The provided templates meet the regulatory reguirements for the Envirormental Protection Agency and the 1037 and 49 CFR Part 535. The templates define the required data and the required formats for the data ir information into the templates satisify the requirements for Class 2B and 3 heavy-duty pickup trucks and va heavy-duty pickup trucks and vans must submit reports in advance of the model year providing early estima consumption standards. Note, the agencies understand that early model year reports contain estimates tha manufactures submit prior to the beginning of a new model year may not represent the final compliance ou manufacturer's good faith projection for demonstrating compliance with emission and fuel consumption sta

SECTION (1) - CERTIFICATION STATEMENTS

[a] Manufacturer attest that early certification for the EPA GHG and criteria polutant programs in model yea once selected, the decision cannot be reversed and the manufacturer must continue to comply with the san vehicles it manufacturers in each regulatory category for a given model year

[b] Manufacturer attest that it seeks early certification for the NHTSA fuel consumption program in model y once selected, the decision cannot be reversed and the manufacturer must continue to comply with the san vehicles it manufacturers in each regulatory category for a given model year

[c] Manufacturer attest that it seeks voluntary certification for the NHTSA fuel consumption program in moc acknowledge that once selected, the decision cannot be reversed and the manufacturer must continue to co model years for all the vehicles it manufacturers in each regulatory category for a given model year

[d] For model years 2014 and 2015, manufacturer attest that it will use fixed stardards for complying the EP approach. The manufacturer also acknowledge that once selected, the decision cannot be reversed and th same alternative for subsequent model years for all the vehicles it manufacturers in each regulatory categor

[e] For model years 2016 to 2018, manufacturer attest that it will use fixed stardards for complying the NHT the phase-in standards approach. The manufacturer also acknowledge that once selected, the decision can continue to comply with the same alternative for subsequent model years for all the vehicles it manufacture

SECTION (2) - SUBCONFIGURATION STANDARDS [a][b]

[a] Information provided in the section meets requirements specified in 1037.104(d)(14) and Par

[b] The definitions below decribe the required data in the MY Report in accordance with 40 CFR 600.002,

Subconfiguration means a unique combination within a vehicle configuration of equivalent test weight, roac EPA determines may significantly affect CO2 emissions within a vehicle configuration.

ENGINE = Engine code which means a unique combination, within an engine-system combination (as define other fuel delivery system), calibration, distributor calibration, choke calibration, auxiliary emission control the Administrator. For electric vehicles, engine code means a unique combination of manufacturer, electric device.

TRANS CLASS = Transmission class which means a group of transmissions having the following common feat
forward gears used in fuel economy testing (e.g., manual four-speed, three-speed automatic, two-speed ser
drive), type of overdrive, if applicable (e.g., final gear ratio less than 1.00, separate overdrive unit); torque c
transmission characteristics that may be determined to be significant by the EPA Administrator.

AXLE RATIO = Axle Ratio which means the number of times the input shaft to the differential (or equivalent)

in accordance with the provisions of part 86 of this chapter.

RL HP =Road Load Horsepower which means the amount of power at the driving wheels needed to move a

GVWR= Gross Vehicle Weight Rating means the value specified by the vehicle manufacturer as the maximun

engineering judgment. For example, compliance with SAE J2807 is generally considered to be consistent wi

tank capacity, and the weight of optional equipment computed in accordance with §86.1832–01; incomplet

PAYLOAD = Payload which means the resultant of subtracting the curb weight from the gross vehicle weight

TWG CPTY = Towing Capacity which means the resultant of subtracting the gross vehicle weight rating from

TRGT COEFF "a" & "b" = Subconfiguration Coefficients for Target Standard Equation for CO2

TRGT COEFF "c" & "d" = Subconfiguration Coefficients for Target Standard Equation for Fuel Consumption

XWD = 4wd Adjustment = 500 lbs if the vehicle group is equipped with 4wd and all-wheel drive, otherwise e

Work Factor = [0.75 x (Payload Capacity + Xwd)] + [0.25 x Towing Capacity]

CO2 TARGET STD = Subconfiguration Target Standard for CO2

FC TARGET STD = Subconfiguration Target Standard for Fuel Consumption

National Highway Traffic Safety Administration in 40 CFR Part 1036, 40 CFR Part
accordance with each agencies regulatory provisions. Manufacturers entering
ns in providing the agencies pre-model year reports. Manufacturers producing
tes demonstrating how their fleet(s) would comply with GHG emissions and fuel
t may change over the course of a model year and that compliance information
tcome. The agencies view the necessity for requiring early model reports as a
ndards.

