



1 Tesla Road
Austin TX, 78725
October 6, 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:	TTSLV00.0L23 L - Lithium Ion Battery 2 - Dual 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 Premium AWD Model 3 Performance
Durability Group (EV-CIS):	TTSLEEVNLL23
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

Front Drive Unit:

Motor x 1,
Inverter,
Fixed ratio transmission

Rear Drive Unit:

Motor x 1,
Inverter,
Fixed ratio transmission

02.03.02 - Motor

Front motor:

3-phase AC internal induction 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

<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>

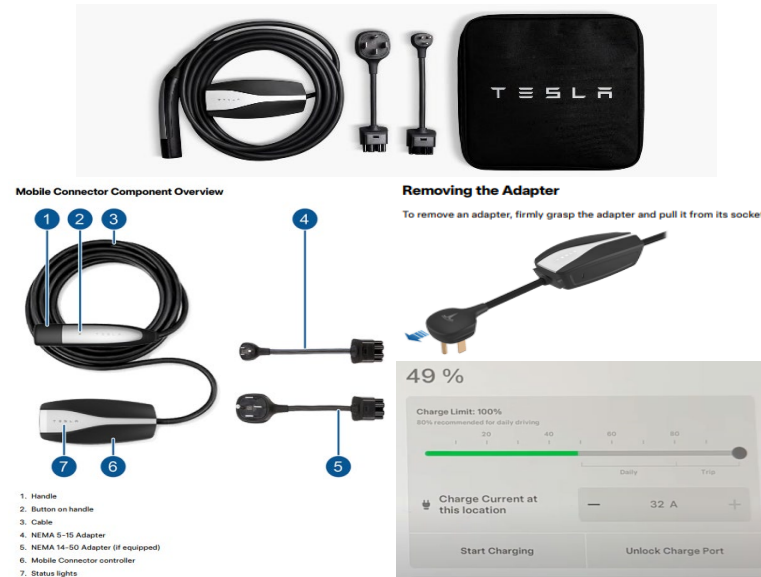


The adaptor has been tested and approved by a NRTL.

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.

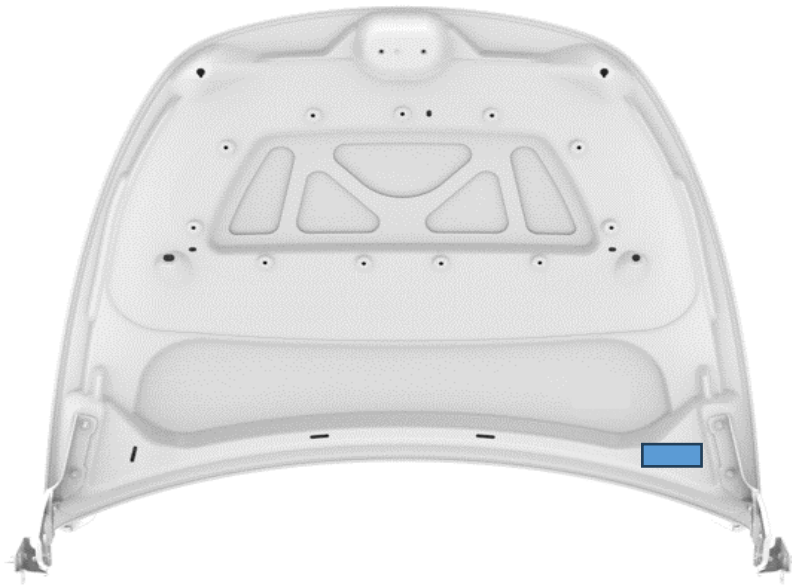
04.00.00 - Statement of Compliance

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 3
MOTOR: 3 PHASE AC
TEST GROUP: TTSLV00.0L23
EVAPORATIVE FAMILY: TTSLR0000L23

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

EPA DOT

Fuel Economy and Environment

Electric Vehicle

Fuel Economy

MPGe Small SUV range from 14 to 118 MPGe. The best vehicle rates 140 MPGe.

combined city/hwy city highway kW-hr per 100 miles

Driving Range
When fully charged, vehicle can travel about...

