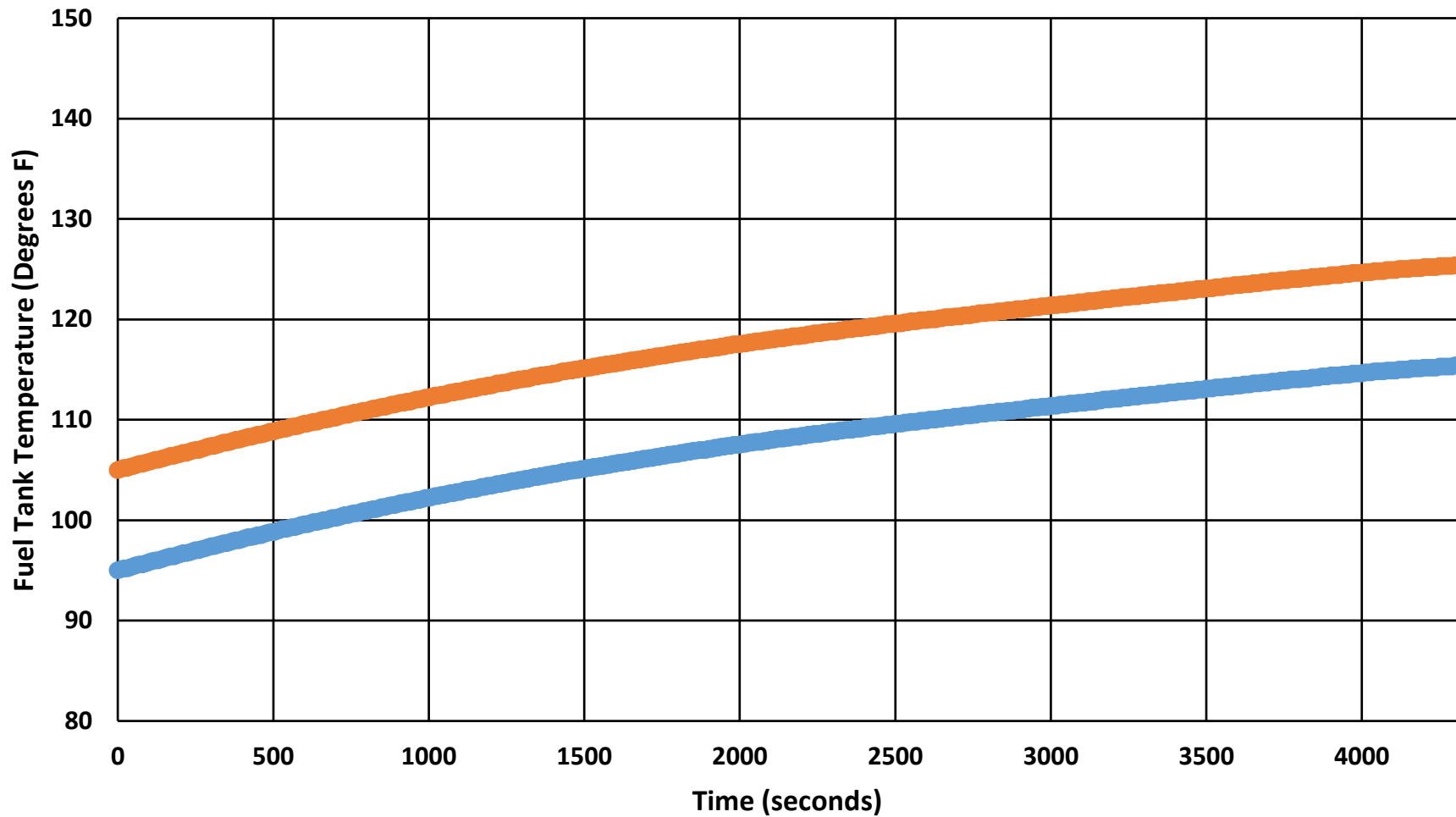
2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles DT/WS 3.6L REPB



2026 Model Year Fuel tank Temperature Profiles

95 degF and 105 degF Liquid Fuel Tank Temperature Profiles KM 1.6L HEV





Projected Sales

FCA US LLC considers this information proprietary and confidential. The release of product planning volumes would allow competitors to gain insight into FCA US LLC planning process. The projected sales information for all Test Groups is located in the Common Section 16 proprietary and confidential information.