OMB Control Number 2060-NEW
Expires xx-xx-20xx

	Use Arrow to Select Yes or No	**Select Starting Model Year**	**STD Type**
r 2013. The manufacturer also acknowledge that ne alternative for subsequent model years for all the			
ear 2013. The manufacturer also acknowledge that ne alternative for subsequent model years for all the			
del years 2014 or 2015. The manufacturer also omply with the same alternative for subsequent			
A program. If no, select phase-in standards e manufacturer must continue to comply with the y for a given model year			
SA program. If no, the manufacturers attest to using not be reversed and the manufacturer must ers in each regulatory category for a given model year			

t 535.8(b)(2)(i), (ii) and (iii)

40 CFR 86.1803 and 49 CFR 535.4

l-load horsepower, and any other operational characteristics or parameters that

d in §86.1803 of this chapter), of displacement, fuel injection (or carburetion or
devices, and other engine and emission control system components specified by
traction motor, motor configuration, motor controller, and energy storage

ures: Basic transmission type (manual, automatic, or semi-automatic); number of
ni-automatic); drive system (e.g., front wheel drive, rear wheel drive; four wheel
onverter type, if applicable (e.g., non-lockup, lockup, variable ratio); and other

turns for each turn of the drive wheels.

vehicle down the road at a steady speed . This power varies according to the

n design loaded weight of a single vehicle, consistent with good engineering judgment.

th good engineering judgment, especially for Class 3 and smaller vehicles.

e light-duty trucks shall have the curb weight specified by the manufacturer.

rating.

the gross combined weight rating.

quals 0 lbs for 2wd.

Example Template - Pre-Model Year Report

Manufacturer: __________

Select Model Year: 2014

Report: Conventional Fleet Pre-Model Year Report

Select EPA Phase-in: 1037.150(b) Table 1

Select NHTSA Phase-in: 535.5(a)(2) Alternative 2

Instructions

November 16, 2011

Paperwork Reduction Act Notice

The public reporting and recordkeeping burden for this collection of information is estimated to average 66 hours per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460 and to the Office of Management and Budget (OMB), Paperwork Reduction Project (1910-1800), Washington, D.C. 20503. Include the OMB control number(s) in any correspondence. Include the OMB control number(s) in any correspondence. Do not send the completed form to this address.

Subconfiguration Information							CO2 and FC Target Standard Information													Production Volumes		
A1. Truck Line Name	A2. Sub-config. Group Name	B. 2 or 4 Wheel Drive	C. Engine	D. Trans Class	E. Final Drive Ratio	F. Road Load HP	G. GVWR	H. Curb Weight	I. GCWR	J. ETW	K. Work Factor	L. Spark Ignition or Compression Ignition	M. A Target Coef	N. B Target Coef	O. CO2 Target Standard	P. C Target Coef	Q. D Target Coef	R. Conversion Factor	S. FC Target Standard	T. Projected production volume under 1037.104(a)	U. Projected production volume under 1037.150(l)	V. Projected Loose Engine production volume under 1037.150(m)
							lbs.	lbs.	lbs.	lbs.					gpm			gCO2/gal	gal/100 miles			
																				107,000	1,000	500
																						Manufactu
F250	A	2wd	8.0L	A6			9000	6000	18000		4500	Spark Ignition	0.0482	371	588	0.000542	4.17	8,887	6.61	20,000	1,000	500
F250	B	2wd	8.0L	M6			9000	6000	18000		4500	Compression Ignition	0.0478	368	583	0.000470	3.61	10,180	5.73	12,000	0	0
F350	C	2wd	8.0L	M6			11000	6000	18000		5500	Spark Ignition	0.0482	371	636	0.000542	4.17	8,887	7.15	8,000	0	0
F250	D	2wd	8.0L	M6			9000	6000	18000		4500	Spark Ignition	0.0482	371	588	0.000542	4.17	8,887	6.61	2,000	0	0
F250	E	2wd	8.0L	A6			9000	6000	18000		4500	Compression Ignition	0.0478	368	583	0.000470	3.61	10,180	5.73	10,000	0	0
F250	F	2wd	8.0L	A6			9000	6000	16000		4000	Spark Ignition	0.0482	371	564	0.000542	4.17	8,887	6.34	10,000	0	0
F250	G	2wd	8.0L	M6			9500	6000	15000		4000	Spark Ignition	0.0482	371	564	0.000542	4.17	8,887	6.34	20,000	0	0
F250	H	4wd	8.0L	M6			9000	6000	18000		4875	Spark Ignition	0.0482	371	606	0.000542	4.17	8,887	6.81	10,000	0	0
F250	I	2wd	8.0L	M6			9000	6000	18000		4500	Compression Ignition	0.0478	368	583	0.000470	3.61	10,180	5.73	5,000	0	0
F250	J	4wd	8.0L	M6			9000	6000	18000		4875	Spark Ignition	0.0482	371	606	0.000542	4.17	8,887	6.81	10,000	0	0