0 50 100 150 200 250 300 miles

Charge Time: 12 hours (240V)

You save

\$

in fuel costs over 5 years
compared to the average new vehicle.

Annual fuel COST

\$

Fuel Economy & Greenhouse Gas Rating (tailpipe only)

MPG **9**

CO₂ **10** Best

This vehicle emits 0 grams CO₂ per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions: learn more at fueleconomy.gov.

Smog Rating (tailpipe only)

10 Best

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 28 MPG and costs \$9,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$0.16 per kWh. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog

fueleconomy.gov

Calculate personalized estimates and compare vehicles

Smartphone QR Code

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. 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

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	Model 3 Premium AWD
Vehicle Classification	Passenger Car
Vehicle Type	Battery Electric Vehicle
Test Group	TTSLV00.0L23
Engine Code	L23
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	3D324-758491
Gross Vehicle Weight (lbs)	4954
33% Curb Mass (lbs)	4030
Loaded Vehicle Weight (lbs)	4330
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/45R18
Target Road Load A lbf	30.98
B lbf/mph	0.1596
C lbf/mph ²	0.0141
Road Load HP @ 50mph	9.90
Subconfiguration #	1
Gross Vehicle Weight (lbs)	4954
33% Curb Mass (lbs)	4030
Loaded Vehicle Weight (lbs)	4330
Equivalent Test Weight (lbs)	4250
Wheel / Tire	235/40R19
Target Road Load A lbf	35.54
B lbf/mph	0.2449
C lbf/mph ²	0.0144
Road Load HP @ 50mph	11.17

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

Make	Tesla
Model Name	Model 3 Performance
Vehicle Classification	Passenger Car
Vehicle Type	Battery Electric Vehicle
Test Group	TTSLV00.0L23
Engine Code	L23
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	3D226-064265
Gross Vehicle Weight (lbs)	4974
33% Curb Mass (lbs)	4054
Loaded Vehicle Weight (lbs)	4354
Equivalent Test Weight (lbs)	4250
Wheel / Tire	F: 235/35R20 R: 275/30R20
Target Road Load A lbf	36.82
B lbf/mph	0.1386
C lbf/mph ²	0.0155
Road Load HP @ 50mph	10.99
Subconfiguration #	1
Gross Vehicle Weight (lbs)	4974
33% Curb Mass (lbs)	4054
Loaded Vehicle Weight (lbs)	4354
Equivalent Test Weight (lbs)	4250
Wheel / Tire	F: 235/35R20 R: 275/30R20
Target Road Load A lbf	34.15
B lbf/mph	0.2518
C lbf/mph ²	0.0152
Road Load HP @ 50mph	11.31

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

Test Group		TTSLV00.0L23		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	93 - Model 3 Premium AWD	Federal	All Wheel Drive	Automatic	1	No			
Tesla, Inc.	1 - Tesla Motors	95 - Model 3 Performance	Federal	All Wheel Drive	Automatic	1	No			
Tesla, Inc.	1 - Tesla Motors	93 - Model 3 Premium AWD	California + CAA Section 177 states	All Wheel Drive	Automatic	1	No			
Tesla, Inc.	1 - Tesla Motors	95 - Model 3 Performance	California + CAA Section 177 states	All Wheel Drive	Automatic	1	No			
Engine Description										
Hybrid Type		--		Hybrid Description		--				
Engine Type		--		Mfr Engine Description		--				
Engine Block Arrangement		--		Mfr Engine Block Arrangement Description		--				
Camless Valvetrain Indicator		--		Oil Viscosity/Classification		--				
Number of Cylinders/Rotors		--		Mechanically Variable Compression Ratio Indicator		--				
After Treatment Device(s) (ATD)										
Mfr After Treatment Device (ATD) Comments		--								
Direct Ozone Reduction (DOR) Device		--								
Mfr Emission Control Device Comments		--								
Official Test Numbers										
Test Group Fuel	FTP	US06	SC03	Cold CO	Highway	EPA City Litmus Value	EPA City Litmus Threshold	EPA Highway Litmus Value	EPA Highway Litmus Threshold	CREE Weighting Factor
Electricity	--	--	--	--	--	--	--	--	--	--
SFTP LEV-III Official Test Numbers										
Test Group Fuel	FTP	US06	SC03							
Electricity	--	--	--							
Official Charge Depleting Test Numbers										
Test Group Fuel	UDDS	Highway								
Electricity	RTSL10086298	RTSL10086299								

