

PORSCHE

Application for Certification: Initial Part 1

Model Year: 2027

Durability Group: VPRXEEVNNETS

Test Group: VPRXV00.0ETS

Evaporative/Refueling Family(ies): Not Applicable

Certification Summary Information Report Number(s): CSI-VPRXV00.0ETS

Durability Group Description: Chemistry: Lithium-Ion
Capacity: 144 Amp-hours
Battery Manufacturer: DFS Dräxlmaier

Test Group Description: Battery Electric Vehicle

Applicable Standards: EPA Exhaust: Int. Tier-4 Bin 0
CARB Exhaust: LEV-III ZEV

Carlines Covered:

Taycan Perf Battery Plus		
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Vehicles Tested: See Section 6

EPA Response Requested By: July 8, 2026

Special Instructions: Range/Energy: Carryover

For Questions Contact: emissions@porsche.us

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Section 1~Correspondence and Communications

Please mail official
correspondence to:

Regulatory Affairs
Porsche Cars North America, Inc.
One Porsche Drive
Atlanta, Georgia 30354
E-mail: emissions@porsche.us

Section 2~Durability Group Description

Durability Group Name:	VPRXEEVNNETS
Combustion Cycle:	Dedicated Electric
Engine Type:	Electric Motor
Fuel Used:	Power Grid Electricity

Porsche expects equivalent durability characteristics for all models of this test group.

Section 3~Evaporative / Refueling Family Description

Evaporative/Refueling Families

Battery Electric Vehicles. There is no combustion engine, no fuel cell, no fuel-fired heater, and no evaporative system.

Section 4~Durability Procedure Description

Exhaust / Evaporative Deterioration

These are Battery Electric Vehicles. There is no combustion engine, no fuel cell, no fuel-fired heater, and no evaporative system.

Section 5~Test Group Description

Durability Group Name:	VPRXEEVNNETS
Test Group Name:	VPRXV00.0ETS
Certification Summary Information Reports:	CSI-VPRXV00.0ETS
Electric Motor Type:	AC Permanent Magnet, Synchronous
Electric Motor Size (HP):	See Section 12 (maximum system power: 429)
Electric Motor Capacity Front/Rear (A):	0/600
Electric Motor Voltage (V):	800
Battery Type:	Li - Ion
Usable Battery Capacity (A-h):	See Section 12 (maximum capacity: 144)
Battery Nominal Voltage (V)	727
Battery Voltage (V, minimum to maximum):	450 - 850
Vehicle Classes:	LDV (Light Duty Vehicle)
NLEV Participation:	No
Emissions Standards Class:	Federal: Int. Tier-4 Bin 0 California LEV-III ZEV
Applicable Emissions Standards:	Please refer to the Certification Summary Information Report in Section 7

Section 6~Test Vehicle Description

6.01>> Test Vehicles

	Test Vehicle ID - Configuration #	Model Type	Vehicle / Config Purpose
Certification Test Vehicles:	FE-Y1A2H-25-0	Taycan	Range / Energy
	FE-Y1A2H-25-1	Taycan	

Note: In this test group every model type is a test configuration. See Section 12 for vehicle specifications.

Test vehicles' break-in mileage is done according mileage accumulation requirements per 40 CFR 86.1831.01.

Note: blank cells or tables are intentionally blank

Section 6~Test Vehicle Description

6.02>> Test Parameters, Instructions

Carlines		Taycan Electric	
Engine Starting Procedures		1) With key fob inside car, close the doors 2) Do not press ignition button (left side of steering column) 3) Deactivate Park Distance Control, A/C system, and Center Display 4) Leave all other selectable modes in default 5) Depress brake pedal 6) Set gear selector to Position "D" 7) "READY" will appear on cluster, above speed indicator 8) Driving can commence 9) At conclusion of drive cycle, set gear selector to "P" 10) Exit vehicle, making sure key fob stays at least 10 feet from vehicle	
Transmission Shift Schedules, Mode	Transmission 1st to 2nd 2nd to 3rd 3rd to 4th 4th to 5th 5th to 6th 6th to 7th 7th to 8th SS II.D.	A2 N/A N/A N/A N/A N/A N/A N/A FTP – FTA; HWFE - HWA	
	Transmission Mode	Transmission cannot be shifted manually; leave driving mode in default (no "Sport" or "Sport +")	
Selectable modes	Other (Sport, Wet, etc.)	All selectable modes to be left in default positions.	
Other	Cooling fan	One road-speed fan, centered upright, front of vehicle	
	Body apertures	Leave all apertures closed	
	Drive Mode	All models are RWD, requiring RWD dynamometer	
	Test lab considerations	Porsche can supply instructions separately for E-Brake, Dyno Mode, and Soak Area	

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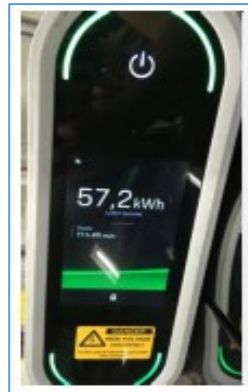
Section 6~Test Vehicle Description

6.02.02>< Battery Charge Procedures

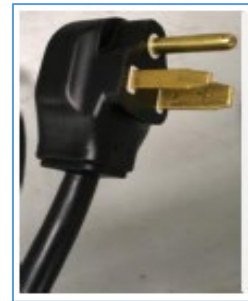
Vehicle Charging Procedures	1) Mobile Charger (standard retail equipment) is supplied with test vehicle(s) 2) Charger input is 208-240V AC, NEMA 14-50 plug (also 110V, NEMA 5-15) 3) Use vehicle left or right side charging port; ports accessible by "press to open" action ** 4) Mobile Charger Connect has touch-screen display; used to monitor charge energy, charging time, and status 5) While charging, lock the car with the fob and place fob at least 10 feet from the vehicle 6) At end Charger displays "Charging Finished", or "Ladevorgang geschlossen" in German version 7) Charge energy and charge status also appear on the center console display 8) Reverse order to complete charging sequence
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"Mobile Charger Connect"



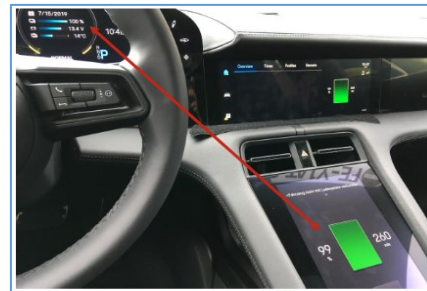
Mobile Charger Connect -- display / touch screen



NEMA 14-50 plug



Charger socket access on vehicle



Use center console display for greatest accuracy *

** Optionally, if so equipped, charge door is opened with a hand wave under the door.

Note: "Mobile Charger Plus" (not shown) may also be supplied. Same as Connect but with simple LEDs, no touch screen.

* State-of-Charge (SOC) is calculated using the integral of current sensor output and calibrated with cell voltage sensors.

Note: optional "19.2 kW On-Board Charger" may accompany production vehicles; instructions for this charger can be supplied.

Taycan supports DC fast charging up to a maximum of 270 KW

Section 6~Test Vehicle Description

6.02.03>< Vehicle Handling and Voltage / Current Measurement Procedures

Note: These instructions apply to certification vehicles only. Voltage and current analysis on production vehicles can only be accomplished via control unit communications. Instructions on the following pages.

Driving Instructions for the new MY25 Taycan



Vehicle Handling - Overview

Starting Instructions (s. slide 6)

- » Closing the door will turn car ignition to ACC mode (key must be inside the car)
- » Do not press the ignition button
- » Depress brake pedal
- » Set gear selector to Position D
- » „READY“ will illuminate on the cluster

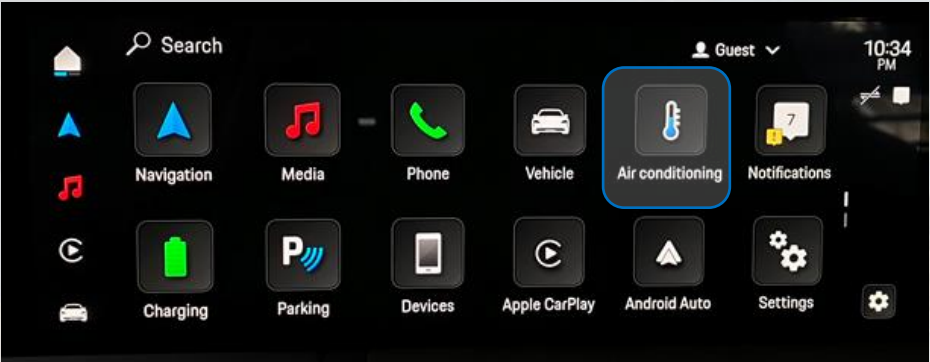
Driving Instructions

- » Leave all selectable mode buttons in the default mode (i.e., Sport, Sport+, etc).
- » Deactivate recuperation for road load determination (s. slide 8)
- » Operate in “D” only.

Soak Area Instructions

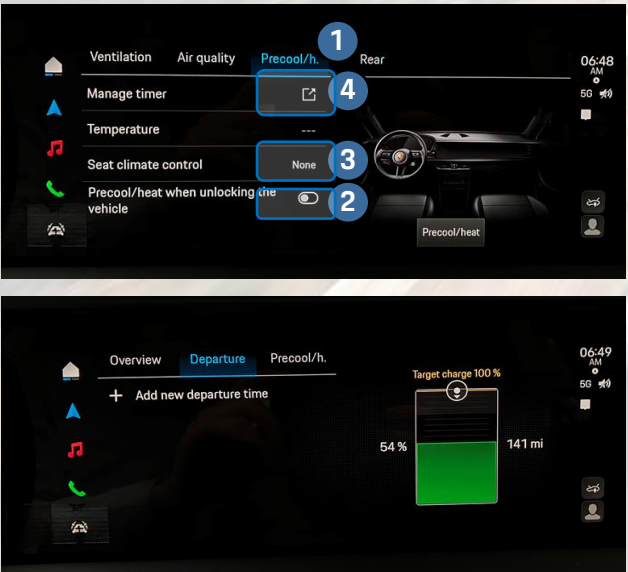
- » Vehicle can be moved in the soak area by lifting the rear axle. Only in case of emergency should the vehicle be moved with the front axle. Disengage parking brake in the center console, if activated (s. slide 4).
- » Please engage parking brake when vehicle is not being moved, to ensure that the control units revert to sleep mode.
- » When not in use, lock the vehicle and place the key in the scheduling office or another remote location, to avoid energy losses.

