APPLICATION FOR CERTIFICATION
2023 Model Year

PART 1

PLEVT00.07NY

APPLICATION FOR CERTIFICATION

Part 1

2023 Model Year

Durability Group:
PLEVEEVNNEV1

Evap. Family: Not Applicable

Test Group: PLEVT00.07NY

Durability Group Description: Battery Electric Vehicle

Test Group Description: LDT

Application Standards
Federal: Tier 3 Bin 0
California: LDT ZEV
50 states

Vehicles Covered
ENDURANCE (AWD, BEV) (50 state)

Vehicle Tested:

Charge Depletion Test #	PLEV10077084 UDDS
	PLEV10077085 HWY

Range Test Procedure:

The Multi-Cycle Range and Energy Consumption Test (MCT) SAE J1634 test procedure consists of four UDDS cycles and two HWFET cycles in a specified sequence including mid-test and end-of-test constant speed “depletion phases” Constant speed performed at 55 mph.

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1.10 Mailing Information

Name and Address of the person to whom the Certificate and the Executive Order should be mailed:

Lordstown EV Corporation
Darren Post
VP of Engineering
38555 Hills Tech Drive
Farmington Hills, MI 48331

Corporate Name and Address that should appear on the Certificate of Conformity and on the Executive Order

Lordstown EV Corporation
38555 Hills Tech Drive
Farmington Hills, MI 48331

Certification Information and Responsible Official

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Not applicable since Fuel Fired Heater not offered for this vehicle by Lordstown Motors.

3.80 Special Test Instructions:

Figure 1. Endurance running on a dynomometer

1. Lordstown will provide 2 Hioki current clamps (CT6846-05), 2 current clamp cable extenders (CT9902), 1 breakout box (made by Lordstown) with Hioki current clamp(CT6863-05), and 2 voltage probes (+,-) inside, 4 Hioki banana branch patch cords, and 1 Hioki Power Analyzer (PW3390).

2. One 10mm socket, one socket extender, and one rachet are required from the garage.

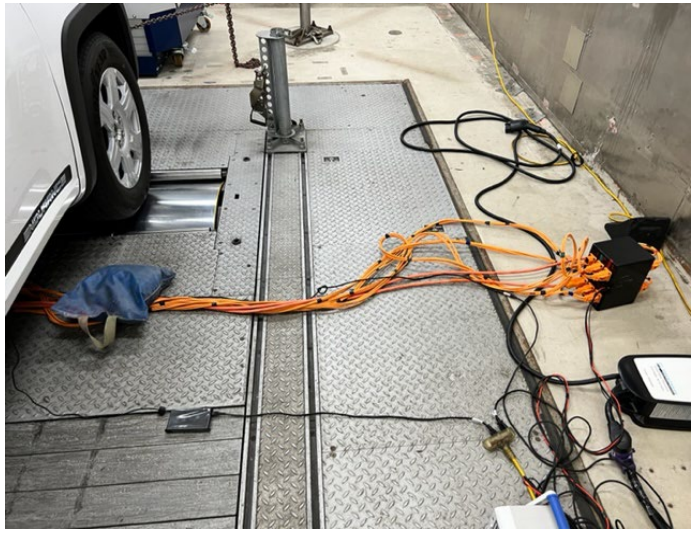

Figure 2. Breakout box and cables

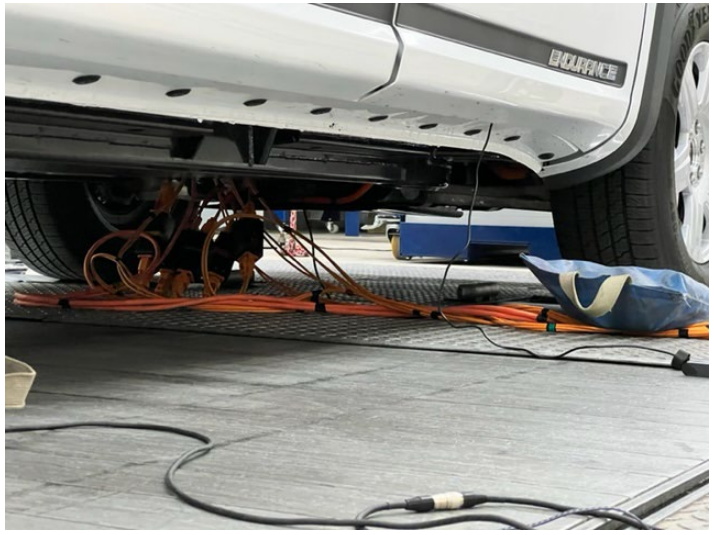

Figure 3. Breakout box cables

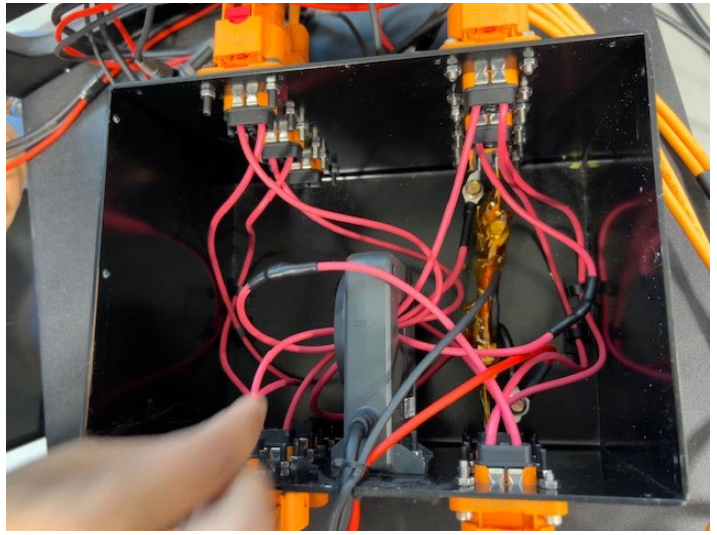

Figure 4. Inside of the Breakout box

3. Current clamps are used to measure the DC current output from the High Voltage (HV) battery to all 4 inverters. One clamp for the 2 front inverters and one clamp for the two rear inverters.

4. The breakout box measures the total DC current from the HV battery to DCDC (APM), AC compressor, Cabin Heater, Battery Heater, and On-Board Charging Module (OBCM). The breakout box also measures the voltage of the HV battery through the voltage probes inside.

5. The breakout box is needed because the positive and negative wires of each of those components are wrapped in one cable. The breakout box separates those cables into positive and negative wires. The current clamp inside the breakout box is clamped over all 5 positive wires with the current convention of negative current flow out of the battery to those components (discharge).

6. The current clamp inside the breakout box is integrated with the box and can not be separated. In case of a different clamp is needed for measurement, it will need to have a hinge that allows opening and close around the wires.

7. The voltage probes inside the breakout box are attached to the OBCM terminals.

8. Banana branch patch cords are used to jump HV battery voltage measured to other channels of the power analyzer.

9. The PW3390 Hioki Power Analyzer requires 30 mins to warm up.

1. People who will be performing the operations and procedures mentioned in this document should be properly trained and qualified for High Voltage vehicles.
2. Appropriate personal protection equipment (PPE) should be worn throughout the installation and uninstallation process.
3. Installation and uninstallation should only be done when the vehicle is completely shut off and the 12V battery disconnected.
4. Breakout box should stay closed throughout the test.
5. Cables and wires should be clear from the driver's entry and exit path of the vehicle.
6. Safety risks:
    - Electrocution
    - Electric shock
    - Burns
    - Loss of consciousness or loss of muscle control
    - Death

1. Installation environment
2. Setting up the Hioki Power Analyzer
3. Vehicle shutoff procedure and 12V battery disconnection
4. Installing the current clamps
5. Connecting the breakout box to the vehicle
6. Re-connecting the 12V battery and starting the vehicle

1. It is recommended to install the instruments after the vehicle has been tied down on the dyno to avoid moving the vehicle with breakout box cables hanging on the ground. However, this will require the installer to lay underneath the vehicle and complete the installation in a tight space.
2. If installing the instruments on the dyno is not feasible. Use wheel dollies to move the vehicle after instruments are installed and make sure no cables or connectors are scraping the floor.
3. The complete installation time is around 30 to 45 minutes if performed with the vehicle on the dyno.

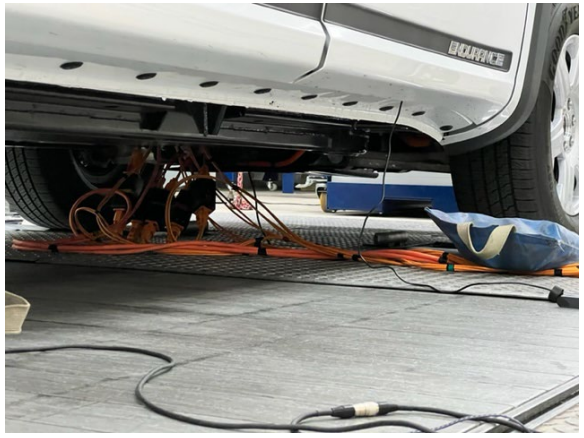

Figure 5. Cables hanging on the floor after connection

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1. Turn the Hioki Power Analyzer at least 30 mins before the start of the test to let it warm up properly.
2. Connect each current clamp with a cable extender. Connect the other side of the extender to the power analyzer.
3. Connect the front current clamp to channel 1 and the rear current clamp to channel 2.
4. Connect the current sensor cable (12-pin) from the breakout box to channel 3. Connect the red and black voltage cables from the breakout box to the Hioki channel 3 banana adapters.
5. After Hioki is powered on. Hit the “0 ADJ” button on the Hioki to conduct zero adjustments.
6. The desired Hioki measurement setting has been set to default, no adjustment is needed. (Refer to Pg.25 and 26 for specific settings.)
7. See the next page for a completed power analyzer connection.

