

§ 1976. Standards and Test Procedures for Motor Vehicle Fuel Evaporative Emissions.

(a) *[Fuel evaporative emission standards for 1970 through 1977 model passenger cars and light-duty trucks. No change.]*

(b)(1) Evaporative emissions for 1978 and subsequent model gasoline-fueled, 1983 and subsequent model liquefied petroleum gas-fueled, and 1993 and subsequent model alcohol-fueled motor vehicles and hybrid electric vehicles subject to exhaust emission standards under this article, except petroleum-fueled diesel vehicles, compressed natural gas-fueled vehicles, hybrid electric vehicles that have sealed fuel systems which can be demonstrated to have no evaporative emissions, and motorcycles, shall not exceed the following standards:

(A) *[Evaporative emission standards for 1978 through 1994 model motor vehicles. No change.]*

(B) *[Evaporative emission standards on the three-day diurnal test for 1995 through 2005 model motor vehicles. No change.]*

(C) *[Evaporative emission standards on the supplemental two-day diurnal test for 1995 through 2005 model motor vehicles. No change.]*

(D) *[Zero-emission vehicle evaporative requirements. No change.]*

(E) For 2001 through 2014 model year vehicles, ~~the~~ optional zero-fuel evaporative emission standards for the three-day and two-day diurnal-plus-hot-soak tests are 0.35 grams per test for passenger cars, 0.50 grams per test for light-duty trucks 6,000 lbs. GVWR and under, and 0.75 grams per test for light-duty trucks from 6,001 to 8,500 lbs. GVWR, to account for vehicle non-fuel evaporative emissions (resulting from paints, upholstery, tires, and other vehicle sources). Vehicles demonstrating compliance with these evaporative emission standards shall also have zero (0.0) grams of fuel evaporative emissions per test for the three-day and two-day diurnal-plus-hot-soak tests. The "useful life" shall be 15 years or 150,000 miles, whichever occurs first. In lieu of demonstrating compliance with the zero (0.0) grams of fuel evaporative emissions per test over the three-day and two-day diurnal-plus-hot-soak tests, the manufacturer may submit for advance Executive Officer approval a test plan to demonstrate that the vehicle has zero (0.0) grams of fuel evaporative emissions throughout its useful life.

Additionally, in the case of a SULEV vehicle for which a manufacturer is seeking a partial ZEV credit, the manufacturer may prior to certification elect to have measured fuel evaporative emissions reduced by a specified value in all certification and in-use testing of the vehicle as long as measured mass exhaust

emissions of NMOG for the vehicle are increased in all certification and in-use testing. The measured fuel evaporative emissions shall be reduced in increments of 0.1 gram per test, and the measured mass exhaust emissions of NMOG from the vehicle shall be increased by a gram per mile factor, to be determined by the Executive Officer, for every 0.1 gram per test by which the measured fuel evaporative emissions are reduced. For the purpose of this calculation, the evaporative emissions shall be measured, in grams per test, to a minimum of three significant figures.

(F) For the 2004 ~~and subsequent~~ through 2014 model motor vehicles identified below, tested in accordance with the test procedures described in Title 40, Code of Federal Regulations, sections 86.130-78 through 86.143-90 as they existed July 1, 1989 and as modified by the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles" incorporated by reference in section 1976(c), the evaporative emission standards are:

<i>Vehicle Type</i>	<i>Hydrocarbon¹ Standards^{2 3 4}</i>		
	<i>Running Loss (grams per mile)</i>	<i>Three Day Diurnal + Hot Soak (grams per test)</i>	<i>Two-Day Diurnal + Hot Soak (grams per test)</i>
Passenger cars	0.05	0.50	0.65
Light-duty trucks (under 8,501 lbs. GVWR)			
6,000 lbs. GVWR and under	0.05	0.65	0.85
6,001 - 8,500 lbs. GVWR	0.05	0.90	1.15
Medium-duty vehicles (8,501 - 14,000 lbs. GVWR)	0.05	1.00	1.25
Heavy-duty vehicles (over 14,000 lbs. GVWR)	0.05	1.00	1.25

¹ Organic Material Hydrocarbon Equivalent for alcohol-fueled vehicles.

² For all vehicles certified to these standards, the "useful life" shall be 15 years or 150,000 miles, whichever first occurs. Approval of vehicles which are not exhaust emission tested using a chassis dynamometer pursuant to section 1960.1 or 1961, title 13, California Code of Regulations shall be based on an engineering evaluation of the system and data submitted by the applicant.