Vehicle Preparation – Climate control



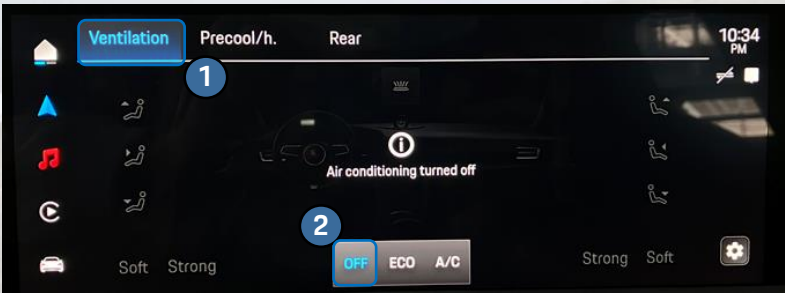
Central display – Air conditioning

1. Deactivation of precool/heat functions



1. Go to **Precool/h.** (1)
2. Deactivate **Precool/heat when unlocking the vehicle** (2)
3. Deactivate **seat climate control** (3)
4. Go to **Manage timer** (4) and make sure no departure timer is activated

2. Deactivation of A/C ventilation



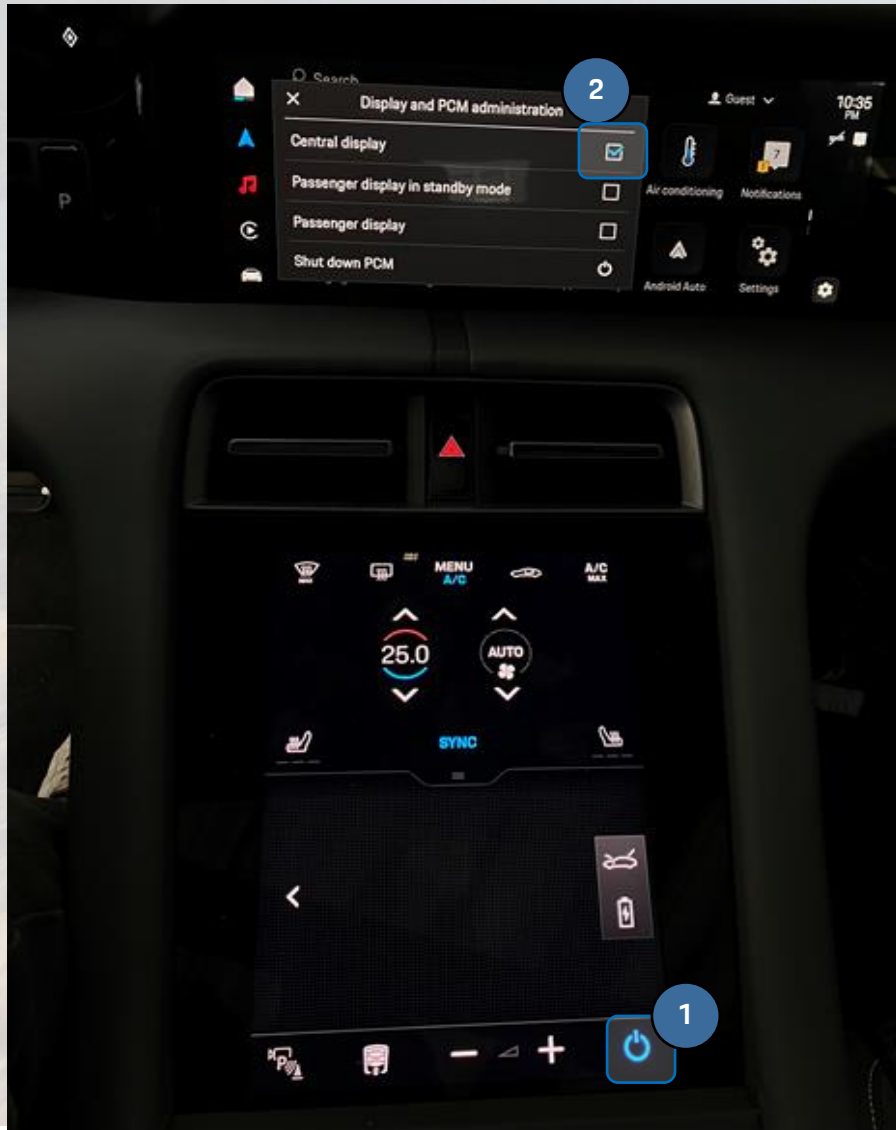
1. Go to **Ventilation** (1)
2. Press **OFF** (2)

3. Deactivation of rear seat A/C



1. Go to **Rear** (1)
2. Press **OFF** (2)
3. **OFF** should be shown on the rear set climate control panel (3)

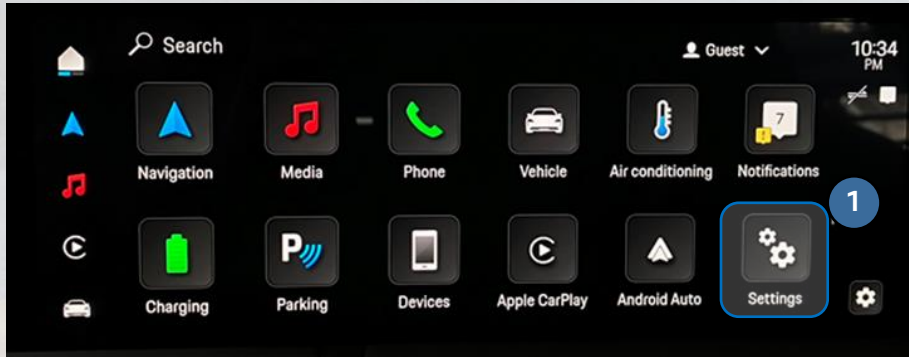
Vehicle Preperation – Turn off center display



The central display should be switched off before the test, after all other settings have been adjusted according to the previous instructions.

1. Press the **on/off button** in the lower center console (1)
2. Press **Central display** (2)

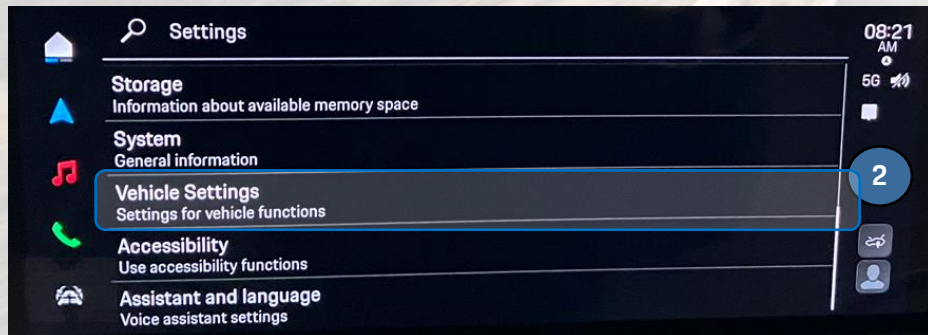
Vehicle Handling - Electric Parking Brake



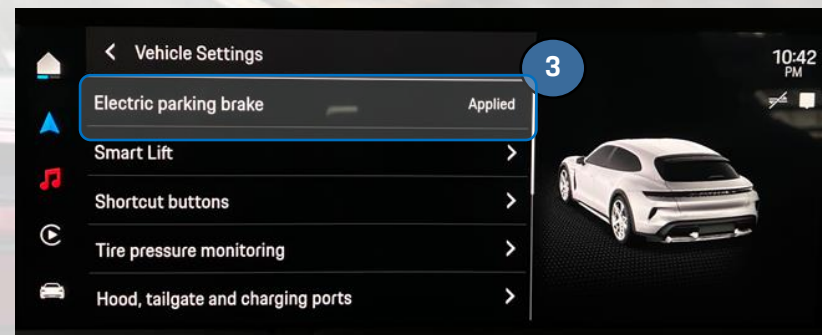
Central display – Settings

The vehicle is equipped with an electric parking brake that is automatically applied and released when P is engaged. To release the brake manually to move the vehicle in the soak area, proceed as follows:

1. Scroll down in the central display and go to **Settings (1)**
2. Go to **Vehicle Settings (2)**
3. Step on the brake pedal and tap on **Electric parking brake (3)**



Settings – Vehicle Settings

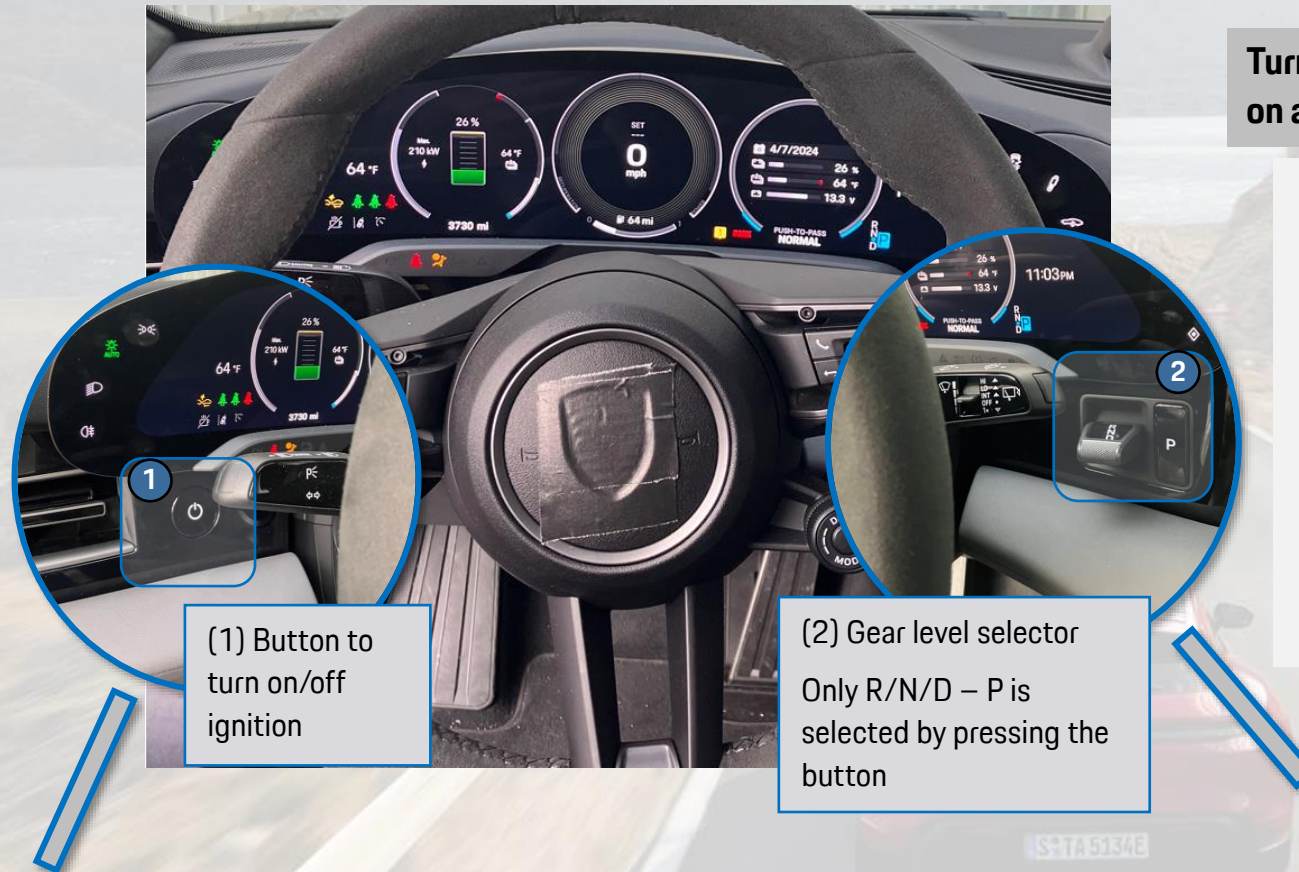


Vehicle Settings

Caution !

