Air Resources Board

Mary D. Nichols, Chairman
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Sacramento, California 95812 • www.arb.ca.gov

Linda S. Adams
Secretary for
Environmental Protection

Arnold Schwarzenegger
Governor

June 5, 2009

Ms. Laura Yoshii
Acting Regional Administrator
Region 9
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, California 94105

Dear Ms. Yoshii:

The Air Resources Board (ARB) is transmitting to the U.S. Environmental Protection Agency (U.S. EPA), a revision to the California State Implementation Plan (SIP) for California's Motor Vehicle Inspection and Maintenance (I/M) program.

In 1996, ARB submitted to U.S. EPA a SIP revision for California's basic and enhanced I/M program. In January 1997 U.S. EPA gave final approval of California's basic I/M program and interim approval of the enhanced I/M program. U.S. EPA approved a SIP revision in May 2007 which showed the enhanced I/M program in the South Coast Air Basin meets the U.S. EPA performance standard for carbon monoxide. We are now submitting the following materials to allow U.S. EPA to move forward on approval of the entire Smog Check program for all nonattainment areas statewide.

Under California State law, the Bureau of Automotive Repair (BAR) is responsible for developing and implementing the State's I/M program. BAR is also responsible for developing and adopting SIP elements related to I/M. BAR held a public hearing on the SIP revision on May 7, 2009. Under our overall responsibility for the SIP, ARB is submitting the SIP amendments to U.S. EPA.

This package contains five copies of the following materials that are being submitted as part of the SIP revision:

I. Document entitled "Revised State Implementation Plan for California's Motor Vehicle Inspection and Maintenance Program" with attachments.
II. Copy of public hearing notice for hearing held May 7, 2009.

III. Proof of announcement of public hearing.
IV. Copy of public comments received.
V. July 16, 2007 letter from Sherry Mehl, BAR Chief, to Mary D. Nichols, ARB Chairman, committing BAR to work with ARB to obtain additional emission reductions through changes to the I/M program as outlined in the State Strategy for the 2007 SIP.
VI. Most recent versions of the California statutes relevant to California's I/M program; we are submitting those code sections that have been amended since our 1996 I/M SIP submittal; these statutes are included in Attachment 1 to the document "Revised State Implementation Plan for California's Motor Vehicle Inspection and Maintenance Program".
VII. Current versions of BAR's I/M regulations; these regulations update and replace BAR's I/M regulations that are currently incorporated in the SIP; these regulations are included in Attachment 1 to the document "Revised State Implementation Plan for California's Motor Vehicle Inspection and Maintenance Program".
VIII. A table listing the changes made to BAR's I/M regulations from 1995 through 2008 and supporting documentation for the regulatory changes.
IX. ARB Executive Order S-09-008 adopting the SIP revision.
X. SIP Completeness Checklist.

For informational purposes only, we are providing a table showing the legislation enacted from 1995 through 2008 relating to California's I/M program. We are also sending the transcript of the May 7 public hearing under separate cover.

If you have any questions, please call Ms. Lynn Terry, Deputy Executive Officer, at (916) 322-2739, or have your staff contact Mr. Kurt Karperos, Chief, Air Quality and Transportation Planning Branch, at (916) 322-0285.

Sincerely,

James N. Goldstene
Executive Officer

Enclosures

cc: See next page.

cc: (w/o Enclosures)

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PTSD Chron (w/ Enclosures)
AQTPB Chron (w/Enclosures)
SIP Library (w/ Enclosures)

PTSD Assignment # 7246, ARB Assignment #14609

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COMPLETENESS CHECKLIST FOR SIP REVISION
California Inspection and Maintenance Program (Smog Check) SIP

Planning Area: All Nonattainment Areas

Title 40 CFR, Part 51, Appendix V – Criteria for Determining the Completeness of Plan Submissions	Enclosed	Notes
ADMINISTRATIVE MATERIALS		
2.1(a) Submittal Letter from Governor's Designee	X	See letter addressed to Ms. Laura Yoshii from Mr. James N. Goldstene
2.1(b) Evidence of Adoption	X	See ARB Executive Order x-xxx-xxx
2.1(c) Legal Authority Citation	X	See ARB Executive Order x-xxx-xxx
2.1(d) Copy of : a. Attainment Plan b: Contingency Measures		Not applicable
2.1(e) Evidence of Compliance with State's Procedural Requirements	X	See ARB Executive Order x-xxx-xxx
2.1(f) Evidence of Public Notice Consistent with 40 CFR part 51.102	X	See Notice of Public Hearing published May 7, 2009
2.1(g) Certification of Public Hearing in Accordance with Notice	X	See Statement of Kurt Karperos regarding public notice
2.1(h) Compilation of Public Comments and Responses	X	See one submitted public comment
2.2(a) Identification of Regulated Pollutant		Not applicable
2.2(b) Identification of Attainment Area/Status		Not applicable
2.2(c) Estimate of Plan's Impact on Emissions		Not applicable
2.2(d) Demonstration that Plan Approval/Implementation Protects NAAQS		Not applicable
2.2(e) Modeling Support		Not applicable
2.2(f)- Compliance/Enforcement and 2.2(i) Justification		Not applicable

State of California
AIR RESOURCES BOARD

Executive Order S-09-008

WHEREAS, under sections 107(d)(4)(A) and 301 of the federal Clean Air Act (the "Act"; 42 U.S.C. sections 7401 et seq.), certain areas of California have been designated as marginal, moderate, serious, severe, and extreme nonattainment for ozone, and as nonattainment for carbon monoxide;

WHEREAS, Section 182(a)(2)(B) of the Act requires states to submit a revision to the State Implementation Plan (SIP) to provide for "basic" motor vehicle Inspection and Maintenance (I/M) programs in certain nonattainment areas of each State;

WHEREAS, section 182(c)(3) of the Act further requires States to submit a revision to the SIP to provide for an "enhanced" I/M program in certain areas of each State that have been designated as serious nonattainment for ozone;

WHEREAS, the Act also requires provisions for an enhanced I/M program in certain areas of each state that have been designated as severe and extreme nonattainment for ozone, and in certain areas that have been designated as nonattainment for carbon monoxide;

WHEREAS, section 182 of the Act requires both basic and enhanced I/M programs to comply with guidance published in the Federal Register by the Administrator of the United States Environmental Protection Agency (U.S. EPA);

WHEREAS, section 182 of the Act requires the Administrator to review, revise, update, and republish in the Federal Register the guidance for the States' motor vehicle I/M programs, and further requires that the guidance shall provide the States with continued reasonable flexibility to fashion effective, reasonable, and fair programs for the affected consumer;

WHEREAS, on November 5, 1992, the U.S. EPA published a Final Rule on Inspection and Maintenance Program Requirements (the "Final I/M Rule"; 57 FR 52950; 40 C.F.R. Part 51, Subpart S) to fulfill its responsibilities to issue guidance under section 182 of the Act;

WHEREAS, the Final I/M Rule establishes performance standards and other requirements for both basic and enhanced I/M programs;

WHEREAS, on January 22, 1996, the Air Resources Board (ARB or Board) submitted to the U.S EPA a SIP revision for the basic and enhanced I/M program;

WHEREAS, on January 8, 1997, the U.S. EPA gave final approval of the basic program and interim approval of the enhanced program;

WHEREAS, on February 24, 2006, ARB submitted to the U.S. EPA a SIP revision demonstrating that the enhanced I/M program, as it applied in the South Coast Nonattainment Area, met the U.S. EPA performance standard for "low" enhanced I/M programs for carbon monoxide (CO), and on March 11, 2007 U.S. EPA approved this revision as part of the redesignation of the South Coast Nonattainment Area to attainment for CO;

WHEREAS, under California law the Bureau of Automotive Repair (BAR) is responsible for developing and implementing California's I/M program;

WHEREAS, BAR has continued to adopt improvements to the I/M program since the January 1996 I/M SIP submittal to U.S. EPA;

WHEREAS, the Final I/M Rule requires California to demonstrate that its I/M program meets the federal performance standards specified in the Final I/M Rule;

WHEREAS, ARB and BAR have developed a SIP revision demonstrating that California's I/M program meets the federal basic and enhanced performance standards for ozone nonattainment areas;

WHEREAS, on May 7, 2009, BAR held a duly noticed public hearing on the proposed SIP revision to California's I/M program;

WHEREAS, the SIP revision includes the most recent versions of BAR's I/M regulations and the California statues relevant to California's I/M program;

WHEREAS, sections 39600 and 39601 of the Health and Safety Code authorize the Board to act as necessary to execute the powers and duties granted to and imposed upon the Board and to assist the local air pollution control an air quality management districts;

WHEREAS, section 39602 of the Health and Safety Code designates the Board as the agency responsible for the preparation of the SIP required by the Act;

WHEREAS, sections 39515 and 39516 of the Health and Safety Code delegate to the Executive Officer the authority to act for the Board in this matter;

NOW, THEREFORE, IT IS ORDERED that ARB hereby adopts and submits to the United States Environmental Protection Agency for its approval the attached I/M revision to the California State Implementation Plan.

IT IS FURTHER ORDERED that ARB hereby requests the U.S. EPA to approve the attached I/M SIP revision pursuant to section 110(k) of the Act.

I Certify, pursuant to 40 C.F.R. 51.102, that the attached SIP revision was adopted after notice and public hearing as required by 40 C.F.R. 51.102.

Executed this 9 day of JUNE 2009, at Sacramento, California.

James N. Goldstene
Executive Officer

Revised State Implementation Plan For California's Motor Vehicle INSPECTION & MAINTENANCE PROGRAM

Release Date: April 7, 2009

The report has been reviewed and approved for publication by the staff of the California Department of Consumer Affairs, Bureau of Automotive Repair and the California Air Resources Board. Approval does not signify that the contents necessarily reflect the views and policies of California Department of Consumer Affairs, Bureau of Automotive Repair and the California Air Resources Board.

California Department of Consumer Affairs
Bureau of Automotive Repair

California Air Resources Board

On January 22, 1996, the Air Resources Board (ARB or Board) submitted to the U.S EPA a SIP revision for the basic and enhanced I/M program. The proposed SIP revision covers changes made to the program from 1996 up through 2008. Specifically, the revision includes a description of the geographical coverage of the program, a detailed discussion of each required program element, the legal authority for the program, evidence of adequate findings and resources, and the text of all implementing regulations.

Title 40 of the Code of Federal Regulations, Part 51, Subpart S, section 51.353 requires a demonstration that the state's enhanced I/M program meets or exceeds the performance standard specified in section 51.351. This SIP revision includes demonstrations that the enhanced program meets the applicable performance standard in each region where the enhanced program is required.