Figure 6. Power analyzer and current clamps

Figure 7. Power analyzer connection

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1. The complete Hioki Power Analyzer startup sequence is below:
   - Step 1: Turn on the power analyzer
   - Step 2: Go to the measurement screen
   - Step 3: Start zero adjustment
   - Step 4: Confirm zero adjustment
   - Step 5: Start recording data

2. Start/Stop button in green means the power analyzer is recording data.

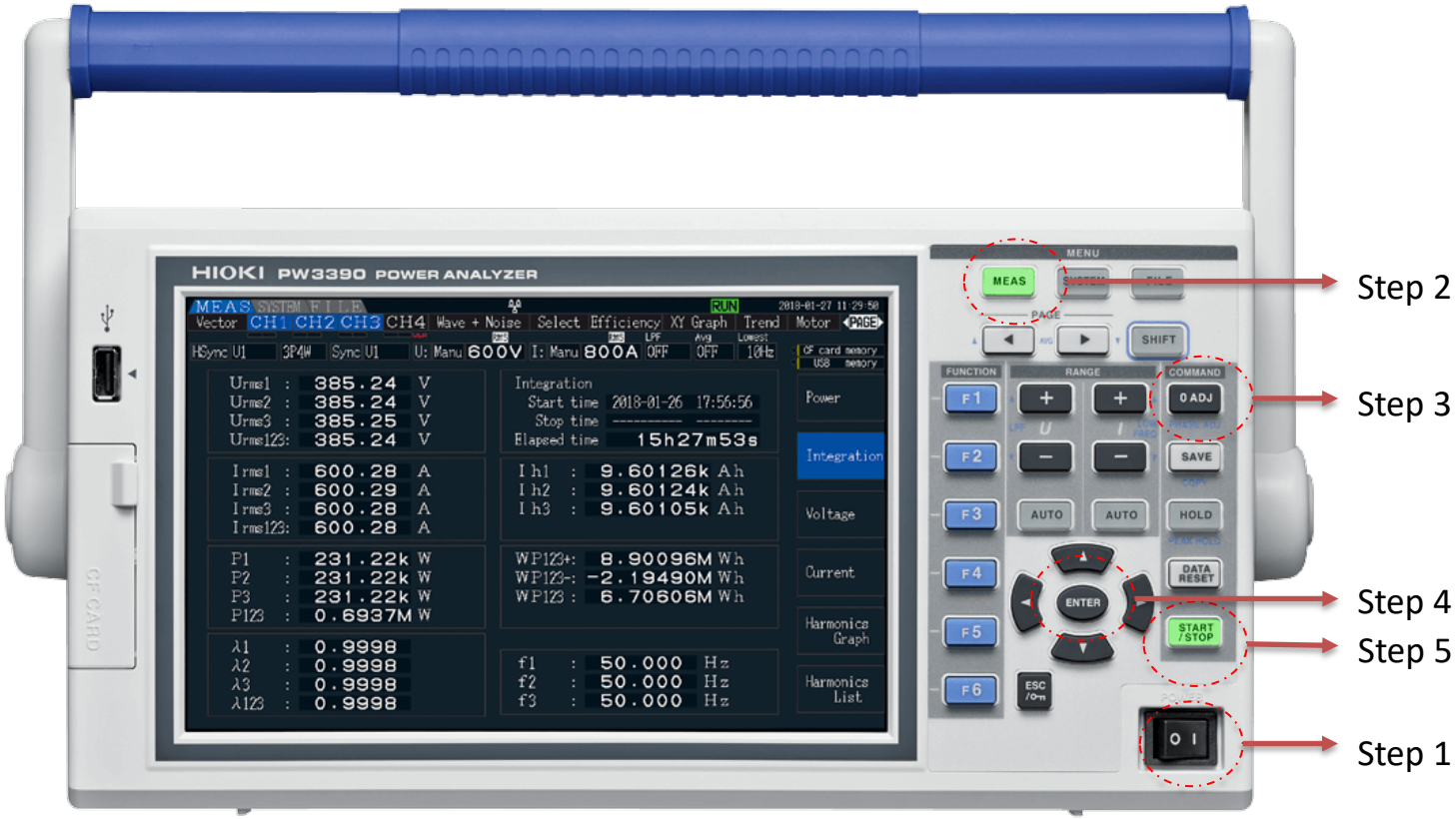

Figure 8. Power analyzer starting sequence

1. Open driver's door.
2. Make sure the start/stop button light is off, if not, push it to turn off the vehicle.
3. Pull the hood latch lever inside the cabin twice. This action will wake up the vehicle.
4. Wait until the red light on the gear selector and the blue light on the cabin air recirculation are both turned off.
5. Exit the vehicle and leave the driver's door open.
6. Open the hood, there is no hood release latch outside the vehicle.
7. Remove the 12V battery cover.
8. Use a 10mm socket and ratchet to remove the positive cable. Slightly pull the positive cable out so it will not touch the terminal by accident.
9. Now the vehicle is completely shut off and ready to install the current and voltage measuring instrument.

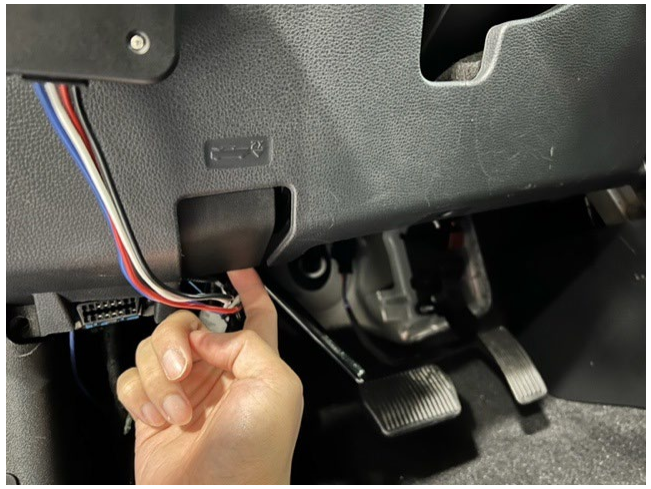

Figure 9. Hood latch lever

Figure 10. Gear selector and cabin air circulation lights

Figure 11. 12V battery location

Attaching the current clamp on the HV battery to the front inverter cables.

1. Attach the current clamp on the two cables shown below. Blue arrows indicate which wires to clamp and the current convention during recharge. Matching the arrow on the clamp with a blue arrow will generate positive current readings during battery recharge.
2. Slide up the lock button on the side of the current clamp handle to lock the hinge.

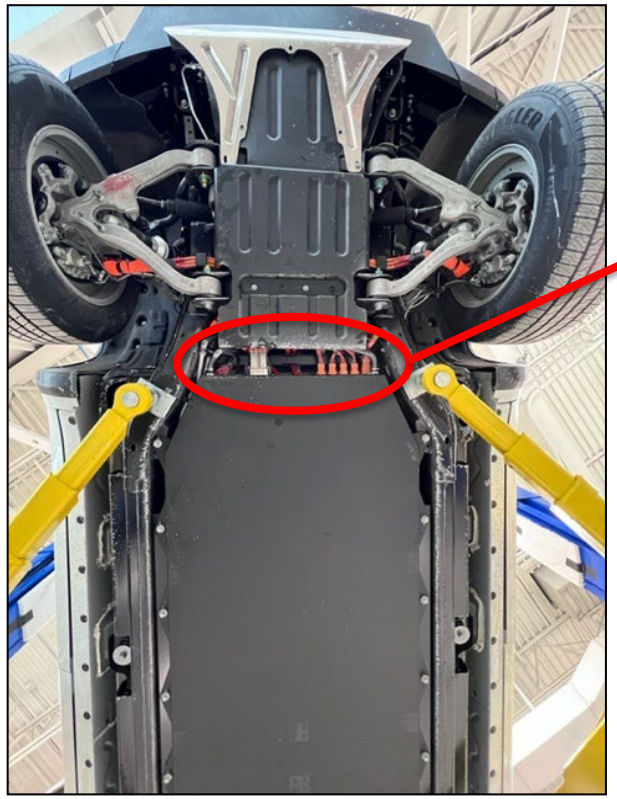

Figure 12. Location of the HV battery to front inverter cables

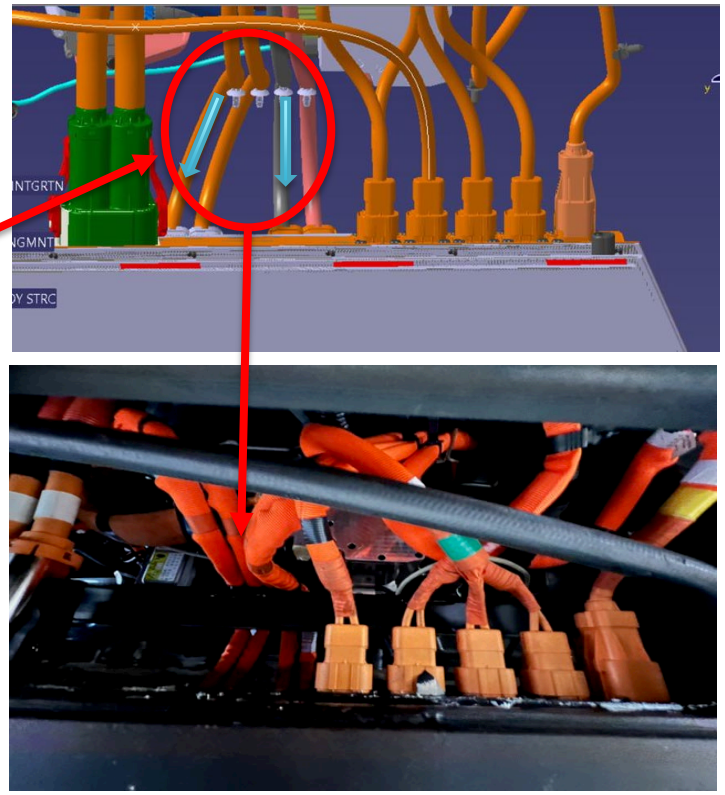

Figure 12. Cables to attach the front clamp

Figure 13. Clamp on the front cables

Attaching the current clamp on the HV battery to the rear inverter cables.

1. Attach the current clamp on the two cables shown below. Blue arrows indicate which wire to clamp and the current convention during recharge. Matching the arrow on the clamp with blue arrows will generate positive current readings during battery recharge.
2. Slide up the lock button on the side of the current clamp handle to lock the hinge.