Certification Summary Information Report

Test Group	TTSLV00.0L23	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	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	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	208
Motor/Generator Type 2	AC Induction	Rated Motor/Generator Power	88
Mfr Fuel Cell Description	--		
Fuel Cell On-Board H2 Storage Capacity (kg)	--	Usable H2 Fill Capacity (kg)	--
Mfr Hybrid Electric/ Electric Vehicle Comments	Model 3 Premium AWD Front Rated Motor Power: 88 kW Rear Rated Motor Power: 208 kW Model 3 Performance Front Rated Motor Power: 98 kW Rear Rated Motor Power: 282 kW		

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--
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Emission Data Vehicle Information

Vehicle ID / Configuration	3D224-758491 / 0	Manufacturer Vehicle Configuration Number	0
Original Test Group Name	RTSLV00.0L23	Original Evaporative/Refueling Family	--
Original Test Vehicle Model Year	2024		
Vehicle Model			
Represented Test Vehicle Make	Tesla	Represented Test Vehicle Model	Model 3 Long Range AWD-E

Leak Family Details

Leak Family Identifier	--	Leak Family Name	--
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Drive Sources and Fuel System Details

Drive Source and Fuel#	Drive Source	Fuel
1	Electric Motor	Electricity

Hybrid Indicator	No	Multiple Fuel Combustion	--
Multiple Fuel Storage	--	Rechargeable Energy Storage System Indicator	Yes
Fuel Cell Indicator	No	Rechargeable Energy Storage System, if 'Other'	--
Rechargeable Energy Storage System	Battery(s)		
Off-board charge Capable Indicator	Yes	Odometer Correction Factor	1
Odometer Correction -- Initial	1	- = System Miles is equal to (Test odometer reading - Initial system miles) * Correction factor	
Odometer Correction Sign			
Odometer Correction Units	Miles	Rated Horsepower	397
Engine Code	L23	Air Aspiration Method, if 'Other'	
Displacement (liters)	0.001	Air Aspiration Device Configuration	--
Air Aspiration Method	Naturally Aspirated	Drive Mode While Testing	All Wheel Drive
Number of Air Aspiration Devices	--	Aged Emission Components	4,000 (mi)
Charge Air Cooler Type	--	Equivalent Test Weight (pounds)	4250
Shift Indicator Light Usage	Not equipped	N/V Ratio	115
Curb Weight (lbs)	4030	# of Transmission Gears	1
GVWR (lbs)	4954	Creeper Gear	No
Axle Ratio	1		
Transmission Type	Automatic		
Transmission Lockup	No		

Dynamometer Coefficients:

Coefficient Category	Target Coefficients			Set Coefficients			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients
	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	A (lbf)	B (lbf/mph)	C (lbf/mph**2)	
City/Highway/Evap	30.98	0.1596	0.0141	-3.45	0.0734	0.0131	9.9

Emission Control Device Comments No Emissions Control Device - Pure Electric

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--
Manufacturer Test Vehicle Comments	This is MY2024 Model 3 Long Range AWD-E; Front Motor Power - 88 kW; Rear Motor Power - 208 kW;		

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--
Test #	RTSL10086298	Test Procedure	81 - Charge Depleting UDDS
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	05/09/2024	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	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