IMPLEMENTATION PLAN FOR INSPECTION / MAINTENANCE
2008 Update

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IMPLEMENTATION PLAN FOR INSPECTION / MAINTENANCE
2008 Update

§51.350 APPLICABILITY

SIP Requirements
1. *Include the legal authority or rules necessary to establish program boundaries.*
2. *Describe the applicable areas in detail.*

1. Legal Authority
Include the legal authority or rules necessary to establish program boundaries.

California's Health and Safety Code (HSC) Chapter 5, §44000, et seq., establishes California's Inspection and Maintenance Program, referred to as the Smog Check program (program). Refer to Attachment 1, Smog Check Program Laws and Regulations as of 2008, for actual code sections.

2. Description of Program Areas
Describe the applicable areas in detail.

Below is a written description of the program areas subject to the Smog Check program. Attachment 2 is a map of the program areas. Also refer to Attachment 3, List of Zip Codes by Program Area.

Enhanced Program: The enhanced program operates in urbanized areas of the state, any part of which is classified by the United States Environmental Protection Agency (USEPA) as a serious, severe, or extreme non-attainment area for ozone or a moderate or serious non-attainment area for carbon monoxide with a design value greater than 12.7 parts per million (ppm) pursuant to HSC §44003(a)(1). In addition, effective October 1, 2003, pursuant to HSC §44003.5, an enhanced program was established in the urbanized portions of the San Francisco Bay Area Basin.

Partially Enhanced: Areas opted into the enhanced program by the local Air Pollution Control District/Air Quality Management District pursuant to HSC §44003(c)(2). Although similar to the enhanced areas, no vehicles in a partially enhanced area are directed to have their biennial Smog Checks performed at Test-Only stations. These areas are described as "Enhanced Area, No Directed Vehicles" in Attachment 3.

Basic Program: As shown on the map, the basic program operates in other areas of the state as of March 30, 1994 pursuant to HSC §44003(b).

Change-of-Ownership Program: HSC §44003(b) and Vehicle Code (VC) §4000.1 and §4000.2 require Smog Check inspection as a condition of vehicle transfer (change-of-ownership) and as a condition of initial registration for vehicles brought into the state.

Exempt Program: The motor vehicle inspection program does not apply to any vehicle permanently located on an island in the Pacific Ocean located 20 miles or more from the mainland coast pursuant to HSC §44004.

§51.351 ENHANCED I/M PERFORMANCE STANDARD

SIP Requirements

Include a modeling demonstration that the I/M program meets the performance standard for the pollutant(s) which caused it to be subject to the program.

Below are the results of modeling runs that demonstrate the equivalency of California's enhanced Smog Check program to the performance standard. The modeling requirements, as called for in the Federal register, require that such modeling demonstrations be performed using the most current version of the EPA's mobile source emissions model, or an alternative. For this demonstration, ARB staff has used EPA's MOBILE6.2 emissions model.

The performance demonstration consists of determining the federal performance benchmark, by estimating the percent reduction in emissions for a federal High Enhanced I/M Performance Standard program in the base year of 2002, and comparing to the percent reduction in emissions for the California enhanced I/M program in the year before the expected attainment date. This performance demonstration is done for each nonattainment region that has the enhanced I/M program. Some regions could be modeled in their entirety, but some regions had to be broken down into smaller county and air basin combinations in order to do the modeling.

The following table lists the nonattainment regions with enhanced I/M and the expected attainment dates.

8-hr Ozone Nonattainment Area	Expected Attainment Date	Year before Expected Att. Date – for Modeling
South Coast	2024	2023
San Joaquin Valley	2024	2023
Sacramento Region	2019	2018
Coachella Valley	2019	2018
Ventura	2013	2012
Western Mojave Desert	2021	2020
San Diego	2009	2008
San Francisco Bay Area	2007	2006

MOBILE6.2 Model Inputs

The modeling runs used region-specific vehicle registration information, including distributions by vehicle class and age, from the EMFAC2007 v2.3 (Nov06) emissions model. The default diesel registration fractions in MOBILE6.2 were used for all regions except the San Francisco Bay Area, where San Francisco region-specific diesel fractions from EMFAC2007 were used. Other region-specific inputs from EMFAC2007 were hourly temperature and humidity profiles and Reid Vapor Pressure for the summer season.

The following table was used to convert vehicle class-specific inputs from EMFAC2007 to MOBILE6.2. The assignment of EMFAC2007 vehicle classifications to the MOBILE6.2 vehicle classes was facilitated using the MOBILE6.2 User's Guide (http://www.epa.gov/OMS/models/mobile6/420r03010.pdf, p. 242).

MOBILE Vehicle Class	EMFAC Vehicle Class
LDV	Passenger Cars
LDT1	T1 (0-3750 lbs.)
LDT2	T2 (3751-5750 lbs.)
LDT3	T3 (5751-8500 lbs.)
LDT4	T3 (5751-8500 lbs.)
HDV2B	T4 (8501-10,000 lbs.)
HDV3	T5 (10,001-14,000 lbs.)
HDV4	T6 (14,001-33,000 lbs.)
HDV5	T6 (14,001-33,000 lbs.)
HDV6	T6 (14,001-33,000 lbs.)
HDV7	T6 (14,001-33,000 lbs.)
HDV8A	T7 (>33,000 lbs.)
HDV8B	T7 (>33,000 lbs.)
HDBS	School Buses
HDBT	Urban Buses
MC	Motorcycles

Other inputs required for MOBILE6.2 were obtained from statewide Smog Check program statistics:

- ✓ The anti-tampering compliance rate refers to the portion of vehicles passing visual inspections.
- ✓ I/M stringency is the failure rate for pre-1981 vehicles. Statewide pre-1981 model year failure rates were estimated using Smog Check data for light- and heavy-duty vehicles.
- ✓ I/M compliance is the percentage of the covered fleet either complying or receiving a waiver. It was estimated by dividing total certifications issued (number of vehicles receive a certificate of passing or a waiver) by the total number of vehicles tested.
- ✓ Waiver rate was estimated by dividing the number of waivers issued by the total number of vehicles tested. The same rate was used both for pre-1981 and 1981 and newer vehicles, since this information was not distinguished by model year.

Input data for the High Enhanced I/M Performance Standard baseline run were provided by the U.S. EPA Office of Transportation and Air Quality.

Results

As shown in the following tables, the California enhanced I/M program in each of the regions either meets or exceeds the federal performance standard. The input and output files, and vehicle fleet distribution for each run are included in Attachment 4, Enhanced I/M Performance Modeling Files.

South Coast Federal Non Attainment Area Enhanced Smog Check Program Compared to No I/M

South Coast Air Basin

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	1.413	N/A	1.639	13.8%
NOx	2.505	N/A	2.643	5.2%
CO	15.066	N/A	18.132	16.9%
Calendar Year 2023 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.422	N/A	0.558	24.4%
NOx	0.440	N/A	0.608	27.6%
CO	5.322	N/A	7.431	28.4%

San Joaquin Valley Federal Non Attainment Area
Enhanced Smog Check Program Compared to No I/M

San Joaquin Valley Air Basin

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.744	N/A	2.043	14.6%
NOx	2.667	N/A	2.826	5.6%
CO	17.937	N/A	21.955	18.3%
Calendar Year 2023 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.411	N/A	0.544	24.4%
NOx	0.461	N/A	0.628	26.6%
CO	4.951	N/A	6.929	28.5%

Sacramento Federal Non Attainment Area Enhanced Smog Check Program Compared to No I/M

El Dorado County (Mountain Counties Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.663	N/A	1.947	14.6%
NOx	2.578	N/A	2.728	5.5%
CO	17.211	N/A	21.130	18.5%
Calendar Year 2018 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.583	N/A	0.708	17.7%
NOx	0.695	N/A	0.852	18.4%
CO	5.771	N/A	7.870	26.7%

Placer County (Mountain Counties Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.872	N/A	2.220	15.7%
NOx	2.804	N/A	2.970	5.6%
CO	19.079	N/A	23.824	19.9%
Calendar Year 2018 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.647	N/A	0.777	16.7%
NOx	0.705	N/A	0.864	18.4%
CO	6.673	N/A	8.869	24.8%

Placer County (Sacramento Valley Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.704	N/A	1.947	12.5%
NOx	2.573	N/A	2.728	5.7%
CO	17.614	N/A	21.130	16.6%
Calendar Year 2018 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.488	N/A	0.603	19.1%
NOx	0.562	N/A	0.712	21.1%
CO	5.250	N/A	7.160	26.7%

Sacramento Federal Non Attainment Area
Enhanced Smog Check Program Compared to No I/M
(continued)

Sacramento County

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.528	N/A	1.775	13.9%
NOx	2.531	N/A	2.681	5.6%
CO	16.075	N/A	19.407	17.2%

Calendar Year 2018 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.622	N/A	0.752	17.3%
NOx	0.680	N/A	0.841	19.1%
CO	5.789	N/A	7.902	26.7%

Solano County (Sacramento Valley Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	1.454	N/A	1.694	14.2%
NOx	2.518	N/A	2.656	5.2%
CO	15.706	N/A	19.027	17.5%

Calendar Year 2018 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.526	N/A	0.636	17.3%
NOx	0.611	N/A	0.750	18.5%
CO	5.472	N/A	7.317	25.2%

Yolo County

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.553	N/A	1.806	14.0%
NOx	2.589	N/A	2.739	5.5%
CO	16.336	N/A	19.716	17.1%

Calendar Year 2018 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.589	N/A	0.711	17.2%
NOx	0.647	N/A	0.798	18.9%
CO	5.654	N/A	7.653	26.1%

Coachella Valley Federal Non Attainment Area
Enhanced Smog Check Program Compared to No I/M

Riverside County (Salton Sea Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	1.429	N/A	1.649	13.3%
NOx	2.445	N/A	2.578	5.2%
CO	15.418	N/A	18.343	15.9%
Calendar Year 2018 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.519	N/A	0.634	18.1%
NOx	0.598	N/A	0.749	20.2%
CO	5.180	N/A	7.045	26.5%

Ventura County Federal Non Attainment Area Enhanced Smog Check Program Compared to No I/M

Ventura County

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	1.386	N/A	1.610	13.9%
NOx	2.543	N/A	2.686	5.3%
CO	14.871	N/A	17.910	17.0%
Calendar Year 2012 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.730	N/A	0.853	14.4%
NOx	1.159	N/A	1.303	11.1%
CO	7.089	N/A	9.332	24.0%

Western Mojave Desert Federal Non Attainment Area
Enhanced Smog Check Program Compared to No I/M

San Bernardino County (Mojave Desert Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.757	N/A	2.068	15.0%
NOx	2.656	N/A	2.808	5.4%
CO	18.016	N/A	22.237	19.0%
Calendar Year 2020 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.494	N/A	0.620	20.3%
NOx	0.513	N/A	0.670	23.4%
CO	5.006	N/A	6.898	27.4%

Los Angeles County (Mojave Desert Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.685	N/A	1.966	14.3%
NOx	2.623	N/A	2.779	5.6%
CO	17.463	N/A	21.241	17.8%
Calendar Year 2020 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.486	N/A	0.606	19.8%
NOx	0.509	N/A	0.658	22.6%
CO	4.952	N/A	6.766	26.8%

San Diego County Federal Non Attainment Area
Enhanced Smog Check Program Compared to No I/M

San Diego County

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	1.374	N/A	1.591	13.6%
NOx	2.513	N/A	2.658	5.5%
CO	14.789	N/A	17.717	16.5%
Calendar Year 2008 Emission Factors (grams/mile)				
	California Enhanced	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.852	0.832	0.973	14.5%
NOx	1.616	N/A	1.740	7.1%
CO	8.254	N/A	10.348	20.2%

San Francisco Federal Non Attainment Area
Enhanced Smog Check Program Compared to No I/M

San Francisco Air Basin

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Enhanced	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.371	N/A	1.584	13.4%
NOx	2.510	N/A	2.650	5.3%
CO	14.627	N/A	17.455	16.2%
Calendar Year 2006 Emission Factors (grams/mile)				
	California Enhanced*	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.933	0.913	1.056	13.5%
NOx	1.792	N/A	1.952	8.2%
CO	8.717	N/A	10.727	18.7%

* With San Francisco Air Basin Diesel Fractions from EMFAC2007 v2.3 Applied to MOBILE6.2 runs

§51.352 BASIC I/M PERFORMANCE STANDARD

SIP Requirements

Include a modeling demonstration that the I/M program meets the performance standard for the pollutant(s) which caused it to be subject to the program.

