



1 Tesla Road

Austin TX, 78725

September 9, 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 - Initial Application**

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:** TTSLV00.0L13

L - Lithium Ion Battery  
1 - Single Motor  
3 - Model 3

**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 3 Standard RWD  
Model 3 Premium RWD

**Durability Group (EV-CIS):** TTSLEEVNNL13

**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 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 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 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.

## 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**



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**

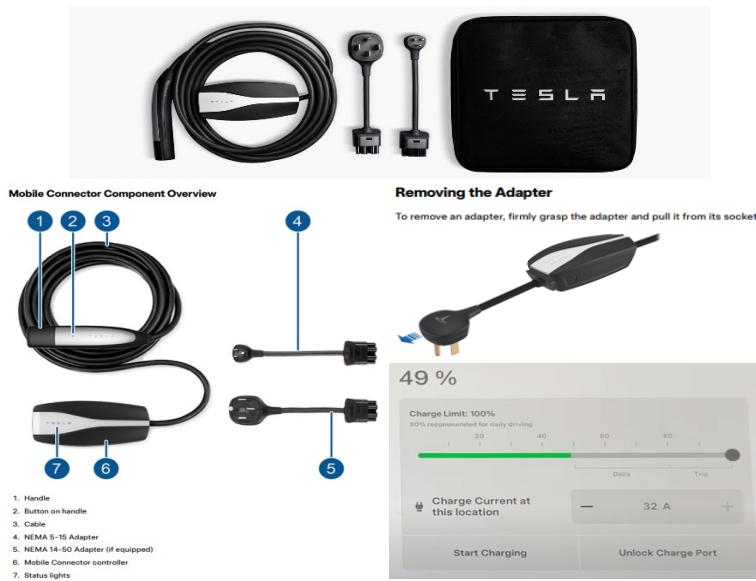


The adaptor has been tested and approved by a NRTL.

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

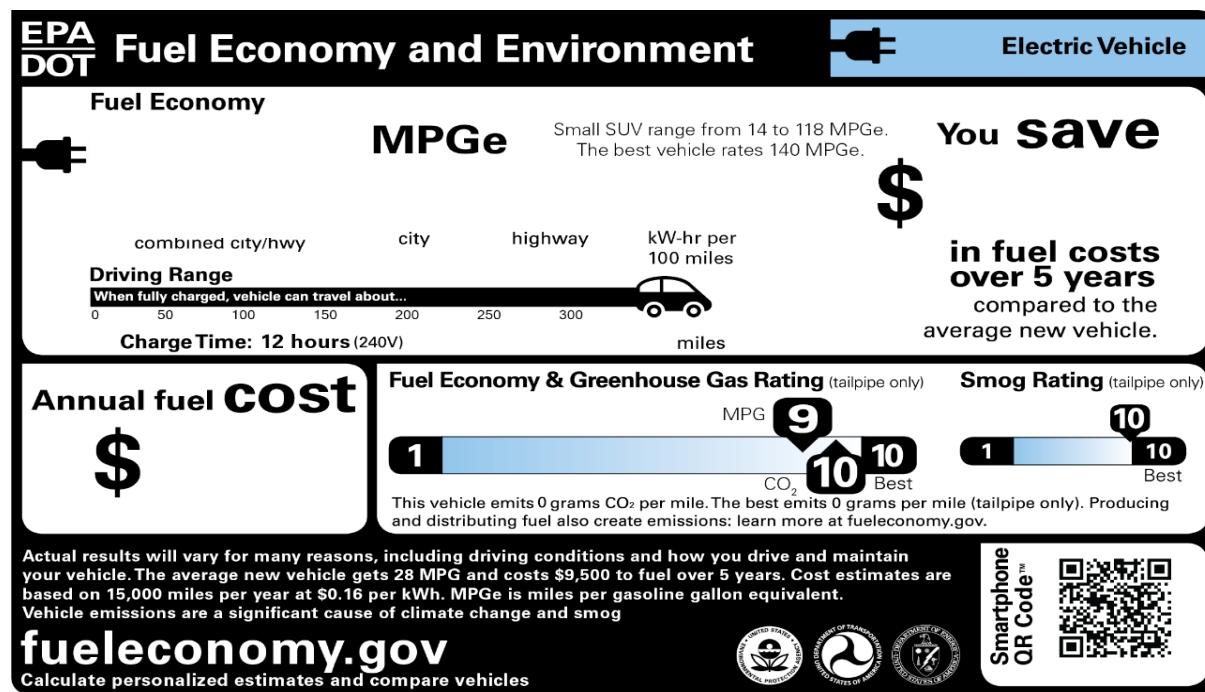
(Mandated in CFR Title 40, Part 86; §86.1807. Label format agreed with EPA/CARB)



