



1 Tesla Road
Austin TX, 78725
June 26, 2025

Mr. Daniel Cullen
Vehicle Programs and Compliance Division
Environmental Protection Agency
2000 Traverwood Drive,
Ann Arbor, MI 48105

Subject: Request for issuance of a new Certificate of Conformity - Running Change (adding a new carline)

Tesla, Inc. requests that the EPA issue a Certificate of Conformity for the subject test group.

Attached to this request is the Part 1 Application. Tesla believes that the test group complies with all applicable regulations contained within Title 40 of the CFR, California Amendments to Subparts B, C, and S, Part 86 and Part 88, Title 40 of the CFR and Title 13 of the California Code of Regulations

Vehicle Classification: Light Duty Vehicle

Test Group Identification: TTSLV00.0L1Y

L - Lithium Ion Battery
1 - Single Motor
Y - Model Y

Test Group Description: Tesla, Inc. differentiates test groups based on:

Battery technology, the capacity and voltage of the battery, and the type and size of the electric motor. Using good engineering judgment to combine vehicles in test groups for the purposes of certification.

Carline(s) covered by this certificate:

Model Y Standard RWD (18in Wheels)
Model Y Standard RWD (19in Wheels)
Model Y Long Range RWD

Durability Group (EV-CIS): TTSLEEVN1Y

Durability and Emission Testing Requirements: This is an electric vehicle application. As per § 86.1829-15(f), certification of this vehicle complies with all the emission standards and related requirements of the subpart. Tailpipe emissions of regulated pollutants from vehicles powered solely by electricity are deemed to be zero.

Evaporative/Refueling and Leak Families: N/A
OBD Group: N/A

Applicable Standards: FEDERAL Tier 3 BIN 0 & CALIFORNIA ZEV

Your early review and issuance of the certificate will be greatly appreciated. If you have any questions, please contact me at our office at (510) 249-3755

Sincerely,

Suraj Nagaraj
Sr. Director, Safety & Homologation Engineering

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01.00.00 - Communications

01.01.00 - Correspondence Information

01.01.01 - Mailing Address

Tesla, Inc.
1 Tesla Road
Austin, TX 78725

01.01.02 - Manufacturer Representatives

Primary Contact

Mr. Suraj Nagaraj, Sr. Director, Safety & Homologation Engineering

Additional Contacts

Mr. Sandeep Pannu, Manager - Global Homologation, Safety & Homologation Engineering

Mr. Shakil Savji, Sr. Homologation Engineer, Safety & Homologation Engineering

02.00.00 - Vehicle Identification & Description

02.01.00 - Identification of Vehicle

This is an electric vehicle, designated as a Zero-emission Vehicle (ZEV)

02.02.00 - Projected Sales Volume (Confidential)

02.03.00 - Propulsion System

02.03.01 - Drive Unit

Rear Drive Unit:

Motor x 1,
Inverter,
Fixed ratio transmission

02.03.02 - Motor

Rear motor:

3-phase AC permanent magnet motor

02.03.03 - Inverter

The drive inverter performs several critical functions in the Tesla Model Y including torque control, power and torque limit enforcement, and status monitoring.

02.03.04 - Transmission

The transmission is a fixed ratio, mechanical, transversely mounted gearbox with integral final drive (transaxle configuration).

The shift position is available on the center screen or on the overhead selector. There are four shift positions - one reverse, one drive, one neutral, and one park position. Selecting either forward or reverse position enables drive current to the motor to generate the appropriate torque. There is no physical reverse gear needed. In addition, the park button is used to operate the electrically-actuated park brake.

02.04.00 - Energy Storage System

02.04.01 - Battery

The battery pack is manufactured with battery modules packed with battery cells, achieving excellent energy density and enabling the long range capability of the vehicle. The low-profile flat packaging enables an efficient and functional occupant area. The battery control system consists of the Battery Monitoring System (BMS) which controls the switches, measures pack current and voltages, electrical isolation of the battery from chassis ground and monitors cell voltages and module temperatures from the Battery Monitor Boards (BMBs) installed on each of the modules.

The battery thermal management system regulates the temperature of the coolant to maintain optimal conditions for the battery, thereby enhancing charging efficiency, overall performance, and durability. Proper temperature regulation is crucial because it ensures that the battery operates within its ideal temperature range, preventing both overheating and overcooling.

02.05.00 - Climate Control System

The Model Y climate control modes include Defrost, Panel and Floor (or any combination of these three). The system consists of two panel vents, two front row floor vents, defroster vent, second row floor vents, second row console vents with positive air shut off and turning vane manual control.

Vehicle Controller printed circuit boards activate actuators and responds to evaporator air outlet temperature sensor, heat pump condenser outlet temperature sensor and air duct temperature sensors, as well as user demands from center display.

02.05.01 - Air Conditioning

The Model Y air conditioner system is an R1234yf refrigerant consists of a high voltage electric scroll type with integrated inverter with High Voltage Interlock Loop.

02.05.02 - Heat pump

The heater element for the vehicle is a heat pump, which draws HV electrical energy from the battery pack High Voltage. Tesla's heat pump reduces the energy required by the HVAC system in both heating and cooling scenarios. A heat pump consumes a small amount of electrical energy to thermodynamically "upgrade" low-temperature (less useful) thermal energy to higher-temperature (more useful) thermal energy, making it suitable for occupant comfort.

Tesla's system enables the heat pump source to be either the power-train coolant loop, e.g., low-temperature waste heat produced naturally by the vehicle while driving, ambient air, the battery thermal mass, the cabin thermal mass, or combinations thereof. Another advantage of this architecture is the ability to reject heat into the battery pack via a liquid-cooled condenser for a limited amount of time during cabin cooling scenarios when the temperature of the battery is modest. Therefore, for most startups with AC on, the relatively cool, well-coupled, large thermal mass serves to lower discharge pressure and therefore reduces compressor input power relative to a conventional air-cooled condenser setup.

Tesla's heat pump system also provides ways to remove a cabin air high voltage PTC heater completely by using the compressor as an electrical heater in specific scenarios. In fact, the electrical power draw capability of the compressor significantly exceeds a typical HV cabin PTC heater capability. This last point is accomplished via Tesla's unique architecture – the cycle is configured in such a way to provide a controlled environment for the compressor, regardless of ambient conditions, and ultimately unlocks the full electrical input power. Therefore, Tesla's thermal system can sometimes operate like a heat pump (heat efficiently) and sometimes like an electrical heater when heat pump capacity is not sufficient for comfort – using the same compressor.

02.05.03 - Fuel-fired Heater

Not applicable

02.06.00 - Charging System

The charging system in the vehicle works in conjunction with either of the three external charging stations; Universal Mobile Connector (UMC), High Power Connector (HPC), or DC Fast Charging (Supercharger). The charging system adjusts automatically to the available AC line voltage, frequency and current, within limits.

Anytime the EV Inlet door is opened, the vehicle will prepare to enter CHARGE state. Once the user connects either supply cable to the vehicle, the charging system signals to the vehicle that it is ready to deliver the charge. The vehicle locks the cable onto the vehicle and then indicates that it is ready to accept energy and charging will commence. Failure of any of these steps will result in fault condition and lack of **full charging capability**. Vehicle could still charge on low power if handle lock is not engaged.

Prepare to charge state



Low Power Charging Indication



High Power Charging Indication



If the battery temperature is near or below freezing temperatures, normal charging will not occur. The vehicle will identify this condition and will begin heating the battery coolant and circulating the coolant to raise the battery temperature to enable charge. When the pack temperature rises to a temperature within the allowable charging range, heating will reduce or stop and charging will commence.

A new fully charged battery contains a minimum amount of usable battery energy which is reserved, based on the battery type/option fitted to the vehicle.

02.06.01 - On-board Charger Capability

The vehicle is equipped with one on-board charger, also known as a Power Conversion System (PCS), and is capable of a maximum of 11.5 kW.

02.06.02 - Maximum Allowable DC Capability

The vehicle's energy storage system is capable of accepting DC fast charge up to 250 kW from an off-board charger (Supercharger).

02.06.03 - Vehicle Connector Specification

The design and specification files are available within SAE J3400 RP.

The document covers the general physical, electrical, functional, safety, and performance requirements for conductive power transfer to an electric vehicle using a coupler, which can be hand-mated and is capable of transferring either DC or AC single-phase power using two current-carrying contacts.



Alternative for AC Charger Inlet: J1772 Adapter

<https://shop.tesla.com/product/sae-j1772-charging-adapter>



The rigid adaptor has been tested and approved by a Nationally Recognized Testing Laboratory (NRTL), according to 29 C.F.R. 1910.7

Compatible with most Level 2 public charging stations, the J1772 Adapter supports charging speeds up to 19.2kW.