Below are the results of modeling runs that demonstrate the equivalency of California's basic Smog Check program to the performance standard. The modeling requirements, as called for in the Federal register, require that such modeling demonstrations be performed using the most current version of the EPA's mobile source emissions model, or an alternative. For this demonstration, ARB staff has used EPA's MOBILE6.2 emissions model.

The performance demonstration consists of determining the federal performance benchmark, by estimating the percent reduction in emissions for a federal Basic I/M Performance Standard program in the base year of 2002, and comparing to the percent reduction in emissions for the California basic I/M program in the year before the expected attainment date. This performance demonstration is done for each nonattainment region that has the basic I/M program. Some regions could be modeled in their entirety, but some regions had to be broken down into smaller county and air basin combinations in order to do the modeling.

The following table lists the nonattainment regions with basic I/M and the expected attainment dates.

8-hr Ozone Nonattainment Area	Expected Attainment Date	Year before Expected Att. Date – for Modeling
San Joaquin Valley	2024	2023
Eastern Kern	2014	2013
Sutter Buttes	2014	2013
Western Nevada Co.	2014	2013
Western Mojave Desert	2021	2020
San Diego	2009	2008
Chico (Butte Co.)	2009	2008

MOBILE6.2 Model Inputs

The modeling runs used region-specific vehicle registration information, including distributions by vehicle class and age, from the EMFAC2007 v2.3 (Nov06) emissions model. The default diesel registration fractions in MOBILE6.2 were used for all regions. Other region-specific inputs from EMFAC2007 were hourly temperature and humidity profiles and Reid Vapor Pressure for the summer season.

The following table was used to convert vehicle class-specific inputs from EMFAC2007 to MOBILE6.2. The assignment of EMFAC2007 vehicle classifications to the MOBILE6.2 vehicle classes was facilitated using the MOBILE6.2 User's Guide (http://www.epa.gov/OMS/models/mobile6/420r03010.pdf, p. 242).

MOBILE Vehicle Class	EMFAC Vehicle Class
LDV	Passenger Cars
LDT1	T1 (0-3750 lbs.)
LDT2	T2 (3751-5750 lbs.)
LDT3	T3 (5751-8500 lbs.)
LDT4	T3 (5751-8500 lbs.)
HDV2B	T4 (8501-10,000 lbs.)
HDV3	T5 (10,001-14,000 lbs.)
HDV4	T6 (14,001-33,000 lbs.)
HDV5	T6 (14,001-33,000 lbs.)
HDV6	T6 (14,001-33,000 lbs.)
HDV7	T6 (14,001-33,000 lbs.)
HDV8A	T7 (>33,000 lbs.)
HDV8B	T7 (>33,000 lbs.)
HDBS	School Buses
HDBT	Urban Buses
MC	Motorcycles

Other inputs required for MOBILE6.2 were obtained from statewide Smog Check program statistics:

- ✓ The anti-tampering compliance rate refers to the portion of vehicles passing visual inspections.
- ✓ I/M stringency is the failure rate for pre-1981 vehicles. Statewide pre-1981 model year failure rates were estimated using Smog Check data for light- and heavy-duty vehicles.
- ✓ I/M compliance is the percentage of the covered fleet either complying or receiving a waiver. It was estimated by dividing total certifications issued (number of vehicles receive a certificate of passing or a waiver) by the total number of vehicles tested.
- ✓ Waiver rate was estimated by dividing the number of waivers issued by the total number of vehicles tested. The same rate was used both for pre-1981 and 1981 and newer vehicles, since this information was not distinguished by model year.

Input data for the Basic I/M Performance Standard baseline run were provided by the U.S. EPA Office of Transportation and Air Quality.

Results

As shown in the following tables, the California basic I/M program in each of the regions either meets or exceeds the federal performance standard. The input and output files for each run are included in Attachment 5, Basic I/M Performance Modeling Files.

San Joaquin Valley Federal Non Attainment Area Basic Smog Check Program Compared to No I/M

San Joaquin Valley Air Basin

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Basic	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.945	N/A	2.043	4.8%
NOx	2.817	N/A	2.826	0.3%
CO	20.666	N/A	21.955	5.9%
Calendar Year 2023 Emission Factors (grams/mile)				
	California Basic	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.474	0.454	0.544	16.5%
NOx	0.628	0.608	0.628	3.2%
CO	5.656	5.636	6.929	18.7%

Eastern Kern Federal Non Attainment Area
Basic Smog Check Program Compared to No I/M

Kern County (Mojave Desert Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	2.020	N/A	2.135	5.4%
NOx	2.846	N/A	2.854	0.3%
CO	21.263	N/A	22.751	6.5%
Calendar Year 2013 Emission Factors (grams/mile)				
	California Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.801	0.781	0.867	9.9%
NOx	1.161	1.141	1.169	2.4%
CO	6.932	6.912	8.221	15.9%

Sutter Buttes (Sutter County) Federal Non Attainment Area
Basic Smog Check Program Compared to No I/M

Sutter County

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	2.011	N/A	2.114	4.9%
NOx	2.827	N/A	2.836	0.3%
CO	21.244	N/A	22.586	5.9%
Calendar Year 2013 Emission Factors (grams/mile)				
	California Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.913	N/A	0.991	7.9%
NOx	1.265	N/A	1.274	0.7%
CO	7.755	N/A	9.234	16.0%

Western Nevada County Federal Non Attainment Arera Basic Smog Check Program Compared to No I/M

Nevada County

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	1.981	N/A	2.109	6.1%
NOx	2.925	N/A	2.934	0.3%
CO	20.937	N/A	22.521	7.0%
Calendar Year 2013 Emission Factors (grams/mile)				
	California Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.875	N/A	0.952	8.1%
NOx	1.262	N/A	1.270	0.6%
CO	7.782	N/A	9.280	16.1%

Western Mojave Desert Federal Non Attainment Area Basic Smog Check Program Compared to No I/M

San Bernardino County (Mojave Desert Air Basin)

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Basic	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	1.958	N/A	2.068	5.3%
NOx	2.800	N/A	2.808	0.3%
CO	20.79	N/A	22.237	6.5%
Calendar Year 2020 Emission Factors (grams/mile)				
	California Basic	Less 0.02 Buffer	No I/M	Percent Reduction
VOC	0.541	0.521	0.606	14.0%
NOx	0.658	0.638	0.658	3.0%
CO	5.597	5.577	6.766	17.6%

San Diego County Federal Non Attainment Area
Basic Smog Check Program Compared to No I/M

San Diego County

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	1.514	N/A	1.591	4.8%
NOx	2.650	N/A	2.658	0.3%
CO	16.739	N/A	17.717	5.5%
Calendar Year 2008 Emission Factors (grams/mile)				
	California Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	0.896	N/A	0.973	7.9%
NOx	1.723	N/A	1.740	1.0%
CO	8.906	N/A	10.348	13.9%

Chico (Butte County) Federal Non Attainment Area
Basic Smog Check Program Compared to No I/M

Butte County

Calendar Year 2002 Emission Factors (grams/mile)				
	Federal Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	2.403	N/A	2.546	5.6%
NOx	3.047	N/A	3.057	0.3%
CO	24.709	N/A	26.529	6.9%

Calendar Year 2008 Emission Factors (grams/mile)				
	California Basic	Less 0.02 Buffer	No I/M	% Reduction
VOC	1.316	N/A	1.422	7.5%
NOx	1.940	N/A	1.967	1.4%
CO	10.852	N/A	12.693	14.5%

§51.353 NETWORK TYPE AND PROGRAM EVALUATION

SIP Requirements

1. Include a description of the network to be employed, the required legal authority, and in the case of areas making claims under paragraph (b)[reserved] of this section, the required demonstration.
2. Include a description of the evaluation schedule and protocol, the sampling methodology, the data collection and analysis system, the resources and personnel for evaluation, and related details of the evaluation program, and the legal authority enabling the evaluation program.

1. Program Description

Include a description of the network to be employed, the required legal authority, and in the case of areas making claims under paragraph (b) [reserved] of this section, the required demonstration.

The overall structure of California's current Smog Check program was established by legislation enacted in 1994 in response to the requirements of the federal Clean Air Act Amendments of 1996 and USEPA regulations. These amendments established the enhanced Smog Check program in the areas of the state with the greatest air pollution problems. The enhanced program is implemented in each urbanized area of the state, any part of which is classified by USEPA as a serious, severe, or extreme nonattainment area for ozone or a moderate or serious nonattainment area for carbon monoxide with a design value greater than 12.7 parts per million. A basic vehicle inspection and maintenance program has continued in all other areas of the state where a program was in existence on March 30, 1994. Refer to Attachment 2, Map of Program Areas which is provided in response to CFR §51.350.

Smog Check inspections are required biennially (every other year) in both enhanced and basic program areas as a condition of vehicle registration. Inspections are also required statewide as a condition of vehicle transfer (change-of-ownership) and as a condition of initial registration for vehicles brought into the state.

Smog Check inspections are performed at privately owned state-licensed inspection stations by state-licensed technicians. There are two primary differences in the inspection procedures between the enhanced and basic programs. These are the type of test performed on vehicles and the direction of a percentage of vehicles to test-only stations. In enhanced program areas, stations inspect vehicles using a BAR-97 Emission Inspection System (EIS) that includes a dynamometer that performs a loaded-mode test. This test procedure, also known as Acceleration Simulation Mode (ASM), measures hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx). In the basic areas, the two-speed idle test is performed using the same EIS. Further, potentially high polluting vehicles are selected for inspection at test-only stations in the enhanced program areas.

