

## Minor Technical Change Has No Impact On E15 Waiver for MY2001-06 Vehicles

**E**PA has concluded that a recently discovered minor technical error related to one test vehicle has no material impact on its January 2011 decision to grant a partial waiver allowing up to 15% ethanol in gasoline (E15) to be sold for use in model year (MY) 2001-2006 passenger vehicles. The error stemmed from a manufacturer's mislabeling of the test vehicle model. Because the MY2001-06 waiver is currently under review by the U.S. Court of Appeals for the District of Columbia Circuit, EPA has informed the Court and other parties of the technical error, even though it is minor. EPA's action is in keeping with the Agency's commitment to transparency and to following science and the law.

- As a result of the manufacturer's incorrect Vehicle Emission Control Information (VECI) label, EPA compared the test results for a single MY2001-2006 test vehicle model, the MY2002 Nissan Frontier, to emission standards for one category of light-duty trucks instead of another category of light-duty trucks.
- The corrected comparison shows that the Frontier operated on E15 met the applicable standards throughout its regulatory full useful life (FUL) of 100,000 miles. It exceeded only the standard for nonmethane organic hydrocarbons (NMOG) by 0.003 grams per miles (0.090 versus 0.093) when tested at 140,000 miles, 40,000 miles beyond when standards apply.
- The corrected comparison also shows that more E0 test vehicles operated on E0 (gasoline with no ethanol) had more total emissions exceedances than did E15 test vehicles. Specifically, three E0 test vehicles experienced a total of six exceedances whereas two E15 vehicles had a total of two exceedances.

- The emissions deterioration analysis of the full set of MY2001-2006 test vehicle data, including for the Frontier, indicates that E15 is not likely the cause of the E15 vehicles' exceedances.
- The corrected comparison is consistent with and supportive of the factual and analytical bases for the January 2011 partial waiver for MY2001-2006 passenger vehicles.
- The primary bases for the January 2011 partial waiver decision are an engineering assessment based on vehicle design changes and an emissions deterioration analysis based on extensive Department of Energy (DOE) test data. The minor technical error does not affect either of these analyses.
- There is no change to the October 2010 and January 2011 partial waivers that together allow E15 to be sold for use in MY2001 and newer passenger vehicles. Both waivers remain in effect.
- The minor technical error with respect to the MY2002 Frontier in no way affects the October 2010 partial waiver for MY2007 and newer passenger vehicles.

## For More Information

You can access EPA's complete evaluation of the DOE Catalyst Study test results for the Frontier and related materials on EPA's Office of Transportation and Air Quality (OTAQ) Web site at:

[www.epa.gov/otaq/regs/fuels/additive/e15](http://www.epa.gov/otaq/regs/fuels/additive/e15)

For additional information please contact EPA's Fuels Program at:

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