Alternative Option for DC Charger: CCS1 Adapter

<https://shop.tesla.com/product/ccs-combo-1-adapter>

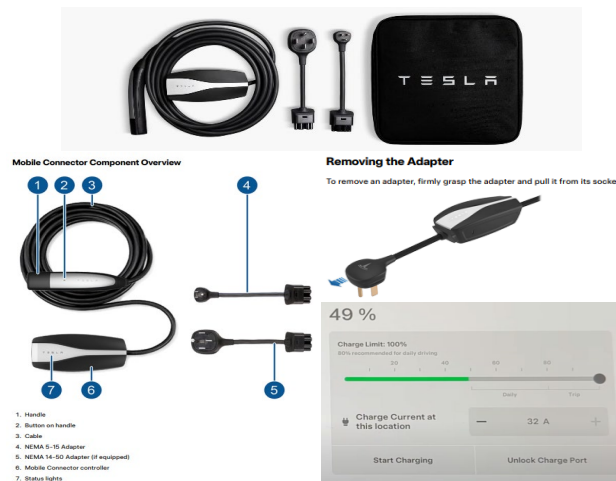


The adaptor has been tested and approved by a NRTL.

The adapter offers charging speeds up to 250 kW and can be used at third-party charging stations.

02.06.04 - Charging Cord

Universal Mobile Connector (UMC) - The universal mobile connector is an individual cable that connects the vehicle to any available domestic power outlet and can deliver current to a maximum of 32A. The UMC has a length of 20ft, with dual amperage capability compatible with AC Level 1 and Level 2 charging. NEMA 5-15 Wall Outlet attachment (12A) provides AC Level 1 charging, whereas NEMA 14-50 Wall Attachment (32A) provides AC Level 2 charging. The cord is configurable by the user without the use of tools. Charging at rates lower than or equal to 32A can also be achieved via a mobile connector through the Vehicle UI “Charge Current at this location” feature which allows the user to select current between 5A and 32A, in 1A increments. The Mobile Connector incorporates similar electronic circuitry as the HPC to communicate with the vehicle and manage the charging process.



02.06.05 - HPC Charging Cord

High Power Connector (HPC) - Purchased separately from the vehicle, a certified electrician will confirm the capabilities of the residential supply circuit at the vehicle owner's location. Confirmation of a satisfactory residential electrical Supply will lead to the installation of a hard-wired HPC unit, this will expedite vehicle charging at the most efficient rate. The HPC can supply available current up to a maximum of 80 amps and incorporates electronic systems that communicate with the vehicle control systems to indicate the maximum available current so that the vehicle can determine the amount and rate of charge required.

02.06.06 - Regenerative Braking System

Regenerative braking (RGB) occurs when the driver lifts his foot from the accelerator pedal while the vehicle is moving; the experience is analogous to engine braking on a gasoline-powered car with a conventional manual transmission. The friction braking system is independent of RGB.

The amount of RGB torque generated depends on the accelerator pedal position – largest when the accelerator pedal is fully released, decreasing as the pedal is depressed, reaching zero torque when the pedal reaches its neutral torque position (a position that is a function of vehicle speed). The max RGB deceleration also varies depending on vehicle speed. The maximum RGB profile is defined as a target total deceleration rate as a function of vehicle speed. The max RGB profile is tailored to everyday driving conditions, which typically exhibit higher deceleration rates at lower speeds.

When the battery pack is near maximum capacity, regenerative braking function will be limited to ensure the maximum capacity of the battery is not exceeded. Any RGB limiting will be ramped in gradually to allow the driver to adapt to the changing RGB performance. When the battery pack is below 0 degrees, RGB will not be allowed because the batteries are not rated to accept charge below this temperature. Any RGB limiting will be ramped in gradually to allow the driver to adapt to the changing RGB performance. The vehicle notifies the driver of any limits on the regenerative braking function.

03.00.00 - Test Results and Procedures

Internal range test reports are on file at Tesla

03.01.00 - Vehicle Configuration and Subconfigurations

Refer to appendix

03.02.00 - Test Results

Refer to appendix

03.03.00 - Break-in Procedures

SAE J1634 break-in procedures are followed. Vehicles are stabilized as determined by the manufacturer and shall have accumulated a minimum of 1600 km (1000 miles), but no more than 9978 km (6200 miles) (40 CFR § 600.006), on the Durability Driving Schedule as defined in 40 CFR § 86, Appendix V or an equivalent driving schedule.

03.03.01 - Battery Pre-conditioning Procedures

The lithium ion battery cells are cycled by the battery cell manufacturer before they are assembled into battery packs. There is no further pre-conditioning necessary.

03.04.00 - Test Procedures

SAE J1634 was followed for all range testing and SAE J2263 (as issued 2008-12) was followed for Road load measurement.

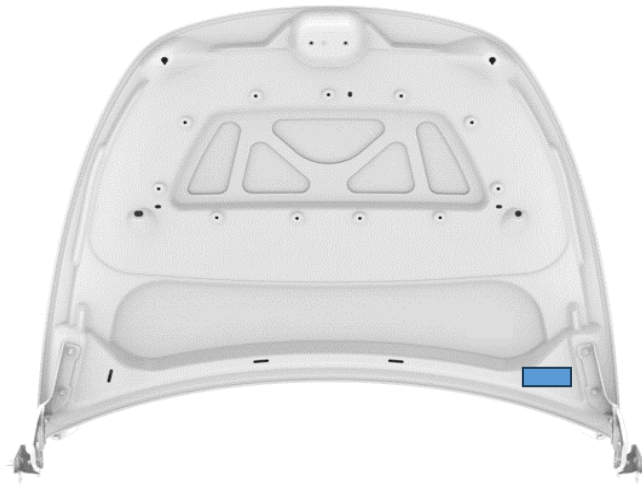
04.00.00 - Statement of Compliance

This vehicle conforms to US EPA Federal Tier 3 Bin 0 and State of California regulations applicable to 2026 Model Year New ZEV Light-duty Vehicles

06.00.00 - Labels

06.01.00 - Label Locations

Vehicle Emission Control Information Label



Monroney Label



06.02.00 - Sample Labels

Vehicle Emission Control Information: 2026 Model Year

(Mandated in CFR Title 40, Part 86; §86.1807. Label format agreed with EPA/CARB)

VEHICLE EMISSION CONTROL INFORMATION

THIS VEHICLE CONFORMS TO U.S. EPA REGULATIONS APPLICABLE TO 2026 MODEL YEAR NEW TIER 3 BIN 0 LIGHT-DUTY VEHICLES AND TO CALIFORNIA REGULATIONS APPLICABLE TO ZEV PASSENGER CARS AND IS CERTIFIED FOR SALE IN CALIFORNIA.

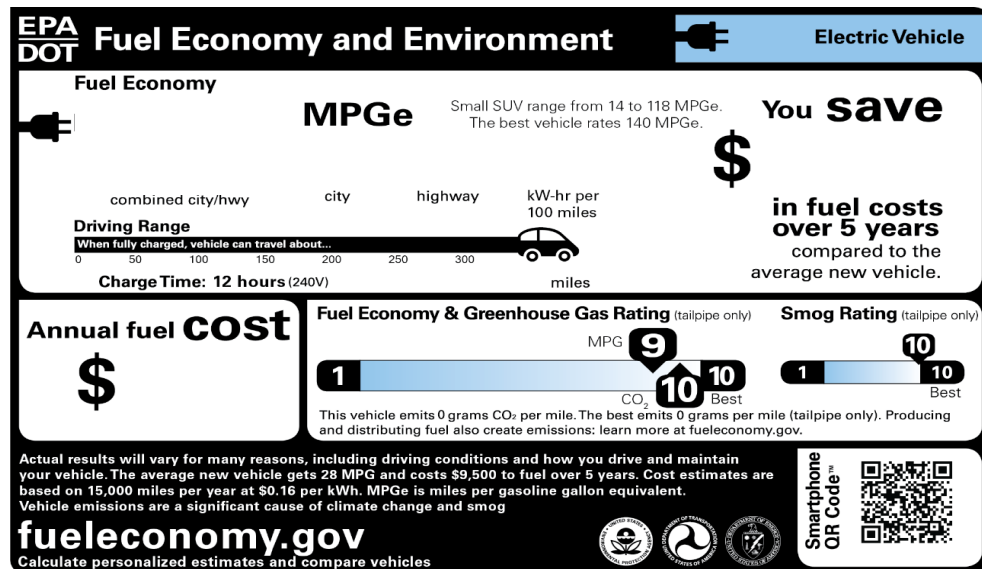
MODEL: 2026 TESLA MODEL Y
MOTOR: 3 PHASE AC
TEST GROUP: TTSLV00.0L1Y
EVAPORATIVE FAMILY: TTSLR0000L1Y

TESLA, INC.

California Environmental Performance Index Label: 2026 Model Year

(Mandated in California Environmental Performance Label Specifications for 2009 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Passenger Cars. Label format agreed with EPA/ CARB)

FE Label



07.00.00 - Vehicle Safety and Manuals

07.01.00 - Owner's Manual

All Information for safe operation of vehicle. Tesla owner's manual is available at <https://www.tesla.com/ownersmanual>

07.02.00 - Information on Safe Handling of Battery System

HANDLING

Do not short circuit, puncture, incinerate, crush, immerse, force discharge, or expose the battery pack to temperatures outside the specified maximum storage temperature range of -20°C to 60°C.