2. Program Evaluation

Include a description of the evaluation schedule and protocol, the sampling methodology, the data collection and analysis system, the resources and personnel for evaluation, and related details of the evaluation program, and the legal authority enabling the evaluation program.

California has performed and submitted to USEPA two evaluations of its Smog Check program pursuant to this provision, the first in 2000 and the second in 2005. Both of these evaluations used two methods to quantify the emission reduction benefits of the program: (1) an analysis of emissions tests from roadside pullover programs conducted by the Department of Consumer Affairs' Bureau of Automotive Repair (DCA/BAR); and (2) an analysis of the results from the Air Resources Board's (ARB) most current motor vehicle emissions model. Both evaluations found relatively good agreement between the two different approaches used to estimate the enhanced benefits of the Smog Check program relative to the basic program.

As discussed in CFR §51.371, on-road testing is still being conducted in California for the purpose of collecting data for future evaluations.

Legal Authority for Enhanced and Basic Program

HSC §44003	Establishment and continuation of programs; program assessment; elements
HSC §44005	Implementation of program enhancements; inspections under program
VC §4000.1	Certificate of compliance or noncompliance; statements in lieu of certificate; exemptions; testing for collector motor vehicles
VC §4000.2	Out-of-state motor vehicles; requirements
VC §4000.3	Certificate of compliance; periodic issuance

Legal Authority for Evaluation Program

HSC §44014.7	Enhanced program areas; certification of vehicles at test-only facilities; requirements

§51.354 ADEQUATE TOOLS AND RESOURCES

SIP Requirements

1. Include a description of the resources that will be used for program operation, and discuss how the performance standard will be met.
2. Include a detailed budget plan which describes the source of funds for personnel, program administration, program enforcement, purchase of necessary equipment (such as vehicles for undercover audits), and any other requirements discussed throughout, for the period prior to the next biennial self evaluation required in §51.366 of this subpart.
3. Include a description of personnel resources. The plan shall include the number of personnel dedicated to overt and covert auditing, data analysis, program administration, enforcement and other necessary functions and the training attendant to each function.

1. Program Resources

Include a description of the resources that will be used for program operation, and discuss how the performance standard will be met.

Vehicle Inspection and Repair Fund (VIRF)

Funds to operate California's Smog Check program are generated by charging motorists for certificates of compliance pursuant to HSC §44060. Certificates are issued to vehicles that pass their inspection as well as to vehicles that receive waivers, and these certificates are required as a condition of renewal of vehicle registration. The certificate fee, currently $8.25, is collected by the DCA/BAR from Smog Check stations who in turn charge motorists this fee which is then deposited into the Vehicle Inspection and Repair Fund (VIRF). In addition, a $12.00 smog abatement fee is collected from owners of vehicles excepted from the Smog Check program, of which $2.00 is allocated to the VIRF. The VIRF is a special fund that is not a part of California's General Fund. The use of this fund is statutorily limited to funding DCA/BAR and any other state agency directly involved in the implementation of California's Smog Check program.

High Polluter Repair or Removal Account (HPRRA)

Funds to operate the Consumer Assistance Program (CAP), described in CFR §51.360, are generated by the allocation of $4.00 of the $12.00 smog abatement fee assessed in lieu of the biennial Smog Check test on vehicles initially registered in California that are six model years and newer. The smog abatement fee is collected as a condition of renewal of vehicle registration and are deposited into the High Polluter Repair or Removal Account (HPRRA) pursuant to HSC §44091.

2. Budget Plan

Include a detailed budget plan which describes the source of funds for personnel, program administration, program enforcement, purchase of necessary equipment (such as vehicles for undercover audits), and any other requirements discussed throughout, for the period prior to the next biennial self evaluation required in §51.366 of this subpart.

Attachment 6 is the Fund Condition statement for the VIRF and the Fund Condition statement for the HPRRA as of April 2, 2009.

3. Personnel Description

Include a description of personnel resources. The plan shall include the number of personnel dedicated to overt and covert auditing, data analysis, program administration, enforcement and other necessary functions and the training attendant to each function.

BAR has 631.15 authorized positions dedicated to a variety of functions to support the administration of the Smog Check program.

The Smog Check Program consists of three Divisions which includes the (1) Smog Check Operations, Engineering & Research Division (SCOE&RD), (2) Consumer Assistance & Administration Division (CA&AD) and (3) Field Operations & Enforcement Division (FO&ED).

Within the SCOE&RD, there are three branches. The Smog Check Operations Branch has twenty four positions as of December 2008. This includes the ET Administration Unit and the Information Technology Unit. The ET Administration Unit operates the BAR Service Desk, responds to requests for information and reports, provides ET system support, and provides project support as directed by management. The Information Technology Unit provides application support for the Next Generation Electronic Transmission (NGET) and Consumer Assistance Program (CAP) systems, network services for the Smog Check Divisions.

The Engineering and Research Branch has twenty one positions as of December 2008. This includes the Equipment & Certification Unit and Data Analysis/Program Evaluation Unit. The Engineering and Research Branch conducts various research projects to continually improve the effectiveness of the Smog Check program. Although some projects prove more valuable than others, most projects contribute to improving the effectiveness of the Smog Check inspection process.

The Technical Services Branch has thirty four positions as of December 2008. This branch is responsible for collecting data through the Roadside Audits program, maintaining a valid examination for smog check technicians, administering the Referee program.

Within the CA&AD, there are two branches. The Consumer Assistance Program (CAP) has fifty nine positions as of December 2008. The CAP provides financial assistance for qualified consumers whose vehicles fail their biennial (every-other-year) smog check. The statutory authority for CAP is found in the Health and Safety Code and is implemented through regulations adopted by the Bureau of Automotive Repair (BAR). The Administration Branch has fifty seven positions. This branch is responsible for providing administrative services, such as personnel, purchasing, contracts and facilities. The unit also is responsible for ensuring licenses and registrations to Smog Check technicians, Smog Check stations and Automotive repair dealers.

The Field Operations & Enforcement Branch currently has three hundred forty six and three quarters positions of which 45% support Smog Check staff. This includes twelve Field Offices located throughout California, that investigates and ensures that shops comply with Smog Check statutes. Vehicle Documentation Laboratories currently has seventy four positions. This includes six laboratories throughout California, that provide documented vehicles used in under cover operations statewide.

§51.355 TEST FREQUENCY AND CONVENIENCE

SIP Requirements

1. Describe the test schedule in detail, including the test year selection scheme if testing is other than annual.
3. Include the legal authority necessary to implement and enforce the test frequency requirement and explain how the test frequency will be integrated with the enforcement process.
2. Demonstrate that the network of stations providing test services is sufficient to insure short waiting time to get a test and short driving distances.

1. Test Schedule

Describe the test schedule in detail, including the test year selection scheme if testing is other than annual.

Refer to Attachment 7, Vehicle Model Years Subject to Smog Check, which shows vehicle model years subject to inspection. Inspections are required biennially on 1976 model-year and newer vehicles in areas described in CFR §51.350. However, the biennial Smog Check inspection requirement does not apply to vehicle models 6 years and newer as shown in Attachment 7.

California's Department of Motor Vehicles (DMV) notifies motorists of the smog test requirement on the registration Renewal Notice. Vehicles are identified based on Zip Code of registration address, vehicle type, model-year and fuel type.

The DMV registration renewal notification also advises vehicle owners when their vehicle has been selected for test-only inspection. Electronic Transmission (ET) and the Emission Inspection System (EIS) software prohibits inspections on vehicles if initial tests are conducted at Smog Check stations other than Test-Only.

A Smog Check inspection is also required upon change of ownership and initial registration in California. Motorists are advised, at the time they contact the DMV to process a change-of-ownership or initial registration that they must obtain a certificate of compliance before the vehicle registration can be renewed. The change-of-ownership requirement applies statewide to vehicles over four model-years old, initial registration requirement applies statewide, to 1976 model-year and newer vehicles.

2. Network of Stations

Demonstrate that the network of stations providing test services is sufficient to insure short waiting time to get a test and short driving distances.

BAR licenses two types of Smog Check facilities: Test-and-Repair stations and Test-Only stations. Within the Test-and-Repair network are BAR certified Gold Shield Stations that meet certain performance standards established in regulation that are authorized to inspect Test-Only directed vehicles and offer subsidized repairs under BAR's Consumer Assistance Program. BAR also contracts for Referee functions to be performed by an independent third party.

Test-And-Repair Stations:
Test-and-Repair stations are licensed to provide Smog Check tests and repairs to most vehicles. California's decentralized network of approximately 4,400 privately owned Test and Repair Smog Check stations statewide accessible to motorists.

Gold Shield Stations:
Approximately 590 certified Gold Shield stations are licensed Test-and-Repair stations that have received additional certification by BAR. In addition to the services provided by regular Test-and-Repair stations, Gold Shield stations can certify vehicles identified as gross polluters. They can also perform the "after-repairs" certification of vehicles directed to Test-Only stations for an initial inspection, as long as the Gold Shield station has performed the repairs to the directed vehicle. Gold Shield stations also contract with BAR to perform state subsidized emissions-related repairs on vehicles participating in the Consumer Assistance Program. Gold Shield stations located in the basic program areas of the state can certify enhanced area vehicles for new and used car dealers who purchase them and offer them for sale in the basic and change-of-ownership program areas.

Test-Only Stations:
There are approximately 2,000 licensed test only stations to accommodate the vehicles subject to test-only inspection. A portion of the vehicles subject to biennial Smog Check inspections are directed to test-only stations for initial tests. Regulations adopted August 1, 2007 will allow Gold Shield Stations the ability to perform initial tests on directed vehicles. Directed vehicles are selected based on a profile that indicates they are more likely to be high-emitting vehicles, based on model year, vehicle type, and repair history.

Referee Centers:
Referee Centers are state-contracted facilities that handle special cases for consumers who own vehicles that require certain unconventional inspection services. They perform a number of functions for consumers, including the certification of vehicles issued a Limited Parts Exemption, gray market vehicles, specially constructed vehicles such as kit cars and vehicles with engine changes. They also mediate certain disputes between Smog Check stations and consumers, issue repair cost waivers, as well as help to resolve other Smog Check issues.

3. Legal Authority for Test Frequency

Include the legal authority necessary to implement and enforce the test frequency requirement and explain how the test frequency will be integrated with the enforcement process.

