



NATIONAL VEHICLE AND FUEL EMISSIONS LABORATORY

ANN ARBOR, MI 48105

September 28, 2026

IACD-2026-16 (LDV/LDT/ICI/LIMO)

SUBJECT: Updated Criteria for Manufacturer-Conducted Confirmatory Testing

Dear Manufacturer,

The purpose of this letter is to remind manufacturers that the criteria for manufacturer-conducted confirmatory testing of emissions and fuel economy vehicles were changed with the Multi-Pollutant Emission Standards rule of April 2024.¹ As described in more detail in the enclosure, only two criteria need be considered when determining if a manufacturer confirmatory test is required:

1. Whether the vehicle configuration has previously failed an emission standard; and
2. Whether “The test exhibits high emission levels determined by exceeding a percentage of the standards specified by the Administrator for that model year.”

The percentage of the standards criterion for “high emission levels” remains unchanged from previous U.S. Environmental Protection Agency (EPA) guidance at 90 percent. These criteria apply to all vehicles subject to emissions standards in 40 CFR Part 86, subpart S. The revised criteria are provided in Enclosure 1.

Guidance letter [CD-2015-22](#) is hereby rescinded. The EPA expects that these changes will reduce manufacturers’ confirmatory testing burden without negatively impacting vehicle compliance. If you have any questions about this letter, please contact your certification team representative.

Sincerely,

Byron Bunker, Director
Implementation, Analysis and Compliance Division
Office of Transportation and Air Quality

Enclosure

¹ 89 FR 28201, Apr. 18, 2024; 40 CFR 86.1835-01(b)(3); 40 CFR 600.008(b)(1).

1. Failure or Replacement for Failed Vehicle. The vehicle configuration [where configuration is defined in 40 C.F.R. 86.1803-01 as “*Vehicle configuration* means a unique combination of basic engine, engine code, inertia weight class, transmission configuration, and axle ratio”] has previously failed an emission standard or the vehicle is a replacement for a failed vehicle. Both city and highway tests should be run for vehicles selected under this criterion, regardless of the test procedure on which the emission standard failed. An evaporative, refueling, SFTP, cold temperature NMHC/CO test should be conducted (in addition to the city and highway tests) if the vehicle failed any of those emission standards.

2. High Emission Levels. Any certification level (test level adjusted by the deterioration factor, or test level with aged components installed) that is more than 90 percent of the applicable standard. If more than one test was performed for any procedure, only the last test is considered for this criterion. Both city and highway tests should be run for vehicles selected under this criterion, regardless of the test procedure on which the emission certification level was high. An evaporative, refueling, SFTP, cold temperature NMHC/CO test should be conducted (in addition to the city and highway tests) if the certification level was above 90 percent of the emission standard for that procedure.