EPA Form Number

xxxx-xxx

Projected CO2 and FC Compliance Level

OMB Control Number 2060-NEW
Expires xx-xx-20xx

AA. Projected total production volume	BB. Projected fleet average CO2 (gpm)	CC. Projected fleet target CO2 (gpm)	DD. Projected fleet ave CO2 credit/debit (megagrams)
108,500	**587.0**	**586.9**	**(1,302)**

EE. Projected fleet average FC (gal/100 mile)	FF. Projected fleet target FC (gal/100 mile)	GG. Projected fleet ave FC credit/debit (gallons)
6.40	**6.39**	**(978,000)**

HH. Total Projected Fleet Average CO2 Credit/Debit (Megagrams)
(9,054)

II. Total Projected Fleet Average FC Credit/Debit (gallons)
(978,000)

GHG Compliance Level (see instructions)							**FC Compliance Level**			**GHG Credits**					**FC Credits**		
W. CO2 emissions	**X. CO2 Value based on ADC?**	**Y. If ADC derived, Subconfig. that is source of CO2base**	**Z. Projected Vol x CO2**	**AA. Projected Vol x Target CO2 Standard**	**AB. N2O FEL**	**AC. CH4 FEL**	**AD. Fuel Consumption**	**AE. Projected Vol x FC**	**AF. Projected Vol x Target FC Standard**	**AG. CO2 Credits required for N2O compliance**	**AH. CO2 Credits required for CH4 compliance**	**AI. Off Cycle CO2 credits**		**AK. Total CO2 credits**	**AL. Off Cycle FC credits**		**AN. Total FC credits**
gpm					**gpm**	**gpm**	**gal/100-mile**			**megagrams**	**megagrams**	**gpm**	**megagrams**	**megagrams**	**gal/100 mile**	**gallons**	**gallons**
Totals of Manufacturer Entered Production Volume, Calculated Megagram Data, Etc:																	
			63,687,000	**63,681,650**				**694,460**	**693,645**	**-7,152**	**-600**		**0**	**-7,752**		**0**	**0**
rer Entered Data (in the blue and yellow fields only):																	
588	No		12,642,000	12,639,850	0.06	0.06	6.62	142,330	142,115	-7,152	-600		0	-7,752	0.00	0	0
583	No		6,996,000	6,997,200	0.05	0.05	5.73	68,760	68,760	0	0		0	0	0.00	0	0
636	No		5,088,000	5,088,800	0.05	0.05	7.16	57,280	57,200	0	0		0	0	0.00	0	0
588	No		1,176,000	1,175,800	0.05	0.05	6.62	13,240	13,220	0	0		0	0	0.00	0	0
583	No		5,830,000	5,831,000	0.05	0.05	5.73	57,300	57,300	0	0		0	0	0.00	0	0
564	No		5,640,000	5,638,000	0.05	0.05	6.35	63,500	63,400	0	0		0	0	0.00	0	0
564	No		11,280,000	11,276,000	0.05	0.05	6.35	127,000	126,800	0	0		0	0	0.00	0	0
606	No		6,060,000	6,059,750	0.05	0.05	6.82	68,200	68,100	0	0		0	0	0.00	0	0
583	No		2,915,000	2,915,500	0.05	0.05	5.73	28,650	28,650	0	0		0	0	0.00	0	0
606	No		6,060,000	6,059,750	0.05	0.05	6.82	68,200	68,100	0	0		0	0	0.00	0	0
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AO.
Comments

1037.150(b) Table 1

Spark Ign	2013	0.0482	371	Compressior	2013	0.0478	368
	2014	0.0482	371		2014	0.0478	368
	2015	0.0479	369		2015	0.0474	366
	2016	0.0469	362		2016	0.046	354
	2017	0.046	354		2017	0.0445	343
	2018	0.044	339		2018	0.0416	320
	2019 and later	0.044	339		2019 and later	0.0416	320

