

| Model year | Multiplier (Y) for use in MY 2010 or later corporate averaging | |
|-------------------------|---|--|
| | If your certified emission level is less than 0.8 g/km, but greater than 0.4 g/km, then Y = | If your certified emission level is less than 0.4 g/km, then Y = |
| 2003 through 2006 | 1.500 | 3.000 |
| 2007 | 1.375 | 2.500 |
| 2008 | 1.250 | 2.000 |
| 2009 | 1.125 | 1.500 |

(3) Credits banked under this paragraph (j) may be use for compliance with any 2010 or later model year standards as follows:

(i) If your average emission level is above the average standard, calculate your credit deficit according to the following equation, rounding to the nearest tenth of a gram:

$$\text{Deficit} = (\text{Emission Level} - \text{Average Standard}) \times (\text{Total Annual Production}) \times (\text{Useful Life})$$

(ii) Credit deficits may be offset using banked credits.

(k) Credits may not be exchanged across averaging sets except as explicitly allowed by this paragraph (k).

(1) There are two averaging sets:

(i) Class I and Class II motorcycles certified to HC+NO_x standards.

(ii) Class III motorcycles.

(2) Where a manufacturer's average HC+NO_x emission level for Class III motorcycles (as calculated under paragraph (d)(1) of this section) is below the applicable standard, the manufacturer may generate credits that may be used show compliance with HC+NO_x standards for Class I and Class II motorcycles during the same model year. Use the following equations to calculate credits and credit deficits for each class or subclass:

$$\text{Credit} = (\text{Average Standard} - \text{Emission Level}) \times (\text{Total Annual Production}) \times (\text{Useful Life})$$

$$\text{Deficit} = (\text{Emission Level} - \text{Average Standard}) \times (\text{Total Annual Production}) \times (\text{Useful Life})$$

(l) Manufacturers participating in the averaging program of this section may modify FELs during the model year as specified in this paragraph (l).

(1) Upon notifying EPA, manufacturers may raise the FEL for an engine family and begin labeling motorcycles with the new FEL.

(2) Manufacturers may ask to lower FELs based on test data of production vehicles showing that the motorcycles in the engine family have emissions below the new FEL. Manufacturers must test the motorcycles according to 40 CFR part 1051, subpart D. Manufacturers may not begin labeling motorcycles with the new FEL until they have received EPA approval to do so.

(3) Manufacturers may not change the FEL of any motorcycle that has been placed into service or that is no longer in their possession.

[69 FR 2439, Jan. 15, 2004]

Subpart F—Emission Regulations for 1978 and Later New Motorcycles; Test Procedures

SOURCE: 42 FR 1137, Jan. 5, 1977, unless otherwise noted.

§ 86.501-78 Applicability.

(a) This subpart contains the motorcycle test procedures specified in subpart E.

(b) Provisions of this subpart apply to tests performed by both the Administrator and motor vehicle manufacturers.

§ 86.502-78 Definitions.

(a) The definitions in § 86.402-78 apply to this subpart.

(b) [Reserved]

§ 86.503-78 Abbreviations.

(a) The abbreviations in § 86.403-78 apply to this subpart.

(b) [Reserved]

§ 86.504-78 Section numbering.

(a) The section numbering system described in § 86.404-78 is used in this subpart.

(b) [Reserved]