The battery pack has a nominal operating voltage of ~400 VDC. The battery pack is sealed in a rigid metal case and its exterior is isolated from high voltage. Handling the battery pack is electrically safe provided the enclosure remains closed.

The battery pack contains hermetically sealed lithium ion cells that contain a number of chemicals and materials of construction. Risk of exposure to electrode materials and Liquid electrolyte will only occur in cases of mechanical or thermal abuse of the battery Pack.

STORAGE

Do not store the battery pack in a manner that allows terminals to short circuit. Do not place near heating equipment, nor expose to direct sunlight for long periods. The battery pack should only be stored in approved packaging and stacked no more than two (2) packages high. To maintain service life, the battery pack should be stored at a state of charge (SOC) of 15 to 50%.

TRANSPORT

Lithium ion batteries are regulated as Class 9 Miscellaneous dangerous goods (also known as “hazardous materials”) pursuant to the International Civil Aviation Organization.

(ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air, International Air Transport Association (IATA) Dangerous Goods Regulations, the International Maritime Dangerous Goods (IMDG) Code, European Agreements concerning the International Carriage of Dangerous Goods by Rail (RID) and Road (ADR), and applicable national regulations such as the USA’s hazardous materials regulations (see 49 CFR 173.185). These regulations contain very specific packaging, labelling, marking, and documentation requirements. The regulations also require that individuals involved in the preparation of dangerous goods for transport be trained on how to properly package, label, mark and prepare shipping documents.

07.02.01 - Description of Warning System(s) for Maintenance / Malfunction

Tesla Model Y is equipped with a tell-tale lamp located in the display to indicate any malfunctions through user alerts e.g. “battery failure” with battery symbol.

The tell-tale is complemented by more detailed information exhibited on the Center Display. An additional driver aid which indicates the nature of the malfunction as well as a wide range of additional vehicle data, such as when maintenance is needed.

07.02.02 - Cut-off Terminal Voltages for Prevention of Battery Damage

The control electronics inside of the Drive Unit and Charger are programmed not to allow the unit to drive the voltage of the battery above or below hard voltage limits. If the battery pack is unable to achieve a desired response from these systems and the voltage reaches above or below a set limit, the two switches inside the battery pack will open, disabling the entire high voltage system in the car.

07.03.00 - Information on Emergency Procedures

All Information for emergency procedures is available at <https://www.tesla.com/firstresponders>

HIGH VOLTAGE EXPOSURE

If one of the Tesla products has been visibly damaged or its enclosure compromised, then practice appropriate high voltage preventative measures until the danger has been assessed (and dissipated if necessary).

FIREFIGHTING MEASURES

If a fire or explosion occurs when the battery pack is charging, shut off power to the charger. In case of burning lithium ion fires, flood the area with water. The water may not extinguish them, but will cool the adjacent batteries and control the spread of the fire. CO₂, dry chemical and foam extinguishers are preferred for small fires, but also may not extinguish burning lithium ion batteries. Burning batteries will burn themselves out. Virtually all fires involving lithium ion batteries can be controlled with water. When water is used, however, hydrogen gas may be a by-product which can form an explosive mixture with air. LITH-X (powdered graphite) or copper powder fire extinguishers, sand, dry ground dolomite or soda ash may also be used. These materials act as smothering agents.

Damaged or opened cells or batteries can result in rapid heating (due to exothermic reaction of constituent materials) and the release of flammable vapors. Water (and other items listed above) disperses heat when applied in sufficient quantity to a fire. Extended heat exposure can lead to ignition of adjacent cells with a potential complete envelopment of the battery pack if not cooled. An extinguished lithium ion battery fire can re-ignite due to the exothermic reaction of constituent materials from broken or damaged cells. To avoid this, remove sources of ignition and cool the burned mass by flooding with (or immersing in) water. Fire-fighters should wear self-contained breathing apparatus. Cells or batteries may flame or leak potentially hazardous organic vapors if exposed to excessive heat, fire or over voltage conditions. These vapors include HF, oxides of carbon, aluminum, lithium, copper, and cobalt. Additionally, volatile phosphorus pentafluoride may form at temperatures above 230° Fahrenheit. Never cut into the sealed battery pack enclosure due to the high voltage and electrocution risks.

If a decision is made to fight a battery fire aggressively, then large amounts of water should be applied from a safe distance with the intent of flooding the battery pack enclosure as completely as possible. Alternatively, if a decision is made to fight a battery fire defensively, then the fire crew should pull back a safe distance and allow the battery to burn itself out. Fire crews may choose to utilize a water stream or fog pattern to protect exposures or control the path of smoke.

FIRST AID MEASURES

Under normal conditions of use, the constituent battery cells are hermetically sealed. Contents of an open (broken) constituent battery cell can cause skin irritation and/or chemical burns. If materials from a ruptured or otherwise damaged cell or battery contact skin, flush immediately with water and wash affected area with soap and water. For eye contact, flush with significant amounts of water for 15 minutes and see physician at once. Avoid inhaling any vented gases. If a chemical burn occurs or if irritation persists, seek medical assistance. Seek immediate medical assistance if an electrical shock or electrocution has occurred (or is suspected).

07.04.00 - Information on Battery Recycling

All Information for battery recycling is available at <https://www.tesla.com/support/sustainability-recycling>

Tesla vehicles are designed to last, but if needed, Tesla Service Centers can help get you back on the road.

What happens to Tesla battery packs once they reach their end of life?

Unlike fossil fuels, which release harmful emissions into the atmosphere that are not recovered for reuse, materials in a Tesla lithium-ion battery are recoverable and recyclable. Battery materials are refined and put into a cell, and will still remain in the cell at the end of their life, when they can be recycled to recover its valuable materials for reuse over and over again.

Extending the life of a battery pack is a superior option to recycling for both environmental and business reasons. For those reasons, before decommissioning a consumer battery pack and sending it for recycling, Tesla does everything it can to extend the useful life of each battery pack. Any battery that is no longer meeting a customer's needs can be serviced by Tesla at one of our Service Centers around the world. None of our scrapped lithium-ion batteries go to landfilling, and 100% are recycled.

Lithium-ion battery packs should only be handled by qualified professionals at specifically designated facilities. The applicable rules and regulations for battery management vary by region and must always be followed.

If a Tesla battery pack needs attention, contact us.

07.05.00 - Maintenance

07.05.01 - Test Vehicle Scheduled Maintenance

Not applicable.

07.05.02 - Recommended Customer Maintenance Schedule

Maintenance schedule can be found in the Tesla owner's manual. It is available at <https://www.tesla.com/ownersmanual>

08.00.00 - General Technical Description

08.01.00 - Description of Dyno Mode

Tesla, Inc. implemented user interface (UI) features that enable access to our “Dyno Mode” for all users. This feature is required to be enabled to maintain representative driving controls while testing on a chassis dynamometer.

In order to preserve the proper driving functionality and behavior, Dyno Mode executes the following features:

- Disable Stability Control to ensure no false interaction with the dyno.
- Disable Traction Control to ensure no false interaction with the dyno.
- Disable Active Drive Line Damping to avoid inducing oscillations in the dyno.
- Force the torque split to be as it would be under normal straight-line driving conditions
- Disable Brake Disk Wipe
- Disable vehicle movement plausibility monitor to ensure the availability of autonomous brake actuation on Dyno.
- Disable sensor inputs that estimate the position of the sun and assume the sun's location is directly overhead the vehicle to avoid inconsistent HVAC controls behavior.
- Transition vehicle light state switch and behavior to OFF state.

When the Stability Control and Traction Control systems become faulted, as is the case on a dynamometer where driving is detected but movement is not, regenerative braking is disabled so that unintended braking torque does not lead to loss of traction or control on low friction surfaces. Disabling Stability Control and Traction Control prevents those systems from disrupting regenerative braking behavior, maintaining the most representative driving energy consumption.

Dyno Mode can be activated by the user, according to the steps in the driver's guide.

Dyno Mode can be deactivated by the user by pressing the “Power Off” button within the Safety & Security tab of the UI.

08.02.00 - Description of Coastdown Mode

Tesla does not use any special mode for coastdown testing.

08.03.00 - Starting and Shifting Schedules

08.03.01 - Starting

The Model Y does not have a traditional starter switch and instead has a smart entry system for greater safety and customer convenience. The smart entry system comprises of an authenticated phone (using Bluetooth Low Energy or internet connectivity) or key card (using Near Field Communication), a weight sensor embedded into the driver seat, and the brake pedal.

ENTERING

An authenticated phone can be used to passively unlock the car when connected, in range and a door handle is pulled or trunk release button is pressed.

The Tesla mobile app on an authenticated phone can be used to manually unlock the vehicle.

A key card can be used to unlock the car by scanning the card on the b-pillar.