The electric parking brake is **engaged automatically** when the **driver is leaving the car** (safety feature). This must be considered, when moving the car in the soak area by **lifting the front axle** and **to center the vehicle on the dyno**. **A driver must be seated in the driver seat.**

Testing - Vehicle Settings and Starting Instructions



Turning on the car manually is not necessary, since the ignition will be turned on automatically!

1. Closing the door will turn car ignition to ACC mode (key must be inside the car)
2. Do not press the ignition button (1)
3. Depress brake pedal
4. Set gear selector to Position D by pushing it down (2)
5. „READY“ will illuminate on the cluster (3)

➤➤ Leave all selectable mode buttons in the default mode.

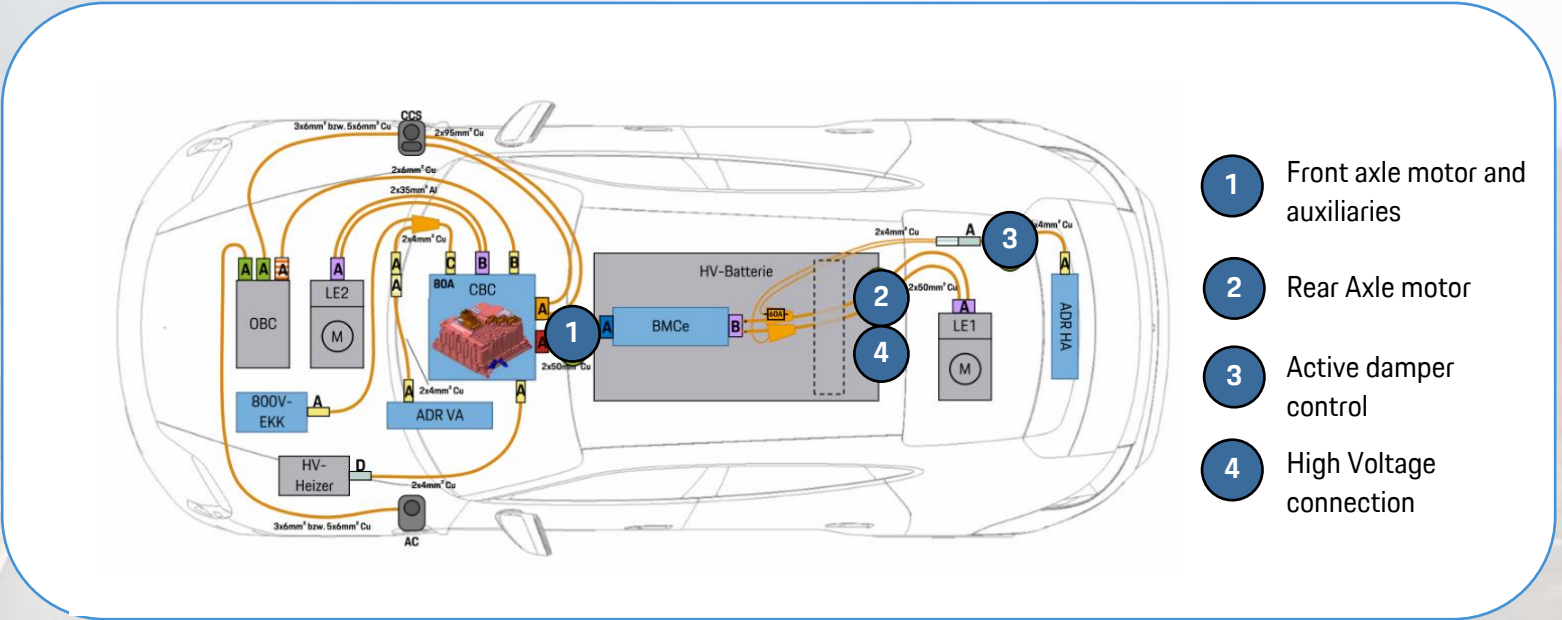
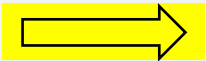
Caution !

Always use the seat belt, just like a real driver: Fasten the seat belt when getting into the vehicle and unfasten it again when leaving the vehicle, as the seat belt buckle may carry out plausibility checks which may **automatically engage the park gear**.



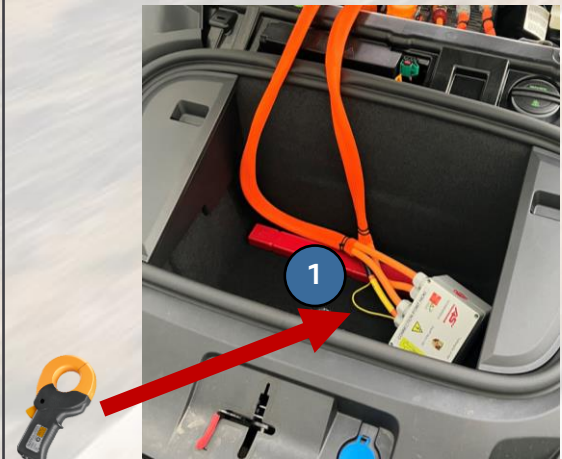
Testing – HIOKI Connection

- » There is one HIOKI connection point in the front storage compartment (frunk) and two HIOKI connection points in the rear storage compartment (trunk).
- » The high voltage connection cable is in the trunk .
- » The direction for connecting the HIOKI clamps is marked on the cables with an arrow (which should match the arrow on the clamp)

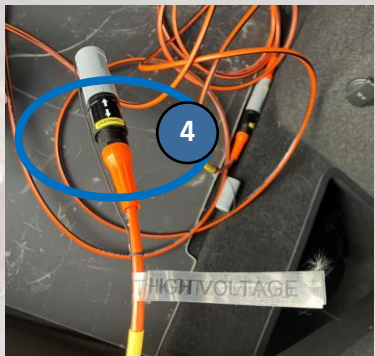
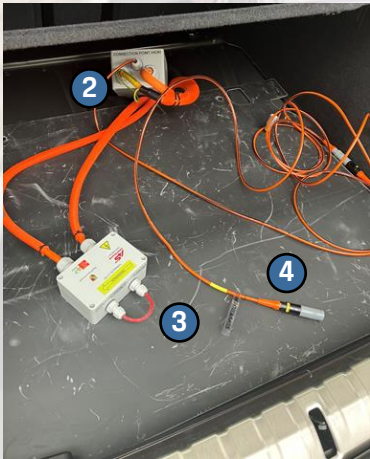


- 1 Front axle motor and auxiliaries
- 2 Rear Axle motor
- 3 Active damper control
- 4 High Voltage connection

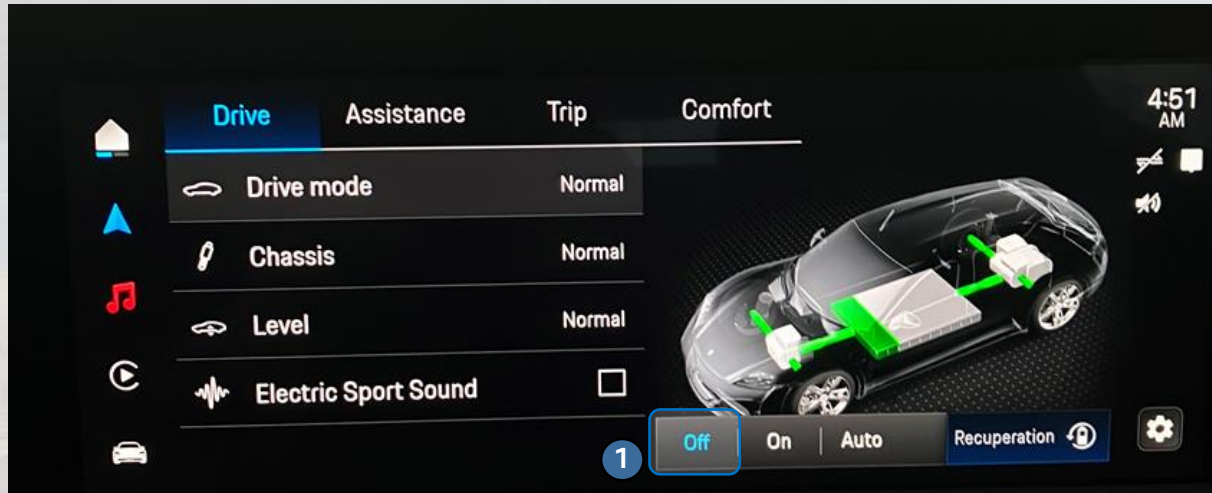
HIOKI connection point int the frunk



HIOKI connection points in the trunk



Testing - Coast Down Procedure



Press **Off** button for deactivation (1)