Figure 12. Location of the HV battery to rear inverter cables

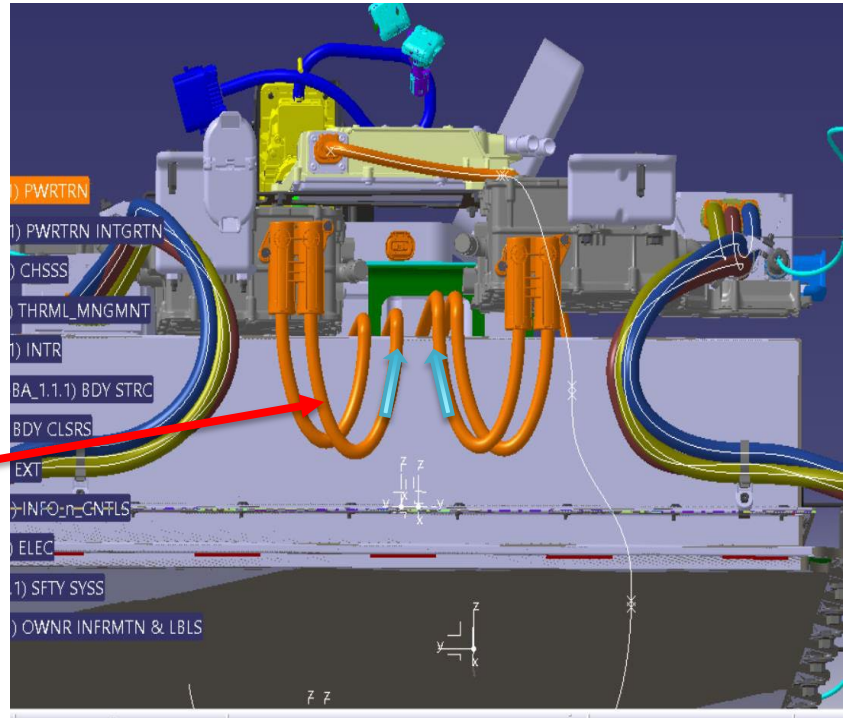

Figure 13. Cables to attach the rear clamp

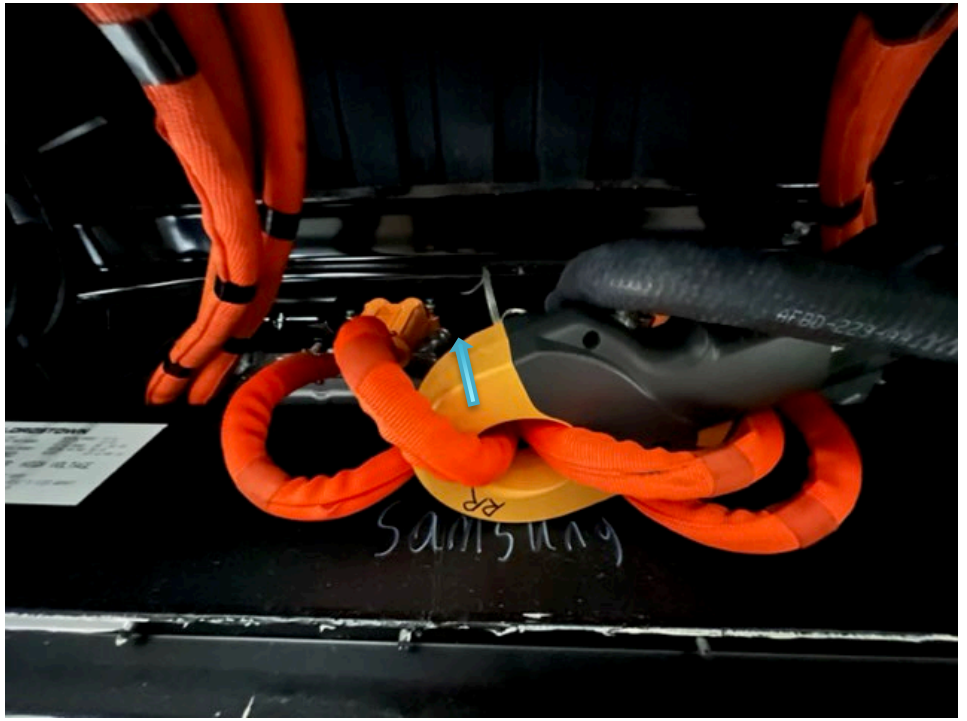

Figure 14. Clamp on the rear cables

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1. There are 5 HV auxiliary connectors that need to be disconnected from the HV battery and re-routed to the breakout box. They are located next to the front inverter cables.
2. First, disconnect the OBCM connector from the HV battery. Figure 17 shows the vehicle side OBCM female connector and the process of unplugging it. The red arrows show the direction to pull and press.

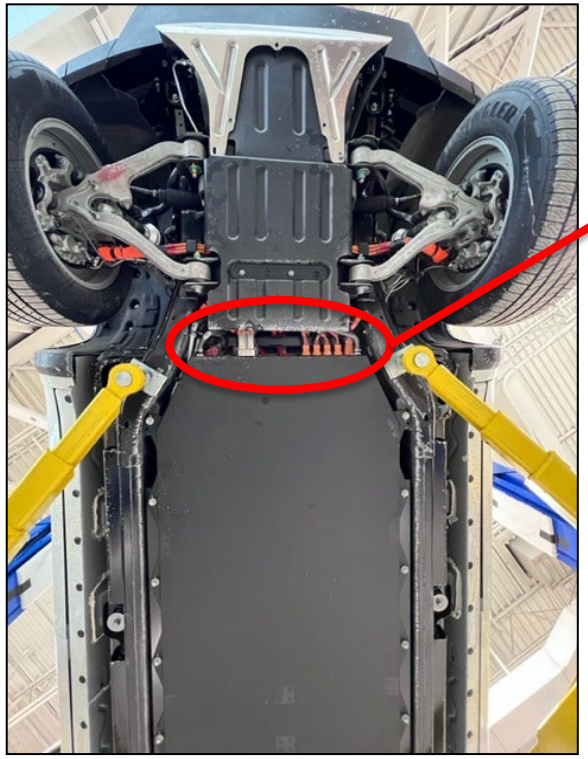


Figure 15. Location of the 5 HV auxiliary connectors

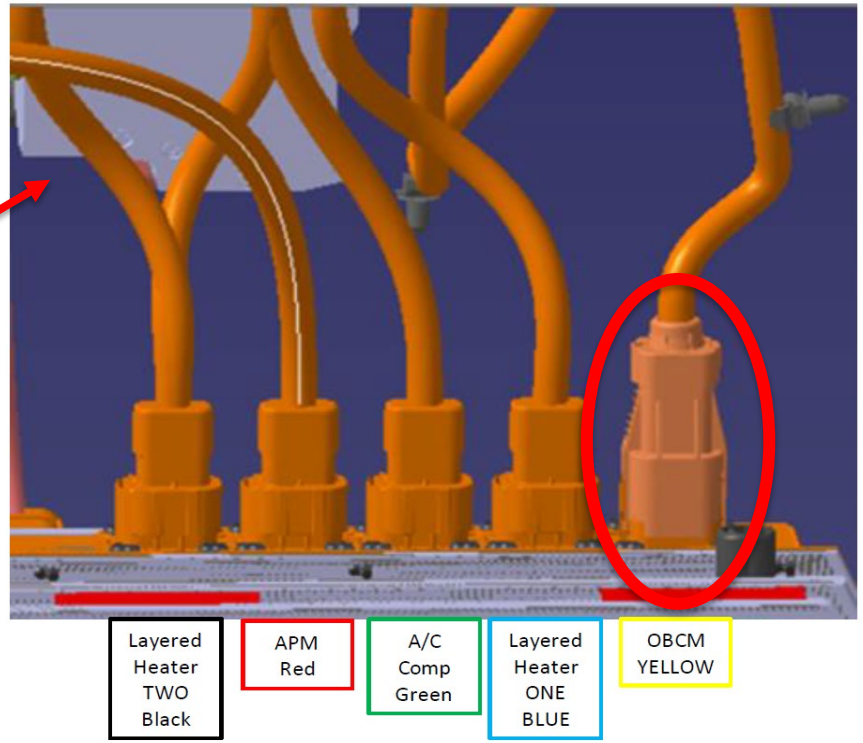
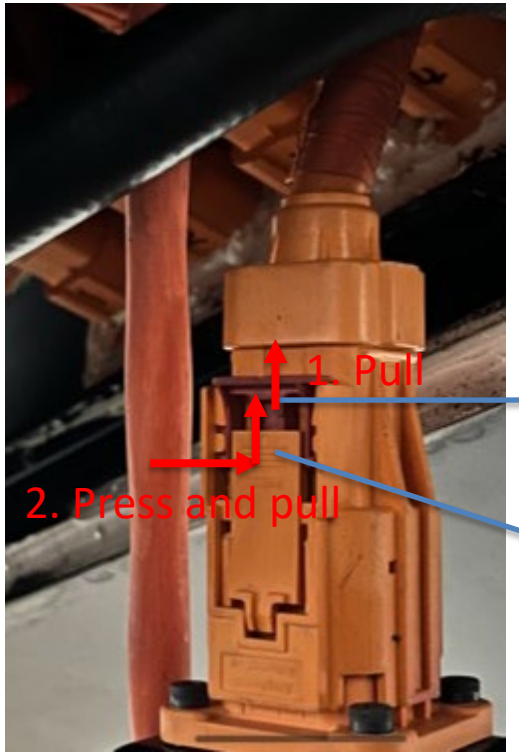


Figure 16. Description of each connectors



1. First pull the red pin all the way back
2. Then press here while pulling the connector out.

Figure 17. OBCM connector disconnection guide

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3. Connect the vehicle side female connector you just pulled out to the breakout box side OBCM male connector (yellow labeled). After they are connected, push in the red pin on the vehicle side female connector to secure the connection. (Figure 19)
4. Connect the breakout box side OBCM female connector to the vehicle HV battery side male connector. Push in the red pin on the breakout box side OBCM female connector to secure the connection.
5. Figure 18 shows all the male and female connectors from the breakout box.

- Breakout box side OBCM male connector.
- Breakout box side OBCM female connector.