PHEV/EV Charge Depleting Test Information

Recharge Event Voltage	208	Recharge Event Energy (kiloWatt-hours)	90.946
Charge Depleting Range (Calculated miles)	514	Charge Depleting Range (Actual miles)	514
Charge Depleting Range Highway (Calculated miles)	--	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	514
Number of Charge Depleting Bags/Phases Conducted	4	Transition Bag/Phase Number	--

Charge Depleting Bag/Phase #1

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	5.5051
Drive Trace Energy Economy Rating	4.4151
Drive Trace Inertia Work Ratio Rating	8.2847
Integrated DC KW-HRS	0
Manufacturer Fuel Economy	190.53
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	80.099
System Start State of Charge Watt-hours	0

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--
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Manufacturer Test Comments

Internal Test results for MY2024 Model 3 Long Range AWD-E. Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC 80099 wh (system gave error limited to 4 digits). MCT dc wh/mi is attached with EPA application. DC energy consumption UDDS1 = 175.35 Wh/mi; UDDS2 = 159.56 Wh/mi; UDDS3 = 153.51 Wh/mi; UDDS4 = 153.37 Wh/mi; UDDS weighted = 155.8 Wh/mi; UDDS1 DC discharge energy = 1305 Wh; MCT UBE energy = 80099 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	TTSLV00.0L23	Evaporative/Refueling Family	--
Test #	RTSL10086299	Test Procedure	84 - Charge Depleting Highway
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	05/09/2024	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	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

PHEV/EV Charge Depleting Test Information

Recharge Event Voltage	208	Recharge Event Energy (kiloWatt-hours)	90.946
Charge Depleting Range (Calculated miles)	469	Charge Depleting Range (Actual miles)	469
Charge Depleting Range Highway (Calculated miles)	--	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	469
Number of Charge Depleting Bags/Phases Conducted	2	Transition Bag/Phase Number	--

Charge Depleting Bag/Phase #1

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	16.6623
Drive Trace Energy Economy Rating	3.3466
Drive Trace Inertia Work Ratio Rating	21.0054
Integrated DC KW-HRS	0
Manufacturer Fuel Economy	173.67
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	80.099
System Start State of Charge Watt-hours	0

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--
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Manufacturer Test Comments

Internal Test results for MY2024 Model 3 Long Range AWD-E. Range determined by using SAE J1634 Multi-cycle test procedure. END-SOC - 80099 wh (System error limited to 4 digits). MCT dc wh/mi is attached with application. DC energy consumption HWFE1 = 173.96 Wh/mi; HWFE2 = 167.91 Wh/mi; HWFE average = 170.93 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	TTSLV00.0L23	Evaporative/Refueling Family	--						
Emission Data Vehicle Information									
Vehicle ID / Configuration	3D226-064265 / 0	Manufacturer Vehicle Configuration Number	0						
Original Test Group Name	TTSLV00.0L23	Original Evaporative/Refueling Family	--						
Original Test Vehicle Model Year	2026								
Vehicle Model									
Represented Test Vehicle Make	Tesla	Represented Test Vehicle Model	Model 3 Performance						
Leak Family Details									
Leak Family Identifier	--	Leak Family Name	--						
Drive Sources and Fuel System Details									
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">Drive Source and Fuel#</th> <th style="width: 33%;">Drive Source</th> <th style="width: 33%;">Fuel</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td style="text-align: center;">Electric Motor</td> <td style="text-align: center;">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 Combustion	--						
Multiple Fuel Storage	--	Rechargeable Energy Storage System Indicator	Yes						
Fuel Cell Indicator	No	Rechargeable Energy Storage System, if 'Other'	--						
Rechargeable Energy Storage System	Battery(s)								
Off-board charge Capable Indicator	Yes	Odometer Correction Factor	1						
Odometer Correction -- Initial	1	<small>- = System Miles is equal to (Test odometer reading - Initial system miles) * Correction factor</small>							
Odometer Correction Sign									
Odometer Correction Units	Miles	Rated Horsepower	510						
Engine Code	L23	Air Aspiration Method, if 'Other'							
Displacement (liters)	0.001	Air Aspiration Device Configuration	--						
Air Aspiration Method	Naturally Aspirated	Drive Mode While Testing	All Wheel Drive						
Number of Air Aspiration Devices	--	Aged Emission Components	4,000 (mi)						
Charge Air Cooler Type	--	Equivalent Test Weight (pounds)	4250						
Shift Indicator Light Usage	Not equipped	N/V Ratio	114						
Curb Weight (lbs)	4054	# of Transmission Gears	1						
GVWR (lbs)	4974	Creeper Gear	No						
Axle Ratio	1								
Transmission Type	Automatic								
Transmission Lockup	No								
Dynamometer Coefficients:									
Target Coefficients			Set Coefficients						
Coefficient Category	A (lbf)	B (lbf/mph)	C (lbf/mph**2)						
City/Highway/Evap	36.82	0.1386	0.01545						
			A (lbf)						
			-9.24						
			B (lbf/mph)						
			0.1794						
			C (lbf/mph**2)						
			0.01315						
			EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients						
			11						
Emission Control Device Comments	No Emissions Control Device - Pure Electric								

