

Vehicle_ID	Test_Type/ PEMS_Route	Start_Odometer [mi]	Start_Date	Start_Time	Phase_Number/ Bag_Number / Route_Segment	Grams_Per_Mile_Thc	Grams_Per_Mile_Co	Grams_Per_Mile_Nox	Grams_Per_Mile_Co2	Grams_Per_Mile_NMHC	Grams_Per_Mile_CH4	Grams_Per_Mile _NMOG+NOx	Grams_Per_Mile_N2O
IUG2 Vehicle #2	Transfer LATC to ARB / Combined Route-A0	102966	08/13/24	09:28:00	A0	0.019	0.327	0.051	335.26	0.018	0.000	0.069	
IUG2 Vehicle #2	Freeway East / Combined Route-A1	102990	08/13/24	10:07:00	A1	0.001	0.237	0.025	321.78	0.001	0.000	0.026	
IUG2 Vehicle #2	Uphill / Combined Route-A2	103017	08/13/24	10:37:00	A2	0.001	0.404	0.047	623.94	0.001	0.000	0.048	
IUG2 Vehicle #2	Downhill / Combined Route-B1	103034	08/13/24	11:14:00	B1	0.021	0.213	0.082	210.43	0.020	0.001	0.103	
IUG2 Vehicle #2	Freeway West / Combined Route-B2	103052	08/13/24	11:46:00	B2	0.001	0.175	0.017	268.84	0.001	0.000	0.019	
IUG2 Vehicle #2	PEMS Combined Route				Total / Weighted Results	0.008	0.262	0.041	339.16	0.008	0.000	0.048	
IUG2 Vehicle #2	Transfer LATC to L.A. Downtown / DT0	103105	08/14/24	08:05:00	DT0	0.022	0.372	0.087	379.26	0.022	0.001	0.109	
IUG2 Vehicle #2	Urban Downtown L.A. Route/ DT1	103124	08/14/24	08:46:00	DT1	0.005	0.348	0.050	460.22	0.005	0.000	0.055	
IUG2 Vehicle #2	PEMS Urban/Downtown L.A. Route				Total / Weighted Results	0.014	0.361	0.070	416.53	0.014	0.000	0.084	
IUG2 Vehicle #2					Phase 1	0.117	0.480	0.116	435.08	0.062	0.058	0.177	0.001
IUG2 Vehicle #2					Phase 2	0.006	0.009	0.002	345.42	0.000	0.006	0.003	0.001
IUG2 Vehicle #2					Phase 3	0.019	0.010	0.023	351.97	0.003	0.017	0.025	0.001
IUG2 Vehicle #2	FTP75	103196	09/11/24	15:20:44	Total / Weighted Results	0.033	0.107	0.031	365.81	0.014	0.020	0.045	0.001
IUG2 Vehicle #2					Phase 2	0.000	0.005	0.001	249.12	0.000	0.001	0.001	0.001
IUG2 Vehicle #2	HWFET	103207	09/11/24	16:40:40	Total / Weighted Results	0.000	0.005	0.001	249.12	0.000	0.001	0.001	0.001
IUG2 Vehicle #2					Phase 2	0.001	0.007	0.010	403.89	0.000	0.001	0.010	0.001
IUG2 Vehicle #2	US06	103228	09/11/24	17:36:23	Total / Weighted Results	0.001	0.007	0.010	403.89	0.000	0.001	0.010	0.001
IUG2 Vehicle #2					Phase 1	0.109	0.470	0.125	457.48	0.054	0.057	0.179	0.001
IUG2 Vehicle #2					Phase 2	0.006	0.008	0.001	358.28	0.001	0.005	0.002	0.001
IUG2 Vehicle #2					Phase 3	0.016	0.006	0.030	354.49	0.002	0.014	0.032	0.001
IUG2 Vehicle #2	FTP75	103252	09/12/24	16:29:12	Total / Weighted Results	0.030	0.103	0.035	377.80	0.012	0.018	0.047	0.001
IUG2 Vehicle #2					Phase 2	0.001	0.005	0.001	255.99	0.000	0.001	0.001	0.001
IUG2 Vehicle #2	HWFET	103263	09/12/24	17:45:05	Total / Weighted Results	0.001	0.005	0.001	255.99	0.000	0.001	0.001	0.001
IUG2 Vehicle #2					Phase 2	0.000	0.006	0.036	403.26	0.000	0.001	0.036	0.001
IUG2 Vehicle #2	US06	103284	09/12/24	18:40:33	Total / Weighted Results	0.000	0.006	0.036	403.26	0.000	0.001	0.036	0.001