After a successful key card scan on the b-pillar or center console:

- a. Vehicle is authorized to Drive within a reasonable time period. Time period is extended based on additional user interaction which include: driver opening their door, driver sitting down, driver closing their door while seated.
- b. If time period is exceeded, upon brake press, instruct driver to rescan key card on the center console to reauthorize Drive.
- c. Accessory Mode functions will be available without the user having to rescan their key card.

LOCKING

An authenticated phone can be used to passively lock the car when the phone is disconnected or moved away from the vehicle. This passive function can be disabled in controls on the touchscreen.

The Tesla mobile app on an authenticated phone can be used to manually lock the vehicle.

A key card can be used to lock the car by scanning the card on the b-pillar. There is no passive locking with key cards (car does not auto lock).

Note: Using a key card to lock/unlock will be equivalent to an active lock/unlock—i.e., clicking on the key fob to lock and double-clicking to unlock.

STARTING

If successful interaction between authenticated phone or the key card and vehicle controller occurs, the system deactivates the immobilizer. Immobilizer deactivation only happens after 2 conditions are met below. The vehicle then enters accessory mode analogous to a “ACC” position on a conventional IC engine. In this mode, low voltage (12V) is supplied to the vehicle allowing operation of the radio and other accessories connected to the accessory rail.

High Voltage (HV) necessary to enable vehicle propulsion is enabled only by the closing of the contactors, which can only be triggered when the following conditions are both satisfied,

1. Authenticated phone or key card is authorized and key code is validated AND
2. Brake pedal is depressed.

By requiring brake pedal activation, along with the appropriate key code, this system ensures the safety of vehicle occupants by not allowing self mobility of the vehicle without the driver providing proper control inputs (i.e., service brake activation) and appropriate driver authorization (i.e., presence of the key code). If either the service brake is not activated or the key code not present, the vehicle controller will not close the contactors and self-mobility is not possible.

If the brake pedal is depressed and the proper key code present, the drive rail will activate (immobilizer deactivates) and allows the vehicle to be shifted out of Park.

08.03.02 - Shifting

Not applicable – the vehicle has a single-speed transmission.

Appendix

03.01.00 - Vehicle Configuration and Subconfigurations

Make	Tesla
Model Name	Model Y Standard RWD (18in Wheels)
Vehicle Classification	Passenger Car
Vehicle Type	Battery Electric Vehicle
Test Group	TTSLV00.0L1Y
Engine Code	L1Y
Transmission Type / Code	AV/1
Final Drive ratio	1
Emission Control	N/A (BEV)
Exhaust	N/A (BEV)
Evap	N/A (BEV)
Vehicle Configuration #	0
Subconfiguration #	0
Vehicle ID tested	YR126-R00135
Gross Vehicle Weight (lbs)	5176
33% Curb Mass (lbs)	4061
Loaded Vehicle Weight (lbs)	4361
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/55R18
Target Road Load A lbf	20.28
B lbf/mph	0.18741
C lbf/mph^2	0.01525
Road Load HP @ 50mph	9.04

Fuel Economy Data Vehicle (FEDV) Selection Justification – FEDV curb mass vehicle accounts for options that have a greater than 33% take rate and highest sold wheel/tire combination that collectively represents a vehicle configuration / sub configuration that has the largest sales volume within that Model Type. Tesla affirms that the road load power, and the target coefficients are those that are appropriate for the ETW of the vehicle.

Appendix

03.00.01 - Vehicle Configuration and Subconfigurations

Make	Tesla
Model Name	Model Y Standard RWD (19in Wheels)
Vehicle Classification	Passenger Car
Vehicle Type	Battery Electric Vehicle
Test Group	TTSLV00.0L1Y
Engine Code	L1Y
Transmission Type / Code	AV/1
Final Drive ratio	1
Emission Control	N/A (BEV)
Exhaust	N/A (BEV)
Evap	N/A (BEV)
Vehicle Configuration #	0
Subconfiguration #	0
Vehicle ID tested	YR126-R00157
Gross Vehicle Weight (lbs)	5176
33% Curb Mass (lbs)	4061
Loaded Vehicle Weight (lbs)	4361
Equivalent Test Weight (lbs)	4250
Wheel / Tire	255/45R19
Target Road Load A lbf	21.20
B lbf/mph	0.25760
C lbf/mph^2	0.01579
Road Load HP @ 50mph	9.81

Fuel Economy Data Vehicle (FEDV) Selection Justification – FEDV curb mass vehicle accounts for options that have a greater than 33% take rate and highest sold wheel/tire combination that collectively represents a vehicle configuration / sub configuration that has the largest sales volume within that Model Type. Tesla affirms that the road load power, and the target coefficients are those that are appropriate for the ETW of the vehicle.

Appendix

03.01.02 - Vehicle Configuration and Subconfigurations

Make	Tesla
Model Name	Model Y Long Range RWD
Vehicle Classification	Passenger Car
Vehicle Type	Battery Electric Vehicle
Test Group	TTSLV00.0L1Y
Engine Code	L1Y
Transmission Type / Code	AV/1
Final Drive ratio	1
Emission Control	N/A (BEV)
Exhaust	N/A (BEV)
Evap	N/A (BEV)
Vehicle Configuration #	0
Subconfiguration #	0
Vehicle ID tested	YR126-341038
Gross Vehicle Weight (lbs)	5324
33% Curb Mass (lbs)	4184
Loaded Vehicle Weight (lbs)	4484
Equivalent Test Weight (lbs)	4500
Wheel / Tire	255/45R19
Target Road Load A lbf	23.94
B lbf/mph	0.2504
C lbf/mph ²	0.0153
Road Load HP @ 50mph	9.97
Subconfiguration #	1
Vehicle ID tested	YR126-341038
Gross Vehicle Weight (lbs)	5324
33% Curb Mass (lbs)	4184
Loaded Vehicle Weight (lbs)	4484
Equivalent Test Weight (lbs)	4500
Wheel / Tire	255/40R20
Target Road Load A lbf	26.75
B lbf/mph	0.3028
C lbf/mph ²	0.0142
Road Load HP @ 50mph	10.33

Fuel Economy Data Vehicle (FEDV) Selection Justification – FEDV curb mass vehicle accounts for options that have a greater than 33% take rate and highest sold wheel/tire combination that collectively represents a vehicle configuration / sub configuration that has the largest sales volume within that Model Type. Tesla affirms that the road load power, and the target coefficients are those that are appropriate for the ETW of the vehicle.

Certification Summary Information Report

Manufacturer	Tesla, Inc.	Manufacturer Code	TSL
Test Group	TTSLV00.0L1Y	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	06/26/2025 05:36:21 PM
Model Year	2026		

Test Group Information

CSI Type	Running Change	Running Change Reference Number	0
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	Yes	California Partial Zero Emissions Vehicle Indicator	--
Durability Group Name	TTSLEEVNNL1Y	Durability Group Equivalency Factor	1
Reduced Fee Test Group	No	Certification Region Code(s)	FA, CA
Complies with HD GHG 2b/3 regulations?	No		
Introduction into Commerce Date	04/24/2025	CAP2000 Conditional Certificate?	N/A
Independent Commercial Importer?	--	Alternative Fuel Converter Certificate?	--
SFTP Federal Composite Compliance Identifier	Tier 3	SFTP Tier 2 Composite CO Option	--
SFTP LEV-III Composite Compliance Indicator	Yes		
OBD Compliance Type	CARB	OBD Demonstration Vehicle Test Group	TTSLV00.0L1Y
Test Group OBD Compliance Level	Full - no deficiencies	Number of Test Group OBD Deficiencies	0
OBD Deficiencies Comments	Battery Electric Vehicle - No OBD requirements		
Mfr Test Group Comments	MY2026 certification includes 3 carlines (Model Y Standard RWD (18in Wheels), Model Y Standard RWD (19in Wheels), Model Y Long Range RWD)		
Mfr Exhaust / Evap Standards Comments	--		

Certification Summary Information Report

Test Group		TTSLV00.0L1Y		Evaporative/Refueling Family		--				
Models Covered by this Certificate										
Carline Manufacturer	Division	Carline	Certification Region Code(s)	Drive System	Trans - Type	- # of Gears	Trans - Lockup			
Tesla, Inc.	1 - Tesla Motors	41 - Model Y Standard RWD (19in Wheels)	California + CAA Section 177 states	2-Wheel Drive, Rear	Automatic	1	No			
Tesla, Inc.	1 - Tesla Motors	42 - Model Y Long Range RWD	Federal	2-Wheel Drive, Rear	Automatic	1	No			
Tesla, Inc.	1 - Tesla Motors	40 - Model Y Standard RWD (18in Wheels)	California + CAA Section 177 states	2-Wheel Drive, Rear	Automatic	1	No			
Tesla, Inc.	1 - Tesla Motors	42 - Model Y Long Range RWD	California + CAA Section 177 states	2-Wheel Drive, Rear	Automatic	1	No			
Tesla, Inc.	1 - Tesla Motors	40 - Model Y Standard RWD (18in Wheels)	Federal	2-Wheel Drive, Rear	Automatic	1	No			
Tesla, Inc.	1 - Tesla Motors	41 - Model Y Standard RWD (19in Wheels)	Federal	2-Wheel Drive, Rear	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	--	--	--	--	--	--	--	--	--	--
SFTP LEV-III Official Test Numbers										
Test Group Fuel		FTP		US06		SC03				
Electricity		--		--		--				
Official Charge Depleting Test Numbers										
Test Group Fuel		UDDS			Highway					
Electricity		--			--					