1037.150(b) Table 2

Spark Ign	2013	0.04820	371	Compressior	2013	0.0478	368
	2014	0.04820	371		2014	0.0478	368
	2015	0.0479	369		2015	0.0474	366
	2016	0.0456	352		2016	0.044	339
	2017	0.0456	352		2017	0.044	339
	2018	0.0456	352		2018	0.044	339
	2019 and later	0.0456	352		2019 and later	0.044	339

Annual Data - Spark Ignition				Annual Data - Compression Ignition			
Table 1	2014	0.0482	371	Table 1	2014	0.0478	368
Table 2	2014	0.0482	371	Table 2	2014	0.0478	368

Active Data - Spark Ignition				Active Data - Compression Ignition			
Table 1	2014	0.0482	371	Table 1	2014	0.0478	368

535.5(a)(2) Alternative 1

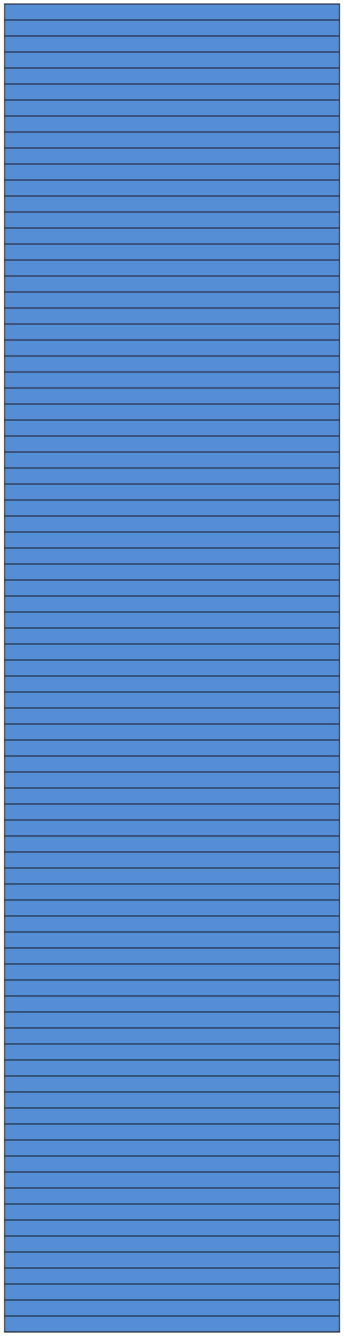
Spark Ign	2013	0.000542	4.17	Compressior	2013	0.000470	3.61
	2014	0.000542	4.17		2014	0.000470	3.61
	2015	0.000539	4.15		2015	0.000466	3.6
	2016	0.000513	3.96		2016	0.000432	3.33
	2017	0.000513	3.96		2017	0.000432	3.33
	2018	0.000513	3.96		2018	0.000432	3.33
	2019 and later	0.000495	3.81		2019 and later	0.000409	3.14

535.5(a)(2) Alternative 2

Spark Ign	2013	0.000542	4.17	Compressior	2013	0.000470	3.61
	2014	0.000542	4.17		2014	0.000470	3.61
	2015	0.000539	4.15		2015	0.000466	3.6
	2016	0.000528	4.07		2016	0.000452	3.48
	2017	0.000518	3.98		2017	0.000437	3.37
	2018	0.000495	3.81		2018	0.000409	3.14
	2019 and later	0.000495	3.81		2019 and later	0.000409	3.14

Annual Data - Spark Ignition				Annual Data - Compression Ignition			
Alternativ	2014	0.000542	4.17	Alternative 1	2014	0.00047	3.61
Alternativ	2014	0.000542	4.17	Alternative 2	2014	0.00047	3.61

Active Data - Spark Ignition				Active Data - Compression Ignition			
Alternativ	2014	0.000542	4.17	Alternative 2	2014	0.00047	3.61



Select Model Year:	**2014**
Report:	**Adv. Technology Flee**
Select EPA Phase-in:	1037.150(b) Ta
Select NHTSA Phase-in:	535.5(a)(2) Altern

Subconfiguration Information

A1. Truck Line Name	A2. Sub-config. Group Name	B. 2 or 4 Wheel Drive	C. Engine	D. Trans Class	E. Final Drive Ratio	F. Road Load HP
F250	h1	2wd	8.0L	A6		
F250	h2	2wd	8.0L	M6		

EPA Form Number
xxxx-xxx

et Pre-Model Year Report

able 1

native 2

Instructions

CO2 and FC					
G. GVWR	**H. Curb Weight**	**I. GCWR**	**J. ETW**	**K. Work Factor**	**L. Spark Ignition or Compression Ignition**
lbs.	**lbs.**	**lbs.**	**lbs.**		
9000	6000	18000		4500	Spark Ignition
9000	6000	18000		4500	Compression Ignition
				0	
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				0	
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Example Template