Request for Certification

Business Confidentiality Statement

FCA US LLC requests that certain types of information supplied for Certification purposes be treated confidentially by the Environmental Protection Agency. We request that this type of information be withheld from public disclosure because it is either proprietary or trade secret information which would be of high competitive value to both domestic and foreign manufacturers. Furthermore, the disclosure of this information would result in damage to FCA US LLC.

Because some of the confidential information supplied for Certification purposes should be treated confidentially for longer periods of time than other confidential information, we have classified the time periods for which we believe confidential treatment should be afforded. This classification procedure is generally in accordance with the policy indicated by the General Counsel of the EPA entitled 'Class Determination 2-77' - "Confidentiality of Business Information Submitted in Applications for Light Duty Motor Vehicle Certification Through Model Year 1986" dated March 31, 1977, and sections of 2.207 and 2.301 of Subpart B, Part 2, Chapter I of Title 40 of the code of Federal Regulations.

INFORMATION TO BE TREATED CONFIDENTIALLY UNTIL THE NEW MODEL INTRODUCTION DATE

- Engine family descriptions and schematic examples
- Evaporative emission family descriptions and schematic examples
- Engine family sales (including projected sales and family sales total)
- Evaporative family sales (including projected sales and family sales total)
- Optional equipment descriptions and sales projections
- Vehicle descriptions and sales projections
- Fleet vehicle information
- Fuel filler inlet description and schematic examples
- Data reporting procedures information (including vehicle log sheet, data log sheet, maintenance log, and tentative vehicle test schedule)
- Telephone logs
- Proposed maintenance to be performed on test vehicles
- Information including Statement of Compliance, Certification data, maintenance instructions, label, and supplemental information
- Cost information (not voluntarily disclosed)
- Description of electronic systems

Common Part 1 Section 14 – 010

Request for Certification

CLASS III - INFORMATION TO BE TREATED CONFIDENTIALLY EVEN AFTER THE NEW MODEL INTRODUCTION DATE

- . Catalyst information
- . Engine family sales (including projected sales and family sales total)
- . Evaporative family sales (including projected sales and family sales total)
- . Optional equipment sales projections
- . Vehicle sales projections
- . Fleet vehicle sales
- . Data reporting procedures information (including vehicle log sheet, data log sheet, maintenance log, and tentative vehicle test schedule)
- . Telephone logs
- . Cost information (not voluntarily disclosed)
- . Blue Prints submitted to EPA
- . Schematics indicating precise dimensions and tolerances
- . All projected sales volumes and optional equipment usage
- . Description of electronic systems
- . Engine oil surveys

FCA US LLC believes that such class determinations as described above will cover most material, which is routinely confidential. As a result, it would materially reduce the burden on both the manufacturer and the EPA of demonstrating and reviewing claims of confidentiality without impairing the release of meaningful information to the public.

Virtually all the material covered by the classes described above would be of interest only to EPA, as a government regulator and to other automotive companies because of the competitive insight it might provide. Since only competitors would benefit from the release of these classes of information, FCA US LLC believes it should be properly classified as confidential. Further, release of this type of information would severely impair competition in the automobile industry, a result contrary to longstanding federal policy as evidenced by the Anti-trust laws. Release of these types of information to the competitive detriment of the submitting company is just the type of injury Congress sought to avoid through the FOIA exemptions.

Request for Certification

MY Emissions General Compliance Statement

"FCA US LLC makes the following statements to the best of its knowledge and belief concerning the emissions control system used on these FCA US LLC vehicles as required by 40 §CFR 86.1810-01 (a)(1)(2), and Advisory Circular 76."

1. FCA US LLC states that any element of design, system, or emission control device installed on or incorporated in FCA US LLC new motor vehicles or new motor vehicle engines, for the purpose of complying with standards prescribed under Section 202 of the Clean Air Act, will not, to the best of FCA US LLC's information and belief, cause the emission into the ambient air of pollutants in the operation of its motor vehicles or motor vehicle engines which cause or contribute to an unreasonable risk to public health or welfare except as specifically permitted by the standards prescribed under Section 202 of the Clean Air Act. FCA US LLC further states that any element of design, system, or emission control device installed on or incorporated in FCA US LLC's new motor vehicles or new motor vehicle engines, the purpose of complying with standards prescribed under Section 202 of the Clean Air Act, will not, to the best of FCA US LLC's information and belief, cause or contribute to an unreasonable risk to public safety.