³ (a) These evaporative emission standards shall be phased-in beginning with the 2004 model year. Each manufacturer, except small volume manufacturers, shall certify at a minimum the specified percentage of its vehicle fleet to the evaporative emission standards in this table or the optional zero-evaporative emission standards in section 1976(b)(1)(E) according to the schedule set forth below. For purposes of this paragraph (a), each manufacturer's vehicle

fleet consists of the total projected California sales of the manufacturer's gasoline-fueled, liquefied petroleum-fueled and alcohol-fueled passenger cars, light-duty trucks, medium-duty vehicles, and heavy-duty vehicles.

<i>Model Year</i>	<i>Minimum Percentage of Vehicles Certified to the Standards in §§1976(b)(1)(F) and (b)(1)(E)</i>
2004	40
2005	80
2006 and subsequent	100

A small volume manufacturer shall certify 100 percent of its 2006 and subsequent model vehicle fleet to the evaporative emission standards in the table or the optional zero-evaporative emission standards in section 1976(b)(1)(E).

All 2004 through 2005 model-year motor vehicles which are not subject to these standards or the standards in section 1976(b)(1)(E) pursuant to the phase-in schedule shall comply with the requirements of sections 1976(b)(1)(B) and (C).

(b) A manufacturer may use an "Alternative or Equivalent Phase-in Schedule" to comply with the phase-in requirements. An "Alternative Phase-in" is one that achieves at least equivalent emission reductions by the end of the last model year of the scheduled phase-in. Model-year emission reductions shall be calculated by multiplying the percent of vehicles (based on the manufacturer's projected California sales volume of the applicable vehicle fleet) meeting the new requirements per model year by the number of model years implemented prior to and including the last model year of the scheduled phase-in. The "cumulative total" is the summation of the model-year emission reductions (e.g., the three model-year 40/80/100 percent phase-in schedule would be calculated as: $(40\% \times 3 \text{ years}) + (80\% \times 2 \text{ years}) + (100\% \times 1 \text{ year}) = 380$). The required cumulative total for the phase-in of these standards is 380 emission reductions. Any alternative phase-in that results in an equal or larger cumulative total than the required cumulative total by the end of the last model year of the scheduled phase-in shall be considered acceptable by the Executive Officer only if all vehicles subject to the phase-in comply with the respective requirements in the last model year of the required phase-in schedule. A manufacturer shall be allowed to include vehicles introduced before the first model year of the scheduled phase-in (e.g., in the previous example, 10 percent introduced one year before the scheduled phase-in begins would be calculated as: $(10\% \times 4 \text{ years}) = 40$) and added to the cumulative total.

(c) These evaporative emission standards do not apply to zero-emission vehicles.

⁴ In-use compliance whole vehicle testing shall not begin until the motor vehicle is at least one year from the production date and has accumulated a minimum of 10,000 miles. For vehicles introduced prior to the 2007 model year, in-use compliance standards of 1.75 times the "Three-Day Diurnal + Hot-Soak" and "Two-Day Diurnal + Hot-Soak" gram per test standards shall apply for only the first three model years of an evaporative family certified to a new standard.

(G) For 2015 and subsequent model motor vehicles, the following evaporative emission requirements apply:

1. A manufacturer must certify all vehicles subject to this section to the emission standards specified in either Option 1 or Option 2 below.

a Option 1. The evaporative emissions from 2015 and subsequent model motor vehicles, tested in accordance with the test procedure sequence described in the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles," incorporated by reference in section 1976(c), shall not exceed:

<u>Vehicle Type</u>	<u>Hydrocarbon⁽¹⁾ Emission Standards⁽²⁾</u>		
	<u>Running Loss (grams per mile)</u>	<u>Three-Day Diurnal + Hot Soak and Two-Day Diurnal + Hot Soak</u>	
		<u>Whole Vehicle (grams per test)</u>	<u>Fuel Only⁽³⁾ (grams per test)</u>
<u>Passenger cars</u>	<u>0.05</u>	<u>0.350</u>	<u>0.0</u>
<u>Light-duty trucks 6,000 lbs. GVWR and under</u>	<u>0.05</u>	<u>0.500</u>	<u>0.0</u>
<u>Light-duty trucks 6,001 - 8,500 lbs. GVWR</u>	<u>0.05</u>	<u>0.750</u>	<u>0.0</u>
<u>Medium-duty passenger vehicles</u>	<u>0.05</u>	<u>0.750</u>	<u>0.0</u>
<u>Medium-duty vehicles (8,501 - 14,000 lbs. GVWR)</u>	<u>0.05</u>	<u>0.750</u>	<u>0.0</u>
<u>Heavy-duty vehicles (over 14,000 lbs. GVWR)</u>	<u>0.05</u>	<u>0.750</u>	<u>0.0</u>

¹ Organic Material Hydrocarbon Equivalent for alcohol-fueled vehicles.