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	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	358	Battery Energy Capacity	223
Battery Specific Energy	173	Battery Charger Type	On-Board
Number of Capacitors	--	Capacitor Rating (In Farads)	--
Mfr Capacitor Comments	--		
Hydraulic System Description	Total Voltage of Battery Pack(s) (Volts)		
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 3 PHASE PERMANENT MAGNET	Rated Motor/Generator Power	243
Motor/Generator Type 2	AC 3 PHASE PERMANENT MAGNET	Rated Motor/Generator Power	228
Mfr Fuel Cell Description	--		
Fuel Cell On-Board H2 Storage Capacity (kg)	--	Usable H2 Fill Capacity (kg)	--
Mfr Hybrid Electric/ Electric Vehicle Comments	MY2026 Model Y Standard RWD; Battery Energy Capacity (Ah): 201 Ah; Battery Specific Energy (Whr/kg): 166 Wh/kg; Rated Motor Power; Rear - 228 kW MY2026 Model Y LR RWD; Battery Energy Capacity (Ah): 223 Ah; Battery Specific Energy (Whr/kg): 173 Wh/kg; Rated Motor Power; Rear - 243 kW		

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--																						
Emission Data Vehicle Information																									
Vehicle ID / Configuration	YR126-341038 / 0	Manufacturer Vehicle Configuration Number	0																						
Original Test Group Name	TTSLV00.0L1Y	Original Evaporative/Refueling Family	--																						
Original Test Vehicle Model Year	2026																								
Vehicle Model																									
Represented Test Vehicle Make	Tesla	Represented Test Vehicle Model	Model Y Long Range RWD																						
Leak Family Details																									
Leak Family Identifier	--	Leak Family Name	--																						
Drive Sources and Fuel System Details																									
<table><tr><td>Drive Source and Fuel#</td><td>Drive Source</td><td>Fuel</td></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	1	Odometer Correction Factor	1																						
Odometer Correction Sign	- = System Miles is equal to (Test odometer reading - Initial system miles) * Correction factor																								
Odometer Correction Units	Miles																								
Engine Code	L1Y	Rated Horsepower	326																						
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	--	Drive Mode While Testing	All Wheel Drive																						
Shift Indicator Light Usage	Not equipped	Aged Emission Components	4,000 (mi)																						
Curb Weight (lbs)	4184	Equivalent Test Weight (pounds)	4500																						
GVWR (lbs)	5324	N/V Ratio	108																						
Axle Ratio	1																								
Transmission Type	Automatic	# of Transmission Gears	1																						
Transmission Lockup	No	Creeper Gear	No																						
Dynamometer Coefficients:																									
<table><tr><td colspan="3">Target Coefficients</td><td colspan="3">Set Coefficients</td><td rowspan="2">EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients</td></tr><tr><td>Coefficient Category</td><td>A (lbf)</td><td>B (lbf/mph)</td><td>C (lbf/mph**2)</td><td>A (lbf)</td><td>B (lbf/mph)</td><td>C (lbf/mph**2)</td></tr><tr><td>City/Highway/Evap</td><td>23.94</td><td>0.2504</td><td>0.01533</td><td>0</td><td>0</td><td>0.01533</td><td>10</td></tr></table>				Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients	Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	City/Highway/Evap	23.94	0.2504	0.01533	0	0	0.01533	10
Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients																			
Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)		C (lbf/mph**2)																		
City/Highway/Evap	23.94	0.2504	0.01533	0	0	0.01533	10																		
Emission Control Device Comments	No Emissions Control Device - Pure Electric																								

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--
Manufacturer Test Vehicle Comments	This is 2026 Model Y Long Range RWD; Rear Motor Power - 243 kW;		

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--
Test #	TTSL10090507	Test Procedure	77 - Multi-Cycle Test (MCT)
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	04/14/2025	Fuel	Electricity
Fuel Batch ID	--	Fuel Calibration Number	--
Vehicle Class	LDV/Passenger Car	DF Type	EPA Assigned
Verify Test Lab ID	Tesla Kato		
E10 Evaporative Test Measurement Method	--		
Test Start Odometer Reading	2153	Odometer Units	M
4WD Test Dyno	Yes	Diesel Adjustment Factor Usage	--
State of Charge Delta	--		
Drive Cycle Speed Tolerance Criteria	Used Part 86 (+/- 2 mph, +/- 1 sec)	Road Speed Fan Usage	Yes
PHEV/EV Charge Depleting Test Information			
Recharge Event Voltage	208	Recharge Event Energy (kiloWatt-hours)	91.32
Charge Depleting Range (Calculated miles)	556.565	Charge Depleting Range (Actual miles)	556.565
Charge Depleting Range Highway (Calculated miles)	476.112	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	556.565
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)		7.479	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		1.263	
Drive Trace Energy Economy Rating		0.6367	
Drive Trace Inertia Work Ratio Rating		2.4367	
Integrated DC KW-HRS		1.2682	
Manufacturer Fuel Economy		16.958	
Charge Depleting Bag/Phase #2			

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	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>10.262</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>6.086</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.7461</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>8.2789</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.7465</td></tr><tr><td>Manufacturer Fuel Economy</td><td>17.019</td></tr></table>	Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.262	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	6.086	Drive Trace Energy Economy Rating	0.7461	Drive Trace Inertia Work Ratio Rating	8.2789	Integrated DC KW-HRS	1.7465	Manufacturer Fuel Economy	17.019		
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Integrated DC KW-HRS	1.7465																		
Manufacturer Fuel Economy	17.019																		
Charge Depleting Bag/Phase #3																			
	<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>7.478</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>1.2372</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.8877</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>2.2484</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.0966</td></tr><tr><td>Manufacturer Fuel Economy</td><td>14.664</td></tr></table>	Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.478	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.2372	Drive Trace Energy Economy Rating	0.8877	Drive Trace Inertia Work Ratio Rating	2.2484	Integrated DC KW-HRS	1.0966	Manufacturer Fuel Economy	14.664		
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Actual Distance Driven (miles)	7.478																		
Carbon-Related Exhaust Emissions	0																		
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Drive Trace Energy Economy Rating	0.8877																		
Drive Trace Inertia Work Ratio Rating	2.2484																		
Integrated DC KW-HRS	1.0966																		
Manufacturer Fuel Economy	14.664																		
Charge Depleting Bag/Phase #4																			
	<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>310.522</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>5.3595</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.7209</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>10.6793</td></tr><tr><td>Integrated DC KW-HRS</td><td>67.6137</td></tr><tr><td>Manufacturer Fuel Economy</td><td>21.774</td></tr></table>	Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	310.522	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	5.3595	Drive Trace Energy Economy Rating	-0.7209	Drive Trace Inertia Work Ratio Rating	10.6793	Integrated DC KW-HRS	67.6137	Manufacturer Fuel Economy	21.774		
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Carbon-Related Exhaust Emissions	0																		
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Drive Trace Energy Economy Rating	-0.7209																		
Drive Trace Inertia Work Ratio Rating	10.6793																		
Integrated DC KW-HRS	67.6137																		
Manufacturer Fuel Economy	21.774																		
Charge Depleting Bag/Phase #5																			
	<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>7.469</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>0.5959</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.5341</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>0.9834</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.0577</td></tr><tr><td>Manufacturer Fuel Economy</td><td>14.162</td></tr></table>	Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.469	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	0.5959	Drive Trace Energy Economy Rating	0.5341	Drive Trace Inertia Work Ratio Rating	0.9834	Integrated DC KW-HRS	1.0577	Manufacturer Fuel Economy	14.162		
Test Result/Emission Name	Unrounded Test Result																		
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Carbon-Related Exhaust Emissions	0																		
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Drive Trace Energy Economy Rating	0.5341																		
Drive Trace Inertia Work Ratio Rating	0.9834																		
Integrated DC KW-HRS	1.0577																		
Manufacturer Fuel Economy	14.162																		
Charge Depleting Bag/Phase #6																			