The term pollutant means for gasoline and diesel:

Nickel (gasoline only)	Ammonia (gasoline only)	Sulfates	Hydrogen sulfide (gasoline only)	Hydrogen cyanide
Nitrosamine	Benzene	Ruthenium combustion products		

or any other pollutant which FCA US LLC has identified which can reasonably be expected to be emitted from these vehicles.

2. The emissions control systems will not result in any unsafe condition endangering the motor vehicle, or its occupants, or persons or property in proximity to the vehicle if it is properly maintained and operated, except that parking or operation of the vehicle where combustible materials, such as dry grass or leaves, can come in to contact with the hot exhaust system may cause these materials to ignite under some wind and weather conditions. A warning against parking or operation over combustible materials is contained in the owner's manual. Under malfunction conditions, such as engine misfire due to operator abuse (thereby allowing excess fuel/air mixture to enter the catalyst), misuse, tampering, or failure to perform essential maintenance, system overheat conditions may arise. It is believed that owners would be adequately warned by the malfunction (engine miss) and the "check engine" light that maintenance will be required.

3. The motor vehicles were tested in accordance with good engineering practice to ascertain that such test vehicles will meet with requirements for the useful life of the vehicle in those situations where FCA US LLC had a reasonable basis for suspecting either an unsafe condition or the emission of noxious or toxic matter. Any data derived from such testing is available to the Administrator upon request pursuant to 40 §CFR 86.1843-01 (g).

FCA US LLC further states to the best of its knowledge and belief the test vehicles, with respect to which data are submitted, were tested in accordance with the applicable test procedures, meet the requirements of such tests, and, on the basis of such tests, conform to the requirements of the regulations.

Request for Certification

Altitude Compliance

All emission standards apply at low altitude conditions and at high altitude conditions except for supplemental exhaust emission standards and cold temperature NMHC emission standards (which apply only at low altitude conditions). Supplemental exhaust emission standards, as described in 86.1811-04(f), apply only at low altitude conditions. Cold temperature NMHC emission standards, as described in 86.1811-10(g), apply only at low altitude conditions. Vehicles that comply with the cold temperature NMHC standards utilize common calibration approaches at high altitudes. Any deviation from low altitude emission control practices are included in the Auxiliary Control Device (AECD) description section. Any AECD specific to high altitude is identified, justified, and quantified as to any emission impact and validity of the AECD.

Leak Free Exhaust

FCA US LLC states for all 2026 model year vehicles except those carryover / carry across from NLEV and California LEV 1 have systems designed for leak free assembly, installation and operation for the useful life of the vehicle. Engineering analysis has been conducted on the whole system to check the leak free system. Any necessary repairs can be made to maintain the leak free nature with the commonly available tools.

Cold Temperature Defeat Device

FCA US LLC states that its engine families have been designed to comply with the intermediate temperature (25° F - 68° F) cold testing defeat device guidelines. The cold fuel enrichment calibrations of these engine families have been designed with at least proportional CO control of the interpolated standard at intermediate ambient temperatures. This design control and development data run at intermediate temperatures serves to demonstrate compliance with the guidelines contained in 40 CFR §86.1809-01

Defeat Device

FCA US LLC states that any element of design, system, or emission control device installed on or incorporated in FCA US LLC's new motor vehicles or new motor vehicle engines, the purpose of complying with standards prescribed under Section 202 of the Clean Air Act, are not equipped with auxiliary emission control devices that can be classified as a defeat device as defined in 40 CFR §86.1803.01.

Altitude Performance Adjustments

The EPA Procedure for Compliance with High-Altitude Emission Vehicles (Ref. 40 CFR §86.1810-01(f) permits FCA US LLC to establish compliance with the high altitude emission standards based on its evaluation of appropriate high altitude emissions tests. FCA US LLC Engineering will use data generated by these tests to demonstrate its compliance.

These vehicles were built to the certification configuration within the engine family and were stabilized with a minimum of 2000 miles. They were then tested at high altitude to verify that the certification calibration package meets the high altitude requirements. Data supporting exhaust and evaporative compliance are on file and are available upon request.

FCA US LLC states that, on the basis of tests performed on the vehicle mentioned above, it is in compliance with the high altitude emissions requirements for the represented engine family.