² For all vehicles certified to these standards, the "useful life" shall be 15 years or 150,000 miles, whichever occurs first. Approval of vehicles that are not exhaust emission tested using a chassis dynamometer pursuant to section 1961, title 13, California Code of Regulations shall be based on an engineering evaluation of the system and data submitted by the applicant.

³ In lieu of demonstrating compliance with the fuel-only emission standard (0.0 grams per test) over the three-day and two-day diurnal plus hot soak tests, a manufacturer may, with advance Executive Officer approval, demonstrate compliance through an alternate test plan.

b Option 2. The evaporative emissions from 2015 and subsequent model motor vehicles, tested in accordance with the test

procedure sequence described in the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles," incorporated by reference in section 1976(c), shall not exceed:

<u>Vehicle Type</u>	<u>Hydrocarbon⁽¹⁾ Emission Standards⁽²⁾</u>		
	<u>Running Loss</u> <u>(grams per mile)</u>	<u>Highest Whole Vehicle Diurnal + Hot Soak⁽³⁾⁽⁴⁾⁽⁵⁾</u> <u>(grams per test)</u>	<u>Canister Bleed⁽⁶⁾</u> <u>(grams per test)</u>
<u>Passenger cars; and</u> <u>Light-duty trucks</u> <u>6,000 lbs. GVWR and under, and</u> <u>0 - 3,750 lbs. LVW</u>	<u>0.05</u>	<u>0.300</u>	<u>0.020</u>
<u>Light-duty trucks</u> <u>6,000 lbs. GVWR and under, and</u> <u>3,751 – 5,750 lbs. LVW</u>	<u>0.05</u>	<u>0.400</u>	<u>0.020</u>
<u>Light-duty trucks</u> <u>6,001 - 8,500 lbs. GVWR; and</u> <u>Medium-duty passenger vehicles</u>	<u>0.05</u>	<u>0.500</u>	<u>0.020</u>
<u>Medium-duty vehicles</u> <u>(8,501 - 14,000 lbs. GVWR); and</u> <u>Heavy-duty vehicles</u> <u>(over 14,000 lbs. GVWR)</u>	<u>0.05</u>	<u>0.600</u>	<u>0.030</u>

¹ Organic Material Hydrocarbon Equivalent for alcohol-fueled vehicles.

² For vehicles certified to the running loss and the highest whole vehicle diurnal plus hot soak emission standards, the "useful life" shall be 15 years or 150,000 miles, whichever occurs first. Approval of vehicles that are not exhaust emission tested using a chassis dynamometer pursuant to section 1961, title 13, California Code of Regulations shall be based on an engineering evaluation of the system and data submitted by the applicant. The canister bleed emission standard does not have a useful life requirement.

³ The manufacturer shall determine compliance by selecting the highest whole vehicle diurnal plus hot soak emission value of the Three-Day Diurnal Plus Hot Soak Test and of the Two-Day Diurnal Plus Hot Soak Test.

⁴ Fleet-Average Option for the Highest Whole Vehicle Diurnal Plus Hot Soak Emission Standard Within Each Emission Standard Category. A manufacturer may optionally comply with the highest whole vehicle diurnal plus hot soak emission standards by using fleet-average hydrocarbon emission values. To participate, a manufacturer must utilize the fleet-average option for all of its emission standard categories and calculate a separate fleet-average hydrocarbon emission value for each emission standard category. The emission standard categories are as follows: (1) passenger cars and light-duty trucks 6,000 pounds GVWR and under, and 0 - 3,750 pounds LVW; (2) light-duty trucks 6,000 pounds GVWR and

under, and 3,751 – 5,750 pounds LVW; (3) light-duty trucks 6,001 - 8,500 pounds GVWR and medium-duty passenger vehicles; and (4) medium-duty and heavy-duty vehicles. The fleet-average hydrocarbon emission value for each emission standard category shall be calculated as follows:

$$\frac{\sum_{i=1}^n [(\text{number of vehicles in the evaporative family})_i \times (\text{family emission limit})_i] \div \sum_{i=1}^n (\text{number of vehicles in the evaporative family})_i}{1}$$

where "n" = a manufacturer's total number of Option 2 certification evaporative families within an emission standard category for a given model year;