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--
Manufacturer Test Vehicle Comments	This is MY2026 Model 3 Performance; Front Motor Power - 98 kW Rear Motor Power - 282 kW		

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--
Test #	TTSL10092345	Test Procedure	77 - Multi-Cycle Test (MCT)
Exhaust Test # for this Evap Test	--	Test Fuel Type	62 - Electricity
Test Date	09/19/2025	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	2428	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)	91.051
Charge Depleting Range (Calculated miles)	463.396	Charge Depleting Range (Actual miles)	463.396
Charge Depleting Range Highway (Calculated miles)	413.843	Derived 5-Cycle Coefficient Model Year	--
All Electric Range Unadjusted (miles)	--	Equivalent All Electric Range (miles)	463.396
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)	7.465
Carbon-Related Exhaust Emissions	0
Drive Trace Absolute Speed Change Rating	1.4901
Drive Trace Energy Economy Rating	1.0394
Drive Trace Inertia Work Ratio Rating	2.242
Integrated DC KW-HRS	1.473
Manufacturer Fuel Economy	19.732

Charge Depleting Bag/Phase #2

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--																
<table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>10.259</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>2.6226</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.3191</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>3.4171</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>2.0075</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>19.569</td> </tr> </tbody> </table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.259	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	2.6226	Drive Trace Energy Economy Rating	0.3191	Drive Trace Inertia Work Ratio Rating	3.4171	Integrated DC KW-HRS	2.0075	Manufacturer Fuel Economy	19.569
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	10.259																		
Carbon-Related Exhaust Emissions	0																		
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Drive Trace Energy Economy Rating	0.3191																		
Drive Trace Inertia Work Ratio Rating	3.4171																		
Integrated DC KW-HRS	2.0075																		
Manufacturer Fuel Economy	19.569																		
Charge Depleting Bag/Phase #3																			
<table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>7.465</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>1.5653</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.9521</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>2.65</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.3157</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>17.624</td> </tr> </tbody> </table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.465	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.5653	Drive Trace Energy Economy Rating	0.9521	Drive Trace Inertia Work Ratio Rating	2.65	Integrated DC KW-HRS	1.3157	Manufacturer Fuel Economy	17.624
Test Result/Emission Name	Unrounded Test Result																		
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Drive Trace Inertia Work Ratio Rating	2.65																		
Integrated DC KW-HRS	1.3157																		
Manufacturer Fuel Economy	17.624																		
Charge Depleting Bag/Phase #4																			
<table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>270.65</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>5.5521</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.8996</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>11.1906</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>66.141</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>24.438</td> </tr> </tbody> </table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	270.65	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	5.5521	Drive Trace Energy Economy Rating	0.8996	Drive Trace Inertia Work Ratio Rating	11.1906	Integrated DC KW-HRS	66.141	Manufacturer Fuel Economy	24.438
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	270.65																		
Carbon-Related Exhaust Emissions	0																		
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Drive Trace Energy Economy Rating	0.8996																		
Drive Trace Inertia Work Ratio Rating	11.1906																		
Integrated DC KW-HRS	66.141																		
Manufacturer Fuel Economy	24.438																		
Charge Depleting Bag/Phase #5																			
<table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>7.454</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>1.7208</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>0.7513</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>2.7039</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.258</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>16.877</td> </tr> </tbody> </table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	7.454	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	1.7208	Drive Trace Energy Economy Rating	0.7513	Drive Trace Inertia Work Ratio Rating	2.7039	Integrated DC KW-HRS	1.258	Manufacturer Fuel Economy	16.877
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Drive Trace Energy Economy Rating	0.7513																		
Drive Trace Inertia Work Ratio Rating	2.7039																		
Integrated DC KW-HRS	1.258																		
Manufacturer Fuel Economy	16.877																		
Charge Depleting Bag/Phase #6																			