Chassis dyno load adjustment procedure

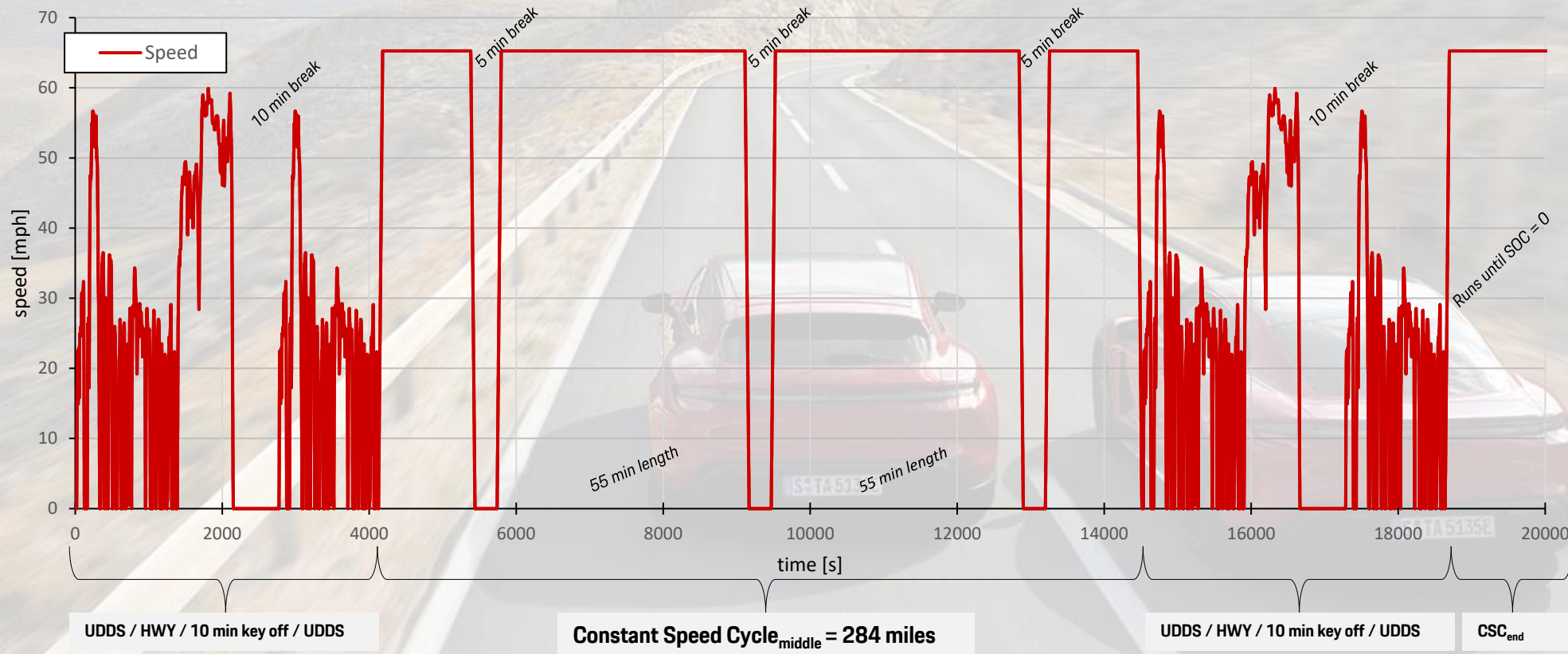
1. Check SOC conditions for coastdown testing (SOC > 70%)
2. Recuperation must be deactivated in the central display (1)
3. Drive the two preconditioning highways
4. Ensure the gear selector is in „N“
5. Start the coast down



Testing – Porsche Taycan BEV Specific Multi Cycle Test @65 mph

The graph below shows the required test sequence in order to satisfy SAE requirements.

Test cycle below shows a break after each hour for the driver



Vehicle Charging

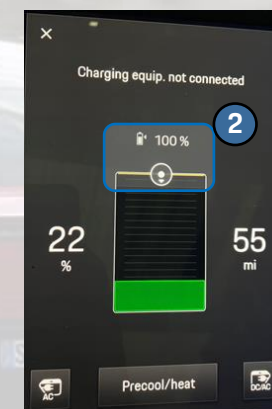
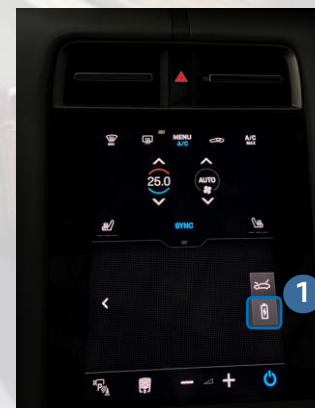
- » The vehicle can be charged with any 9,6kW 40A charger which will take approximately 11-12 hours. → We recommend using the standard charger at EPA.
- » AC charging possible on both sides of the vehicle
- » Check charging target is at 100%
- » The certification vehicle is equipped with an automatic charging cover. Swipe with two fingers to open it.

» Please close all doors, lock the car and remove the key at least 10 feet away when charging.

Use hand swiping gesture to open the charging port



Check charging target in lower center console



Press the *Battery symbol* in the lower center console (1)

Adjust slider (2) if necessary to ensure charge target is at 100%

Section 6~Test Vehicle Description

6.02.04>< Description of the Climate Control System

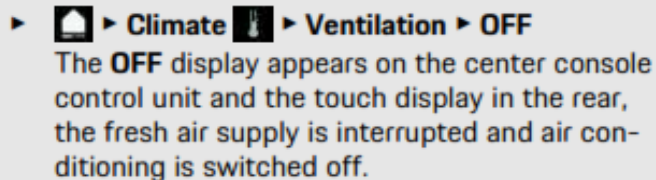
Overview:

1. Models are equipped with a cabin climate control system.
2. Climate control systems use R1234yf refrigerant.
3. If the high-voltage battery charge is less than 10%, A/C functions will first be restricted, then turned off, automatically.
4. Interior cooling switches off automatically and cannot be turned on at temperatures below 36 F (2 C).
5. The system has an "ECO" mode that switches off rear air conditioning and reduces the interior comfort level in favor of increased range, and limits other air conditioning functions in order to optimize energy consumption.
6. Cabin pre-heating and pre-cooling is possible, if the high voltage battery is charged 25% or higher, and the vehicle is switched off.
7. Porsche does NOT offer a fuel-fired heater for any of its products.

Operation:

1. Switching off the vehicle's climate control system:

Central display



2. Selecting ECO mode:

Central display



Section 6~Test Vehicle Description

6.02.05>< BEV Proper and Safe Operation

Porsche supplies the following four pages of safety recommendations, warnings, and special precautions for rescue personnel such as tow truck operators and first responders. These pages are available via Porsche-operated websites.

Additionally, safe handling and shop personnel protection procedures are detailed in existing Porsche technician training documentation. This documentation can be supplied upon request.

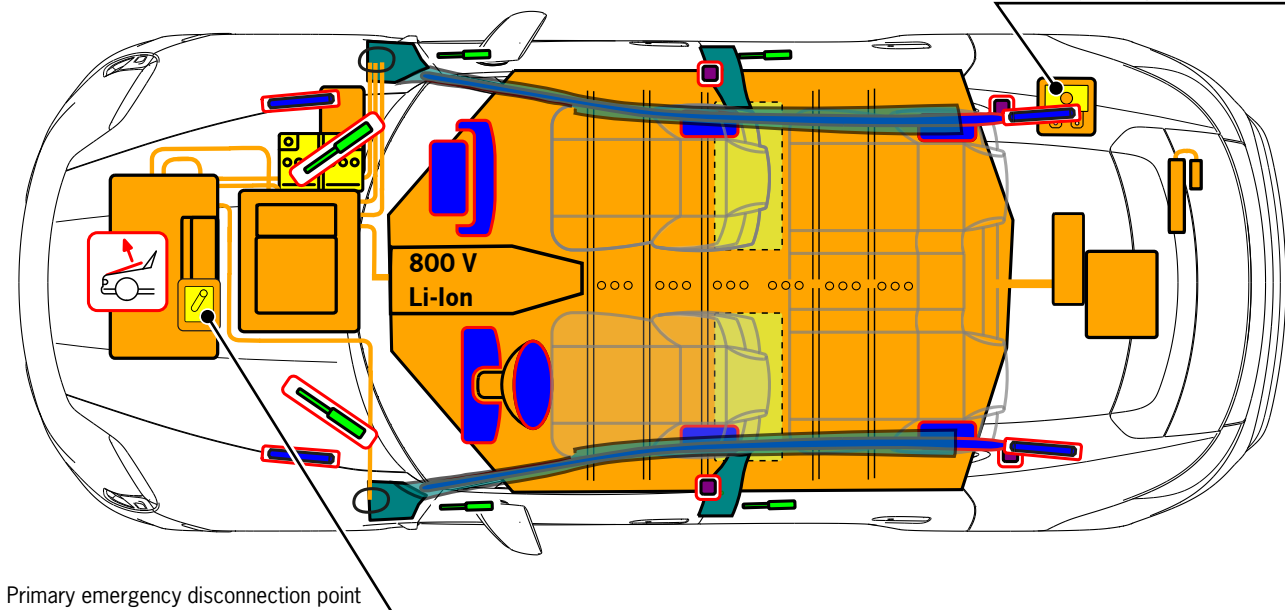


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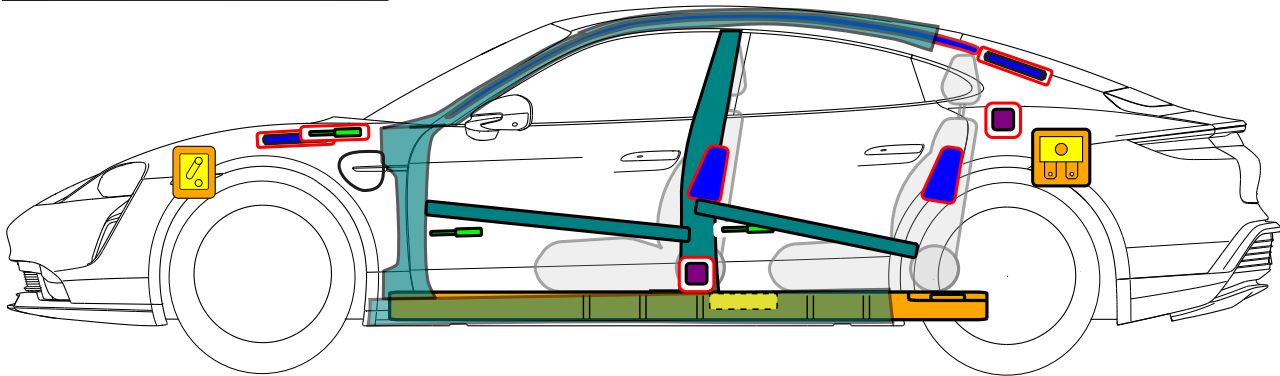
Porsche AG, Taycan, all derivatives (Y1A),
Saloon
from MY 2020



Secondary emergency disconnection point



Primary emergency disconnection point



Airbag



Body
reinforcement



SRS-
Control unit



High voltage
battery



Gas generator



Gas strut



12-volt
Battery



High voltage
cable / compo-
nent



Seat belt
pretensioner



Pedestrian
protection
system



Fuse box



High voltage
cut-off



Fuel tank

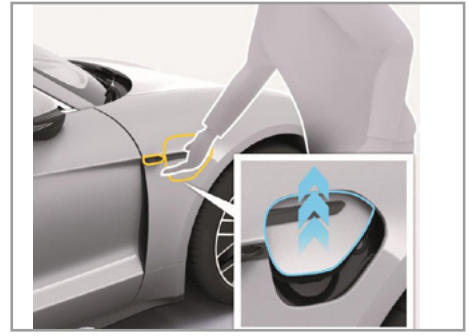


Roll-over
protection



Condenser

1. Vehicle identification and marking



The Porsche Taycan is only available with an electric powertrain.