Target Standard Information

M. A Target Coef	N. B Target Coef	O. CO2 Target Standard gpm	P. C Target Coef	Q. D Target Coef	R. Conversion Factor gCO2/gal
0.0482	371	588	0.000542	4.17	8,887
0.0478	368	583	0.000470	3.61	10,180

- Pre-Model Year Report Projec

Manufacturer: ______________________

November 16, 2011

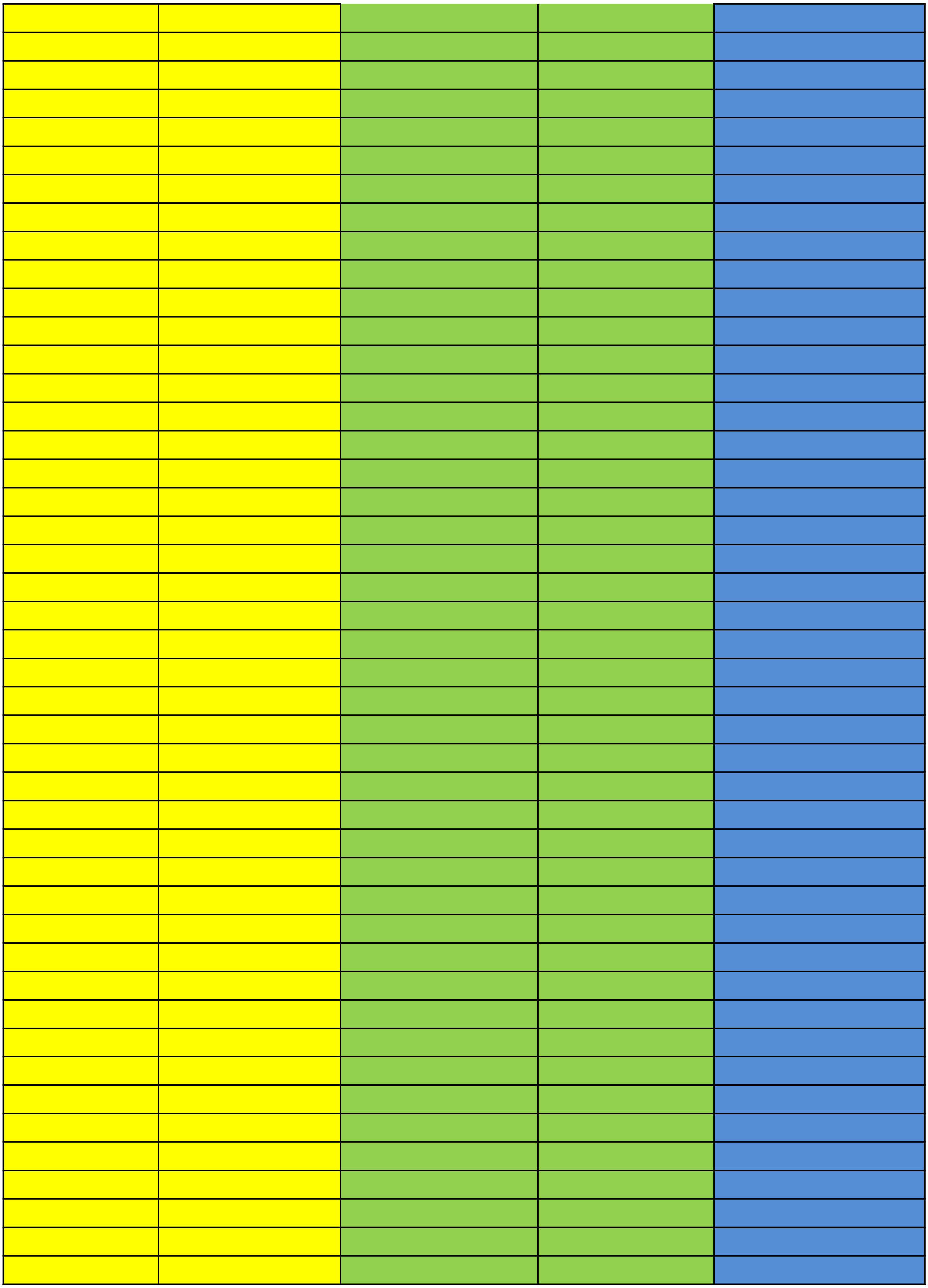
	Production Volumes			
S. FC Target Standard	T. Projected production volume under 1037.104(a)	U. Projected production volume under 1037.150(l)	V. Projected Loose Engine production volume under 1037.150(m)	W. CO2 emissions
gal/100 miles				gpm
	32,000	1,000	500	
				Manufacturer Entered Data
6.61	20,000	1,000	500	540
5.73	12,000	0	0	545