HSC §44011	Certificate of compliance or noncompliance; biennial requirement; exceptions; inspections; exemption of collector motor vehicle
HSC §44014.5	Enhanced program components; test-only facilities activities and standards; number of facilities; testing of gross polluters
VC §4000.1	Certificate of compliance or noncompliance; statements in lieu of certificate; exemptions; testing for collector motor vehicle

VC §4000.2	Out-of-state motor vehicles; requirements
VC §4000.3	Certificate of compliance; periodic issuance

Refer to **Section 51.364 Enforcement Against Contractors, Stations and Inspectors**, for information regarding the enforcement of test frequency and convenience requirements.

§51.356 VEHICLE COVERAGE

SIP Requirements

1. Include a detailed description of the number and types of vehicles to be covered by the program and a plan for how those vehicles are to be identified, including vehicles that are routinely operated in the area but may not be registered in the area.
2. Include a description of any special exemptions which will be granted by the program and estimate of the percentage and number of subject vehicles which will be impacted. Such exemptions shall be accounted for in the emission reduction analysis.
3. Include the legal authority or rule necessary to implement and enforce the vehicle coverage requirement.

1. Vehicles Covered by the Smog Check Program

Include a detailed description of the number and types of vehicles to be covered by the program, and a plan for how those vehicles are to be identified, including vehicles that are routinely operated in the area but may not be registered in the area.

As of December 30, 2008, BAR estimates that 24,721,600 vehicles are subject to the biennial Smog Check. Of these, 20,616,100 are subject to the enhanced program, 1,207,300 are subject to the partial enhanced program 2,128,900 are subject to the basic program. All vehicles (except those noted in the list of exemptions), including an estimated 769,300 vehicles that reside in non-biennial areas, are subject to testing in the event of a change of ownership. Based on historical data approximately 22% (about 5.5 million) of these vehicles will change ownership and may be subject to testing within a biennial cycle.

Attachment 8, Estimate of California Fleet Subject to Smog Check Program as of December 31, 2008, is a breakdown of vehicles by program area and model year.

2. Vehicles Exempted from the Smog Check Program

Include a description of any special exemptions which will be granted by the program and estimate of the percentage and number of subject vehicles which will be impacted. Such exemptions shall be accounted for in the emission reduction analysis.

At this time, vehicles exempt from Smog Check requirements are diesel vehicles, electric vehicles, motorcycles, and all other vehicles not subject to DMV on-road registration requirements. In addition, California Code of Regulations, Title 16 (16 CCR) §3340.5 specifies that the following vehicles are also exempt: any two-cylinder vehicle, and any two-cycle powered vehicle.

Refer to **§51.361 Motorist Compliance Enforcement** for a list of exempt vehicles.

Legislation enacted in January 2004 made several changes in motor vehicle Smog Check exemptions that became effective in 2005. The following is a summary of the revised exemptions and the effective date of each change.

- Vehicles six or less model-years old are exempt from the biennial Smog Check inspection requirement.
- Vehicles four or less model-years old are exempt from the Smog Check inspection requirement upon change of ownership and transfer of title transactions with DMV.
- Beginning April 1, 2005, the 30-year rolling exemption was repealed. Instead, vehicles 1975 and older model-year vehicles are exempt.
- Beginning April 1, 2005, vehicles being initially registered in California that were previously registered in another state are exempt if the vehicle is a 1975 and older model-year vehicle. The first 6 model years are not exempt upon initial registration in California. These vehicles are required to undergo a Smog Check inspection.

In addition to these exemption reasons, DMV regulations and policies provide additional reasons for vehicles to be exempt from certain Smog Check inspection requirements as noted in DMV's Handbook of Vehicle Registration Procedures, Chapter 21, provided in Attachment 9. Those include, but are not limited to:

- Change of ownership exemption for family transfers
- Change of ownership and/or biennial exemption for vehicles that are temporarily out of state due to college, military assignment, etc.
- Change of ownership and/or biennial exemption for vehicles registered to addresses out of state

Vehicles are identified by the information recorded on the vehicle DMV registration file: Vehicle Identification Number (VIN), model year, vehicle type, fuel type, Zip Code, etc. Refer to **CFR§51.361 Motorist Compliance** for a complete description of how vehicles are identified for inspection.

3. Legal Authority Describing Vehicles Subject to Biennial Inspection

Include the legal authority or rule necessary to implement and enforce the vehicle coverage requirement.

HSC §44011	Certificate of compliance or noncompliance; biennial requirement; exceptions; inspections; exemption from testing for collector motor vehicle
16 CCR §3340.5	Vehicles exempt from inspections
VC §4000.1	Certificate of compliance or noncompliance; statements in lieu of certificate; exemptions; testing for collector motor vehicle
VC §4000.2	Out-of-state motor vehicles; requirements
VC §4000.3	Certificate of compliance; periodic issuance

§51.357 TEST PROCEDURE AND STANDARDS

SIP Requirements
1. Include a description of each test procedure used.
2. Include the rule, ordinance or law describing and establishing the test procedures.

1. Test Procedures
Include a description of each test procedure used.

Detailed test procedures are incorporated into the BAR-97 Emissions Inspection System (EIS) specification (Attachment 10) and Draft Smog Check Inspection Manual.(Attachment 11). The EIS specification covers procedural details such as testing sequence, test time, test weight, and other test parameters.

In the enhanced program areas, the loaded-mode ASM test serves as the primary emissions test, and tests for hydrocarbons, carbon monoxide or oxides of nitrogen pollutants.

In basic and more rural (change of ownership) program areas, the two-speed idle (TSI) test serves as the required emissions test for vehicles subject to inspection and tests for hydrocarbons and carbon monoxide.

The pass/fail standards for each applicable model-year for the ASM test, the TSI test are in 16 CCR §3340.42.

In all areas and in addition to the emissions test, a visual inspection of the vehicle's emission control systems and a functional test of certain emission controls are required. The functional test includes: On Board Diagnostics (OBDII), Malfunction Indicator Light, Exhaust Gas Recirculation, Fuel Cap Pressure, liquid leak, and effective December 1, 2007, Low Pressure Fuel Evaporative System. In addition, the Smog Check test includes a visible smoke test effective March 26, 2008.

2. Legal Authority for Establishing Test Procedures
Include the rule, ordinance or law describing and establishing the test procedures.

HSC §44011 Certificate of compliance or noncompliance; biennial requirement; exceptions; inspections; exemption from testing for collector motor vehicle

HSC §44012 Test; diesel-powered vehicles; refusal to test specified vehicles

HSC §44012.1 Visible Smoke Test

HSC §44013 Maximum emission standards; studies, experiments, level; test procedures

CCR 3340.42 Mandatory emissions inspection standards and test procedures

§51.358 TEST EQUIPMENT

SIP Requirements

1. Include written technical specifications for all test equipment used in the program and address each of the above requirements (as applicable). The specifications shall describe the testing process, the necessary test equipment, the required features, and written acceptance testing criteria and procedures.

Test Equipment Specifications

Include written technical specifications for all test equipment used in the program and address each of the above requirements (as applicable). The specifications shall describe the testing process, the necessary test equipment, the required features, and written acceptance testing criteria and procedures.

Written criteria, performance criteria and acceptance testing procedures for the BAR-97 Emissions Inspection System (EIS) are provided in Attachment 10. Each piece of test equipment is tested for accuracy, response times, repeatability, and other factors affecting the veracity of the test. The software is tested for security, proper operation, record storage and communications with the Electronic Transmission (ET) system.

The total system consists of the dynamometer, the exhaust gas analyzer, peripherals and the associated controls and interfaces. In addition, the BAR-97 EIS includes a bar code reader, fuel cap tester, OBDII link, high speed modem, microprocessor and disk storage and the necessary dynamometer interface hardware and software. A low pressure fuel evaporative tester is also required. The technical specification for the Low Pressure Fuel Evaporative Tester (LPFET) is provided in Attachment 12.

In the enhanced program areas, a loaded mode test is performed using a gas measuring device that measures hydrocarbons, carbon monoxide carbon dioxide, and oxides of nitrogen gases, a sample conditioning system that draws the exhaust gas from the tailpipe, conditions it for testing and delivers the sample to the gas measuring device and a dynamometer. The dynamometer accommodates all two-wheel drive light-duty vehicles, and trucks up to at least 9,999 pounds gross vehicle weight rating (GVWR) and automatically selects inertia weight and horsepower based on the vehicle curb (unladen) weight. The dynamometer is equipped with twin rolls, coupled side-to-side, and capable of inertia simulation. The roll size, surface finish, and hardness are such that tire slippage, wear and noise are minimized under all weather conditions, and that specified accuracy of the distance measurement is maintained.

Legal Authority for Technical Specifications

HSC §44013	Maximum emission standards; studies, experiments, level; test procedures
HSC §44036	Referee and smog check stations; quality assurance of equipment; computer technology; citations and penalties
HSC §44036.1	Certification of equipment pursuant; proof of financial security
CCR 3340.42	Mandatory emissions inspection standards and test procedures

§51.359 QUALITY CONTROL

SIP Requirements

1. Include a description of quality control and record keeping procedures.
2. The procedure manual, rule, ordinance or law describing and establishing the quality control procedures and requirements.

1. Quality Control and Record Keeping Procedures

Include a description of quality control and record keeping procedures.

Quality Control Procedures:

The Smog Check program includes equipment and centralized computer database quality control measures as described below.

The quality control requirements for the inspection equipment are described in the BAR-97 EIS and LPFET specifications (Attachments 10 and 12). These include controls for equipment calibration, restrictions for technician access, procedures for certificate accounting, and parameters for data collection.

Gas calibrations and leak checks are automatically performed on the BAR-97 EIS and LPFET every three calendar days. The EIS must pass both the two gas calibration and system leak check and the LPFET must also pass its calibration check to continue performing inspections once the three day period has elapsed. Results of these tests are stored in the analyzer on the EIS hard disk or in the LPFET unit and are transferred to the department with the inspection test data on a regular basis. To insure quality, the calibration records are analyzed by BAR staff to determine the overall accuracy and reliability of the analyzers.

Smog Check stations are required by regulation (16 CCR §3340.17) to maintain the test equipment in accordance with the specifications. Equipment must be kept in good working order in the proper working environment. Only authorized department or manufacturer representatives are allowed internal access to the equipment for service or inspection.

The BAR-97 EIS and LPFET equipment is designed to keep copies of all inspection and calibration test records in electronic format. The EIS records are kept in mirror image files, on both a hard disk and a floppy disk, in the BAR-97 EIS, per the specification and following collection of the data, by use of a floppy disk, the data are moved to a history file on the hard disk in the analyzer. The BAR-97 EIS maintains test data in a secure environment. Tamper detection switches and locks inside the cabinet keep the floppy disk and internal hard disks secure from tampering even with the power off. If a tamper attempt is detected, it is recorded in a file on the hard disk and the unit is locked out from further inspections until reset by authorized personnel. BAR-97 EIS and LPFET units are designed to never allow access to the computer operating system or disk files. The BAR-97 EIS will not start up as normal computers do, and will not "boot-up" from the floppy drive. Test data are only accessed and collected by DCA/BAR personnel or by telephone modem. Telephone access is restricted by the use of multi-layered passwords and a unique protocol.