Figure 18. Male and female connectors from breakout box side

Figure 19. Red pin on the female connector

Push in to secure the connection (This picture is showing the pin already pushed in)

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6. Repeat the same process for the blue, green, red, and black connectors. The only difference is these female connectors do not need to be pressed when disconnecting. You only need to pull back the red pin before pulling the connector out and push back the red pin after the connection.

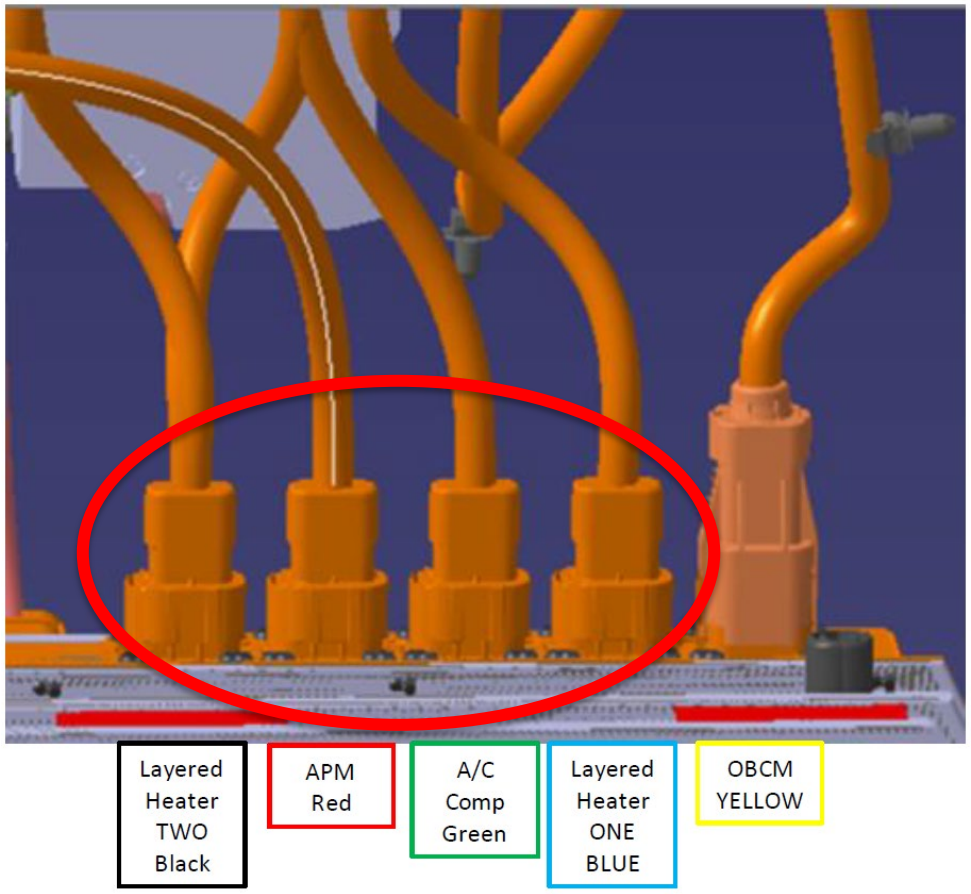

Figure 20. Description of each connectors

Only red pin, no pressing required

Figure 21. Female connector for DCDC, AC compressor, Cabin Heater, and Battery Heater

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7. Here is a picture showing the completed breakout box to vehicle connection.

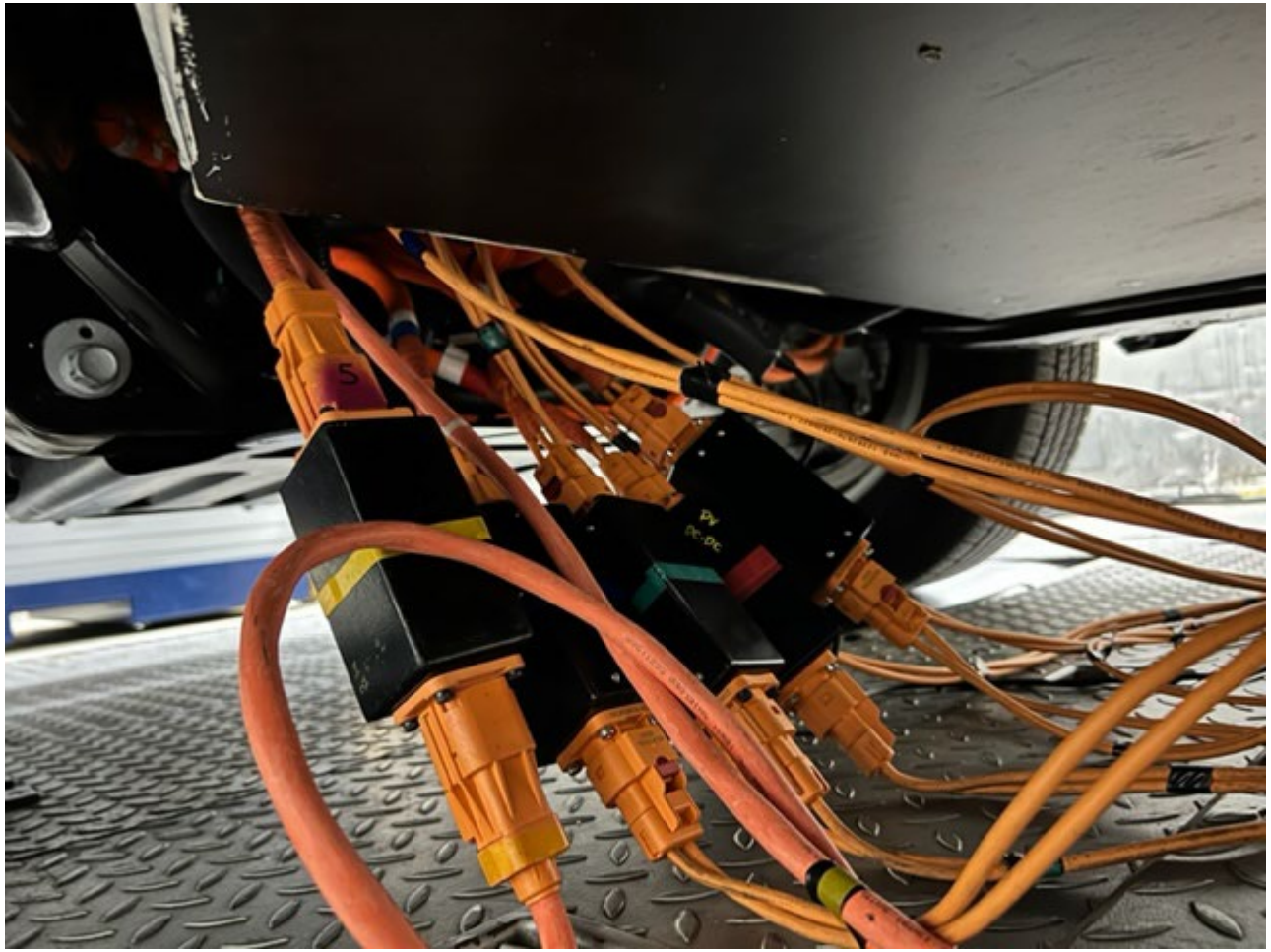


Figure 22. All break out box connectors connected to the vehicle

1. Re-attach the positive cable on the 12V battery positive terminal. Use the rachet to fasten the bolt to secure the connection.
2. Close the hood.

Driving the MCT test

1. Run both constant speed sections of MCT at 55 mph.
2. End the first constant speed section after 3 hours 25 minutes (not including a soak in between). The vehicle should be at about 18% State of Charge.
3. Use cruise control for the first constant speed section (CSC1).
4. Do not use cruise control for the second constant speed section (CSC2). Cruise control is disabled at 10% SOC.
5. After the MCT test is finished, **the vehicle will be immobilized with the parking brake on due to the battery being completely drained**. It is recommended to fully recharge the vehicle on the dyno. If that is not feasible, use vehicle dollies on the two rear wheels to move the vehicle off the dyno and charge.

Vehicle turn-on/off procedure

1. Endurance uses a regular transponder key fob.
2. Once inside, press the brake pedal and push the Start/Stop button to start the vehicle.
3. While pressing the brake pedal, rotate the gear selector to shift into Drive, Reverse, or Neutral. Press P to shift into Park. See figure 23 for the gear selector and parking brake location.
4. Parking brake automatically applies when the vehicle shifts into Park.
5. **Parking brake button must be pressed every time the vehicle shifts out of Park to disengage the parking brake.**
6. To shut off the vehicle (aka sleep mode), first shift into Park, then press the Start/Stop button to power off the vehicle.
7. Exit the vehicle, make sure all doors are closed, then hit the lock button on the key fob to lock the vehicle. The vehicle will then go into sleep mode.

Figure 23. Gear selector and parking brake

Dyno Mode

1. Endurance does not require a Dyno mode to run on a dyno.

Vehicle setting through the screen

1. No setting needs to be set or adjusted on the center touch screen.

All vehicle settings should be checked before the driver starts the dynamic sections or constant speed.

1. Light
   - Turn the light switch knob (located on the left side of the steering column) to the location shown in the picture below, then turn counterclockwise slightly.
   - Verify the front lights, daytime running lights, and orange marker lights are off.
2. HVAC
   - Push the "Fan Down" button until the fan is off.
   - Make sure the A/C knob and the Max A/C button indication lights are off (no blue lights).

Figure 24. Exterior light control knob

Figure 25. Blower control buttons

Cruise Control for constant speed section 1.

1. The cruise control buttons are located on the left spoke of the steering wheel.
2. Press button No.1 to activate the cruise control.
3. Press button No.2 to set the cruise control speed. Press button No.2 or No.3 to speed up or slow down, respectively.
4. Press button No.1 or press on the brake pedal to deactivate the cruise control.

Figure 26. Cruise control buttons

Charging

1. Charging can only start when the vehicle is unlocked and powered on (blue light showing on the Start/Stop button).
2. The charge port is located at the center of the front facia.
3. Push on the lid to open the charge port door, and unplug the rubber protective covers.
4. With a charging cable inserted, the charge port light will illuminate depending on the status of the charge.