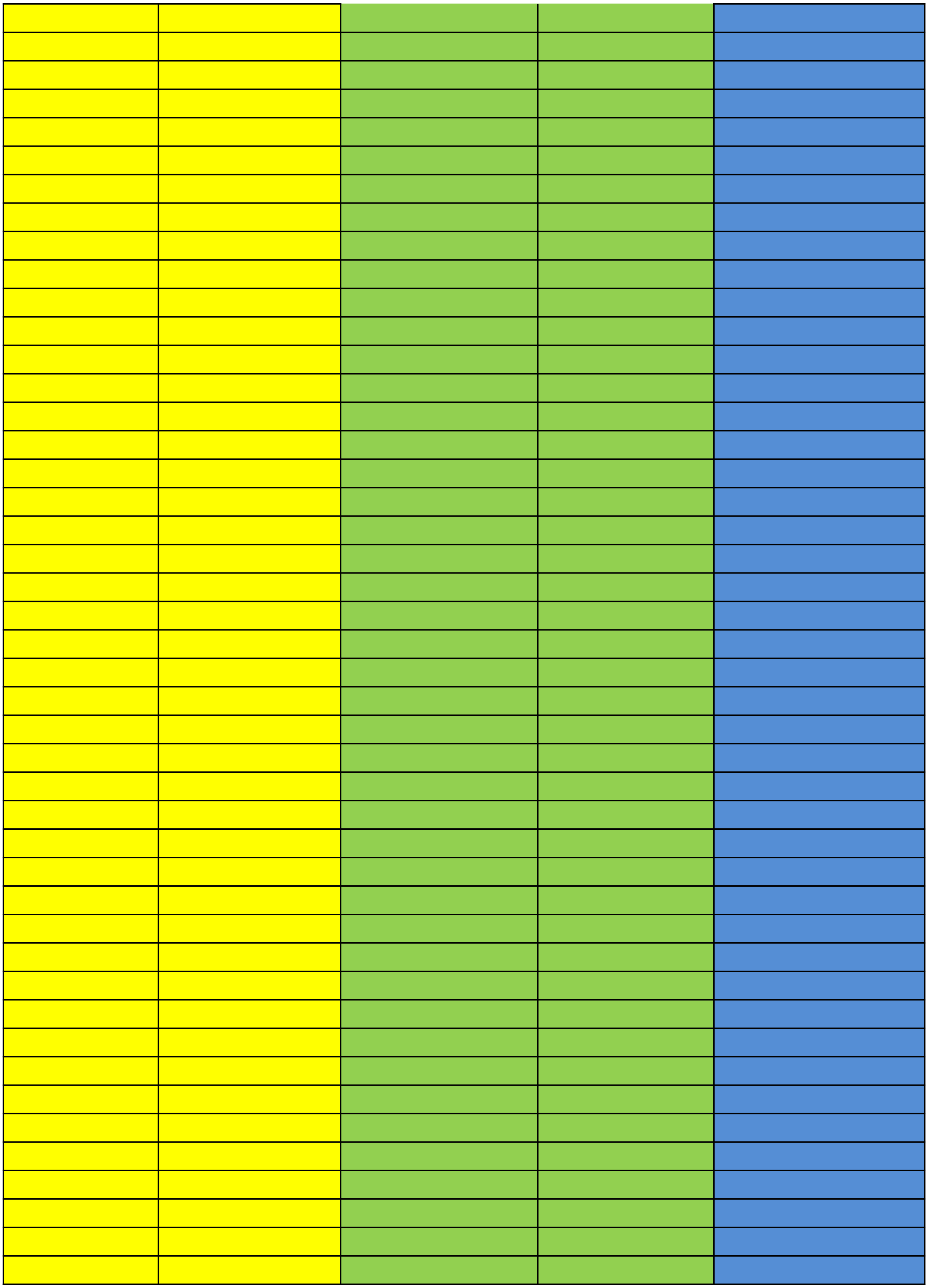
cted CO2 and FC Compliance Lev

AA. Projected total production volume	BB. Projected fleet average CO2 (gpm)	CC. Projected fleet target CO2 (gpm)	DD. Projected fleet ave CO2 credit/debit (megagrams)
33,500	**543**	**586**	**263,358**