### 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**

This vehicle 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. CO<sub>2</sub>, 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

This vehicle 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	<b>Model 3 Standard RWD</b>
Vehicle Classification	Passenger Car
Vehicle Type	Battery Electric Vehicle
Test Group	TTSLV00.0L13
Engine Code	L13
Transmission Type / Code	AV/1
Final Drive ratio	1
Emission Control	N/A (BEV)
Exhaust	N/A (BEV)
Evap	N/A (BEV)
<b>Vehicle Configuration #</b>	0
<b>Subconfiguration #</b>	0
<b>Vehicle ID tested</b>	3R125-053801
Gross Vehicle Weight (lbs)	4678
33% Curb Mass (lbs)	3759
Loaded Vehicle Weight (lbs)	4059
Equivalent Test Weight (lbs)	4000
Wheel / Tire	235/45R18
Target Road Load A lbf	27.99
B lbf/mph	0.11722
C lbf/mph <sup>2</sup>	0.01335
Road Load HP @ 50mph	8.96
<b>Vehicle Configuration #</b>	1
<b>Subconfiguration #</b>	0
<b>Vehicle ID tested</b>	3R125-040798
Gross Vehicle Weight (lbs)	4678
33% Curb Mass (lbs)	3759
Loaded Vehicle Weight (lbs)	4059
Equivalent Test Weight (lbs)	4000
Wheel / Tire	235/40R19
Target Road Load A lbf	32.44
B lbf/mph	0.05350
C lbf/mph <sup>2</sup>	0.01532
Road Load HP @ 50mph	9.79

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

### 03.01.01 - Vehicle Configuration and Subconfigurations

<b>Make</b>	Tesla
<b>Model Name</b>	<b>Model 3 Premium RWD</b>
<b>Vehicle Classification</b>	Passenger Car
<b>Vehicle Type</b>	Battery Electric Vehicle
<b>Test Group</b>	TTSLV00.0L13
<b>Engine Code</b>	L13
<b>Transmission Type / Code</b>	AV/1
<b>Final Drive ratio</b>	1
<b>Emission Control</b>	N/A (BEV)
<b>Exhaust</b>	N/A (BEV)
<b>Evap</b>	N/A (BEV)
<b>Vehicle Configuration #</b>	0
<b>Subconfiguration #</b>	0
<b>Vehicle ID tested</b>	3R024-782214
Gross Vehicle Weight (lbs)	4773
33% Curb Mass (lbs)	3847
Loaded Vehicle Weight (lbs)	4147
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/45R18
Target Road Load A lbf	27.02
B lbf/mph	0.2873
C lbf/mph^2	0.0122
Road Load HP @ 50mph	9.59
<b>Subconfiguration #</b>	1
Gross Vehicle Weight (lbs)	4773
33% Curb Mass (lbs)	3847
Loaded Vehicle Weight (lbs)	4147
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/40R19
Target Road Load A lbf	34.91
B lbf/mph	0.2098
C lbf/mph^2	0.0145
Road Load HP @ 50mph	10.89

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	TTSLV00.0L13	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	09/17/2025 06:10:10 PM						
Model Year	2026								
<b>Test Group Information</b>									
CSI Type	Update for Correction	Running Change Reference Number	0						
GHG Exempt Status	Not Exempt								
<b>Drive Sources and Fuel(s)</b>									
Drive Source #1:	Electric Motor								
<table border="1"> <thead> <tr> <th>Fuel</th><th>Basic Fuel Metering System</th><th>Lean Burn Strategy Indicator</th></tr> </thead> <tbody> <tr> <td>Electricity</td><td>--</td><td>--</td></tr> </tbody> </table>				Fuel	Basic Fuel Metering System	Lean Burn Strategy Indicator	Electricity	--	--
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	TTSLVEVNNL13	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	10/01/2025	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	TTSLV00.0L13						
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 2 carlines (Model 3 Standard RWD, Model 3 Premium RWD)								
Mfr Exhaust / Evap Standards Comments	--								