Taycan

The Porsche Taycan can be identified by the design of its body, the (optional) logo on the rear, and the electrical symbols in the instrument cluster.

2. Shutdown / stabilization / lifting

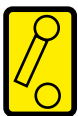
Press switch **P**.

This automatically activates the parking brake.

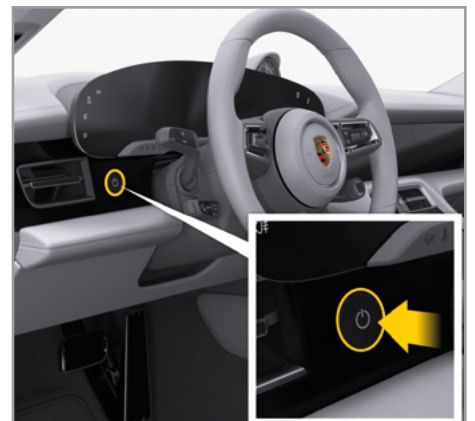
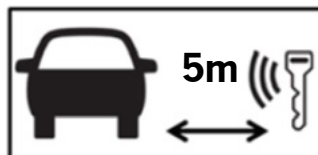


3. Avoidance of direct hazards / safety precautions

Switching off the ignition



Press START-STOP without pressing the foot brake.



The absence of engine noise does not mean that the vehicle is switched off.



Re-starting is possible until the vehicle has been shut down.

Deactivating the high-voltage system



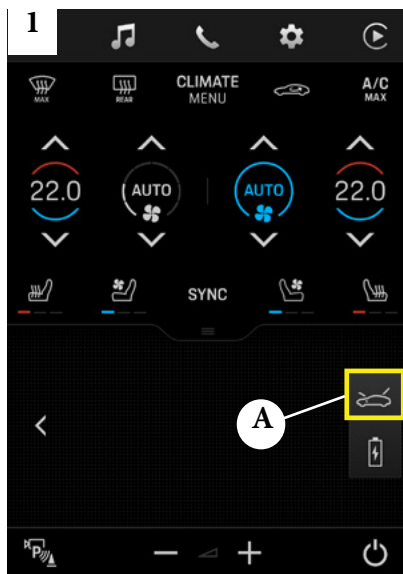
The high-voltage system is automatically deactivated in the case of accidents where airbags and seat belt pretensioners have been triggered.



In all other cases, the high-voltage system must be deactivated as follows:

Deactivating the high-voltage system

Option 1 - Primary emergency disconnection point:



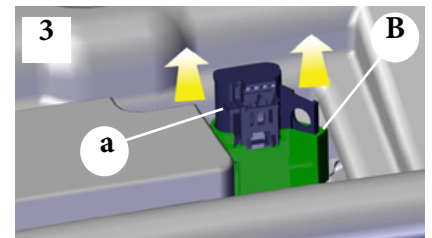
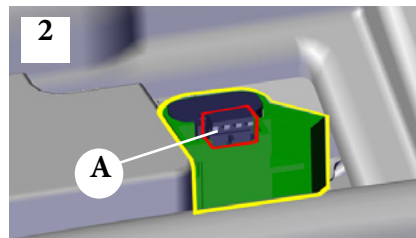
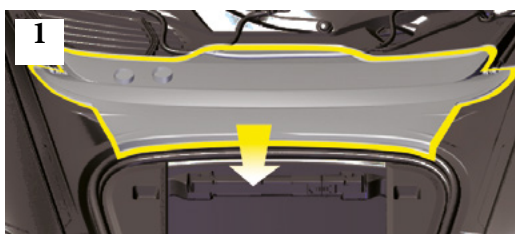
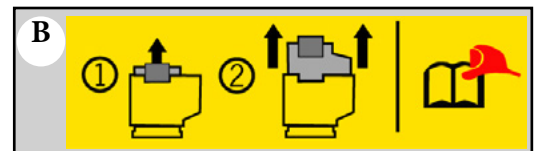
Open the front flap via the operating menu

1. Tap button -A-.
2. Tap button -B-.

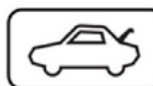
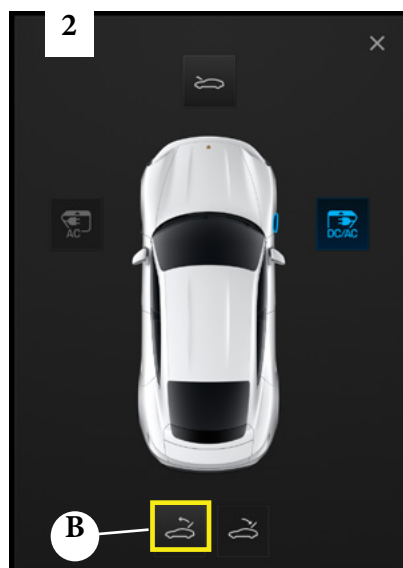
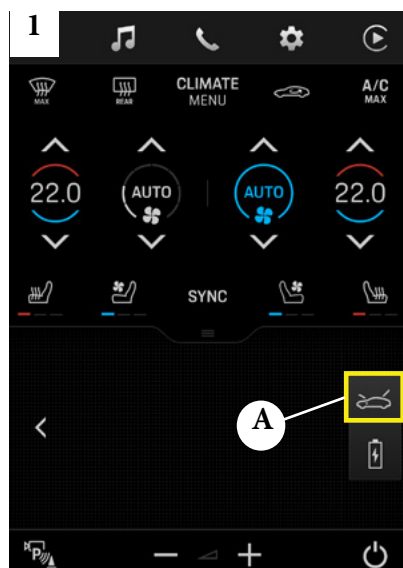


Primary emergency disconnection point:

1. Remove the cover at the rear of the luggage compartment.
2. Release -A-.
3. and detach the service connector (marked with tab B) -a-.



Option 2 - Secondary emergency disconnection point:



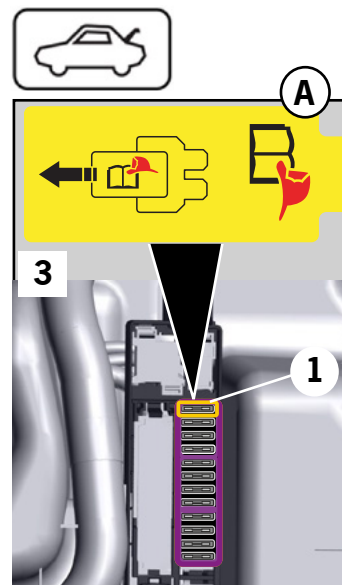
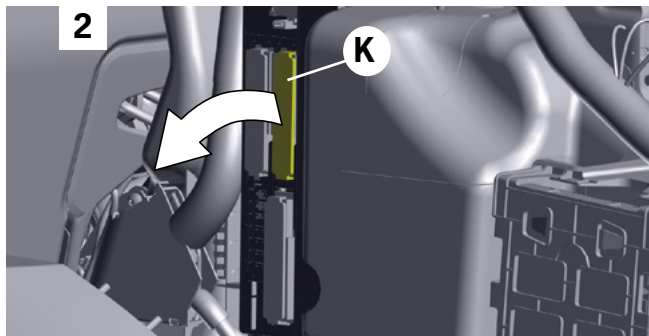
Open the tailgate via the operating menu

1. Tap button -A-.
2. Tap button -B-.



Option 2 - Secondary emergency disconnection point:

1. Remove the side cover on the right-hand side of the luggage compartment.
2. Remove the retaining frame (-K-) from the fuse block.
3. Detach fuse no. 1 (marked with tab A).

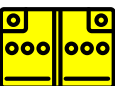


Wait around 20 seconds after switching off in order to ensure that no residual voltage is left in the high-voltage system.



The passive safety systems such as airbags and seat belt pretensioners continue to be provided with power by the 12-volt on-board power supply.

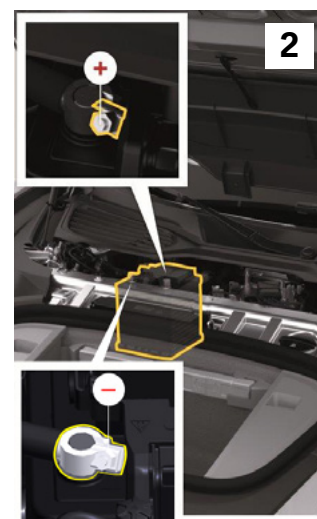
Disconnecting the 12 V battery



1. Remove the cover from the 12-volt battery at the rear right of the luggage compartment.
2. Unfasten the negative cable of the 12-volt battery at the screw connection and secure against accidental contact.



The passive safety systems (airbags and seat belt pretensioners) are deactivated.

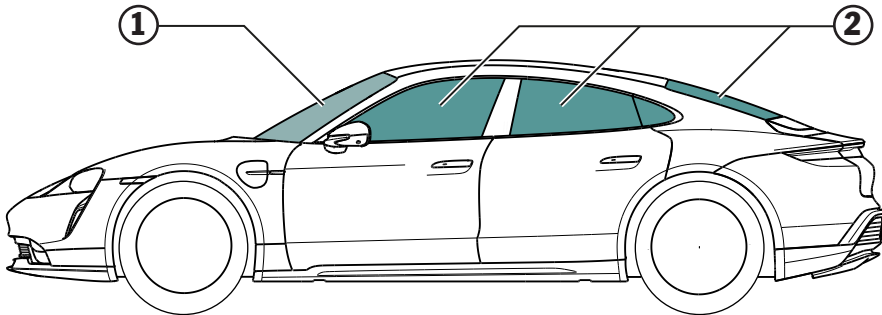


4. Accessing vehicle occupants

When freeing occupants, attention must be paid to the parts of the bodywork made of high-strength steel and the components of the restraint systems (in particular pyrotechnic devices) as specified on Page 1.