GHG Compliance Level (see instructions)

X. CO2 Value based on ADC?	**Y. If ADC derived, Subconfig. that is source of CO2base**	**Z. Projected Vol x CO2**	**AA. Projected Vol x Target CO2 Standard**	**AB. N2O FEL**
				gpm
			Totals of Manufacturer Entered Produ	
		18,173,950	**19,637,050**	
(in the blue and yellow fields only):				
No		11,633,950	12,639,850	0.04
No		6,540,000	6,997,200	0.04





vel

EE. Projected fleet average FC (gal/100 mile)	FF. Projected fleet target FC (gal/100 mile)	GG. Projected fleet ave FC credit/debit (gallons)
5.83	**6.29**	**28,242,000**

	FC Compliance Level		
AC. CH4 FEL	**AD. Fuel Consumption**	**AE. Projected Vol x FC**	**AF. Projected Vol x Target FC Standard**
gpm	**gal/100-mile**		
uction Volume, Calculated Megagram Data, Etc:			
		195,185	**210,875**
0.04	6.08	130,985	142,115
0.05	5.35	64,200	68,760

OMB Control Number 2060-NEW

Expires xx-xx-20xx

HH. Total Projected Fleet Average CO2 Credit/Debit (Megagrams)
263,358

GHG Credits					
AG. CO2 Credits required for N2O compliance	**AH. CO2 Credits required for CH4 compliance**	**AI. Off Cycle CO2 credits**		**AK. Total CO2 credits**	**O F**
megagrams	**megagrams**	**gpm**	**megagrams**	**megagrams**	**gal/100 mile**
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II. Total Projected Fleet Average FC Credit/Debit (gallons)
28,242,000

FC Credits	
AL. **ff Cycle** **C credits**	**AN.** **Total FC credits**
gallons	**gallons**
0	**0**
0	0
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AO.
Comments

1037.150(b) Table 1

Spark Ign	2013	0.0482	371	Compression
	2014	0.0482	371	
	2015	0.0479	369	
	2016	0.0469	362	
	2017	0.046	354	
	2018	0.044	339	
	2019 and later	0.044	339	

1037.150(b) Table 2

Spark Ign	2013	0.04820	371	Compression
	2014	0.04820	371	
	2015	0.0479	369	
	2016	0.0456	352	
	2017	0.0456	352	
	2018	0.0456	352	
	2019 and later	0.0456	352	

Annual Data - Spark Ignition

Table 1	2014	0.0482	371	Table 1
Table 2	2014	0.0482	371	Table 2

Active Data - Spark Ignition

Table 1	2014	0.0482	371	Table 1

535.5(a)(2) Alternative 1

Spark Ign	2013	0.000542	4.17	Compression
	2014	0.000542	4.17	

	2015	0.000539	4.15	
	2016	0.000513	3.96	
	2017	0.000513	3.96	
	2018	0.000513	3.96	
	2019 and later	0.000495	3.81	
		535.5(a)(2) Alternative 2		
Spark Ign	2013	0.000542	4.17	Compression
	2014	0.000542	4.17	
	2015	0.000539	4.15	
	2016	0.000528	4.07	
	2017	0.000518	3.98	
	2018	0.000495	3.81	
	2019 and later	0.000495	3.81	
		Annual Data - Spark Ignition		
Alternativ	2014	0.000542	4.17	Alternative 1
Alternativ	2014	0.000542	4.17	Alternative 2
		Active Data - Spark Ignition		
Alternativ	2014	0.000542	4.17	Alternative 2

2013	0.0478	368
2014	0.0478	368
2015	0.0474	366
2016	0.046	354
2017	0.0445	343
2018	0.0416	320
2019 and later	0.0416	320
2013	0.0478	368
2014	0.0478	368
2015	0.0474	366
2016	0.044	339
2017	0.044	339
2018	0.044	339
2019 and later	0.044	339

Annual Data - Compression Ignition

2014	0.0478	368
2014	0.0478	368

Active Data - Compression Ignition

2014	0.0478	368
2013	0.000470	3.61
2014	0.000470	3.61

2015	0.000466	3.6
2016	0.000432	3.33
2017	0.000432	3.33
2018	0.000432	3.33
2019 and later	0.000409	3.14
2013	0.000470	3.61
2014	0.000470	3.61
2015	0.000466	3.6
2016	0.000452	3.48
2017	0.000437	3.37
2018	0.000409	3.14
2019 and later	0.000409	3.14
Annual Data - Compression Ignition		
2014	0.00047	3.61
2014	0.00047	3.61
Active Data - Compression Ignition		
2014	0.00047	3.61