## Certification Summary Information Report

Test Group		TTSLV00.0L13		Evaporative/Refueling Family				--							
<b>Models Covered by this Certificate</b>															
Carline Manufacturer		Division	Carline	Certification Region	Drive System	Trans - Type	- # of Gears	Trans - Lockup							
Tesla, Inc.	1 - Tesla Motors	81 - Model 3 Premium RWD	Federal	2-Wheel Drive, Rear	Automatic	1	No								
Tesla, Inc.	1 - Tesla Motors	81 - Model 3 Premium RWD	California + CAA Section 177 states	2-Wheel Drive, Rear	Automatic	1	No								
Tesla, Inc.	1 - Tesla Motors	80 - Model 3 Standard RWD	Federal	2-Wheel Drive, Rear	Automatic	1	No								
Tesla, Inc.	1 - Tesla Motors	80 - Model 3 Standard RWD	California + CAA Section 177 states	2-Wheel Drive, Rear	Automatic	1	No								
<b>Engine Description</b>															
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		--											
<b>After Treatment Device(s) (ATD)</b>															
Mfr After Treatment Device (ATD)															
Comments	--														
Direct Ozone Reduction (DOR) Device	--														
Mfr Emission Control Device Comments	--														
<b>Official Test Numbers</b>															
Test Group	Fuel	FTP	US06	SC03	Cold CO	Highway	EPA City	EPA City	EPA	EPA	CREE				
							Litmus	Litmus	Highway	Highway	Weighting				
							Value	Threshold	Litmus	Litmus	Factor				
Electricity	--	--	--	--	--	--	--	--	--	--	--				
<b>Official Charge Depleting Test Numbers</b>															
Test Group Fuel	UDDS			Highway											
Electricity	RTSL10086702			RTSL10086700											

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
<b>Hybrid Electric Vehicle And Fuel Cell Information</b>			
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	228
Battery Specific Energy	173	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	Rear Wheels	Driver Controlled Regenerative Braking	No
Mfr Regenerative Braking Description	--		
Drive Motor(s)/Generator(s)	1		
Motor/Generator Type 1	AC 3 PHASE PERMANENT MAGNET	Rated Motor/Generator Power	225
Mfr Fuel Cell Description	--		
Fuel Cell On-Board H2 Storage Capacity (kg)	--	Usable H2 Fill Capacity (kg)	--
Mfr Hybrid Electric/ Electric Vehicle Comments	MY2026 certification includes 2 carlines (Model 3 Standard RWD, Model 3 Premium RWD) Carline 80 Battery Energy Capacity (Ah): 201 Battery Specific Energy (Whr/kg): 166 Motor Rated Power (kW): 228 Carline 81 Battery Energy Capacity (Ah): 228 Battery Specific Energy (Whr/kg): 173 Motor Rated Power (kW): 225		

## Certification Summary Information Report

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--				
<b>Emission Data Vehicle Information</b>							
Vehicle ID / Configuration	3R124-782214 / 0	Manufacturer Vehicle Configuration Number	0				
Original Test Group Name	RTSLV00.0L13	Original Evaporative/Refueling Family	--				
Original Test Vehicle Model Year	2024						
<b>Vehicle Model</b>							
Represented Test Vehicle Make	Tesla	Represented Test Vehicle Model	Model 3 Long Range RWD				
<b>Leak Family Details</b>							
Leak Family Identifier	--	Leak Family Name	--				
<b>Drive Sources and Fuel System Details</b>							
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	L13	Rated Horsepower	302				
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	2-Wheel Drive, Rear				
Shift Indicator Light Usage	Not equipped	Aged Emission Components	4,000 (mi)				
Curb Weight (lbs)	3847	Equivalent Test Weight (pounds)	4250				
GVWR (lbs)	4773	N/V Ratio	115				
Axle Ratio	1						
Transmission Type	Automatic	# of Transmission Gears	1				
Transmission Lockup	No	Creeper Gear	No				
<b>Dynamometer Coefficients:</b>							
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	27.02	0.2873	0.0122	-3.87	0.1585	0.0113	9.6
<b>Emission Control Device Comments</b>		No Emissions Control Device - Pure Electric					

**Certification Summary Information Report**

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
Manufacturer Test Vehicle Comments	This is 2024 Model 3 Long Range RWD; Rear Motor Power - 225 kW; Correction: EPA Vehicle ID - 3R124-782214		