Record Keeping Procedures:
The state has a centralized data collection system which collects inspection data at the conclusion of every EIS inspection in real-time, known as the Electronic Transmission (ET) system. ET connects each analyzer in the state to a computer network. Security features of this network include Automatic Number Identification (ANI) which matches each emissions testing unit to a station by telephone number. If the station, BAR-97 EIS identification number and calling telephone number do not match, the communication session will be terminated. The host computer also sends a new token to the testing unit with every call which is used to generate a new password. If the password sent by the testing unit does not match the password generated by the host computer, the communication session is terminated. The LPFET units use a similar system.

The communications network and host computers are maintained by contractors. The move to electronic inspection data has allowed the state to integrate the registration-based requirement for Smog Check inspection compliance to a real-time update of DMV files.

2. Procedure Manual

The procedure manual, rule, ordinance or law describing and establishing the quality control procedures and requirements.

Refer to Laws and Regulations, Attachments 10 and 12 (BAR-97 EIS and LPFET Specifications) and Attachment 11 (Draft Smog Check Manual).

Legal Authority for Quality Control

HSC §44036	Referee and smog check stations; quality assurance of equipment; computer technology; citations & penalties
16 CCR §3340.17	Test equipment, electronic transmission, maintenance and calibration requirements

§51.360 WAIVERS AND COMPLIANCE VIA DIAGNOSTIC INSPECTION

SIP Requirements

1. Include a maximum waiver rate expressed as a percentage of initially failed vehicles. This waiver rate shall be used for estimating emission reduction benefits in the modeling analysis.
2. A description of the waiver criteria and procedures, including cost limits, quality assurance methods and measures, and administration.

1. Maximum Waiver Rate

Include a maximum waiver rate expressed as a percentage of initially failed vehicles. This waiver rate shall be used for estimating emission reduction benefits in the modeling analysis.

In the California Smog Check Program only the state-contracted Referee is authorized to issue a waiver. For the 2008 Calendar Year (between January 1 and December 31, 2008), the Referee issued a combined total of 3,170 Repair Cost Waivers, Economic Hardship Extensions, and Limited Parts Exemptions (refer to the Table below). The combined waiver rate (including waivers, extensions, and exemptions) totals less than one quarter of one percent (.25%) of the total Smog Check failures.

	Total Failed Vehicles	Repair Cost Waivers	Hardship Extensions	Limited Parts Exemptions	Total
Total Number	1,222,664	961	2,150	59	3,170
% of all Failures		0.078%	0.175%	0.0048%	0.258%

2. Waiver Criteria and Process

A description of the waiver criteria and procedures, including cost limits, quality assurance methods and measures, and administration.

The three variations of waivers issued by the state-contracted Referee (Repair Cost Waivers, Economic Hardship Extensions, and Limited Parts Exemptions) are described below:

Repair Cost Waiver:
A vehicle may qualify for a Repair Cost Waiver if the vehicle emissions have not been reduced below emission standards, or the vehicle fails one or more functional tests, and/or the vehicle has defective emission control parts; but further effective repairs would exceed the cost waver limit or the cost minimum has been met. Prior to issuance of a repair cost waiver, an after-repairs test must have been performed. Vehicles which fail the emission and/or functional tests may be eligible for a one time repair cost waiver if effective repairs costing $450.00 or more have been performed and additional repairs will exceed the repair cost waiver limit, as estimated by the Smog Check Station.

Vehicles, which have missing, modified or disconnected ECS, are not eligible for a waiver certificate. If a vehicle fails the Visible Smoke Test, a waiver is only available to consumers

with limited incomes. However, the owner may be eligible for up to $500 in repair assistance or may received $1,000 for voluntarily retiring their vehicle.

A Waiver Certificate is valid for re-registration, but cannot be used for transfer of ownership or initial registration in the state. The Repair Cost Waiver allows the vehicle owner up to 24 months to repair the vehicle to pass the Smog Check Inspection. The vehicle may be inspected at any licensed Smog Check station the next time a Smog Certificate is required, but must pass the Smog Check Inspection the next time a Smog Certificate is required. The Vehicle may be eligible for a Waiver Certificate afterwards.

Economic Hardship Extension:
To qualify for the Economic Hardship Extension, a low income consumer (vehicle owner) must have a household income that does not exceed 185 percent of the federal poverty level. Currently, an Economic Hardship Extension may be issued by the state-contracted Referee to a low income consumer as a result of one of the following three scenarios:

- An Economic Hardship Extension may be issued to a qualified low income consumer who has participated in the "Repair Assistance" option of the CAP wherein the Gold Shield Station has performed repairs or determined that the vehicle can not be repaired within the CAP Program repair allowance, and the vehicle is in need of additional emission-related repairs to restore the vehicle to a passing condition; or
- An Economic Hardship Extension may also be issued to a qualified low income consumer who has spent at least $250 on emission control system repairs that have not restored the vehicle to a passing condition; or
- An Economic Hardship Extension may be issued to a "Qualified Low Income Consumer" who has a repair estimate for their vehicle's Emission Control System that exceeds $250 dollars, but has not yet spent any money on emission-related repairs.

Limited Parts Exemption:
A Limited Parts Exemption provides relief to consumers who are unable to locate needed emission control parts. To qualify, the consumer must first work with the state's Emission Parts Locator Service to determine whether the needed emission control part is available from any parts supplier within California. If the needed emission part is determined to be unavailable, the consumer will receive a Limited Parts Exemption for use by the state-contracted Referee.

The Limited Parts Exemption allows the Referee to issue a Smog Check certificate, even if the emission controls/parts for which the exemption was issued are defective, missing modified or disconnected. The vehicle must pass all other aspects of the Smog Check inspection performed by the Referee to be eligible for certification with a Limited Parts Exemption. For future certification, the part(s) must be installed or the vehicle owner must obtain another Limited Parts Exemption.

Consumer Assistance Program:
The California Legislature created the Consumer Assistance Program (CAP) in 1998 (HSC §44062.1) in response to legislators' concerns stemming from the high cost to bring failing vehicles into compliance with Smog Check laws. CAP provides financial assistance to repair polluting vehicles through a network of Gold Shield stations. These CAP services are funded through the High Polluter Repair or Removal Account (HPRRA) in the Vehicle Inspection and Repair Fund (VIRF) (HSC §44091).

The repair assistance option is available to consumers meeting a 225% federal Poverty Guidelines (FPG) criterion, or test only directed who own vehicles that have failed a mandated Smog Check inspection. The CAP technical team analyzes requested emission repairs performed at contracted Gold Shield stations and monitors the repairs to ensure that industry standards and cost-effective repair strategies are utilized to maximize emission reductions. Currently, the repair assistance option funds repairs up to a maximum of five hundred dollars. However, average program repair costs have remained between three hundred to three hundred-fifty dollars over the life of the program, despite tightening of tailpipe cutpoints.

The CAP provides technical assistance and access to automotive repair information to the Gold Shield stations through phone contact and periodic symposiums (USEPA §51.369 (a) (1) & (2)). CAP staff educates eligible Repair Assistance consumers as to the existence of emission related warranties and recalls for their vehicles, and provides information and guidance to assist consumers in obtaining these repairs (USEPA §51.361 (c) (2)). CAP staff conducts evaluations of Gold Shield stations' repair quality both during the repair process, and through post-repair reviews (USEPA §51.363).

Ineffectual emission repairs are tracked, trends identified and referrals generated for BAR Enforcement to investigate the appropriateness of suspect repairs. Continued non-compliance with CAP procedures and policies, or violations of law can result in invalidation of the CAP contract and loss of Gold Shield certification (USEPA §51.363 (4) (vii) (b), and §51.365).

A vehicle that has been repaired through the CAP may qualify for a Repair Cost Waiver or an Economic Hardship Extension if the vehicle emissions have not been reduced below emission standards, or the vehicle fails one or more functional tests, and/or the vehicle has defective emission control parts; but further effective repairs would exceed the cost limits and the cost minimum has been met. In all such cases, an after repairs test must have been performed.

Vehicle Retirement:
The vehicle retirement option is available to consumers who own vehicles that have failed a mandated Smog Check inspection. There is no income eligibility requirement for this option. The consumer is paid $1,000 to voluntarily retire a vehicle from operation rather than have it repaired. BAR contracts with auto dismantlers who crush the vehicles, thereby eliminating a polluting vehicle from the road.

3. Legal Authority for Cost Limits

Include the necessary legal authority, ordinance, or rules to issue waivers, set and adjust cost limits as required in paragraph (a)(5) of this section, and carry out any other functions necessary to administer the waiver system, including enforcement of the waiver provisions.

HSC §44001.3	Legislative findings and declarations; repair cost limits
HSC §44015	Certificate of compliance or noncompliance; issuance requirements; repair cost waivers; economic hardship extensions; validity of certificate; time of test
HSC §44017	Repairs; cost limitations
HSC §44017.1	Maximum repair cost limitations

§51.361 MOTORIST COMPLIANCE ENFORCEMENT

SIP Requirements

Provide information concerning the enforcement process, including:
1. A description of the existing compliance mechanism if it is to be used in the future and the demonstration that it is as effective or more effective than registration-denial enforcement.
2. An identification of the agencies responsible for performing each of the applicable activities in this section.
3. A description of and accounting for all classes of exempt vehicles.
4. A description of the plan for testing fleet vehicles, rental car fleets, leased vehicles, and any other subject vehicles, e.g. those operated in but not necessarily registered in the program area.
5. A determination of the current compliance rate based on a study of the system that includes an estimate of compliance losses due to loopholes, counterfeiting, and unregistered vehicles. Estimates of the effect of closing such loopholes and otherwise improving the enforcement mechanism shall be supported with detailed analyses.
7. A commitment to an enforcement level to be used for modeling purposes and to be maintained, at a minimum, in practice.
6. Include the legal authority to implement and enforce the program.

1. Registration Denial Enforcement

A description of the existing compliance mechanism if it is to be used in the future and the demonstration that it is as effective or more effective than registration-denial enforcement.

Current California law requires a vehicle owner or operator to obtain a certificate of compliance as a condition of either change-of-ownership, initial registration in this state, or biennial renewal of vehicle registration. The DMV records specify VIN, make, model, model-year, motive of power, gross vehicle weight rating (GVWR) and the owner or operator's address. Based on this information and the applicability of the Smog Check program, the DMV sends a vehicle registration renewal notice, which indicates whether or not a Smog Check certificate is required. Without the proper certificate, the DMV will refuse to complete the registration transaction. When a biennial or initial registration transaction is completed, the owner or operator of the vehicle is issued a sticker that is affixed to the license plate. This sticker indicates the year of expiration of the registration. (Another sticker that indicates the month of expiration is issued upon initial registration and remains the same from year to year.) Based on a current sticker, one can assume that the vehicle has met biennial or initial registration requirements, which would include the required Smog Check inspection. On change-of-ownership, the existing registration sticker may be valid for up to 12 months. If a smog certificate is not submitted, the DMV will not transfer the ownership, which makes obtaining financing and insurance more difficult.