Example Pre Model Year Credit Summary Report

CO2 Credit Summary

Fleet	Model Year	Target CO2 Standard (g/mile)	Manufacturer CO2 (g/mile)	U.S. Production Volume	CO2 Credit (Deficit) (Mg)
Conventional	2014	587	587	108,500	-1,302
Advanced Technology	2014	586	543	33,500	263,358

Fuel Consumption Credit Summary

Fleet	Model Year	Target FC Standard (gal/100 mile)	Manufacturer FC (gal/100 mile)	U.S. Production Volume	FC Credit (Deficit) (gal)
Conventional	2014	6.39	6.40	108,500	-978,000
Advanced Technology	2014	6.29	5.83	33,500	28,242,000

OMB Control Number 2060-NEW
Expires xx-xx-20xx

CO2 Credits Required for N2O Compliance (Mg)	CO2 Credits Required for CH4 Compliance (Mg)	CO2 Innovative Technology Credits (Mg)	Total CO2 Credits (Mg)	Date Credits Were Earned
-7,152	-600	0	-9,054	12/31/2014
0	0	0	263,358	12/31/2014

FC Innovative Technology Credits (gal)	Total FC Credits (gal)	Date Credits Were Earned	Comments
0	-978,000	12/31/2014	
0	28,242,000	12/31/2014	

Comments

United States Environmental Protection Agency, Office of Air and

January 31, 2021

HFC Worksheet

Manufacturer 0

Vehicle Family 0

Regulatory Subcategory 0

Averaging set 0

Please enter information for at least the following configurations: highest system emission rate, largest re

A/C System Information				
A/C system number	Refrigerant	Refrigerant GWP, if other than R134a	Production Volume	Refrigerant Capacity (g)

Installation details

Please list the corporate name(s) (other than the certifying manufacturer) of who will be the final installer(s) of the

Name	Location (state or country, if non-U.S.)

Radiation, Office of Transportation and Air Quality

OMB Control Number 2060-NEW
Expires xx-xx-20xx

Process Code 0

Model Year 0

Projected Volume 0

frigerant capacity , highest % leakage, and highest projected sales

Leakage Inputs (optional)				**A/C Leakage Rate**	
Rigid Pipe Connections emission rate	Service port/control device emission rate (g/year):	Hose permeation rate (g/year):	Compressor emission rate (g/year):	Total System HFC Emission Rate (g/year)	Total System HFC Percent Leakage (%/year)

A/C system

Location (state or country, if non-U.S.)	Location (state or country, if non-U.S.)

	Payload	U-L
Vocational		
L	2.85	110000
[illegible]	[illegible]	[illegible]
H	7.5	435000
Tractors		
7	12.5	185000
8	19	435000

Exam

Select Model Year:
Select Report:

Instructions

Notes

Model Type Information			
A. Subcon-figuration	**B. Drive**	**C. Engine**	**D. Trans**
A	2wd	8.0L	A6
B	2wd	8.0L	M6

Notes:

[1] CO2 benefit based on in-use combined (c

[3] Replicate sets of tests performed (minimu

EPA Form Number
xxx-xxx

ple Model Year Report - Innovat

Manufacturer: ________________

No

2014

Pre-Model Year Report

****CONFIDENTIAL****

Off Cycle Technology		
E. Description	**F. Type of Testing (5-cycle or Other)**	**G. Date Announced in Federal Register**
Active aerodynamics	Other	7-Jan-11
Same as above	Other	7-Jan-11

city/hwy) CO2 value tested with and without the device (adjusted for full useful-lif
m of 3 test sets with the device and 3 test sets without the device).

ive Technology Credits Earned

vember 16, 2010

	AA. Total production volume generating credits [Σ J]		BB. Total Off-Cycle Credits for the Model Year (megagrams) [Σ L]
Totals for the Model Year:	15,000		6,480

		Production	Credits Generated	
H. Date of EPA & NHTSA Approval	I. Initial Model Year Credits can be Generated	J. Production volume (generating credits)	K. Off-Cycle C02 benefit[1] (per vehicle) [round to 0.1]	L. Off-cycle credits
		units	gpm	megagrams
6-May-11	2013MY	10,000	3.6	4,320
6-May-11	2013MY	5,000	3.6	2,160
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				0

e compliance).

OMB Control Number 2060-NEW
Expires xx-xx-20xx

M. Comments
Carryover from 2013
Carryover from 2013