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
Test #	RTSL10086700	Test Procedure	84 - Charge Depleting Highway
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	06/14/2024	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	2574	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
<b>PHEV/EV Charge Depleting Test Information</b>			
Recharge Event Voltage	208	Recharge Event Energy (kiloWatt-hours)	91.0766
Charge Depleting Range (Calculated miles)	495	Charge Depleting Range (Actual miles)	495
Charge Depleting Range Highway (Calculated miles)	--	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	495
Number of Charge Depleting Bags/Phases Conducted	2	Transition Bag/Phase Number	--
<b>Charge Depleting Bag/Phase #1</b>			
<b>Test Result/Emission Name</b>		<b>Unrounded Test Result</b>	
Actual Distance Driven (miles)		0	
Carbon Monoxide		0	
Carbon dioxide		0	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		6.5826	
Drive Trace Energy Economy Rating		1.6335	
Drive Trace Inertia Work Ratio Rating		8.0051	
Integrated DC KW-HRS		0	
Manufacturer Fuel Economy		183.04	
Nitrogen Oxide		0	
Non-methane organic gases		0	
Non-methane organic gases plus Nitrogen Oxides		999.999	
Particulate Matter		0	
System End State of Charge Watt-hours		80.381	
System Start State of Charge Watt-hours		0	

## Certification Summary Information Report

Test Group		TTSLV00.0L13		Evaporative/Refueling Family		--						
Manufacturer Test Comments				Internal Test results for MY2024 Model 3 Long Range RWD. Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC - 80381 wh (System error limited to 4 digits). MCT dc wh/mi is attached with application. DC energy consumption HWFE1 = 165.39 Wh/mi; HWFE2 = 159.64 Wh/mi; HWFE average = 162.52 Wh/mi								
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	CO	0.0	--	--	--	0	--	0	0	Pass
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CO	0.0	--	--	--	0	--	0	0	Pass
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--

## Certification Summary Information Report

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
Test #	<b>RTSL10086702</b>	Test Procedure	<b>81 - Charge Depleting UDDS</b>
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	06/14/2024	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	2574	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
<b>PHEV/EV Charge Depleting Test Information</b>			
Recharge Event Voltage	208	Recharge Event Energy (kiloWatt-hours)	91.077
Charge Depleting Range (Calculated miles)	559	Charge Depleting Range (Actual miles)	559
Charge Depleting Range Highway (Calculated miles)	--	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	559
Number of Charge Depleting Bags/Phases Conducted	4	Transition Bag/Phase Number	--
<b>Charge Depleting Bag/Phase #1</b>			
Test Result/Emission Name	Unrounded Test Result		
Actual Distance Driven (miles)	0		
Carbon Monoxide	0		
Carbon dioxide	0		
Carbon-Related Exhaust Emissions	0		
Drive Trace Absolute Speed Change Rating	2.6367		
Drive Trace Energy Economy Rating	2.2205		
Drive Trace Inertia Work Ratio Rating	4.1872		
Integrated DC KW-HRS	0		
Manufacturer Fuel Economy	206.95		
Nitrogen Oxide	0		
Non-methane organic gases	0		
Non-methane organic gases plus Nitrogen Oxides	999.999		
Particulate Matter	0		
System End State of Charge Watt-hours	80.381		
System Start State of Charge Watt-hours	0		

## Certification Summary Information Report

Test Group		TTSLV00.0L13		Evaporative/Refueling Family		--						
<b>Manufacturer Test Comments</b>		Internal Test results for MY2024 Model 3 Long Range RWD. Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC 80381 wh (system gave error limited to 4 digits). MCT dc wh/mi is attached with EPA application. DC energy consumption UDDS1 = 165.41 Wh/mi; UDDS2 = 146.98 Wh/mi; UDDS3 = 141.12 Wh/mi; UDDS4 = 142.12 Wh/mi; UDDS weighted = 143.74 Wh/mi; UDDS1 DC discharge energy = 1234 Wh; MCT UBE energy = 80381 Wh										
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	CO	0.0	--	--	--	0	--	0	0	Pass
Fed	150,000 miles	Federal Tier 3 Bin 0	CREE	0	--	--	--	0	--	0	--	--
CA	150,000 miles	California ZEV	CO	0.0	--	--	--	0	--	0	0	Pass
CA	150,000 miles	California ZEV	CREE	0	--	--	--	0	--	0	--	--