It is essential to avoid additional deformation of the sill panels and the underbody during the rescue operation (e.g. use of hydraulic equipment to provide support).



Types of glass

- ① Laminated safety glass
- ② Tempered safety glass

5. Stored energy / liquids / gases / solids

LI ION



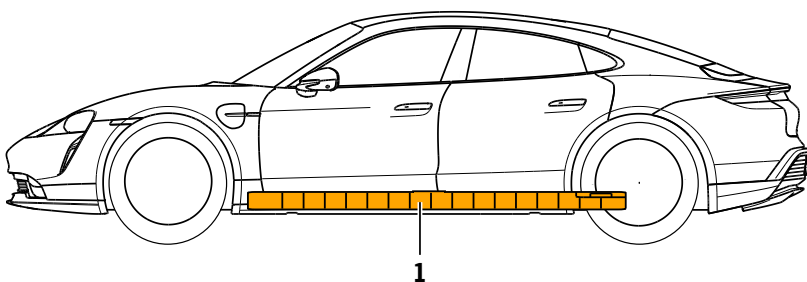
All high-voltage cables are provided with orange-colored insulation.



NEVER cut, break, or touch high-voltage components or cables. This could result in serious injuries or death.

6. Vehicle fires

Use large quantities of water (H₂O) to extinguish a vehicle fire.



1 High-voltage battery

Use an ample quantity of water (H₂O) to cool the li-ion battery.

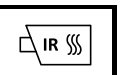


Warning: Re-ignition of the battery



In the event of damage or improper use, lithium-ion batteries can ignite spontaneously or with a delay, or ignite again after the fire has been extinguished.

1. Check battery temperature with a thermal infrared camera or thermometer.
Non-critical temperature range: <65 °C.
2. Wear appropriate personal protective equipment.



7. Vehicle in water

There is no risk of voltage being applied to the bodywork.

After recovering the vehicle:

1. Allow the water to drain out of the inside of the vehicle.
2. Initiate deactivation of the high-voltage system (see Section 3).

8. Towing / transportation / storage

Only transport the vehicle with both axles on a tow truck or car transporter.

Check the temperature of the lithium-ion battery before transport.

Non-critical temperature range: <65 °C.



Keep it at a safe distance from other vehicles.



Warning: Re-ignition of the battery



9. Important additional information

Further information on accident assistance and the recovery of vehicles with high-voltage systems can be found at <https://www.vda.de/en/services/Publications/rescue-and-towing-of-vehicles-with-high-voltage-systems.html>

9. Explanation of pictograms used

	Electric vehicle		Flammable
	Warning / Caution		Hazardous to the human health
	Warning, Electricity		Corrosives
	Electronic vehicle key distance		Acute toxicity
	Open the hood		Use thermal infrared camera
	Open the tailgate		Use water to extinguish the fire
	High-voltage battery (Lithium-Ion)		

Section 6~Test Vehicle Description

6.03>> Dynamometer Parameters

Vehicle ID	Model Name	Trans	ETW [lbf]	Single Roll Coefficients (target)		
				A [lbf]	B [lbf/mph]	C [lbf/mph ²]
FE-Y1A2H-25-0	Taycan	A2	5250	47.52	0.3148	0.01658
FE-Y1A2H-25-1	Taycan	A2	5250	34.98	0.2706	0.01505

Vehicle ID	Model Name	Trans	ETW [lbf]	Single Roll Coefficients (set)		
				A [lbf]	B [lbf/mph]	C [lbf/mph ²]
FE-Y1A2H-25-0	Taycan	A2	5250	5.22	0.1305	0.01605
FE-Y1A2H-25-1	Taycan	A2	5250	-12.35	0.0361	0.01510

Note: Porsche's RLHP measurement and calculation methods are available upon request.

Note: blank cells or tables are intentionally blank.

Section 6~Test Vehicle Description

6.04>> Evaporative Parameters

These are Battery Electric Vehicles. There is no combustion engine, no fuel-fired heater, and no fuel cell, and therefore no evaporative emissions control system.

Section 7~Test Results

7.01>> Exhaust / Evaporative Standards

Exhaust Emissions Standards: Federal: **Int. Tier-4 Bin 0** California: **LEV-III ZEV**

Evaporative Standards: Federal: **N/A** California: **N/A**

Certification Tests:

Energy / Range Data:

Model / Type

Taycan FEDV1

Taycan FEDV2

MCT (Multi-Cycle Test)

SPRX10086291

SPRX10086294

Section 7~Test Results

Model Year: 2027

7.02>> GHG and Testing Compliance

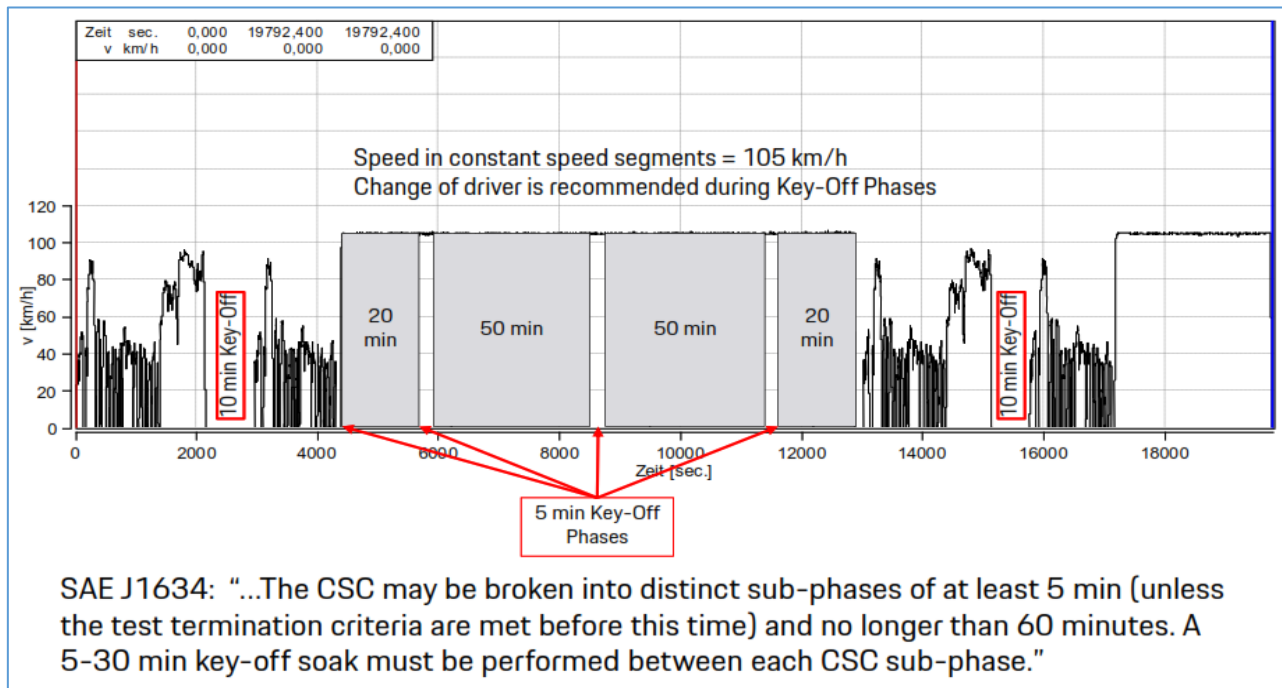
GHG in-use standards: Please refer to the VW Group's final GHG Report for this Model Year.

Start-Stop: Models in this test group are all BEVs; Auto Start-Stop does not apply.

N₂O and CH₄: Models in this test group are all BEVs.

Test cycles: Porsche chose the Multi-Cycle Test (MCT), following SAE J1634, 2017 version.

For the California highway portion, Porsche used the "Highway All-Electric Range Test for Battery Electric Vehicles" per California Code of Regulations (CCR) title 13, section 1962.2 (F) 3.2.1.



Section 7-Test Results

7.03>> CSI Report

The Certification Summary Information (CSI) report begins on the following page.

Certification Summary Information Report

Manufacturer	Porsche AG	Manufacturer Code	PRX
Test Group	VPRXV00.0ETS	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	06/10/2026 04:41:09 PM
Model Year	2027		

Test Group Information

CSI Type	New	Running Change Reference Number	--
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	No	California Partial Zero Emissions Vehicle Indicator	--
Durability Group Name	VPRXEEVNNETS	Durability Group Equivalency Factor	1.0
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	Not Applicable	SFTP Tier 2 Composite CO Option	No
SFTP LEV-III Composite Compliance Indicator	No		
OBD Compliance Type	CARB	OBD Demonstration Vehicle Test Group	VPRXV0.00ETS
Test Group OBD Compliance Level	Full - no deficiencies	Number of Test Group OBD Deficiencies	0
OBD Deficiencies Comments	--		
Mfr Test Group Comments	Taycan Performance Battery Plus model; Rear-Wheel-Drive Battery Electric Only		
Mfr Exhaust / Evap Standards Comments	--		

Certification Summary Information Report

Test Group	VPRXV00.0ETS			Evaporative/Refueling Family			--			
Models Covered by this Certificate										
Carline Manufacturer	Division	Carline	Certification Region Code(s)	Drive System	Trans - Type	- # of Gears	Trans - Lockup			
Porsche AG	1 - Porsche	702 - Taycan Perf Battery Plus	Federal	2-Wheel Drive, Rear	Automatic	2	No			
Porsche AG	1 - Porsche	702 - Taycan Perf Battery Plus	California + CAA Section 177 states	2-Wheel Drive, Rear	Automatic	2	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	VPRXV00.0ETS	Evaporative/Refueling Family	--
Hybrid Electric Vehicle And Fuel Cell Information			
Rechargeable Energy Storage System	Battery(s)	Rechargeable Energy Storage System, if Other	--
Battery Type	Lithium Ion	Number of Battery Packs	1
Total Voltage of Battery Packs	850	Battery Energy Capacity	144
Battery Specific Energy	163	Battery Charger Type	Both
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, Perm Magnet, Synchronous	Rated Motor/Generator Power	300
Motor/Generator Type 2	AC, Perm Magnet, Synchronous	Rated Motor/Generator Power	320
Mfr Fuel Cell Description	--		
Fuel Cell On-Board H2 Storage Capacity (kg)	--	Usable H2 Fill Capacity (kg)	--
Mfr Hybrid Electric/ Electric Vehicle Comments	Total battery voltage can vary from 450 to 850; Driver can select if regenerative braking occurs only with brake pedal, or both pedal and coasting (Sport Mode)		