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	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>10.266</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>-0.9536</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.109</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>-1.2454</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.704</td></tr><tr><td>Manufacturer Fuel Economy</td><td>16.599</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.266	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	-0.9536	Drive Trace Energy Economy Rating	0.109	Drive Trace Inertia Work Ratio Rating	-1.2454	Integrated DC KW-HRS	1.704	Manufacturer Fuel Economy	16.599		
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Actual Distance Driven (miles)	10.266																		
Carbon-Related Exhaust Emissions	0																		
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Drive Trace Energy Economy Rating	0.109																		
Drive Trace Inertia Work Ratio Rating	-1.2454																		
Integrated DC KW-HRS	1.704																		
Manufacturer Fuel Economy	16.599																		
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>7.468</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>0.6924</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.5875</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>0.8977</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.0596</td></tr><tr><td>Manufacturer Fuel Economy</td><td>14.187</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.468	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	0.6924	Drive Trace Energy Economy Rating	0.5875	Drive Trace Inertia Work Ratio Rating	0.8977	Integrated DC KW-HRS	1.0596	Manufacturer Fuel Economy	14.187		
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Drive Trace Inertia Work Ratio Rating	0.8977																		
Integrated DC KW-HRS	1.0596																		
Manufacturer Fuel Economy	14.187																		
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>20.519</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>1.4961</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-1.6296</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>2.9795</td></tr><tr><td>Integrated DC KW-HRS</td><td>4.4843</td></tr><tr><td>Manufacturer Fuel Economy</td><td>21.855</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	20.519	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.4961	Drive Trace Energy Economy Rating	-1.6296	Drive Trace Inertia Work Ratio Rating	2.9795	Integrated DC KW-HRS	4.4843	Manufacturer Fuel Economy	21.855		
Test Result/Emission Name	Unrounded Test Result																		
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Integrated DC KW-HRS	4.4843																		
Manufacturer Fuel Economy	21.855																		
Manufacturer Test Comments																			
--																			

Certification Summary Information Report

Test Group		TTSLV00.0L1Y				Evaporative/Refueling Family				--		
Certification Region	Useful Life	Standard Level	Emission Name	Rounded Result	RAF	NMOG/NM HC Ratio	Diesel Adjustment Factor	Add DF	Mult DF	Certification Level	Standard	Pass/Fail
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--																						
Emission Data Vehicle Information																									
Vehicle ID / Configuration	YR126-R00135 / 0	Manufacturer Vehicle Configuration Number	0																						
Original Test Group Name	TTSLV00.0L1Y	Original Evaporative/Refueling Family	--																						
Original Test Vehicle Model Year	2026																								
Vehicle Model																									
Represented Test Vehicle Make	Tesla	Represented Test Vehicle Model	Model Y Standard RWD (18" Wheel)																						
Leak Family Details																									
Leak Family Identifier	--	Leak Family Name	--																						
Drive Sources and Fuel System Details																									
<table><tr><td>Drive Source and Fuel#</td><td>Drive Source</td><td>Fuel</td></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	1	Odometer Correction Factor	1																						
Odometer Correction Sign	- = System Miles is equal to (Test odometer reading - Initial system miles) * Correction factor																								
Odometer Correction Units	Miles																								
Engine Code	L1Y	Rated Horsepower	305																						
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	--	Drive Mode While Testing	All Wheel Drive																						
Shift Indicator Light Usage	Not equipped	Aged Emission Components	4,000 (mi)																						
Curb Weight (lbs)	4061	Equivalent Test Weight (pounds)	4250																						
GVWR (lbs)	5176	N/V Ratio	108																						
Axle Ratio	1																								
Transmission Type	Automatic	# of Transmission Gears	1																						
Transmission Lockup	No	Creeper Gear	No																						
Dynamometer Coefficients:																									
<table><tr><td colspan="3">Target Coefficients</td><td colspan="3">Set Coefficients</td><td rowspan="2">EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients</td></tr><tr><td>Coefficient Category</td><td>A (lbf)</td><td>B (lbf/mph)</td><td>C (lbf/mph**2)</td><td>A (lbf)</td><td>B (lbf/mph)</td><td>C (lbf/mph**2)</td></tr><tr><td>City/Highway/Evap</td><td>20.28</td><td>0.1874</td><td>0.01525</td><td>-7.02</td><td>0.0539</td><td>0.01524</td><td>9</td></tr></table>				Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients	Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	City/Highway/Evap	20.28	0.1874	0.01525	-7.02	0.0539	0.01524	9
Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients																			
Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)		C (lbf/mph**2)																		
City/Highway/Evap	20.28	0.1874	0.01525	-7.02	0.0539	0.01524	9																		
Emission Control Device Comments	No Emissions Control Device - Pure Electric																								

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--
Manufacturer Test Vehicle Comments	This is 2026 Model Y Standard RWD (19" Wheel); Rear Motor Power - 228 kW		

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--
Test #	TTSL10091228	Test Procedure	77 - Multi-Cycle Test (MCT)
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	05/28/2025	Fuel	Electricity
Fuel Batch ID	--	Fuel Calibration Number	--
Vehicle Class	LDV/Passenger Car	DF Type	EPA Assigned
Verify Test Lab ID	Tesla Kato		
E10 Evaporative Test Measurement Method	--		
Test Start Odometer Reading	2140	Odometer Units	M
4WD Test Dyno	Yes	Diesel Adjustment Factor Usage	--
State of Charge Delta	--		
Drive Cycle Speed Tolerance Criteria	Used Part 86 (+/- 2 mph, +/- 1 sec)	Road Speed Fan Usage	Yes
PHEV/EV Charge Depleting Test Information			
Recharge Event Voltage	208	Recharge Event Energy (kiloWatt-hours)	79.0055
Charge Depleting Range (Calculated miles)	494.057	Charge Depleting Range (Actual miles)	494.057
Charge Depleting Range Highway (Calculated miles)	431.163	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	494.057
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)		7.445	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		1.6796	
Drive Trace Energy Economy Rating		0.9861	
Drive Trace Inertia Work Ratio Rating		2.7428	
Integrated DC KW-HRS		1.26637	
Manufacturer Fuel Economy		17.009	
Charge Depleting Bag/Phase #2			

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	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>10.257</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>6.505</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>1.0906</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>8.553</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.67674</td></tr><tr><td>Manufacturer Fuel Economy</td><td>16.347</td></tr></table>	Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.257	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	6.505	Drive Trace Energy Economy Rating	1.0906	Drive Trace Inertia Work Ratio Rating	8.553	Integrated DC KW-HRS	1.67674	Manufacturer Fuel Economy	16.347		
Test Result/Emission Name	Unrounded Test Result																		
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Carbon-Related Exhaust Emissions	0																		
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Drive Trace Energy Economy Rating	1.0906																		
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Integrated DC KW-HRS	1.67674																		
Manufacturer Fuel Economy	16.347																		
Charge Depleting Bag/Phase #3																			
	<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>7.449</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>0.4222</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.1975</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>0.9181</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.06305</td></tr><tr><td>Manufacturer Fuel Economy</td><td>14.272</td></tr></table>	Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.449	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	0.4222	Drive Trace Energy Economy Rating	0.1975	Drive Trace Inertia Work Ratio Rating	0.9181	Integrated DC KW-HRS	1.06305	Manufacturer Fuel Economy	14.272		
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Drive Trace Energy Economy Rating	0.1975																		
Drive Trace Inertia Work Ratio Rating	0.9181																		
Integrated DC KW-HRS	1.06305																		
Manufacturer Fuel Economy	14.272																		
Charge Depleting Bag/Phase #4																			
	<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>275.205</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>9.198</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>1.6624</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>16.6131</td></tr><tr><td>Integrated DC KW-HRS</td><td>58.5136</td></tr><tr><td>Manufacturer Fuel Economy</td><td>21.262</td></tr></table>	Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	275.205	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	9.198	Drive Trace Energy Economy Rating	1.6624	Drive Trace Inertia Work Ratio Rating	16.6131	Integrated DC KW-HRS	58.5136	Manufacturer Fuel Economy	21.262		
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Integrated DC KW-HRS	58.5136																		
Manufacturer Fuel Economy	21.262																		
Charge Depleting Bag/Phase #5																			
	<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>7.452</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>1.3817</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.5636</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>2.612</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.03159</td></tr><tr><td>Manufacturer Fuel Economy</td><td>13.843</td></tr></table>	Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.452	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.3817	Drive Trace Energy Economy Rating	0.5636	Drive Trace Inertia Work Ratio Rating	2.612	Integrated DC KW-HRS	1.03159	Manufacturer Fuel Economy	13.843		
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Drive Trace Inertia Work Ratio Rating	2.612																		
Integrated DC KW-HRS	1.03159																		
Manufacturer Fuel Economy	13.843																		
Charge Depleting Bag/Phase #6																			