HSC §44056 prohibits a vehicle owner or operator from:

- Obtaining or attempting to obtain a certificate of compliance without being in compliance with specified testing and emission requirements;
- Registering a vehicle at an address other than the owner or operator's residence address for the purpose of avoiding Smog Check requirements.

Any vehicle owner or operator in violation of HSC §44056 would be subject to action brought by the Attorney General, in the name of the state on behalf of the DCA, or brought by any district attorney, city attorney or attorney for a district for recovery of specified civil penalties.

Remote sensing and on-road pullovers identify some vehicles that are out of compliance. Refer to **§51.371 On-Road Testing** for more details on the audit program to ensure that gross polluters are identified and are properly tested and repaired.

2. Agencies Responsible for Enforcement

An identification of the agencies responsible for performing each of the applicable activities in this section.

The biennial motorist compliance enforcement program is enforced by the Department of Motor Vehicles (DMV), through ensuring that owners of all subject vehicles are denied registration unless they provide a valid certificate of compliance. The California Highway Patrol (CHP) and local law enforcement agencies take the lead in citing motorists who fail to comply with the registration requirements (often a citation given in addition to a primary violation). Parking enforcement employees also have the authority to ticket parked vehicles with expired or otherwise invalid license plates.

3. Exempt Vehicles

A description of and accounting for all classes of exempt vehicles.

The following vehicles are exempt from the Smog Check program:

- Pre-1976 vehicles;
- Non-commercial diesel vehicles;
- Electric Vehicles;
- Two cylinder
- Two Stroke
- Under 50 Cubic Inch Displacement (CID)
- Vehicles registered outside the biennial program areas which are exempt from the biennial program but not the change-of-ownership program.
- Vehicles 6 or less model-years old are exempt from the biennial Smog Check Program.

- Vehicles 4 or less model-years old are exempt from the Smog Check inspection requirement upon change of ownership and transfer of title transactions with DMV
- Vehicles being initially registered in California that were previously registered in another state are exempt if the vehicle is a 1975 and older model-year vehicle. Newer vehicles, the first 6 model years, are not exempted upon initial registration in California. These vehicles are required to undergo a Smog Check Inspection

Refer to **§51.356 Vehicle Coverage** for more details.

4. Fleet Vehicles

A description of the plan for testing fleet vehicles, rental car fleets, leased vehicles, and any other subject vehicles, e.g. those operated in but not necessarily registered in the program area.

Currently, businesses operating 10 or more affected vehicles may inspect and repair their own fleet vehicles. However, businesses are required to obtain a Smog Check station license (which includes licensing of technicians) from BAR in order to participate. Once a business fleet is licensed, all other program controls, monitoring and enforcement apply. Other owners of vehicle fleets may comply by having their vehicles tested by licensed Smog Check stations, wherein all program controls, monitoring and enforcement apply.

Public agencies (operating any number of vehicles) may inspect and repair their own fleet vehicles. Public agency fleets are required to test their affected vehicles and report their compliance efforts to BAR annually, since the vehicle registrations do not have to be renewed.

Additionally, neither business fleets nor public agencies are eligible for waivers on biennial inspection. Further, neither fleet entity may participate in the Consumer Assistance Program (CAP), for either the repair assistance or vehicle retirement option.

The following is a description of the vehicles that primarily operate on federal installations and routinely operate in program areas but are not registered in the program areas.

Active Duty Military Personal Vehicles:

Vehicle Code §6701 allows a nonresident owner of a vehicle registered in another state, who is an active member of the United States Armed Forces, to operate the vehicle in California without being registered in California. The vehicle is subject to the following requirements:

- The vehicle must display valid license plates issued by another state;
- The vehicle license plates and registration must be issued to the military person;
- The vehicle license plates and registration must be issued by the state where the military person was last stationed or by the state the military person claims as a permanent state of residence; and

- The owner must have in force a specified form of financial responsibility.

Vehicles meeting these criteria are exempt from California registration and therefore, would not be subject to California's Smog Check program.

However, pursuant to Section 118 of the federal Clean Air Act, federal employees who operate vehicles on federal property must furnish proof of compliance with the applicable requirements of any vehicle emission inspection program established in the state in which the federal property is located.

Proof of compliance must be presented to the base authority in one of the following ways:

- Certified inspection by a licensed Smog Check station;
- Proof of registration within the geographic area covered by the I/M program; or
- Another method approved by the vehicle I/M Program administrator.

Currently, there is not an established interactive policy between the DCA/BAR and federal installation authorities to ensure enforcement of this provision. Therefore, enforcement of this provision is strictly the responsibility of the installation authority.

Federal Government Fleet Vehicles:
Pursuant to Section 118 of the federal Clean Air Act, federal vehicles, except those identified as military tactical vehicles, are subject to the Smog Check program. Therefore, vehicle inspections, on at least a biennial basis, are required to ensure that the vehicles meet specified emission requirements.

Government fleets are permitted to self test within their own maintenance facilities provided that they meet the required equipment standards and tests are performed in accordance with established inspection procedures. Government fleets are issued a DCA/BAR file number for identification, compliance and reporting purposes.

Government fleets are required to report annually to the DCA/BAR the number of vehicles inspected, the number of vehicles owned and a schedule of when the vehicles are inspected, either biennially (odd or even determined by last digit of VIN number) or annually (total vehicles inspected every year). DCA/BAR enforcement oversight is performed by on-site inspections and by audits of inspection records.

5. Compliance Enforcement
A determination of the current compliance rate based on a study of the system that includes an estimate of compliance losses due to loopholes, counterfeiting, and unregistered vehicles. Estimates of the effect of closing such loopholes and otherwise improving the enforcement mechanism shall be supported with detailed analyses.

VC §27156(a) and (b) prohibit the operation of gross polluting vehicles on California highways and roadways, as well as the removal or modification of any required emission device. Compliance is enforced as follows:

- Identification of gross polluting vehicles during a biennial or change-of-ownership inspection and must be certified at a test-only or Gold Shield station; or
- Historical emission data is used to determine which vehicles are likely to be classified as High Emitter Profile (HEP) vehicles. These vehicles are directed and must be certified at a test-only or Gold Shield stations.

A vehicle may qualify for a Repair Cost Waiver if the vehicle emissions have not been reduced below emission standards, or the vehicle fails one or more functional tests, and/or the vehicle has defective emission control parts; but further effective repairs would exceed the cost waver limit and the cost minimum has been met. (Refer to §51.360 Waivers and Compliance.)

HSC §44056 requires that vehicle owners or operators be subject to specified civil penalties if they obtain, or attempt to obtain, a certificate of compliance by means of fraud, including offering or giving any form of financial or other inducement to any person for the purpose of obtaining a certificate of compliance for a vehicle which has not been tested or which has been tested improperly. A person obtaining a smog certificate by means of fraud may be subject to a civil penalty, and also may be subject to criminal prosecution.

7. Enforcement Level

A commitment to an enforcement level to be used for modeling purposes and to be maintained, at a minimum, in practice.

The registration compliance rate of 98% was used for the performance estimates provided pursuant to sections 51.351 and 51.352 of this submittal. The 98% was derived from the number of certificates issued to passing vehicles in 2006. Non compliance is due to expired registrations, junked vehicles, vehicles leaving the state and miscellaneous other reasons.

Legal Authority for Motorist Compliance Enforcement

Include the legal authority to implement and enforce the program.

HSC §44019	Motor vehicles owned by public agencies; certificates of compliance; report to department; alternative proofs of compliance
HSC §44020	Fleet owners electing to test and conduct service and adjustment on fleet vehicles; conditions
HSC §44056	Violation; civil penalty; action; exception
VC §4000.1	Certificate of compliance or noncompliance; statements in lieu of certificate; exemptions; testing for collector motor vehicle
VC §4000.2	Out-of-state motor vehicles; requirements
VC §4000.3	Certificate of compliance; periodic issuance
VC §27156	Gross polluter; air pollution control devices; fines

§51.362 MOTORIST COMPLIANCE ENFORCEMENT OVERSIGHT

SIP Requirements

A description of the enforcement program oversight and information management activities.

Refer to **§51.361 Motorist Compliance Enforcement**

The Smog Check Program uses a centralized computer database which provides real-time transmission of vehicle inspection data as well as additional quality control and enforcement. The electronic transmission process is referred to as "ET."

This system is designed to alert Smog Check stations to motorists who may be "shopping" for a certificate. For example, a station would be alerted, before an inspection, that a vehicle had failed several times in the last few days. That would alert the station to look for appropriate repairs, or the possible switching of paperwork between vehicles. More importantly, the current station will know that the central computer "knows" that the vehicle has failed several times. The shop personnel would be much less likely to "clean pipe[1]" a vehicle when they know that the program expects to see data on appropriate repairs before the emissions are reduced, and greater scrutiny may be given to the actual emission levels (e.g. do the alleged emission levels seem reasonable for the model-year, mileage, and type of vehicle?).

ET enhances field enforcement ability to investigate illegal activity by providing real-time data of vehicles (in less than 2 minutes) while being tested or after a test is completed. In addition, the data can be analyzed post-inspection for patterns that identify suspicious Smog Check activities such as improper passing vehicles and issuance of certificates to vehicles not in compliance with the Smog Check requirements.

Pursuant to legal authority, and an interagency agreement between DCA/BAR and the DMV, the DMV has the authority necessary to develop and implement the enforcement program oversight element of the Smog Check program by way of registration denial for noncompliance.

Information Management Activities

The DMV Manual of Registration Procedures (Chapter 21) in Attachment 9 details the procedures to be followed by DMV personnel involved in the Smog Check program with regard to document handling and processing.

[1] "clean piping" is the use of a sample of the exhaust emissions of one vehicle in order to cause the Emission Inspection System to issue a certificate of compliance for another vehicle (CCR 16 §3340.1(t)).

Currently, the quality of the enforcement program's information base is assured through the use of vehicle identification information entry at DMV and the Smog Check station, the use of trackable certificate serial numbers, Smog Check station and technician license numbers, and other identifiers at each step of the inspection and registration process, so that responsible personnel can be alerted if problems occur at any step of the process.

Legal Authority for Enforcement Oversight

HSC §44037	Compilation and maintenance of records to ensure validity and reliability of tests and repairs
VC §4000.1	Certificate of compliance or noncompliance; statements in lieu of certificate; exemptions; testing for collector motor vehicle
VC §4000.2	Out-of-state motor vehicles; requirements
VC §4000.3	Certificate of compliance; periodic issuance

§51.363 QUALITY ASSURANCE

SIP Requirements

A description of the quality assurance program and written procedures manuals covering both overt and covert performance audits, record audits, and equipment audits. This requirement does not include materials or discussion of details of enforcement strategies that would ultimately hamper the enforcement process.