"number of vehicles in the evaporative family" = the number of vehicles produced and delivered for sale in California in the evaporative family;

"family emission limit" = the numerical value selected by the manufacturer for the evaporative family that serves as the emission standard for the evaporative family with respect to all testing, instead of the emission standard specified in this section 1976 (b)(1)(G)1.b. The family emission limit shall not exceed 0.500 grams per test for passenger cars; 0.650 grams per test for light duty trucks 6,000 pounds GVWR and under; 0.900 grams per test for light-duty trucks 6,001 - 8,500 pounds GVWR; and 1.000 grams for medium-duty passenger vehicles, medium-duty vehicles, and heavy-duty vehicles. In addition, the family emission limit shall be set in increments of 0.025 grams per test.

⁵ Calculation of Hydrocarbon Credits or Debits for the Fleet-Average Option.

(1) Calculation of Hydrocarbon Credits or Debits. For each emission standard category in the model year, a manufacturer shall calculate the hydrocarbon credits or debits, as follows:

[(Applicable Hydrocarbon Emission Standard for the Emission Standard Category) – (Manufacturer's Fleet-Average Hydrocarbon Emission Value for the Emission Standard Category)] X (Total Number of Affected Vehicles)

where "Total Number of Affected Vehicles" = the total number of vehicles in the evaporative families participating in the fleet-average option, which are produced and delivered for sale in California, for the emission standard category of the given model year.

A negative number constitutes hydrocarbon debits, and a positive number constitutes hydrocarbon credits accrued by the manufacturer for the given model year. Hydrocarbon credits earned in a given model year shall retain full value through the fifth model year after they are earned. At the beginning of the sixth model year, the hydrocarbon credits will have no value.

(2) Procedure for Offsetting Hydrocarbon Debits. A manufacturer shall offset hydrocarbon debits with hydrocarbon credits for each emission standard category within three model years after the debits have been incurred. If total hydrocarbon debits are not equalized within three model years after they have been incurred, the manufacturer shall be subject to the Health and Safety Code section 43211 civil penalties applicable to a manufacturer which sells a new motor vehicle that does not meet the applicable emission standards adopted by the state board. The cause of action shall be deemed to accrue when the hydrocarbon debits are not

equalized by the end of the specified time period. For the purposes of Health and Safety Code section 43211, the number of vehicles not meeting the state board's emission standards shall be determined by dividing the total amount of hydrocarbon debits for the model year in the emission standard category by the applicable hydrocarbon emission standard for the model year in which the debits were first incurred.

Additionally, to equalize the hydrocarbon debits that remain at the end of the three model year offset period: (1) hydrocarbon credits may be exchanged between passenger cars and light-duty trucks 6,000 pounds GVWR and under and 0-3,750 pounds LVW, and light-duty trucks 6,000 pounds GVWR and under and 3,751-5,750 pounds LVW and (2) hydrocarbon credits may be exchanged between light-duty trucks 6,001-8,500 pounds GVWR and medium-duty passenger vehicles, and medium-duty vehicles and heavy-duty vehicles.

- ⁶ Vehicle Canister Bleed Emission. Compliance with the canister bleed emission standard shall be determined based on the Bleed Emission Test Procedure described in the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles," incorporated by reference in section 1976(c), and demonstrated on a stabilized canister system. Vehicles with a non-integrated refueling canister-only system are exempt from the canister bleed emission standard.

2. Phase-In Schedule. For each model year, a manufacturer shall certify, at a minimum, the specified percentage of its vehicle fleet to the evaporative emission standards set forth in section 1976(b)(1)(G)1.a. or section 1976(b)(1)(G)1.b., according to the schedule set forth below. For the purpose of this section 1976(b)(1)(G)2., the manufacturer's vehicle fleet consists of the vehicles produced and delivered for sale by the manufacturer in California that are subject to the emission standards in section 1976(b)(1)(G)1. All 2015 through 2022 model motor vehicles that are not subject to these standards pursuant to the phase-in schedule shall comply with the requirements for 2004 through 2014 model motor vehicles, as described in section 1976(b)(1)(F).