## Certification Summary Information Report

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--																							
<b>Emission Data Vehicle Information</b>																										
Vehicle ID / Configuration	3R125-053801 / 0	Manufacturer Vehicle Configuration Number	0																							
Original Test Group Name	STSLV00.0L13	Original Evaporative/Refueling Family	--																							
Original Test Vehicle Model Year	2025																									
<b>Vehicle Model</b>																										
Represented Test Vehicle Make	Tesla	Represented Test Vehicle Model	Model 3 Standard RWD (18in Wheels)																							
<b>Leak Family Details</b>																										
Leak Family Identifier	--	Leak Family Name	--																							
<b>Drive Sources and Fuel System Details</b>																										
<table border="1"> <thead> <tr> <th>Drive Source and Fuel#</th><th>Drive Source</th><th>Fuel</th></tr> </thead> <tbody> <tr> <td>1</td><td>Electric Motor</td><td>Electricity</td></tr> </tbody> </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	L13	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	2-Wheel Drive, Rear																							
Shift Indicator Light Usage	Not equipped	Aged Emission Components	4,000 (mi)																							
Curb Weight (lbs)	3759	Equivalent Test Weight (pounds)	4000																							
GVWR (lbs)	4678	N/V Ratio	108																							
Axle Ratio	1																									
Transmission Type	Automatic	# of Transmission Gears	1																							
Transmission Lockup	No	Creeper Gear	No																							
<b>Dynamometer Coefficients:</b>																										
<table border="1"> <thead> <tr> <th colspan="3">Target Coefficients</th><th colspan="3">Set Coefficients</th><th>EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients</th></tr> <tr> <th>Coefficient Category</th><th>A (lbf)</th><th>B (lbf/mph)</th><th>C (lbf/mph**2)</th><th>A (lbf)</th><th>B (lbf/mph)</th><th>C (lbf/mph**2)</th></tr> </thead> <tbody> <tr> <td>City/Highway/Evap</td><td>27.99</td><td>0.1172</td><td>0.01335</td><td>-0.57</td><td>0.0444</td><td>0.0122</td><td>9</td></tr> </tbody> </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	27.99	0.1172	0.01335	-0.57	0.0444	0.0122	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	27.99	0.1172	0.01335	-0.57	0.0444	0.0122	9																			
Emission Control Device Comments		No Emissions Control Device - Pure Electric																								

**Certification Summary Information Report**

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
<b>Manufacturer Test Vehicle Comments</b>	This is 2025 Model 3 Standard RWD (18in Wheels); Rear Motor Power - 227 kW;		

## Certification Summary Information Report

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
Test #	<b>STSL10092058</b>	Test Procedure	<b>77 - Multi-Cycle Test (MCT)</b>
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	08/26/2025	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	2191	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
<b>PHEV/EV Charge Depleting Test Information</b>			
Recharge Event Voltage	208	Recharge Event Energy (kiloWatt-hours)	78.5881
Charge Depleting Range (Calculated miles)	489.276	Charge Depleting Range (Actual miles)	489.276
Charge Depleting Range Highway (Calculated miles)	432.611	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	489.276
Number of Charge Depleting Bags/Phases Conducted	8	Transition Bag/Phase Number	--
<b>Charge Depleting Bag/Phase #1</b>			
<b>Test Result/Emission Name</b>		<b>Unrounded Test Result</b>	
Actual Distance Driven (miles)		7.478	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		0.4278	
Drive Trace Energy Economy Rating		-0.0205	
Drive Trace Inertia Work Ratio Rating		1.1355	
Integrated DC KW-HRS		1.16167	
Manufacturer Fuel Economy		15.534	
<b>Charge Depleting Bag/Phase #2</b>			

## Certification Summary Information Report

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
<b>Test Result/Emission Name</b>			<b>Unrounded Test Result</b>
Actual Distance Driven (miles)			10.262
Carbon-Related Exhaust Emissions			0
Drive Trace Absolute Speed Change Rating			6.7221
Drive Trace Energy Economy Rating			1.0374
Drive Trace Inertia Work Ratio Rating			8.6893
Integrated DC KW-HRS			1.63203
Manufacturer Fuel Economy			15.904
<b>Charge Depleting Bag/Phase #3</b>			
<b>Test Result/Emission Name</b>			<b>Unrounded Test Result</b>
Actual Distance Driven (miles)			7.47
Carbon-Related Exhaust Emissions			0
Drive Trace Absolute Speed Change Rating			0.3316
Drive Trace Energy Economy Rating			-0.0747
Drive Trace Inertia Work Ratio Rating			0.7105
Integrated DC KW-HRS			1.05577
Manufacturer Fuel Economy			14.133
<b>Charge Depleting Bag/Phase #4</b>			
<b>Test Result/Emission Name</b>			<b>Unrounded Test Result</b>
Actual Distance Driven (miles)			286.772
Carbon-Related Exhaust Emissions			0
Drive Trace Absolute Speed Change Rating			3.6435
Drive Trace Energy Economy Rating			-0.7988
Drive Trace Inertia Work Ratio Rating			7.2446
Integrated DC KW-HRS			56.79234
Manufacturer Fuel Economy			19.804
<b>Charge Depleting Bag/Phase #5</b>			
<b>Test Result/Emission Name</b>			<b>Unrounded Test Result</b>
Actual Distance Driven (miles)			7.451
Carbon-Related Exhaust Emissions			0
Drive Trace Absolute Speed Change Rating			1.5692
Drive Trace Energy Economy Rating			1.1708
Drive Trace Inertia Work Ratio Rating			2.9566
Integrated DC KW-HRS			1.03736
Manufacturer Fuel Economy			13.922
<b>Charge Depleting Bag/Phase #6</b>			