Charge Port Light

- No LEDs illuminated when charging is not in progress.
- When the charge plug is connected to the vehicle, the charge port LEDs shall illuminate solid blue to indicate initialization is in progress.
- When the charge plug is connected to the vehicle and AC/DC charging has started, LEDs shall transition from solid blue to blinking blue to indicate charging is in progress.
- When charging is complete, LEDs shall be solid green to indicate charging is complete.
- Red LED will indicate a fault in the charging process.

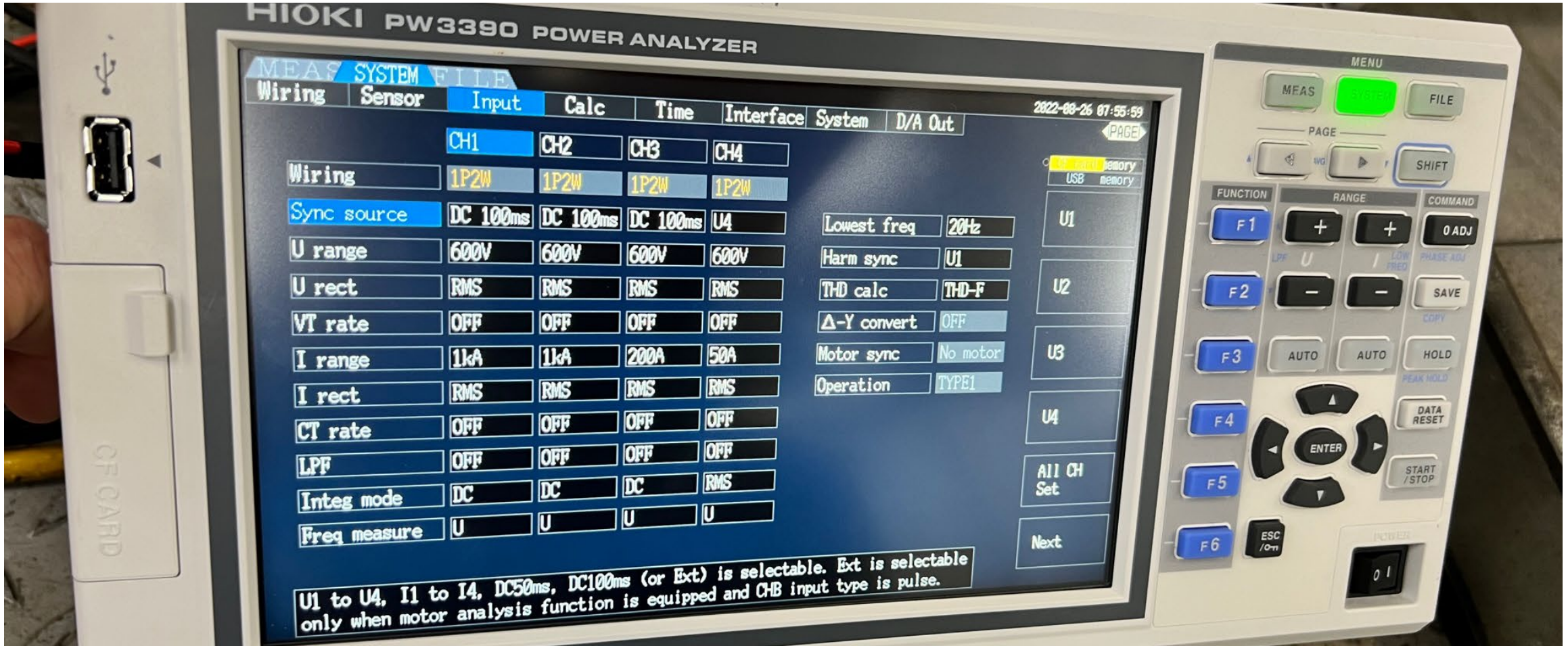
Figure 27. Charging port and lights

After the test is completed:

1. Hioki Power Analyzer: press the START/STOP button to stop recording.
2. Follow the same power off and 12V battery disconnecting procedure as mentioned in the installation procedure.
3. Detach the Hioki current clamps from the vehicle.
4. Disconnect the current clamps from the extension cords.
5. Disconnect the extension cords from the power analyzer.
6. Disconnect the breakout box female and male connectors from the vehicle.
7. Re-connect the 5 auxiliary vehicle male connectors back on the vehicle HV battery female connectors. Remember to push back in the red pin on the male connectors to secure the connection.
8. Re-connect the 12V battery positive wire and fasten the bolt.

POWER ANALYZER SETTING 1 OF 2

POWER ANALYZER SETTING 2 OF 2



4.0 Test Group Description

5.0 Durability Group Description

Durability Group Name:	PBGREEVNNEV2
Combustion Cycle:	N.A.
Engine Type:	Electric Motors
Fuel Used:	Electricity
Basic Fuel Metering System:	N.A.
Catalyst Construction:	N.A.
Battery Manufacture:	Refer Section 11.30
Battery Chemistry:	Refer Section 11.30
Battery Capacity:	Refer Section 11.3.1
Battery Self Discharge Information:	Refer Section 11.3.2
Battery Thermal System:	Refer Section 11.3.3
Battery Disposal Plan:	Refer Section 11.3.5
Battery Construction:	Refer Section 11.30
Durability Vehicle:	

6.0 Evaporative/Refuelling Family

Not Applicable

7.0 OBD System Description

Not Applicable

8.0 AECD Description

Not Applicable

9.0 Maintenance

9.10 Test Vehicle Scheduled Maintenance:

Not applicable (same as “Recommended Customer Maintenance Schedule” in next section 9.20).

9.20 **Recommended Customer Maintenance Schedule**

The Maintenance Schedules and the required maintenance intervals are located in the Owner's Manual and Warranty and Service Booklet.

9.30 **Lubricants and heater fuels, if any**

Fuel Fired Heater is not applicable on this vehicle.

10.0 Vehicle Emission Control Information (VECI) and Fuel Economy and Environment Labels

10.10 **VECI Label Locations:**

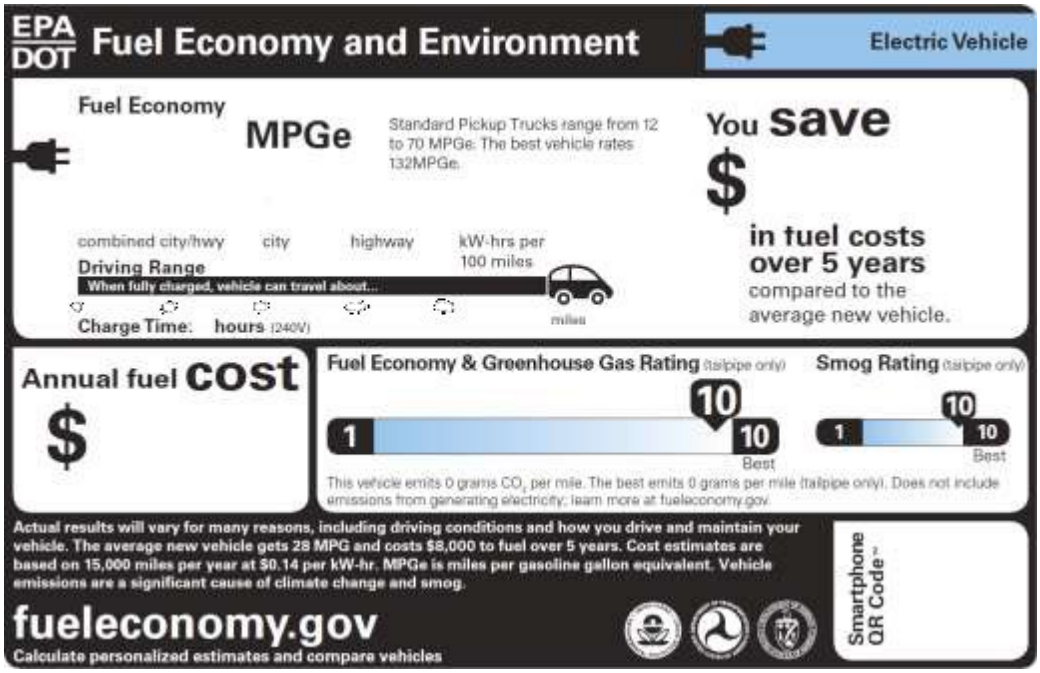
The Vehicle Emissions Control Information label (VECI) is on the hood's underside. Below is this vehicle's VECI label.

Label according to 40 CFR § 86.1807-01

10.20 **VECI Label**

10.30 **Fuel Economy and Environment Label**

The Fuel Economy Label is installed on the driver side rear door window. The Monroney Label now includes the EPA/DOT Fuel Economy and Environment Section (GHG, Smog Rating) based on the template published by EPA in May 2011. See attachment for label template to be used for this vehicle (The real FE label for this vehicle is not available at this time). The California Environmental Performance Label will be included on the vehicle.



10.40 **Derived 5-cycle MPG and MCT Calculations**

EPA EV Multicycle Calculator (SAE J1634 Oct 2012)

Manufacturer: Lordstown — As used by EPA labatory

Carline:

Model Year 2023 — D.Good March 8, 2016

Vehicle Endurance

Test Number

Comments: ***55mph constant with cruise control for SS1, road speed fan, 45 psi, 3rd UDDS starts at 18% SOC***

Lab TRC Inc

Test Date

Cycle	Energy (Wh)	Distance (mi)	ECdc_cyc	Kuwgt	Kwgt	Recharge AC WattHrs
UDDS1	2944.81	7.43	396.34	99.09	11.45	121273 Xhr, min
UDDS2	2773.82	7.42	373.83	93.46	121.01	
UDDS3	2671.48	7.40	361.01	90.25	116.86	
UDDS4	2634.27	7.44	354.07	88.52	114.61	
HWY1	3976.74	10.28	386.84	193.42		
HWY2	3770.35	10.27	367.12	183.56		
SS1	75367.4	190.62	395.38			
SS2	7755.86	19.66	394.50			
TOTAL	**101894.73**	**260.520**				

K-Factors	UDDS1	UDDS2	UDDS3	UDDS4	HWY1	HWY2
Unweighted	0.250	0.250	0.250	0.250	0.500	0.500
Weighted	0.029	0.324	0.324	0.324	NA	NA

Results	Range (mi)	AC Wh/mi	MPGe	kWh/100mi	EPA version kWh/100mi
UDDSu	274.42	441.93			
UDDSw	279.98	433.15	77.8142	43.3147	43.31471
HWY	270.29	448.68	75.1209	44.8677	44.86768

10.50 Statement of Compliance

This vehicle conforms to US EPA Tier 3 Bin 0 vehicle regulations applicable to 2023 model year new motor vehicles and to California regulations applicable to 2023 model year new ZEV light duty trucks.