Certification Summary Information Report

Test Group	VPRXV00.0ETS	Evaporative/Refueling Family	--						
Emission Data Vehicle Information									
Vehicle ID / Configuration	FE-Y1A2H-25 / 0	Manufacturer Vehicle Configuration Number	0						
Original Test Group Name	SPRXV00.0ETS	Original Evaporative/Refueling Family	--						
Original Test Vehicle Model Year	2025								
Vehicle Model									
Represented Test Vehicle Make	Porsche	Represented Test Vehicle Model	Taycan						
Leak Family Details									
Leak Family Identifier	--	Leak Family Name	--						
Drive Sources and Fuel System Details									
	<table border="1"> <tr> <th>Drive Source and Fuel#</th><th>Drive Source</th><th>Fuel</th></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	0	Odometer Correction Factor	1						
Odometer Correction Sign	+ = System Miles is equal to (Test odometer reading * Correction factor) + Initial system miles								
Odometer Correction Units	Miles								
Engine Code	ECX(E)	Rated Horsepower	429						
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	N/A	Drive Mode While Testing	2-Wheel Drive, Rear						
Shift Indicator Light Usage	Not equipped	Aged Emission Components	4,000 (mi)						
Curb Weight (lbs)	4943	Equivalent Test Weight (pounds)	5250						
GVWR (lbs)	6162	N/V Ratio	186						
Axle Ratio	1								
Transmission Type	Automatic	# of Transmission Gears	2						
Transmission Lockup	No	Creep Gear	No						
Dynamometer Coefficients:									
	Target Coefficients								
	Set Coefficients								
Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)						
City/Highway/Evap	47.52	0.3148	0.01658						
	A (lbf)	B (lbf/mph)	C (lbf/mph**2)						
	5.22	0.1305	0.01605						
	EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients								
	14								
Emission Control Device Comments	BEV								

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Certification Summary Information Report

Test Group	VPRXV00.0ETS	Evaporative/Refueling Family	--
Test #	SPRX10086291	Test Procedure	77 - Multi-Cycle Test (MCT)
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	10/20/2023	Fuel	N/A
Fuel Batch ID	--	Fuel Calibration Number	--
Vehicle Class	N/A	DF Type	Mfr. Determined
Verify Test Lab ID	VW Test Center California		
E10 Evaporative Test Measurement Method	--		
Test Start Odometer Reading	2250	Odometer Units	M
4WD Test Dyno	Yes	Diesel Adjustment Factor Usage	--
State of Charge Delta	Yes		
Drive Cycle Speed Tolerance Criteria	Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec)	Road Speed Fan Usage	Yes
PHEV/EV Charge Depleting Test Information			
Recharge Event Voltage	236.8	Recharge Event Energy (kiloWatt-hours)	115.329
Charge Depleting Range (Calculated miles)	424.853	Charge Depleting Range (Actual miles)	424.853
Charge Depleting Range Highway (Calculated miles)	402.996	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	424.853
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)		7.45	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		-1.34	
Drive Trace Energy Economy Rating		-2.484	
Drive Trace Inertia Work Ratio Rating		-1.842	
Integrated DC KW-HRS		2.034	
Manufacturer Fuel Economy		27.302	
Charge Depleting Bag/Phase #2			

Certification Summary Information Report

Test Group	VPRXV00.0ETS	Evaporative/Refueling Family	--
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	10.26
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	0.09
		Drive Trace Energy Economy Rating	-1.342
		Drive Trace Inertia Work Ratio Rating	0.441
		Integrated DC KW-HRS	2.562
		Manufacturer Fuel Economy	24.971
Charge Depleting Bag/Phase #3			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	7.47
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	-0.91
		Drive Trace Energy Economy Rating	-2.688
		Drive Trace Inertia Work Ratio Rating	-1.131
		Integrated DC KW-HRS	1.769
		Manufacturer Fuel Economy	23.681
Charge Depleting Bag/Phase #4			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	256.01
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	60.23
		Drive Trace Energy Economy Rating	0.64
		Drive Trace Inertia Work Ratio Rating	99.99
		Integrated DC KW-HRS	75.813
		Manufacturer Fuel Economy	29.613
Charge Depleting Bag/Phase #5			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	7.48
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	-0.93
		Drive Trace Energy Economy Rating	-2.254
		Drive Trace Inertia Work Ratio Rating	-1.289
		Integrated DC KW-HRS	1.692
		Manufacturer Fuel Economy	22.62
Charge Depleting Bag/Phase #6			

Certification Summary Information Report

Test Group	VPRXV00.0ETS	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>10.25</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>5.85</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-1.022</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>7.408</td></tr><tr><td>Integrated DC KW-HRS</td><td>2.472</td></tr><tr><td>Manufacturer Fuel Economy</td><td>24.117</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.25	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	5.85	Drive Trace Energy Economy Rating	-1.022	Drive Trace Inertia Work Ratio Rating	7.408	Integrated DC KW-HRS	2.472	Manufacturer Fuel Economy	24.117		
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	10.25																		
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Drive Trace Energy Economy Rating	-1.022																		
Drive Trace Inertia Work Ratio Rating	7.408																		
Integrated DC KW-HRS	2.472																		
Manufacturer Fuel Economy	24.117																		
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>7.48</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>-1.14</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-2.359</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>-1.65</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.742</td></tr><tr><td>Manufacturer Fuel Economy</td><td>23.289</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.48	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	-1.14	Drive Trace Energy Economy Rating	-2.359	Drive Trace Inertia Work Ratio Rating	-1.65	Integrated DC KW-HRS	1.742	Manufacturer Fuel Economy	23.289		
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Drive Trace Inertia Work Ratio Rating	-1.65																		
Integrated DC KW-HRS	1.742																		
Manufacturer Fuel Economy	23.289																		
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>36.66</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>42.19</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.264</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>84.41</td></tr><tr><td>Integrated DC KW-HRS</td><td>10.827</td></tr><tr><td>Manufacturer Fuel Economy</td><td>29.534</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	36.66	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	42.19	Drive Trace Energy Economy Rating	-0.264	Drive Trace Inertia Work Ratio Rating	84.41	Integrated DC KW-HRS	10.827	Manufacturer Fuel Economy	29.534		
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Integrated DC KW-HRS	10.827																		
Manufacturer Fuel Economy	29.534																		
Manufacturer Test Comments		Taycan Performance Battery Plus FEDV1. Internal Test Number: 20240206TC205																	

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Certification Summary Information Report

Test Group	VPRXV00.0ETS	Evaporative/Refueling Family	--
Test #	SPRX10086294	Test Procedure	77 - Multi-Cycle Test (MCT)
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	02/22/2024	Fuel	N/A
Fuel Batch ID	--	Fuel Calibration Number	--
Vehicle Class	N/A	DF Type	Mfr. Determined
Verify Test Lab ID	VW Test Center California		
E10 Evaporative Test Measurement Method	--		
Test Start Odometer Reading	3592	Odometer Units	M
4WD Test Dyno	Yes	Diesel Adjustment Factor Usage	--
State of Charge Delta	Yes		
Drive Cycle Speed Tolerance Criteria	Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec)	Road Speed Fan Usage	Yes
PHEV/EV Charge Depleting Test Information			
Recharge Event Voltage	238.2	Recharge Event Energy (kiloWatt-hours)	115.845
Charge Depleting Range (Calculated miles)	500.352	Charge Depleting Range (Actual miles)	500.352
Charge Depleting Range Highway (Calculated miles)	478.989	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	500.352
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)		7.4	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		-0.6	
Drive Trace Energy Economy Rating		-2.429	
Drive Trace Inertia Work Ratio Rating		-0.348	
Integrated DC KW-HRS		1.584	
Manufacturer Fuel Economy		21.405	
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	VPRXV00.0ETS	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>10.25</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>3.51</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.858</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>4.809</td></tr><tr><td>Integrated DC KW-HRS</td><td>2.073</td></tr><tr><td>Manufacturer Fuel Economy</td><td>20.224</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.25	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	3.51	Drive Trace Energy Economy Rating	-0.858	Drive Trace Inertia Work Ratio Rating	4.809	Integrated DC KW-HRS	2.073	Manufacturer Fuel Economy	20.224		
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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>7.47</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>-0.45</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-3.301</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>-0.428</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.47</td></tr><tr><td>Manufacturer Fuel Economy</td><td>19.679</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.47	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	-0.45	Drive Trace Energy Economy Rating	-3.301	Drive Trace Inertia Work Ratio Rating	-0.428	Integrated DC KW-HRS	1.47	Manufacturer Fuel Economy	19.679		
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	7.47																		
Carbon-Related Exhaust Emissions	0																		
Drive Trace Absolute Speed Change Rating	-0.45																		
Drive Trace Energy Economy Rating	-3.301																		
Drive Trace Inertia Work Ratio Rating	-0.428																		
Integrated DC KW-HRS	1.47																		
Manufacturer Fuel Economy	19.679																		
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>46.65</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>82.71</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.216</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>99.99</td></tr><tr><td>Integrated DC KW-HRS</td><td>11.58</td></tr><tr><td>Manufacturer Fuel Economy</td><td>24.823</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	46.65	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	82.71	Drive Trace Energy Economy Rating	-0.216	Drive Trace Inertia Work Ratio Rating	99.99	Integrated DC KW-HRS	11.58	Manufacturer Fuel Economy	24.823		
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Integrated DC KW-HRS	11.58																		
Manufacturer Fuel Economy	24.823																		
Manufacturer Test Comments		Taycan Performance Battery Plus FEDV2. Internal Test Number: 20240222TC204																	
Fuel Properties																			