<u>Model Years</u>	<u>Minimum Percentage of Vehicle Fleet</u> ⁽¹⁾⁽²⁾
<u>2015, 2016, and 2017</u>	<u>Average of vehicles certified to section 1976(b)(1)(E) in model years 2012, 2013, and 2014</u> ⁽³⁾⁽⁴⁾
<u>2018 and 2019</u>	<u>60</u>
<u>2020 and 2021</u>	<u>80</u>
<u>2022 and subsequent</u>	<u>100</u>

- ¹ For the 2018 through 2022 model years only, a manufacturer may use an alternate phase-in schedule to comply with the phase-in requirements. An alternate phase-in schedule must achieve equivalent compliance volume by the end of the last model year of the scheduled phase-in (2022). The compliance volume is the number calculated by multiplying the percent of vehicles (based on the manufacturer's projected sales volume of all vehicles) meeting the new requirements in each model year by the number of years implemented prior to and including the last model year of the scheduled phase-in, then summing these yearly results to

determine a cumulative total. The cumulative total of the five year (60/60/80/80/100) scheduled phase-in set forth above is calculated as follows: (60*5 years) + (60*4 years) + (80*3 years) + (80*2 years) + (100*1 year) = 1040. Accordingly, the required cumulative total for any alternate phase-in schedule of these emission standards is 1040. The Executive Officer shall consider acceptable any alternate phase-in schedule that results in an equal or larger cumulative total by the end of the last model year of the scheduled phase-in (2022).

- ² Small volume manufacturers are not required to comply with the phase-in schedule set forth in this table. Instead, they shall certify 100 percent of their 2022 and subsequent model year vehicle fleet to the evaporative emission standards set forth in section 1976(b)(1)(G)1.a. or section 1976(b)(1)(G)1.b.
- ³ The percentage of vehicle fleet averaged across the 2015, 2016, and 2017 model years shall be used to determine compliance with this requirement.
- ⁴ The minimum percentage required in the 2015, 2016, and 2017 model years is determined by averaging the percentage of vehicles certified to the emission standards in section 1976(b)(1)(E) in each of the manufacturer's 2012, 2013, and 2014 model year vehicle fleets. For the purpose of calculating this average, a manufacturer shall use the percentage of vehicles produced and delivered for sale in California for the 2012, 2013, and 2014 model years. A manufacturer may calculate this average percentage using the projected sales for these model years in lieu of actual sales.

3. *Carry-Over of 2014 Model-Year Evaporative Families Certified to the Zero-Fuel Evaporative Emission Standards.* A manufacturer may carry over 2014 model motor vehicles certified to the zero-fuel (0.0 grams per test) evaporative emission standards set forth in section 1976(b)(1)(E) through the 2018 model year and be considered compliant with the requirements of section 1976(b)(1)(G)1. If the manufacturer chooses to participate in the fleet-average option for the highest whole vehicle diurnal plus hot soak emission standard, the following family emission limits are assigned to these evaporative families for the calculation of the manufacturer's fleet-average hydrocarbon emission value.

<u>Vehicle Type</u>	<u>Highest Whole Vehicle Diurnal + Hot Soak (grams per test)</u>
<u>Passenger cars</u>	<u>0.300</u>
<u>Light-duty trucks</u> <u>6,000 lbs. GVWR and under,</u> <u>and 0 - 3,750 lbs. LVW</u>	<u>0.300</u>
<u>Light-duty trucks</u> <u>6,000 lbs. GVWR and under,</u> <u>and 3,751 – 5,750 lbs. LVW</u>	<u>0.400</u>
<u>Light-duty trucks</u> <u>6,001 - 8,500 lbs. GVWR</u>	<u>0.500</u>

4. Pooling Provision. The following pooling provision applies to the fleet-average option for the Highest Whole Vehicle Diurnal Plus Hot Soak Emission Standard in section 1976(b)(1)(G)1.b. and to the phase-in requirements in section 1976(b)(1)(G)2.

a For the fleet-average option set forth in section 1976(b)(1)(G)1.b., a manufacturer must demonstrate compliance, for each model year, based on one of two options applicable throughout the model year, either:

Pooling Option 1: the total number of passenger cars, light-duty trucks, medium-duty passenger vehicles, medium-duty vehicles, and heavy-duty vehicles that are certified to the California evaporative emission standards in section 1976(b)(1)(G)1.b., and are produced and delivered for sale in California; or

Pooling Option 2: the total number of passenger cars, light-duty trucks, medium-duty passenger vehicles, medium-duty vehicles, and heavy-duty vehicles that are certified to the California evaporative emission standards in section 1976(b)(1)(G)1.b., and are produced and delivered for sale in California, the District of Columbia, and all states that have adopted California's evaporative emission standards set forth in section 1976(b)(1)(G)1. for that model year pursuant to section 177 of the federal Clean Air Act (42 U.S.C. § 7507).

b For the phase-in requirements in section 1976(b)(1)(G)2., a manufacturer must demonstrate compliance, for each model year, based on one of two options applicable throughout the model year, either:

Pooling Option 1: the total number of passenger cars, light-duty trucks, medium-duty passenger vehicles, medium-duty vehicles, and heavy-duty vehicles that are certified to the California evaporative emission standards in section 1976(b)(1)(G)1., and are produced and delivered for sale in California; or

Pooling Option 2: the total number of passenger cars, light-duty trucks, medium-duty passenger vehicles, medium-duty vehicles, and heavy-duty vehicles that are certified to the California evaporative emission standards in section 1976(b)(1)(G)1., and are produced and delivered for sale in California, the District of Columbia, and all states that have adopted California's evaporative emission standards set forth in section 1976(b)(1)(G)1. for that model year pursuant to section 177 of the federal Clean Air Act (42 U.S.C. § 7507).

c A manufacturer that selects Pooling Option 2 must notify the Executive Officer of that selection in writing before the start of the applicable model year or must comply with Pooling Option 1. Once a manufacturer has selected Pooling Option 2, that selection applies unless the manufacturer selects Option 1 and notifies the Executive Officer of that selection in writing before the start of the applicable model year.

d When a manufacturer is demonstrating compliance using Pooling Option 2 for a given model year, the term "in California" as used in section 1976(b)(1)(G) means California, the District of Columbia, and all states that have adopted California's evaporative emission standards for that model year pursuant to Section 177 of the federal Clean Air Act (42 U.S.C. § 7507).

e A manufacturer that selects Pooling Option 2 must provide to the Executive Officer separate values for the number of vehicles in each evaporative family produced and delivered for sale in the District of Columbia and for each individual state within the average.

5. Optional Certification for 2014 Model Motor Vehicles. A manufacturer may optionally certify its 2014 model motor vehicles to the evaporative emission standards set forth in section 1976(b)(1)(G)1.

(b)(2) [Evaporative emission standards for gasoline-fueled motorcycles. No change.]

(c) The test procedures for determining compliance with the standards in subsection (b) above applicable to 1978 through 2000 model year vehicles are set forth in "California Evaporative Emission Standards and Test Procedures for 1978-2000 Model Motor Vehicles," adopted by the state board on April 16, 1975, as last amended August 5, 1999, which is incorporated herein by reference. The test procedures for determining compliance with standards applicable to 2001 and subsequent model year vehicles are set forth in the "California Evaporative Emission Standards and Test Procedures for 2001 and Subsequent Model Motor Vehicles," adopted by the state board on August 5, 1999, and as last amended ~~September 27, 2010~~ March 22, 2012, which is incorporated herein by reference.

(d) *[Motorcycle requirements. No change.]*

(e) *[Motorcycle requirements. No change.]*

(f) Definitions Specific to this Section.

(1) and (2) *[No change].*

(3) "Non-integrated refueling emission control system" is defined in 40 Code of Federal Regulations §86.1803-01.

(4) "Non-integrated refueling canister-only system" means a subclass of a non-integrated refueling emission control system, where other non-refueling related evaporative emissions from the vehicle are stored in the fuel tank, instead of in a vapor storage unit(s).

Note: Authority cited: Sections 39500, 39600, 39601, 39667, 43013, 43018, 43101, 43104, 43105, 43106 and 43107, Health and Safety Code. Reference: Sections 39002, 39003, 39500, 39667, 43000, 43009.5, 43013, 43018, 43100, 43101, 43101.5, 43102, 43104, 43105, 43106, 43107, 43204 and 43205 Health and Safety Code.