Lordstown Motors states that in regard to the vehicle's control systems and all related parameters the production vehicles will be identical to the test vehicle that was used for certification testing.

The vehicles (BEV comply with all the requirements of § 86.1829-15 instead of submitting test data. Tailpipe emissions of regulated pollutants from vehicles powered solely by electricity are deemed to be zero.

Emission Compliance Statements (in lieu of conducting emission testing These BEV comply with all the testing requirements of Part 86, subpart S.

10.60 Emission Testing Waiver Statement

10.70 Certification Short Test (CST), High Altitude Testing and Idle CO Testing Waiver Statement

11.0 General Technical Descriptions

11.10 Description of Propulsion System

The propulsion system consists of four in-wheel electric hub motors, a rear and front inverter, and a high-voltage battery pack.

11.20 Description of Motors

Motors

Four in-wheel electric hub motors, surface mounted permanent magnet with concentrated wire winding

11.30 Description of Battery

The vehicle is equipped with a liquid-cooled lithium-ion high voltage battery that is used to power the electric powertrain systems and the vehicle electrical system.

11.3.1 Battery Charging Capacity

Nominal Battery Capacity 315 Ah

11.3.2 Self-discharge information

11.3.3 Description of the thermal management system

11.3.4 Definition of end-of-life

The battery end of life is described as approximately 70% remaining capacity Canters with proper inspection and test methods.

The battery is warranted for 8 years, 100 K miles (whichever occurs first).

11.3.5 Description of the battery disposal plan

Lordstown Motors highly recommends that all battery packs be taken to Lordstown Motors service facilities so that they can be recycled in a safe and efficient manner. If disposing independently, without return to Lordstown Motors, then the owner must assume responsibility for recycling in a safe and legal manner. If an owner does assume this responsibility, Lordstown Motors recommends consulting with the appropriate local, state or federal authorities to determine the appropriate methods for disposal and recycling. Keep in mind that disposal regulations may vary dependent on location. All batteries removed from the vehicle will be collected by any dealer and recycled as per the manufacturer's instructions. As for defective lithium-ion batteries, they must be stored in fire-resistant containers, and then they can be transported to a designated recycling facility.

11.40 Description of Controller/Inverter

Inverter:

11.50 Description of Transmission

N/A

11.60 Description of climate control system

11.6.1 HV Heater + LV PTC cabin Heater

11.6.2 (Reserved)

11.6.3 **Climate control system logic**

The system has no automatic mode

For Manual modes, choose any combination of air direction to defrost, face, foot, or any combination.

Blower speed can be manually adjusted in speeds from 0% to 100%.

Recirculation can be chosen between 2 states: fresh air (fan only) and full recirculation.

There are 2 special manual modes:

Max cooling - blower speed is at maximum; airflow is user setup and recirculation is activated. The vehicle is cooling without limit (the minimum possible theoretical temperature on air vents is 5°C).

Defrost – blower speed is at maximum, airflow is defrosting + demister vents, the vehicle is heating + full recirculation of air.

11.70 Description of Regenerative Braking System

The Regenerative Braking System is a system that uses the generated mode of electric motors and allows energy recovery. Apart from extending vehicle range, the regenerative braking system also causes less wear on hydraulic brake pads and discs.

11.7.1 Control logic

The vehicle is equipped with a regenerative braking system in which the regenerative braking energy is captured and stored back into the battery pack when decelerating.

11.7.2 Percentage of braking performed on road by each axle

11.80 Description of the on-board charger

11.80.1 Power recharging procedures

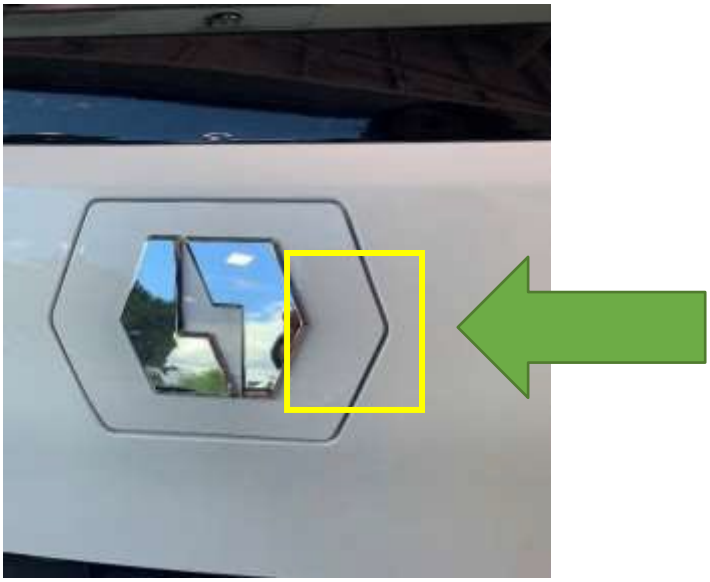
Charging socket

The charging socket is located on the front of the vehicle. The charging socket is allowing the vehicle to be AC and DC charged.

The charging socket is covered by a charging lid. The charging lid is a mechanical door that when closed prevents water, dirt, or unwanted access to the charging socket.

To open the charging lid to gain access to the charging socket user must push the charging lid door with most of the pressure on the right side of the door.

Closing is also done manually by closing the lid and pressing the right side of the flap until “click” (green arrow).



There is an additional protective cover over the charging socket to protect the socket from water and dirt.

To charge the vehicle, the user must plug in the cable to the charging socket.

While the cable is in the charging socket the vehicle powertrain cannot be engaged and no other gear than P can be selected.

The charging socket can detect a cable that is connected even if the cable is not connected to the working outlet on the other end.

To start normal charging:

1. Set the P (Park) position switch to place the vehicle in the park position and apply the parking brake.

2. Open the charge port lid of the vehicle.

3. Connect the charger connector (available in the trunk) to the charge port.

4. Connect the power plug to the mains electricity.

The LED on the charger cable notifies the correct functioning of the product and warns of any faults.

- Red light: Fault
- Blinking blue light: charge
- Solid Blue light: charge completed, maintenance.

During charging, the sophisticated dynamic protection system prevents overheating and short circuits, for guaranteed safety.

To stop normal charging:

- When the car is completely charged, remove the charge connector from the charge port.

- Properly store the charger in the bag in the frunk.

- Install the rubber protective covers.

- Close the charge port lid.

Charging settings

While the vehicle is charging user is presented with the charging screen on the central display showing the state of charge percentage.

11.80.2 Power requirements necessary to recharge the vehicle

Level 1 (110V/15A) = <15 hr.

Level 2 (220V/30A) = <6 hr.

Level 2 (220V/50A) = <5 hr.

150kW: <45Min

All charging time estimation are performed, (20-80)% of our HV Battery Pack.

11.90 Accessories that draw energy from the batteries

11.9.1 Other unique features (e.g. solar panels)

Not Available

11.9.2 Description of warning system(s) for maintenance/malfunction

11.9.3 Cut off terminal voltages to prevent battery damage

The control electronics inside of the Power Distribution Unit are programmed not to allow the voltage of the battery above or below voltage limits.

12.0 Starting and Shifting Schedules

12.1 Starting Procedure

12.2 Shifting Procedure

This vehicle uses a rotary dial to select transmission direction (choose “D” for Drive or “R” for Reverse) and since the vehicle does not have a gearbox, there is no shift schedule.

13.0 Description of Vehicles Covered by Certification

14.0 Additional Information

14.1 **EPA filing Fee Form**

US EPA Fee Form

Help and EPA Instructions

* Required Field

General Information

Date: 09/26/2022

Process Code *

Submit New Fee Filing Form

Manufacturer Code *

LEV

Manufacturer Name *

Lordstown EV Corporation

Contact Name *

Tieara McPherson

Contact Email Address *

Tieara.McPherson@lordstownmotors.com

Contact Phone *

(228) 249-1566

Calendar Year complete application submitted to EPA *

2022

PLEASE NOTE: These fees apply to complete certification applications received by EPA from January 1, 2022, through December 31, 2022. 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 *

PLEVT00.07NY

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

$28,445.00

Payment Type *

Offline ACH

Comments

Pay.gov Tracking ID: 271PSMIO

EPA Form Number 3520-29
OMB Control No. 2060-0545
Approval expires 12/31/2022

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.