Common Part 1 Section 14 – 013

Request for Certification

Altitude Performance Adjustments continued

FCA US LLC states that none of its vehicles manufactured and sold by FCA US LLC in the United States require altitude performance adjustments. All FCA US LLC vehicles monitor engine operations thru the use of a powertrain control module and adjust the operation of the engine to perform satisfactorily at all altitudes.

Emissions Discontinuity - Tier 2/3 and Interim non-Tier 2/3 LDV, LLDT, HLDT

FCA US LLC has performed an engineering evaluation of the fueling strategies for all test groups over the 20 to 86 degrees F temperature range, coupled with analysis of emissions testing performed at points in the 20 to 86 degrees F operating range for representative test groups. Based on these engineering evaluations FCA US LLC must submit for each manufacturer test group, with the Part II certification application, an engineering evaluation demonstrating to the satisfaction of the Administrator that a discontinuity in emissions of non-methane organic gases, carbon monoxide, carbon dioxide, oxides of nitrogen, nitrous oxide, methane, and formaldehyde measured on the Federal Test Procedure (subpart B of this part) and on the Highway Fuel Economy Test Procedure (subpart B of 40 CFR part 600) does not occur in the temperature range of 20 to 86 °F. For diesel vehicles, the engineering evaluation must also include particulate emissions. (86.1809-12)

Knock Sensors (91 RON)

As required by VPCD-97-01, FCA US LLC states, that for the Test Groups listed below, the emissions control systems which have knock sensors will meet one or more of the following:

1. The knock sensor does not activate in any way during the FTP (or SFTP as applicable) and the HWFET, and the calibration is designed to operate on 91 RON gasoline without the need for spark adjustment.
2. The city and highway fuel economy test result differences between comparing 91 RON operation and 96 RON operation is within 3%, and there are no emissions increase (beyond normal test variability) using 91 RON fuel when tested on the FTP (or SFTP as applicable).

Request for Certification

Spitback

FCA US LLC chooses to exercise the fuel dispensing spitback testing waiver as allowed in 40 CFR §86.1810-01 (I). FCA US LLC certifies that its gasoline and alcohol fueled vehicles inherently meet the Dispensing Spitback Standard as part of compliance to the Refueling Emission Standard. This compliance applies to the full useful life of the vehicle.

ORVR

No new Evaporative/ORVR technologies are being introduced for 2026MY. The existing safety reviews required by EPA guidance CCD-05-03, "Update for ORVR Safety Applications" remain valid. Evaporative/ORVR families are not substantially different from previously reviewed and certified evaporative/ORVR families.

Formaldehyde (HCHO)

FCA US LLC has chosen not to measure NMOG and HCHO emissions allowed under 40 CFR §86.1829-01(b) (I) (iii) (E) and November 8, 2001 EPA/Industry meeting question 13. It is in FCA US LLC's engineering judgment that based on 2003MY testing that the HCHO emissions are far below the idle CO standards. Therefore, FCA US LLC states that all gasoline test groups for which certification is requested are in compliance with the HCHO requirements.

SFTP

Please see model specific SFTP Fueling documentation in individual test group submissions for further information and justification of areas where enrichment exceeds the LBT AFR minus 4% threshold.

Air Conditioning On

FCA US LLC does not use any air conditioning on specific calibrations that would reduce the NMHC + NO_x emission control effectiveness during A/C operation. This applies to all 2026 Model Year test groups.

Air to Fuel Ratio

Please see model specific SFTP Fueling documentation in individual test group submissions for further information and justification of areas where limit air/fuel ratios leaner than LBT AFR (Lean Best Torque Air Fuel Ratio) minus 4%.

Lean on Cruise

FCA US LLC does not use any lean-on-cruise calibration strategy under any driving circumstances in order to improve fuel economy or other purposes. This applies to all 2026 Model Year test groups.



Request for Certification

Daytime Running Lights (DRL) Testing

FCA US LLC may not use Daytime Running Lights during certification and fuel economy testing. EPA approved not using the DRL system on certification and fuel economy tests with the issue of CD-94-02 dated February 9, 1994.

There will be no need for FCA US LLC to remove or inactivate the DRL system because no certification or fuel economy test vehicles will have this option installed. FCA US LLC has designed their vehicles to meet emission standards when the DRL system is activated.