IUG2 Vehicle #2					Phase 1	0.110	0.474	0.126	448.77	0.057	0.055	0.184	0.001
IUG2 Vehicle #2					Phase 2	0.004	0.008	0.002	362.20	0.000	0.004	0.002	0.003
IUG2 Vehicle #2					Phase 3	0.022	0.008	0.035	347.54	0.003	0.020	0.038	0.001
IUG2 Vehicle #2	FTP75	103307	09/13/24	14:27:53	Total / Weighted Results	0.031	0.105	0.037	376.11	0.013	0.019	0.049	0.002
IUG2 Vehicle #2					Phase 2	0.001	0.005	0.001	251.34	0.000	0.001	0.001	0.001
IUG2 Vehicle #2	HWFET	103319	09/13/24	15:41:21	Total / Weighted Results	0.001	0.005	0.001	251.34	0.000	0.001	0.001	0.001
IUG2 Vehicle #2					Phase 2	0.001	0.006	0.039	399.61	0.000	0.001	0.039	0.001
IUG2 Vehicle #2	US06	103339	09/13/24	16:36:39	Total / Weighted Results	0.001	0.006	0.039	399.61	0.000	0.001	0.039	0.001
IUG2 Vehicle #2					Phase 1	0.094	0.387	0.141	444.98	0.045	0.052	0.186	0.001
IUG2 Vehicle #2					Phase 2	0.005	0.010	0.002	363.19	0.000	0.005	0.002	0.003
IUG2 Vehicle #2					Phase 3	0.006	0.009	0.002	347.92	0.000	0.006	0.003	0.002
IUG2 Vehicle #2					Phase 4	0.006	0.009	0.002	345.71	0.000	0.006	0.002	0.002
IUG2 Vehicle #2					Phase 5	0.006	0.011	0.003	348.68	0.001	0.006	0.004	0.002
IUG2 Vehicle #2					Phase 6	0.006	0.008	0.003	350.79	0.000	0.006	0.003	0.002
IUG2 Vehicle #2					Phase 7	0.006	0.008	0.004	350.87	0.001	0.006	0.005	0.002
IUG2 Vehicle #2	Special Cycle A - Cold	103363	09/14/24	07:25:55	Total / Weighted Results	0.018	0.060	0.021	363.79	0.006	0.012	0.028	0.002
IUG2 Vehicle #2					Phase 2	0.001	0.011	0.002	318.54	0.001	0.000	0.003	0.001
IUG2 Vehicle #2					Phase 3	0.003	0.014	0.005	336.72	0.001	0.002	0.006	0.004
IUG2 Vehicle #2					Phase 4	0.004	0.014	0.013	339.38	0.001	0.003	0.014	0.003
IUG2 Vehicle #2					Phase 5	0.003	0.012	0.023	340.99	0.000	0.004	0.023	0.003
IUG2 Vehicle #2					Phase 6	0.004	0.014	0.027	339.15	0.001	0.003	0.027	0.002
IUG2 Vehicle #2					Phase 7	0.004	0.013	0.028	338.42	0.001	0.004	0.028	0.003
IUG2 Vehicle #2					Phase 8	0.002	0.012	0.029	338.80	0.000	0.003	0.029	0.002
IUG2 Vehicle #2	Special Cycle A - Hot	103454	09/16/24	12:26:18	Total / Weighted Results	0.003	0.013	0.018	336.18	0.001	0.003	0.019	0.003

Emissions sample table is an enhancement to Appendix B, 4.a.vi

	Bag Results (g/mi)	Second-by-second modal emissions concentration in PPM (undiluted modal)
THC ¹	✓	✓
CO	✓	✓
NOx	✓	✓
CO2	✓	✓
NMHC ²	✓	
CH4	✓	
N2O	✓	
NMOG ³ +NOx	✓	

1: per CFR Title 40 Part 86 Subpart B 110-94 (a)(2) and (3) for FTP and SFTP cycles, THC is an integrated measurement for the sample. For Special Cycle-A tests, THC is sampled directly from the bag.

2: NMHC is calculated based on THC - CH4. See comment 1 regarding THC. For PEMS testing, NMHC is calculated as: NMHC= 0.98xTHC.

3: For diesel vehicles, NMOG shall mean non-methane hydrocarbons and shall be measured in accordance with Part B (Determination of NMHC Emissions by Flame Ionization Detection) of the “California Non-Methane Organic Gas Test Procedures.”