15.0 EPA Certificate Summary Information Report

Certification Summary Information Report

Manufacturer	Lordstown EV Corporation	**Manufacturer Code**	LEV
Test Group	PLEVT00.07NY	**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**	09/27/2022 09:30:29 PM
Model Year	2023		

Test Group Information

CSI Type	Update for Correction	**Running Change Reference Number**	--
GHG Exempt Status	Small Business Administration Exemption		

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**	LDT4
Federal Clean Fuel Vehicle	Yes	**Federal Clean Fuel Vehicle Standard**	ZEV
Federal Clean Fuel Vehicle ILEV	No	**California Partial Zero Emissions Vehicle Indicator**	No
Durability Group Name	NBGREEVNNEV2	**Durability Group Equivalency Factor**	0.1
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**	--
SFTP LEV-III Composite Compliance Indicator	No		
OBD Compliance Type	CARB	**OBD Demonstration Vehicle Test Group**	PLEVT00.07NY
Test Group OBD Compliance Level	Full - no deficiencies	**Number of Test Group OBD Deficiencies**	0
OBD Deficiencies Comments	OBD information is placeholder, OBD not required for Electric vehicles		
Mfr Test Group Comments	--		
Mfr Exhaust / Evap Standards Comments	--		

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--

Models Covered by this Certificate

Carline Manufacturer	Division	Carline	Certification Region Code(s)	Drive System	Trans - Type	- # of Gears	Trans - Lockup
Lordstown EV Corporation	1 - Lordstown EV Corporation	2 - Endurance	Federal	4-Wheel Drive	Automatic	1	No
Lordstown EV Corporation	1 - Lordstown EV Corporation	2 - Endurance	California + CAA Section 177 states	4-Wheel Drive	Automatic	1	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	--	--	--	--	--	--	--	--	--	--

Official Charge Depleting Test Numbers

Test Group Fuel	UDDS	Highway
Electricity	PLEV10077084	PLEV10077085

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--

Hybrid Electric Vehicle And Fuel Cell Information

Rechargable Energy Storage System	Battery(s)	**Rechargable Energy Storage System, if Other**	--
Battery Type	Lithium Ion	**Number of Battery Packs**	1
Total Voltage of Battery Packs	348	**Battery Energy Capacity**	315
Battery Specific Energy	151.4	**Battery Charger Type**	On-Board
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**	Yes
Mfr Regenerative Braking Description	--		
Drive Motor(s)/Generator(s)	4		
Motor/Generator Type 1	AC Induction	**Rated Motor/Generator Power**	96
Motor/Generator Type 2	AC Induction	**Rated Motor/Generator Power**	96
Motor/Generator Type 3	AC Induction	**Rated Motor/Generator Power**	96
Motor/Generator Type 4	AC Induction	**Rated Motor/Generator Power**	96
Mfr Fuel Cell Description	--		
Fuel Cell On-Board H2 Storage Capacity (kg)	--	**Usable H2 Fill Capacity (kg)**	--
Mfr Hybrid Electric/ Electric Vehicle Comments	--		

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--

Emission Data Vehicle Information

Vehicle ID / Configuration	PPV-51 / 0	**Manufacturer Vehicle Configuration Number**	0
Original Test Group Name	PLEVT00.07NY	**Original Evaporative/Refueling Family**	--
Original Test Vehicle Model Year	2023		

Vehicle Model

Represented Test Vehicle Make	Lordstown Motors	**Represented Test Vehicle Model**	Endurance

Leak Family Details

Leak Family Identifier	--	**Leak Family Name**	--

Drive Sources and Fuel System Details

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	430	**Odometer Correction Factor**	0
Odometer Correction Sign	+ = System Miles is equal to (Test odometer reading * Correction factor) + Initial system miles		
Odometer Correction Units	Kilometers		
Engine Code	1	**Rated Horsepower**	600
Displacement (liters)	0.01		
Air Aspiration Method	Naturally Aspirated	**Air Aspiration Method, if 'Other'**	
Number of Air Aspiration Devices	--	**Air Aspiration Device Configuration**	--
Charge Air Cooler Type	--	**Drive Mode While Testing**	4-Wheel Drive
Shift Indicator Light Usage	Not eqipped	**Aged Emission Components**	4,000 (mi)
Curb Weight (lbs)	6450	**Equivalent Test Weight (pounds)**	6500
GVWR (lbs)	--	**N/V Ratio**	10.1
Axle Ratio	1		
Transmission Type	Automatic	**# of Transmission Gears**	1
Transmission Lockup	No	**Creeper Gear**	No

Dynamometer Coefficients:

	Target Coefficients			Set Coefficients			
Coefficient Category	**A (lbf)**	**B (lbf/mph)**	**C (lbf/mph**2)**	**A (lbf)**	**B (lbf/mph)**	**C (lbf/mph**2)**	**EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients**
City/Highway/Evap	49.74	0.2019	0.0368	-16.9	0.0378	0.03641	20.2

Emission Control Device Comments Engine Displacement 0.01 is a placeholder, EV displacement 0.00

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--

Manufacturer Test Vehicle Comments Transmission data is a placeholders, hub motors. Vehicle tested at an ETW of 6710, higher than required, enabling the range to be more representative in actual use.

Test #	**PLEV10077084**	**Test Procedure**	**81 - Charge Depleting UDDS**
Exhaust Test # for this Evap Test	--	**Test Fuel Type**	62 - Electricity
Test Date	09/02/2022	**Fuel**	N/A
Fuel Batch ID	--	**Fuel Calibration Number**	--
Vehicle Class	N/A	**DF Type**	Mfr. Assigned
Verify Test Lab ID	Transportation Research Center		
E10 Evaporative Test Measurement Method	--		
Test Start Odometer Reading	5055.5	**Odometer Units**	M
4WD Test Dyno	Yes	**Diesel Adjustment Factor Usage**	--
State of Charge Delta	Yes		
Drive Cycle Speed Tolerance Criteria	Used Part 86 (+/- 2 mph, +/- 1 sec)	**Road Speed Fan Usage**	No

PHEV/EV Charge Depleting Test Information

Recharge Event Voltage	240	**Recharge Event Energy (kiloWatt-hours)**	121.273
Charge Depleting Range (Calculated miles)	279.98	**Charge Depleting Range (Actual miles)**	279.98
All Electric Range Unadjusted (miles)	--	**Derived 5-Cycle Coefficient Model Year**	--
Equivalent All Electric Range (miles)	279.98		
Number of Charge Depleting Bags/Phases Conducted	1	**Transition Bag/Phase Number**	--

Charge Depleting Bag/Phase

Charge Depleting Bag/Phase #	Test Result/Emission Name	Unrounded Test Result
1	Carbon dioxide	0
2	Carbon-Related Exhaust Emissions	0.01
3	Drive Trace Absolute Speed Change Rating	99.99
4	Drive Trace Energy Economy Rating	99.99
5	Drive Trace Inertia Work Ratio Rating	99.99
6	Manufacturer Fuel Economy	77.8142
7	System End State of Charge Watt-hours	0
8	System Start State of Charge Watt-hours	0

Manufacturer Test Comments Comment both UDDS and HW tests (test procedure 81 and 84)were actually conducted as the multicycle (MCT) test according to the SAE J1634 test procedure 2012, constant speed @ 55 mph. The constant steady speed operation was performed at 55 mph. The Pre-charge energy from depletion to 99.9% SOC: 121.250 KWH. Number of bags/ phases set to 1 as a placeholder, Recharge AC Watt Hours 121273 HWY DC Wh/mile = 371.3163

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--

Test #	**PLEV10077085**	**Test Procedure**	**84 - Charge Depleting Highway**
Exhaust Test # for this Evap Test	--	**Test Fuel Type**	62 - Electricity
Test Date	09/02/2022	**Fuel**	N/A
Fuel Batch ID	--	**Fuel Calibration Number**	--
Vehicle Class	N/A	**DF Type**	Mfr. Assigned
Verify Test Lab ID	Transportation Research Center		
E10 Evaporative Test Measurement Method	--		
Test Start Odometer Reading	5055.5	**Odometer Units**	M
4WD Test Dyno	Yes	**Diesel Adjustment Factor Usage**	--
State of Charge Delta	Yes		
Drive Cycle Speed Tolerance Criteria	Used Part 86 (+/- 2 mph, +/- 1 sec)	**Road Speed Fan Usage**	No

PHEV/EV Charge Depleting Test Information

Recharge Event Voltage	240	**Recharge Event Energy (kiloWatt-hours)**	121.273
Charge Depleting Range (Calculated miles)	270.29	**Charge Depleting Range (Actual miles)**	270.29
All Electric Range Unadjusted (miles)	--	**Derived 5-Cycle Coefficient Model Year**	--
Equivalent All Electric Range (miles)	270.29		
Number of Charge Depleting Bags/Phases Conducted	1	**Transition Bag/Phase Number**	--

Charge Depleting Bag/Phase

Charge Depleting Bag/Phase #	Test Result/Emission Name	Unrounded Test Result
1	Carbon dioxide	0
2	Carbon-Related Exhaust Emissions	0.01
3	Drive Trace Absolute Speed Change Rating	99.99
4	Drive Trace Energy Economy Rating	99.99
5	Drive Trace Inertia Work Ratio Rating	99.99
6	Manufacturer Fuel Economy	75.1207
7	System End State of Charge Watt-hours	0
8	System Start State of Charge Watt-hours	0

Manufacturer Test Comments

Comment both UDDS and HW tests (test procedure 81 and 84) were actually conducted as the multicycle (MCT) test according to the SAE J1634 test procedure 2012. The constant steady speed operation was performed at 55 mph. The Pre-charge energy from depletion to 99.9% SOC: 121.250 KWH. Number of bags/ phases set to 1 as a placeholder, Recharge AC Watt Hours 121273 HWY DC Wh/mile = 376.9873

Fuel Properties

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--

Consolidated List of Standards

Exhaust Standards

Cert Region California + CAA Section 177 states
Vehicle Class LDV/Passenger Car
Fuel Electricity
Cert/In-Use Code Cert
Standard Level California ZEV
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
150,000 miles	CO	--	--	--	--	--	--	0	0
150,000 miles	MFR FE	--	--	--	--	--	--	--	0

Cert Region Federal
Vehicle Class LDV/Passenger Car
Fuel Electricity
Cert/In-Use Code Cert
Standard Level Federal Tier 3 Bin 0
Test Procedure Cold CO

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	--	--	--	--	--	--	0	0

Cert Region Federal
Vehicle Class LDV/Passenger Car
Fuel Electricity
Cert/In-Use Code Cert
Standard Level Federal Tier 3 Bin 0
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
150,000 miles	CO	--	--	--	--	--	--	0	0
150,000 miles	MFR FE	--	--	--	--	--	--	--	0

Cert Region California + CAA Section 177 states
Vehicle Class LDV/Passenger Car
Fuel Electricity
Cert/In-Use Code Cert
Standard Level California ZEV
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
150,000 miles	CO	--	--	--	--	--	--	0	0
150,000 miles	MFR FE	--	--	--	--	--	--	--	0

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--
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
150,000 miles	CO	--	--	--	--	--	--	0	0
150,000 miles	MFR FE	--	--	--	--	--	--	--	0