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	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>10.261</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>5.8701</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.8285</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>7.7524</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.61692</td></tr><tr><td>Manufacturer Fuel Economy</td><td>15.757</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.261	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	5.8701	Drive Trace Energy Economy Rating	0.8285	Drive Trace Inertia Work Ratio Rating	7.7524	Integrated DC KW-HRS	1.61692	Manufacturer Fuel Economy	15.757		
Test Result/Emission Name	Unrounded Test Result																		
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Carbon-Related Exhaust Emissions	0																		
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Drive Trace Energy Economy Rating	0.8285																		
Drive Trace Inertia Work Ratio Rating	7.7524																		
Integrated DC KW-HRS	1.61692																		
Manufacturer Fuel Economy	15.757																		
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>7.446</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>1.3896</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.8885</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>2.2627</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.02335</td></tr><tr><td>Manufacturer Fuel Economy</td><td>13.744</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.446	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.3896	Drive Trace Energy Economy Rating	0.8885	Drive Trace Inertia Work Ratio Rating	2.2627	Integrated DC KW-HRS	1.02335	Manufacturer Fuel Economy	13.744		
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Carbon-Related Exhaust Emissions	0																		
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Drive Trace Inertia Work Ratio Rating	2.2627																		
Integrated DC KW-HRS	1.02335																		
Manufacturer Fuel Economy	13.744																		
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>14.254</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>2.4922</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.315</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>5.0288</td></tr><tr><td>Integrated DC KW-HRS</td><td>3.01976</td></tr><tr><td>Manufacturer Fuel Economy</td><td>21.185</td></tr></table>		Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	14.254	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	2.4922	Drive Trace Energy Economy Rating	-0.315	Drive Trace Inertia Work Ratio Rating	5.0288	Integrated DC KW-HRS	3.01976	Manufacturer Fuel Economy	21.185		
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Drive Trace Energy Economy Rating	-0.315																		
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Integrated DC KW-HRS	3.01976																		
Manufacturer Fuel Economy	21.185																		
Manufacturer Test Comments																			
		--																	

Certification Summary Information Report

Test Group		TTSLV00.0L1Y				Evaporative/Refueling Family				--		
Certification Region	Useful Life	Standard Level	Emission Name	Rounded Result	RAF	NMOG/NM HC Ratio	Diesel Adjustment Factor	Add DF	Mult DF	Certification Level	Standard	Pass/Fail
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--

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Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--
Manufacturer Test Vehicle Comments	This is 2026 Model Y Standard RWD (19" Wheel); Rear Motor Power - 228 kW		

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--																
Test #	TTSL10091227	Test Procedure	77 - Multi-Cycle Test (MCT)																
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity																
Test Date	05/30/2025	Fuel	Electricity																
Fuel Batch ID	--	Fuel Calibration Number	--																
Vehicle Class	LDV/Passenger Car	DF Type	EPA Assigned																
Verify Test Lab ID	Tesla Kato																		
E10 Evaporative Test Measurement Method	--																		
Test Start Odometer Reading	2201	Odometer Units	M																
4WD Test Dyno	Yes	Diesel Adjustment Factor Usage	--																
State of Charge Delta	--																		
Drive Cycle Speed Tolerance Criteria	Used Part 86 (+/- 2 mph, +/- 1 sec)	Road Speed Fan Usage	Yes																
PHEV/EV Charge Depleting Test Information																			
Recharge Event Voltage	208	Recharge Event Energy (kiloWatt-hours)	78.1521																
Charge Depleting Range (Calculated miles)	469.674	Charge Depleting Range (Actual miles)	469.674																
Charge Depleting Range Highway (Calculated miles)	398.059	Derived 5-Cycle Coefficient Model Year	--																
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	469.674																
Number of Charge Depleting Bags/Phases Conducted	8	Transition Bag/Phase Number	--																
Charge Depleting Bag/Phase #1																			
<table><tr><th>Test Result/Emission Name</th><th>Unrounded Test Result</th></tr><tr><td>Actual Distance Driven (miles)</td><td>7.442</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>-0.9383</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-1.2083</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>-1.0081</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.2555</td></tr><tr><td>Manufacturer Fuel Economy</td><td>16.87</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.442	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	-0.9383	Drive Trace Energy Economy Rating	-1.2083	Drive Trace Inertia Work Ratio Rating	-1.0081	Integrated DC KW-HRS	1.2555	Manufacturer Fuel Economy	16.87
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	7.442																		
Carbon-Related Exhaust Emissions	0																		
Drive Trace Absolute Speed Change Rating	-0.9383																		
Drive Trace Energy Economy Rating	-1.2083																		
Drive Trace Inertia Work Ratio Rating	-1.0081																		
Integrated DC KW-HRS	1.2555																		
Manufacturer Fuel Economy	16.87																		
Charge Depleting Bag/Phase #2																			

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	Evaporative/Refueling Family	--
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	10.263
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	0.316
		Drive Trace Energy Economy Rating	-0.1015
		Drive Trace Inertia Work Ratio Rating	0.3394
		Integrated DC KW-HRS	1.7877
		Manufacturer Fuel Economy	17.42
Charge Depleting Bag/Phase #3			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	7.442
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	-0.5937
		Drive Trace Energy Economy Rating	-0.658
		Drive Trace Inertia Work Ratio Rating	-0.7251
		Integrated DC KW-HRS	1.1035
		Manufacturer Fuel Economy	14.828
Charge Depleting Bag/Phase #4			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	252.699
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	6.6603
		Drive Trace Energy Economy Rating	1.2186
		Drive Trace Inertia Work Ratio Rating	13.4456
		Integrated DC KW-HRS	57.4489
		Manufacturer Fuel Economy	22.734
Charge Depleting Bag/Phase #5			
		Test Result/Emission Name	Unrounded Test Result
		Actual Distance Driven (miles)	7.447
		Carbon-Related Exhaust Emissions	0
		Drive Trace Absolute Speed Change Rating	0.3287
		Drive Trace Energy Economy Rating	-0.5794
		Drive Trace Inertia Work Ratio Rating	0.8093
		Integrated DC KW-HRS	1.0689
		Manufacturer Fuel Economy	14.354
Charge Depleting Bag/Phase #6			

Certification Summary Information Report

Test Group	TTSLV00.0L1Y	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>10.262</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>1.0866</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>0.0218</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>1.4149</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.742</td></tr><tr><td>Manufacturer Fuel Economy</td><td>16.975</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.262	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.0866	Drive Trace Energy Economy Rating	0.0218	Drive Trace Inertia Work Ratio Rating	1.4149	Integrated DC KW-HRS	1.742	Manufacturer Fuel Economy	16.975
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	10.262																		
Carbon-Related Exhaust Emissions	0																		
Drive Trace Absolute Speed Change Rating	1.0866																		
Drive Trace Energy Economy Rating	0.0218																		
Drive Trace Inertia Work Ratio Rating	1.4149																		
Integrated DC KW-HRS	1.742																		
Manufacturer Fuel Economy	16.975																		
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>7.447</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>-0.1046</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.8866</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>-0.1474</td></tr><tr><td>Integrated DC KW-HRS</td><td>1.0735</td></tr><tr><td>Manufacturer Fuel Economy</td><td>14.414</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.447	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	-0.1046	Drive Trace Energy Economy Rating	-0.8866	Drive Trace Inertia Work Ratio Rating	-0.1474	Integrated DC KW-HRS	1.0735	Manufacturer Fuel Economy	14.414
Test Result/Emission Name	Unrounded Test Result																		
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Drive Trace Absolute Speed Change Rating	-0.1046																		
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Drive Trace Inertia Work Ratio Rating	-0.1474																		
Integrated DC KW-HRS	1.0735																		
Manufacturer Fuel Economy	14.414																		
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>13.043</td></tr><tr><td>Carbon-Related Exhaust Emissions</td><td>0</td></tr><tr><td>Drive Trace Absolute Speed Change Rating</td><td>2.0212</td></tr><tr><td>Drive Trace Energy Economy Rating</td><td>-0.665</td></tr><tr><td>Drive Trace Inertia Work Ratio Rating</td><td>4.0722</td></tr><tr><td>Integrated DC KW-HRS</td><td>2.9755</td></tr><tr><td>Manufacturer Fuel Economy</td><td>22.813</td></tr></table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	13.043	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	2.0212	Drive Trace Energy Economy Rating	-0.665	Drive Trace Inertia Work Ratio Rating	4.0722	Integrated DC KW-HRS	2.9755	Manufacturer Fuel Economy	22.813
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Manufacturer Test Comments																			
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Certification Summary Information Report

Test Group		TTSLV00.0L1Y			Evaporative/Refueling Family					--		
Certification Region	Useful Life	Standard Level	Emission Name	Rounded Result	RAF	NMOG/NM HC Ratio	Diesel Adjustment Factor	Add DF	Mult DF	Certification Level	Standard	Pass/Fail
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--
Fuel Properties												

Certification Summary Information Report

Test Group		TTSLV00.0L1Y			Evaporative/Refueling Family			--	
Consolidated List of Standards									
Exhaust Standards									
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			Multi-Cycle Test (MCT)	
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	CO-COMP	--	--	--	--	--	--	0	0
150,000 miles	CREE	--	--	--	--	--	--	0	0
150,000 miles	NMOG+NOX-COMP	--	--	--	--	--	--	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			Multi-Cycle Test (MCT)	
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	CO-COMP	--	--	--	--	--	--	0	0
150,000 miles	CREE	--	--	--	--	--	--	0	0
150,000 miles	NMOG+NOX-COMP	--	--	--	--	--	--	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			CVS 75 and later (w/o 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	--	--	--	--	--	--	0	0

Certification Summary Information Report

Test Group		TTSLV00.0L1Y			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			CVS 75 and later (w/o 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		--	--	--	--	--	--	0	0