**Certification Summary Information Report**

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
<b>Test Result/Emission Name</b>			
Actual Distance Driven (miles)		10.268	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		5.2518	
Drive Trace Energy Economy Rating		0.9812	
Drive Trace Inertia Work Ratio Rating		7.0952	
Integrated DC KW-HRS		1.6311	
Manufacturer Fuel Economy		15.886	
<b>Charge Depleting Bag/Phase #7</b>			
<b>Test Result/Emission Name</b>			
Actual Distance Driven (miles)		7.458	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		1.7729	
Drive Trace Energy Economy Rating		1.279	
Drive Trace Inertia Work Ratio Rating		3.1227	
Integrated DC KW-HRS		1.04633	
Manufacturer Fuel Economy		14.03	
<b>Charge Depleting Bag/Phase #8</b>			
<b>Test Result/Emission Name</b>			
Actual Distance Driven (miles)		22.154	
Carbon-Related Exhaust Emissions		0	
Drive Trace Absolute Speed Change Rating		0.8455	
Drive Trace Energy Economy Rating		-1.6739	
Drive Trace Inertia Work Ratio Rating		1.6783	
Integrated DC KW-HRS		4.40585	
Manufacturer Fuel Economy		19.887	
<b>Manufacturer Test Comments</b>			
--			

## Certification Summary Information Report

Test Group		TTSLV00.0L13			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	--	--	
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		TTSLV00.0L13		Evaporative/Refueling Family		--							
<b>Consolidated List of Standards</b>													
<b>Exhaust Standards</b>													
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				
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	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		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	CO-COMP	--	--	--	--	--	--	0	0				
150,000 miles	CREE	--	--	--	--	--	--	0	0				
150,000 miles	NMOG+NOX-COMP	--	--	--	--	--	--	0	0				

## Certification Summary Information Report

Test Group		TTSLV00.0L13		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				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				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				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	CO-COMP	--	--	--	--	--	--	0	0	
150,000 miles	CREE	--	--	--	--	--	--	0	0	
150,000 miles	NMOG+NOX-COMP	--	--	--	--	--	--	0	0	

## Certification Summary Information Report

Test Group		TTSLV00.0L13		Evaporative/Refueling Family				--					
Cert Region	California + CAA Section 177 states	Cert/In-Use Code	Cert				Cert						
Vehicle Class	LDV/Passenger Car	Standard Level	California ZEV				California ZEV						
Fuel	Electricity	Test Procedure	Charge Depleting Highway				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	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				California ZEV						
Fuel	Electricity	Test Procedure	CVS 75 and later (w/o can. load)				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	TTSLV00.0L13	Evaporative/Refueling Family	--
<b>Glossary</b>			
<b>Useful Life</b>			
4	4,000 miles	120	120,000 miles
50	50,000 miles	150	150,000 miles
100	100,000 miles		
<b>Emission Name</b>			
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)		
<b>Certification Region</b>			

## Certification Summary Information Report

Test Group	TTSLV00.0L13	Evaporative/Refueling Family	--
CA	California + CAA Section 177 states	FA	Federal
<b>Exhaust Emission Standard Level</b>			
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	TTSLV00.0L13	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
<b>Transmission Type Code</b>			
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)
<b>Drive System Code</b>			
4	4-Wheel Drive	P	Part-time 4-Wheel Drive
F	2-Wheel Drive, Front	A	All Wheel Drive
R	2-Wheel Drive, Rear		
<b>Additional Terms and Acronyms</b>			
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