Certification Summary Information Report

Test Group	PLEVT00.07NY	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	METHANOL	CH3OH - Methanol
CO	Carbon Monoxide	N2O	Nitrous Oxide
CO2	Carbon dioxide	SPITBACK	Spitback Hydrocarbon in grams
CREE	Carbon-Related Exhaust Emissions	AMP-HRS	Integrated Amp-hours
OPT-CREE	Optional Carbon-Related Exhaust Emissions	START-SOC	System Start State of Charge Watt-hours
NOX	Nitrogen Oxide	END-SOC	System End State of Charge Watt-hours
PM	Particulate Matter	ACT-DISTANCE	Actual Distance Driven (miles)
PM-COMP	SFTP Composite Particulate Matter	AS-VOLT	Average System Voltage
HC-NM	Non-methane Hydrocarbon	CO2 BAG 1	Bag 1 Carbon Dioxide
OMHCE	Organic material Hydrocarbon Equivalent	CO2 BAG 2	Bag 2 Carbon Dioxide
OMNMHCE	Organic material non-methane HC equivalent	CO2 BAG 3	Bag 3 Carbon Dioxide
NMOG	Non-methane organic gases	CO2 BAG 4	Bag 4 Carbon Dioxide
HCHO	Formaldehyde	NMOG+NOX	Non-methane organic gases plus Nitrogen Oxides
H3C2HO	Acetaldehyde	NMOG+NOX-COMP	SFTP Composite Non-methane Organic Gases + Nitrogen Oxides
HC-NM+NOX	SFTP Non-methane Hydrocarbon + Nitrogen Oxides for US06 or SC03	DT-IWRR	Drive Trace Inertia Work Ratio Rating
HC-NM+NOX-COMP	SFTP Composite Non-methane Hydrocarbon + Nitrogen Oxides	DT-ASCR	Drive Trace Absolute Speed Change Rating
CO-COMP	SFTP Composite Carbon Monoxide	DT-EER	Drive Trace Energy Economy Rating
ETHANOL	C2H5OH - Ethanol	COMB-CREE	Combined Carbon-Related Exhaust Emissions
FE BAG 1	Bag 1 Fuel Economy	COMB-OPT-CREE	Combined Optional Carbon-Related Exhaust Emissions
FE BAG 2	Bag 2 Fuel Economy	HC-TOTAL-EQUIV	Total Hydrocarbon equivalent - Evap only
FE BAG 3	Bag 3 Fuel Economy	METHANE-COMB	Combined CH4 for HD 2b/3 vehicles only
FE BAG 4	Bag 4 Fuel Economy	N2O-COMB	Combined Nitrous Oxide for HD 2b/3 vehicles only
MFR FE	Manufacturer Fuel Economy	LEAK-DIA	Effective Leak Diameter (inches)
HC	Hydrocarbon for Running Loss and ORVR	LEAK-GAS CAP	Gas Cap Leakage (cc/min)
METHANE	CH4 - Methane	CO2-COMB	Combined Carbon Dioxide for HD 2b/3 Vehicles Only

Certification Region			
CA	California + CAA Section 177 states	FA	Federal

Exhaust Emission Standard Level			
B1	Federal Tier 2 Bin 1	L3ULEV340	California LEV-III ULEV340
B2	Federal Tier 2 Bin 2	L3ULEV250	California LEV-III ULEV250
B3	Federal Tier 2 Bin 3	L3ULEV200	California LEV-III ULEV200
B4	Federal Tier 2 Bin 4	L3SULEV170	California LEV-III SULEV170
B5	Federal Tier 2 Bin 5	L3SULEV150	California LEV-III SULEV150

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--
B6	Federal Tier 2 Bin 6	L3LEV630	California LEV-III LEV630
B7	Federal Tier 2 Bin 7	L3ULEV570	California LEV-III ULEV570
B8	Federal Tier 2 Bin 8	L3ULEV400	California LEV-III ULEV400
B9	Federal Tier 2 Bin 9	L3ULEV270	California LEV-III ULEV270
B10	Federal Tier 2 Bin 10	L3SULEV230	California LEV-III SULEV230
B11	Federal Tier 2 Bin 11	L3SULEV200	California LEV-III SULEV200
HDV1	HDV1 (Federal HD chassis Class 2b GVW 8501-10000)	T3B160	Federal Tier 3 Bin 160
HDV2	HDV2 (Federal HD chassis Class 3 GVW 10001-14000)	T3B125	Federal Tier 3 Bin 125
L2	California LEV-II LEV	T3B110	Federal Tier 3 Transitional Bin 110
L2OP	California LEV-II LEV Optional	T3B85	Federal Tier 3 Transitional Bin 85
U2	California LEV-II ULEV	T3SULEV30	Federal Tier 3 Transitional LEV-II SULEV30 Carryover
S2	California LEV-II SULEV	T3B70	Federal Tier 3 Bin 70
ZEV	California ZEV	T3B50	Federal Tier 3 Bin 50
OT	Other	T3B30	Federal Tier 3 Bin 30
T1	Federal Tier 1	T3B20	Federal Tier 3 Bin 20
PZEV	California PZEV	T3B0	Federal Tier 3 Bin 0
L2LEV160	California LEV-II LEV160	HDV2B395	Federal Tier 3 HD Class 2b Transitional Bin 395
L2ULEV125	California LEV-II ULEV125	HDV2B340	Federal Tier 3 HD Class 2b Transitional Bin 340
L2SULEV30	California LEV-II SULEV30	HDV2B250	Federal Tier 3 HD Class 2b Bin 250
L2LEV395	California LEV-II LEV395	HDV2B200	Federal Tier 3 HD Class 2b Bin 200
L2ULEV340	California LEV-II ULEV340	HDV2B170	Federal Tier 3 HD Class 2b Bin 170
L2LEV630	California LEV-II LEV630	HDV2B150	Federal Tier 3 HD Class 2b Bin 150
L2ULEV570	California LEV-II ULEV570	HDV2B0	Federal Tier 3 HD Class 2b Bin 0
L3LEV160	California LEV-III LEV160	HDV3B630	Federal Tier 3 HD Class 3 Transitional Bin 630
L3ULEV125	California LEV-III ULEV125	HDV3B570	Federal Tier 3 HD Class 3 Transitional Bin 570
L3ULEV70	California LEV-III ULEV70	HDV3B400	Federal Tier 3 HD Class 3 Bin 400
L3ULEV50	California LEV-III ULEV50	HDV3B270	Federal Tier 3 HD Class 3 Bin 270
L3SULEV30	California LEV-III SULEV30	HDV3B230	Federal Tier 3 HD Class 3 Bin 230
L3SULEV20	California LEV-III SULEV20	HDV3B200	Federal Tier 3 HD Class 3 Bin 200
L3LEV395	California LEV-III LEV395	HDV3B0	Federal Tier 3 HD Class 3 Bin 0

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
F	2-Wheel Drive, Front	A	All Wheel Drive
R	2-Wheel Drive, Rear		

Certification Summary Information Report

Test Group	PLEVT00.07NY	**Evaporative/Refueling Family**	--

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

16.0 Federal Requirements

16.1 Request for COC

Mr. David Wright
Certification Division Mobil Source Pollution Control
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan
48105

David Baker
Lordstown Motors, Corp.
38555 Hills Tech Drive
Farmington Hills, MI
48331

September 22, 2022

Dear Mr. Wright,

Subject: Request for Certificate of Conformity – Lordstown Motors 2023 Test Group PLEVT00.07NY

Lordstown Motors, Corp. requests that EPA issue a certificate of conformity for the subject test group. Attached is the Part 1 Application for Certification for the 2023 model year battery electric powered light-duty trucks (LDT4) contained in Lordstown Motors 50 state (Federal/CA) test group.

Lordstown Motors believes that the test group complies with all applicable regulations contained within 40 C.F.R. Parts 85, 86, and 600 and the applicable California Amendments of the EPA regulations it has incorporated and Title 13 of the California Code of Regulations. This test group complies with Federal Tier 3 Bin 0 and California ZEV.

Lordstown Motors wishes to obtain a conditional certificate of conformity (COC) under the provisions of 86.1835-01 (d).

The ARB executive order for this test group will be forwarded to you when it becomes available.

Your timely review and issuance of the certificate will be greatly appreciated.

Sincerely,

DSBaker

David Baker, Director

16.2 Request for EO

17.0 California ARB Information, Statements

17.1 California Compliance Statements Production Vehicle same as Test Vehicle Statement

The production vehicles represented by this test group will be in all material respects of the same design as those for which vehicle approval is granted.

17.2 Labelling Durability Statement

The labeling required pursuant to 40 CFR 86.082-35 and Section 1965, Chapter 3, Title 13 of the California Administrative code and described in Section 10 of this application will conform with the requirements specified in the California Motor Vehicle Tune-Up Label Specifications and is designed to comply with the durability requirements of those specifications.

17.3 Drivability Statement

Vehicles for which certification is requested have drivability and performance characteristics that satisfy our customary drivability and performance requirements for vehicles sold in the United States.

17.4 Fill Pipe Specifications

Not Applicable

17.5 Evaporative Emission Deterioration Program

Not Applicable

17.6 Assembly line NMOG / NMHC Factor

Not Applicable

17.7 Continuity of Emissions

Not Applicable

17.8 Lubricants

All lubricants to be used in test vehicles comply with applicable regulations. There are no differences between proposed vehicle lubricants and proposed production vehicle lubricants.

17.9 Test Facility and Equipment

The facility and equipment to be used for mileage accumulation and emission testing comply with all applicable regulations.

17.10 Diagnostic Procedures

In the event that unscheduled maintenance is required on one of the certification test vehicles might become necessary, Lordstown Motors uses the service diagnostic system.

17.11 Procedures for Evaluating Drivability

17.12 Alternate Procedure

17.13 Blanket Approval List

17.14 Fuel Economy and Environment Label

Lordstown Motors affixes the Federal Fuel Economy and Environment Label in accordance with 40 CFR Parts 85, 86, and 600 as promulgated on July 6, 2011 (in lieu of CA EP Labels)

17.15 Projected Sales

17.16 Certification Short Test (CST), High Altitude Testing and Idle CO Testing

17.17 Method for Calculation of CO2 Equivalent Value & GHG score

California ZEV Credits

ZEV Credit = (0.01) * (UDDS range) + 0.50 Must have at least 50 miles range.

Maximum of 4.0 credits per ZEV.

17.18 Compliance Fee Final Invoice