Certification Summary Information Report

Test Group		TTSLV00.0L1Y	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		AS-VOLT	Average System Voltage	
CO	Carbon Monoxide		CO2 BAG 1	Bag 1 Carbon Dioxide	
CO2	Carbon dioxide		CO2 BAG 2	Bag 2 Carbon Dioxide	
CREE	Carbon-Related Exhaust Emissions		CO2 BAG 3	Bag 3 Carbon Dioxide	
OPT-CREE	Optional Carbon-Related Exhaust Emissions		CO2 BAG 4	Bag 4 Carbon Dioxide	
NOX	Nitrogen Oxide		NMOG+NOX	Non-methane organic gases plus Nitrogen Oxides	
PM	Particulate Matter		NMOG+NOX-COMP	SFTP Composite Non-methane Organic Gases + Nitrogen Oxides	
PM-COMP	SFTP Composite Particulate Matter		DT-IWRR	Drive Trace Inertia Work Ratio Rating	
HC-NM	Non-methane Hydrocarbon		DT-ASCR	Drive Trace Absolute Speed Change Rating	
OMHCE	Organic material Hydrocarbon Equivalent		DT-EER	Drive Trace Energy Economy Rating	
OMNMHCE	Organic material non-methane HC equivalent		COMB-CREE	Combined Carbon-Related Exhaust Emissions	
NMOG	Non-methane organic gases		COMB-OPT-CREE	Combined Optional Carbon-Related Exhaust Emissions	
HCHO	Formaldehyde		HC-TOTAL-EQUIV	Total Hydrocarbon equivalent - Evap only	
H3C2HO	Acetaldehyde		METHANE-COMB	Combined CH4 for HD 2b/3 vehicles only	
HC-NM+NOX	SFTP Non-methane Hydrocarbon + Nitrogen Oxides for US06 or SC03		N2O-COMB	Combined Nitrous Oxide for HD 2b/3 vehicles only	
HC-NM+NOX-COMP	SFTP Composite Non-methane Hydrocarbon + Nitrogen Oxides		LEAK-DIA	Effective Leak Diameter (inches)	
CO-COMP	SFTP Composite Carbon Monoxide		LEAK-GAS CAP	Gas Cap Leakage (cc/min)	
ETHANOL	C2H5OH - Ethanol		CO2-COMB	Combined Carbon Dioxide for HD 2b/3 Vehicles Only	
FE BAG 1	Bag 1 Fuel Economy		KW-HRS	Integrated DC KW-HRS	
FE BAG 2	Bag 2 Fuel Economy		CH4 BAG 1	Bag 1 Methane	
FE BAG 3	Bag 3 Fuel Economy		CH4 BAG 2	Bag 2 Methane	
FE BAG 4	Bag 4 Fuel Economy		CH4 BAG 3	Bag 3 Methane	
MFR FE	Manufacturer Fuel Economy		CH4 BAG 4	Bag 4 Methane	
HC	Hydrocarbon for Running Loss and ORVR		CO BAG 1	Bag 1 Carbon Monoxide	
METHANE	CH4 - Methane		CO BAG 2	Bag 2 Carbon Monoxide	
METHANOL	CH3OH - Methanol		CO BAG 3	Bag 3 Carbon Monoxide	
N2O	Nitrous Oxide		CO BAG 4	Bag 4 Carbon Monoxide	
SPITBACK	Spitback Hydrocarbon in grams		NMOG BAG 1	Bag 1 Non-methane organic gases	
AMP-HRS	Integrated Amp-hours		NMOG BAG 2	Bag 2 Non-methane organic gases	
START-SOC	System Start State of Charge Watt-hours		NMOG BAG 3	Bag 3 Non-methane organic gases	
END-SOC	System End State of Charge Watt-hours		NMOG BAG 4	Bag 4 Non-methane organic gases	
ACT-DISTANCE	Actual Distance Driven (miles)				
Certification Region					

Certification Summary Information Report

Test Group		TTSLV00.0L1Y		Evaporative/Refueling Family		--	
CA	California + CAA Section 177 states	FA	Federal				
Exhaust Emission Standard Level							
B1	Federal Tier 2 Bin 1	T3B160	Federal Tier 3 Bin 160				
B2	Federal Tier 2 Bin 2	T3B125	Federal Tier 3 Bin 125				
B3	Federal Tier 2 Bin 3	T3B110	Federal Tier 3 Transitional Bin 110				
B4	Federal Tier 2 Bin 4	T3B85	Federal Tier 3 Transitional Bin 85				
B5	Federal Tier 2 Bin 5	T3SULEV30	Federal Tier 3 Transitional LEV-II SULEV30 Carryover				
B6	Federal Tier 2 Bin 6	T3B70	Federal Tier 3 Bin 70				
B7	Federal Tier 2 Bin 7	T3B50	Federal Tier 3 Bin 50				
B8	Federal Tier 2 Bin 8	T3B30	Federal Tier 3 Bin 30				
B9	Federal Tier 2 Bin 9	T3B20	Federal Tier 3 Bin 20				
B10	Federal Tier 2 Bin 10	T3B0	Federal Tier 3 Bin 0				
B11	Federal Tier 2 Bin 11	HDV2B395	Federal Tier 3 HD Class 2b Transitional Bin 395				
HDV1	HDV1 (Federal HD chassis Class 2b GVW 8501-10000)	HDV2B340	Federal Tier 3 HD Class 2b Transitional Bin 340				
HDV2	HDV2 (Federal HD chassis Class 3 GVW 10001-14000)	HDV2B250	Federal Tier 3 HD Class 2b Bin 250				
L2	California LEV-II LEV	HDV2B200	Federal Tier 3 HD Class 2b Bin 200				
L2OP	California LEV-II LEV Optional	HDV2B170	Federal Tier 3 HD Class 2b Bin 170				
U2	California LEV-II ULEV	HDV2B150	Federal Tier 3 HD Class 2b Bin 150				
S2	California LEV-II SULEV	HDV2B0	Federal Tier 3 HD Class 2b Bin 0				
ZEV	California ZEV	HDV3B630	Federal Tier 3 HD Class 3 Transitional Bin 630				
OT	Other	HDV3B570	Federal Tier 3 HD Class 3 Transitional Bin 570				
T1	Federal Tier 1	HDV3B400	Federal Tier 3 HD Class 3 Bin 400				
PZEV	California PZEV	HDV3B270	Federal Tier 3 HD Class 3 Bin 270				
L2LEV160	California LEV-II LEV160	HDV3B230	Federal Tier 3 HD Class 3 Bin 230				
L2ULEV125	California LEV-II ULEV125	HDV3B200	Federal Tier 3 HD Class 3 Bin 200				
L2SULEV30	California LEV-II SULEV30	HDV3B0	Federal Tier 3 HD Class 3 Bin 0				
L2LEV395	California LEV-II LEV395	L4SULEV100	California LEV-IV SULEV100				
L2ULEV340	California LEV-II ULEV340	L4SULEV125	California LEV-IV SULEV125				
L2LEV630	California LEV-II LEV630	L4SULEV15	California LEV-IV SULEV15				
L2ULEV570	California LEV-II ULEV570	L4SULEV150	California LEV-IV SULEV150				
L3LEV160	California LEV-III LEV160	L4SULEV170	California LEV-IV SULEV170				
L3ULEV125	California LEV-III ULEV125	L4SULEV175	California LEV-IV SULEV175				
L3ULEV70	California LEV-III ULEV70	L4SULEV20	California LEV-IV SULEV20				
L3ULEV50	California LEV-III ULEV50	L4SULEV200	California LEV-IV SULEV200				
L3SULEV30	California LEV-III SULEV30	L4SULEV230	California LEV-IV SULEV230				
L3SULEV20	California LEV-III SULEV20	L4SULEV25	California LEV-IV SULEV25				
L3LEV395	California LEV-III LEV395	L4SULEV30	California LEV-IV SULEV30				
L3ULEV340	California LEV-III ULEV340	L4SULEV75	California LEV-IV SULEV75				
L3ULEV250	California LEV-III ULEV250	L4SULEV85	California LEV-IV SULEV85				
L3ULEV200	California LEV-III ULEV200	L4ULEV125	California LEV-IV ULEV125				

Certification Summary Information Report

Test Group		TTSLV00.0L1Y	Evaporative/Refueling Family		--
L3SULEV170	California LEV-III SULEV170		L4ULEV200	California LEV-IV ULEV200	
L3SULEV150	California LEV-III SULEV150		L4ULEV250	California LEV-IV ULEV250	
L3LEV630	California LEV-III LEV630		L4ULEV270	California LEV-IV ULEV270	
L3ULEV570	California LEV-III ULEV570		L4ULEV40	California LEV-IV ULEV40	
L3ULEV400	California LEV-III ULEV400		L4ULEV400	California LEV-IV ULEV400	
L3ULEV270	California LEV-III ULEV270		L4ULEV50	California LEV-IV ULEV50	
L3SULEV230	California LEV-III SULEV230		L4ULEV60	California LEV-IV ULEV60	
L3SULEV200	California LEV-III SULEV200		L4ULEV70	California LEV-IV ULEV70	
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				
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		