

California Lev-II and EPA Tier 2 Standards

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General Requirements for Adopting a “CA Car” Program

- States can adopt anytime, but can only enforce once waiver issued to CA
 - Issued for LEV II
 - Not issued for Pavley Bill (Greenhouse Gas Provision)
- A two year lead time must be provided
- No “third vehicle”

Must also:

- State must commit to enforcement
- Any SIP credit must be modeled appropriately

State Program Options

Option	Program Type	Program Description
1	Federal Tier 2	<ul style="list-style-type: none">•Default Program•No legislation required
2	California LEVII – (a)	<ul style="list-style-type: none">•All vehicles sold or registered
3	California LEVII – (b)	<ul style="list-style-type: none">•All vehicles sold or registered•Distribution requirement to maximize emission reductions
4	California LEVII & ZEV	<ul style="list-style-type: none">•ZEV (Zero Emission)•PZEV (5 PZEV = 1 ZEV)•AT-PZEV (~2.5 AT-PZEVs = 1 ZEV)

California LEV II/EPA TIER 2 Comparison

	<i>California Lev II</i>	<i>EPA Tier 2</i>
Control Focus	<i>Hydrocarbon (HC)</i>	<i>Nitrogen Oxides (NOx)</i>
Control Achievement	<i>Declining Annual Fleet Average for 2 Light Duty (LD) Vehicle Categories</i>	<i>Phase In to Average NOx Standard for 2 Light Duty (LD) Vehicle Categories</i>
Timing	<i>Average Decline Annually from 2004 to 2010</i>	<i>NOx Standard Met: 2007 – Cars & LD Trucks 2009 – SUVs & Heavier Trucks</i>
Mileage Basis	<i>50,000 Miles</i>	<i>120,000 Miles</i>

California LEV II/EPA TIER 2 Comparison

The California LEV II program sets the fleet HC (NMOG) standards and fleet-wide NOX levels result from the implementation of the program. Average NOX levels are not specified.

The EPA Tier 2 program sets the fleet NOx standards and fleet-wide VOC levels result from the implementation of the program. Average VOC levels are not set.

NOTE: Comparing VOC emissions between programs is difficult because of varying assumptions on fleet mix. The same is true for a comparison of NOx.