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--																
<table border="1"> <thead> <tr> <th>Test Result/Emission Name</th> <th>Unrounded Test Result</th> </tr> </thead> <tbody> <tr> <td>Actual Distance Driven (miles)</td> <td>10.249</td> </tr> <tr> <td>Carbon-Related Exhaust Emissions</td> <td>0</td> </tr> <tr> <td>Drive Trace Absolute Speed Change Rating</td> <td>5.067</td> </tr> <tr> <td>Drive Trace Energy Economy Rating</td> <td>1.4931</td> </tr> <tr> <td>Drive Trace Inertia Work Ratio Rating</td> <td>5.9817</td> </tr> <tr> <td>Integrated DC KW-HRS</td> <td>1.9489</td> </tr> <tr> <td>Manufacturer Fuel Economy</td> <td>19.015</td> </tr> </tbody> </table>				Test Result/Emission Name	Unrounded Test Result	Actual Distance Driven (miles)	10.249	Carbon-Related Exhaust Emissions	0	Drive Trace Absolute Speed Change Rating	5.067	Drive Trace Energy Economy Rating	1.4931	Drive Trace Inertia Work Ratio Rating	5.9817	Integrated DC KW-HRS	1.9489	Manufacturer Fuel Economy	19.015
Test Result/Emission Name	Unrounded Test Result																		
Actual Distance Driven (miles)	10.249																		
Carbon-Related Exhaust Emissions	0																		
Drive Trace Absolute Speed Change Rating	5.067																		
Drive Trace Energy Economy Rating	1.4931																		
Drive Trace Inertia Work Ratio Rating	5.9817																		
Integrated DC KW-HRS	1.9489																		
Manufacturer Fuel Economy	19.015																		
Charge Depleting Bag/Phase #7																			
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Manufacturer Fuel Economy	24.453																		
Manufacturer Test Comments	--																		

Certification Summary Information Report

Test Group		TTSLV00.0L23				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	--	--

Fuel Properties

Certification Summary Information Report

Test Group	TTSLV00.0L23	Evaporative/Refueling Family	--
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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	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 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	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

Certification Summary Information Report

Test Group		TTSLV00.0L23			Evaporative/Refueling Family			--		
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	

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		TTSLV00.0L23			Evaporative/Refueling Family			--		
Cert Region		Federal			Cert/In-Use Code			Cert		
Vehicle Class		LDV/Passenger Car			Standard Level			Federal Tier 3 Bin 0		
Fuel		Electricity			Test Procedure			Charge Depleting UDDS		
Useful Life	Emission Name	Rounded Result	RAF	NMOG / NMHC	Upward Diesel Adjustment Factor	Downward Diesel Adjustment Factor	Mult DF	Add DF	Std	
150,000 miles	CO	--	--	--	--	--	--	0	0	
150,000 miles	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		
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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	TTSLV00.0L23	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	TTSLV00.0L23	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		TTSLV00.0L23	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	