

## Phase-In Requirements for New Emissions Standards

These tables describe the requirements during the phase-in periods for Tier 2 and LEV II. For the actual numerical standards vehicles may certify to, see the "Vehicle Emissions Standard" file. For definitions of the vehicle acronyms, see the "Federal and California Light Truck Designations" file.

**Table 1: Tier 2 phase-in requirements.**

Tier 2 phase-in schedule						
Vehicle Type	LDV and LLDTs		HLDTs			
fleet average NO <sub>x</sub> standard	Interim 0.3 (g/mi)	Tier 2 0.07 (g/mi)	CAP 0.6 max <sup>2</sup>	Interim 0.2 (g/mi)	Tier 2 0.07 (g/mi)	
percent phase-in required	2004	75% max	25% min	75% max	25% min	
	2005	50% max	50% min	50% max	50% min	
	2006	25% max	75% min	25% max	75% min	
	2007	0%	100%	0%	100%	
	2008		100%		50% max	50% min
	2009		100%		0%	100%

**Vehicle type:** There are separate fleet average NO<sub>x</sub> standards and separate phase-in requirements for these two vehicle types (cars and lighter trucks are one, heavy light-duty trucks are the second).

**Fleet average NO<sub>x</sub> standard:** For each vehicle type, there are both interim and Tier 2 fleet average NO<sub>x</sub> standards. The required NO<sub>x</sub> average is given (in g/mi) below the standard name. The interim standards will essentially be phased out (they are basically the same as the NLEV program) as Tier 2 is phased-in. "CAP" designates the maximum NO<sub>x</sub> emissions for any vehicle.

**Percent phase-in required:** Indicates the requirements on the percent of total vehicle sales of each vehicle type for each year. For example, in 2004, at least 25% of all cars and the lightest trucks sold must have average NO<sub>x</sub> emissions at or under the Tier 2 requirement of 0.07 g/mi. That same year, however, up to 75% of these new vehicles can instead meet the interim fleet average NO<sub>x</sub> standard of 0.3 g/mi.

**Table 2. LEV II phase-in requirements:**

<b>California Fleet Average NMOG Requirements</b>		
<b>Model Year</b>	<b>PCs, LDT1s <sup>1</sup></b>	<b>LDT2s</b>
1999	0.113	0.15 <sup>2</sup>
2000	0.073	0.099 <sup>2</sup>
2001	0.070	0.098 <sup>3</sup>
2002	0.068	0.095 <sup>3</sup>
2003	0.062	0.093 <sup>3</sup>
2004	0.053	0.085 <sup>3</sup>
2005	0.049	0.076 <sup>3</sup>
2006	0.046	0.062 <sup>3</sup>
2007	0.043	0.055 <sup>3</sup>
2008	0.040	0.050 <sup>3</sup>
2009	0.038	0.047 <sup>3</sup>
2010	0.035	0.043 <sup>3</sup>

1. LDT1s, 0 - 3,750 lbs. LVW.
2. LDTs 3,751 - 5,750 lbs. LVW.
3. LDTs 3,751 lbs. LVW - 8,500 lbs. GVW.

The LEV II phase-in requirements are much more straight forward than under Tier 2. All passenger vehicles sold from 2004 to 2006 can certify to either the LEV or LEV II emissions standards, as long as the total percentage of vehicles sold meet the requirements specified in the table below. In addition, the average fleet hydrocarbon emissions of all vehicles sold must meet the numerical standard given in the table to the left.

**LEV II phase-in for passenger vehicles  
(up to 8,500 lbs. GVW)**

<b>model year</b>	<b>% of vehicle sales</b>	
	<b>LEV (maximum)</b>	<b>LEV II (minimum)</b>
2003	100%	0%
2004	75%	25%
2005	50%	50%
2006	25%	75%
2007	0%	100%