Certification Summary Information Report

Test Group		VPRXV00.0ETS			Evaporative/Refueling Family			--	
Consolidated List of Standards									
Exhaust Standards									
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
120,000 miles	CREE	--	--	--	--	--	1	--	0.0
150,000 miles	CO	--	--	--	--	--	1	--	0.0
Cert Region		California + CAA Section 177 states			Cert/In-Use Code			Cert	
Vehicle Class		LDV/Passenger Car			Standard Level			California ZEV	
Fuel		Electricity			Test Procedure			Charge Depleting Highway	
Useful Life	Emission Name	Rounded Result	RAF	NMOG / NMHC	Upward Diesel Adjustment Factor	Downward Diesel Adjustment Factor	Mult DF	Add DF	Std
120,000 miles	CREE	--	--	--	--	--	1	--	0.0
150,000 miles	CO	--	--	--	--	--	1	--	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			Federal fuel 2-day exhaust (w/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	--	--	--	--	--	1	--	0.0
Cert Region		California + CAA Section 177 states			Cert/In-Use Code			Cert	
Vehicle Class		LDV/Passenger Car			Standard Level			California ZEV	
Fuel		Electricity			Test Procedure			Charge Depleting UDDS	
Useful Life	Emission Name	Rounded Result	RAF	NMOG / NMHC	Upward Diesel Adjustment Factor	Downward Diesel Adjustment Factor	Mult DF	Add DF	Std
120,000 miles	CREE	--	--	--	--	--	1	--	0.0
150,000 miles	CO	--	--	--	--	--	1	--	0.0

Certification Summary Information Report

Test Group		VPRXV00.0ETS			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			Federal fuel 2-day exhaust (w/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	--	--	--	--	--	1	--	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
120,000 miles	CREE	--	--	--	--	--	1	--	0.0
150,000 miles	CO	--	--	--	--	--	1	--	0.0

Certification Summary Information Report

Test Group		VPRXV00.0ETS	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		VPRXV00.0ETS	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		VPRXV00.0ETS	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		VPRXV00.0ETS	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	

Section 8~Manufacturer Statements

8.01>> Emission Testing Waiver Statements

General Statement	All Porsche Battery-Electric vehicles will conform with the emissions standards for which data is not being provided, as allowed under 40 CFR 86.1829-01.
Electric vehicle emissions	According to 40 CFR 86.1829-15(f), which states that tailpipe emissions of regulated pollutants from vehicles powered solely by electricity are deemed to be zero, and based on relevant engineering evaluations, we state as the manufacturer that all electric vehicles included in this application comply with the requirements given in 40 CFR Part 86.

Section 8~Manufacturer Statements

8.02>> Manufacturer Attestations

GHG Compliance	As part of the Volkswagen Group of America, Porsche is not subject to GHG compliance as an independent entity. GHG compliance is managed at the Group level by VWGoA.
Tier 3 / LEV-IV Fleet Averages and Phase-Ins	As part of the Volkswagen Group of America, Porsche is not subject to these requirements as an independent entity. Tier 3 and LEV-IV compliance is managed at the Group level by VWGoA.
California ASM and Inspection / Maintenance Standards	In accordance with ARB MAC#99-05, Porsche hereby certifies that, based upon its engineering evaluation, vehicles of this test group comply with ASM and I/M standards.
Other	Porsche attests that all vehicles in this test group are battery-electric vehicles, without fuel-fired heaters. See Section 8.01.
Production Vehicle same as Test Vehicle statement	The production vehicles represented by the particular engine families will be in all material respects of the same design as those for which vehicle approval is granted.
California Emissions Warranty Statement	Please refer to the California Emissions Warranty booklets located in Section 16 of the Common Section.
Federal Emissions Warranty Statement	Per 40 CFR 85.2103, Porsche model year 2026 vehicles are provided with applicable Federal emissions performance warranties for 2 years or 24,000 miles and for 8 years or 80,000 miles for major emissions control components. Porsche electric vehicles and plug-in hybrid electric vehicles over 6,000 lbs GVWR will be provided with the optional warranty in 40 CFR 85.2103(d) (1)(v) upon first certification to full Tier-4 standards in 40 CFR 86.1811-27.



Section 9~OBD Description

9.01>> OBD System Description

Not Applicable. OBD not required for Battery-Electric vehicles.

Section 10~Description of Alternate-Fueled Vehicles

Porsche builds only gasoline (ICE), gasoline-electric hybrid, and battery electric vehicles.

Section 11~AECD Description

Battery Electric Vehicle: No Auxiliary Emissions Control Devices

Section 12~Test Parameters and Description of Vehicles Covered by Certificate

12.01>> Vehicle Description and Parameters; All Vehicles

Sales Area	50 State
Catalysts	Not Applicable
EGR Type	Not Applicable
Air Pump Type	Not Applicable
Starting Procedure	See Section 6.02
Cooling Fan	
Shift Indicator Light	Not Applicable
EGR Type	Not Applicable
Air Pump Type	Not Applicable
Drive Accuracy Per 1068.425	Yes
Fuel Temperature Profile	Not Applicable
Shift Schedules	Not Applicable

Section 12~Test Parameters and Description of Vehicles Covered by Certificate

12.01.01>< Vehicle Description Details

Model Name	Taycan Perf Battery Plus	Taycan Perf Battery Plus		
Carline	702	702		
Vehicle Classification	PC	PC		
Transmission	A2	A2		
Engine Code	ECX(E)	ECX(E)		
Number of Drive E-Motors	1	1		
Total E-Motor Power (HP)	429	429		
E-Motor Power type	AC Permanent Magnet, Synchronous	AC Permanent Magnet, Synchronous		
Battery Type	Li - Ion	Li - Ion		
Recharge Voltage (Volts)	110 to 800	110 to 800		
Number of Battery Cells	396	396		
Number of Battery Packs (modules)	12	12		
Number of Cells per Module	33	33		
Battery Energy Capacity	144	144		
Battery System Voltage	450 - 850	450 - 850		
Battery Specific Energy	168	168		
Battery System Weight	625	625		
Drive Type	RWD	RWD		
ETW [Lbf]	5250	5250		
Curb Weight	4943	4921		
Gross Vehicle Weight	6162	6162		
Axle Ratio	1.00	1.00		
N/V Ratio Fr Axle	97.5	97.5		
N/V Ratio Rr Axle	186.0	186.0		
Tire Sizes	Front	245/45 R20	245/45 R20	
	Rear	285/40 R20	285/40 R20	
RLHP	14.0	11.5		
Single Roll Coefficients (target)	A [lbf]	47.53	34.98	
	B [lbf/mph]	0.3148	0.2706	
	C [lbf/mph²]	0.01658	0.01505	

Note: blank cells or tables are intentionally blank.

Section 12~Test Parameters and Description of Vehicles Covered by Certificate

12.02>> Regenerative Braking

Overall description of Porsche regenerative (recuperative) braking system

- 1) Every deceleration ≤ 0.3 g is by regenerative braking.
- 2) Under default settings there is no regenerative braking when both brake and accelerator pedals are released. Porsche refers to this as "coasting".
- 3) If the driver selects Sport mode, there is regenerative braking instead of coasting when the accelerator pedal is released.
- 4) Optional regenerative functionality via Sport mode defaults to "Off" at key cycle.
- 5) Low frequency of friction brake actuation prompted implementation of two additional functions:
- 6) Function 1 is a "wearing-in" of brakes when new, and following brake service.
- 7) Function 1 occurs after delivery and brake service for 300 km to 600 km.
- 8) Function 1 is initially activated by dealership at time of delivery to customer.
- 9) Function 2 is a "brake refresh" after parking or extended vehicle storage.
- 10) Function 2 occurs after parking over 6 hours; dissipates 500 kJ of energy (e.g., 52 to 25 mph).

Section 13~Projected Sales

13.01>> Sales / Phase-ins

Confidential. See Section 16 in CBI version.

Section 14~Request for Certification

14.01>> Statement of Compliance

Porsche states that any element of design, system, or emission control device installed on or incorporated in Porsche's 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 Porsche'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. Porsche further states that any element of design, system, or emission control device installed or incorporated in Porsche's new motor vehicles or 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 Porsche's information and belief, cause or contribute to an unreasonable risk to public safety.

The term pollutants means:

- a. Diesel particulates
- b. Nickel
- c. MMT combustion products
- d. Ammonia
- e. Sulfates
- f. Hydrogen sulfide
- g. Hydrogen cyanide
- h. Ruthenium combustion products
- i. Nitrosamines,

or any other pollutant, which Porsche has identified, which can reasonably be expected to be emitted from these vehicles.

All vehicles have been tested in accordance with good engineering practice to ascertain that such test vehicles meet the requirements of this section for the useful life of the vehicle.

The test vehicles with respect to which data are submitted are in all materials respects as described in the application for certification, have been tested in accordance with the applicable test procedures utilizing the fuels and equipment described in the application for certification, they meet the requirements of such tests, and on the basis of such tests, they conform to the requirements of the regulations in 40CFR, Part 86, Subpart A.

Signed and dated by:



June 10, 2026

Michael Scott – Porsche Cars North America, Inc.

Section 15~Other Information

15.01>> Fee Filing Form

Appears on the following page.

US EPA Fee Form

[Help and EPA Instructions](#)

* Required Field

General Information

Date: 01/23/2026

Process Code *

Submit New Fee Filing Form

Manufacturer Code *

PRX

Manufacturer Name *

Porsche Cars North America

Contact Name *

Peter Khamphouvong

Contact Email Address *

peter.khamphouvong@porsche.us

Contact Phone *

6787091264

Calendar Year complete application submitted
to EPA *

2026

PLEASE NOTE: These fees apply to complete certification applications received by EPA from January 1, 2026, through December 31, 2026. The applicable fee is determined by the

calendar year in which the complete certification application is received, not the model year.

Engine Family / Evaporative Family / Test Group *

VPRXV00.0ETS

Certificate Request Type (Industry Sector Code)

Certificate Request Type *

- ☒ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (Federal) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (Federal) (E, H)
- ☐ On-Highway LD ICI, MDPV ICI, HDV ICI (A, B, D, J, T, V)
- ☐ On-Highway Motorcycle (C)
- ☐ On-Highway HDV Evap (F)
- ☐ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (California-Only) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (California-Only) (E, H)
- ☐ Nonroad CI (L)
- ☐ Nonroad SI (B, S)
- ☐ Locomotive (G, K)
- ☐ All Nonroad Recreational, excluding Marine engines (X, Y)
- ☐ All Marine (Including IMO) (M, N, W)
- ☐ Component Certification for Evaporative Emissions (P)

IMO Name (Required for dual US/IMO Marine Only)

ICI VIN Number (Required for ICIs Only)

Do you qualify for a Reduced Fee? *

No

Payment Information

Amount Owed

\$32,317.00

Payment Type *

Offline ACH

Comments

EPA Form Number 3520-29

OMB Control No.2060-0545

Approval expires 7/31/2027

The public reporting and recordkeeping burden for this collection of information is estimated to average 12 minutes per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed forms to this address.

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