Quality Assurance Program

A description of the quality assurance program and written procedures manuals covering both overt and covert performance audits, record audits, and equipment audits. This requirement does not include materials or discussion of details of enforcement strategies that would ultimately hamper the enforcement process.

BAR has operated a "Triggers" computer program since 1992. This program has approximately 20 modules and is intended to identify statistical patterns which indicate fraudulent behavior by Smog Check stations. Each module analyzes a hypothesis about a particular pattern of behavior. Test data are analyzed to make undesirable behavior stand out. Some modules include a dozen or more steps and comparisons of individual station data to statewide averages.

Quality Assurance (QA) inspections are overt audits of a Smog Check station's performance. During the audit, BAR inspectors check four major aspects of a station's performance. First, they analyze Vehicle Information Database (VID) test records from a Smog Check station to look for any anomalies in that station's performance when compared with other stations and with vehicle emissions data collected at random on the road. Second, they ensure that stations meet regulatory requirements for Smog Check-related equipment, manuals and signage. Third, they inspect the station's invoices and vehicle inspection reports (VIRs) to ensure that repairs were appropriate for the problems identified on the emissions test and also that the information in the invoice matches the information entered in the VID. Fourth, they ask the station's technicians under certain circumstances to perform a Smog Check inspection and demonstrate the use of diagnostic tools to ensure that the technicians have appropriate skills for Smog Check testing and repair.

Stations found deficient on the audit receive follow-up visits to determine if performance has improved. Although citations are rare on the initial audit, stations may be cited on follow-up audits if they fail to remedy deficiencies. BAR expects to perform a QA inspection on every Smog Check station in the enhanced areas of the state at least twice per year. Test-only and Gold Shield stations are also given at least two QA inspections per year but are monitored more closely. The increased monitoring of test-only and Gold Shield stations are intended to improve the probability that High Emitter Profile (HEP) gross polluting vehicles are properly tested and repaired.

Currently, the goals and objectives of the QA Program are to provide feedback to the DCA/BAR on possible violations such as fraudulent certificate issuance, excessive or unnecessary repairs, to detect areas where stations/technicians require additional training; to perform complete, accurate and timely inspections of smog check facilities; to provide feedback to technicians and station owners on procedures, problems and other discrepancies noted during a quarterly inspection; to report findings to the DCA/BAR in the appropriate time frames; to perform uniform and consistent QA inspections of all Smog Check stations; to provide guidance to all licensed technicians as needed; to positively reinforce the technicians'/stations' responsibility and opportunity to improve air quality; to provide pertinent information and guidance to the licensed Smog Check technicians and stations and to assist the DCA/BAR in achieving consumer protection and maximum air quality benefits.

Covert Audits by Oversight Agency:
BAR conducts undercover runs on Smog Check stations using vehicles that have missing, modified and/or disconnected emission control devices. These audits are conducted continuously throughout the State whenever information (such as triggers, informants, complaints, statistical review, EIS data analysis etc.) indicates such audits are necessary. These audits detect those licensees that are not conducting inspections according to procedures required by law or regulation.

Investigations are conducted using surveillance vehicles and equipment. These audits detect unlicensed activity, as well as the issuance of certificates of compliance to vehicles that have not been properly inspected and/or were not on the premises at the time the certificates were issued.

DCA/BAR also makes use of informants, in both overt and covert enforcement activities.

Training and Proficiency of DCA/BAR staff:
Program Representatives (PRs) are recruited from the industry with an extensive list of technical qualifications and past automotive experience. The PRs represent a cross section of the automotive repair industry and include automotive instructors, licensed auto technicians, test equipment manufacturer's representatives and engineers. The PRs often bring with them degrees in auto technology; smog, lamp, and brake licenses; and other industry recognized certifications. The requirements for employment as a PR are passing a written automotive mechanical test that includes questions regarding engine diagnosis, engine repair, fuel and ignition systems, emission control systems, report writing skills and interviewing techniques.

The DCA/BAR provides training to PRs, on all currently approved emission analyzers. DCA/BAR also maintains an extensive technical library, which covers all aspects of automotive diagnosis and repair, including that of emission control systems.

In addition to entry level qualifications, the DCA/BAR's Technical Training Unit further enhances the PRs abilities by furnishing basic and ongoing training in program rules and regulations, state administrative procedures, laws, and QA practices. Further training is done in more advanced investigative practices dealing with search and seizure, evidence gathering techniques, covert operations and disciplinary actions.

Legal Authority for Quality Assurance

HSC §44002	Development and implementation of program; administration and enforcement of chapter
HSC §44035	Suspension and revocation of license or qualification; hearing; rules and regulations
HSC §44036	Referee and smog check stations; quality assurance of equipment; computer technology; citations and penalties

§51.364 ENFORCEMENT AGAINST CONTRACTORS, STATIONS AND INSPECTORS

SIP Requirements

1. *Include the penalty schedule and the legal authority for establishing and imposing penalties, civil fines, license suspension, and revocations.*
2. *In the case of state constitutional impediments to immediate suspension authority, the state attorney general shall furnish an official opinion for the SIP explaining the constitutional impediment as well as relevant case law.*
3. *Describe the administrative and judicial procedures and responsibilities relevant to the enforcement process, including which agencies, courts and jurisdictions are involved; who will prosecute and adjudicate cases, and other aspects of the enforcement of the program requirements, the resources to be allocated to this function and the source of those funds. In states without immediate suspension authority, the SIP shall demonstrate that sufficient resources, personnel and systems are in place to meet the three day case management requirement for violations that directly affect emission reductions.*

1. Enforcement

Include the penalty schedule and the legal authority for establishing and imposing penalties, civil fines, license suspension, and revocations.

Enforcement for Licensed Stations and Technicians:

The DCA/BAR enforcement program employs progressive disciplinary methods and proactively works with licensees in order to encourage compliance with the laws and regulations governing the Smog Check program. BAR field staff provides education to industry by performing station inspections, issuing verbal warnings, holding informal conferences, or giving educational presentations such as "Write it Right" invoice training.

Formal investigations are initiated when a Smog Check station is suspected of committing fraud or other serious violations. Formal investigations may include vehicle reinspections, undercover operations, surveillance, record reviews or an analysis of vehicle information data.

The DCA/BAR has the authority to issue a citation to the owner of a Smog Check station imposing a monetary fine or a Smog Check Technician imposing a training requirement. Health and Safety §§44051 and 44051.5 list the offenses and the minimum/maximum penalty for each offense. The decision on the type or amount of the penalty is determined by aggravating factors such as recidivism.

When an investigation substantiates significant violations, the DCA/BAR requests administrative, criminal or civil disciplinary action from the Office of the Attorney General, the District Attorney's Office or the local City Attorney's Office. Under B&P §§17200 and 17500 a penalty of civil fines not to exceed $2,500 or imprisonment not to exceed 6 months may be imposed. Accusations prosecuted by the Office of the Attorney General, seeking discipline against a license, are conducted in accordance with Government Code, Title 2, Division 3, Part 1, Chapter 3.5, Chapter 4, and Chapter 5 (The Administrative Procedure Act or APA).

Under Penal Code §23, the DCA/BAR has the legal authority to furnish pertinent information, make recommendations regarding specific conditions of probation, or provide any other assistance necessary in any criminal proceeding against a person who has been issued a license to engage in a business or profession by a state agency.

2. Constitutional Impediments to Immediate Suspension Authority

In the case of state constitutional impediments to immediate suspension authority, the state attorney general shall furnish an official opinion for the SIP explaining the constitutional impediment as well as relevant case law.

Not applicable, Health and Safety Code §44072.10 authorizes temporary suspension of a license for 60 days, pending an administrative hearing. Business and Professions Code §125.8 authorizes temporary restraining or other appropriate orders restraining licensees; law governing; accusations; dissolution of order.

3. Administrative and Judicial Procedures

Describe the administrative and judicial procedures and responsibilities relevant to the enforcement process, including which agencies, courts and jurisdictions are involved; who will prosecute and adjudicate cases, and other aspects of the enforcement of the program requirements, the resources to be allocated to this function and the source of those funds. In states without immediate suspension authority, the SIP shall demonstrate that sufficient resources, personnel and systems are in place to meet the three day case management requirement for violations that directly affect emission reductions.

There are various kinds of disciplinary actions (i.e., administrative, civil, criminal). For example, criminal action may be requested through local District Attorneys. Civil action may be taken by either the DCA/BAR or requested through local District Attorneys.

Administrative Action:

Any formal action taken by BAR against a registrant/licensee must be done in accordance with procedures outlined in the Administrative Procedures Act (APA) as contained in the California Government Code. After a notice and hearing, held in accordance with the administrative adjudication provisions of the APA, any of the following forms of disciplinary action may be imposed:

- Outright revocation of the license or registration. No new license or registration may be issued within a period of one year.
- Revocation stayed, with the license or registration placed on probation (usually for a period of from 1 to 5 years).
- The suspension of the license or registration for a specific number of days or months may also be included with probation.

Statutory Basis for Administrative Actions:
Business and Professions Code §9884.7 sets forth the conditions under which a license or registration may be revoked, suspended, or denied. Health and Safety Code §44035 provides the conditions under which Smog Check station and technician licenses and qualification certificates for Gold Shield stations may be suspended or revoked.

Criminal / Civil Action:
The DCA/BAR also files civil and/or criminal cases with the local city or district attorney's offices. In most of these filings, the Smog Check station owner and licensed technician are placed on probation. Probationers may conduct Smog Check tests and repairs. The conditions of probation provide for speedy revocation of probation for any violation of law, thereby allowing the revocation of all licenses which are under probation. The actual order when probation is invoked is the revocation of all license(s), stayed for the duration of the imposed probation period and requires the probationer not to violate any laws.

In some cases, subjects are arrested and equipment seized, and convictions have resulted in jail time and the imposition of fines as reimbursement for investigative costs and restitution.

Temporary Suspension:
HSC §44072.10 authorizes temporary suspension of a license for 60 days, pending an administrative hearing.

Other existing statutes give the DCA/BAR the authority to:

- Request a superior court injunction, or restraining order when DCA/BAR believes a person will subvert, or attempt to subvert, a licensing examination.
- Request a superior court injunction, or restraining order when DCA/BAR believes a person has engaged or is about to engage in any act which constitutes a violation of the Business and Professions Code.
- Request a temporary restraining order when DCA/BAR believes a person has engaged or is about to engage in any act which constitutes a violation of the Business and Professions Code.
- Request an administrative law judge to issue an interim suspension order suspending a license when continued activity would endanger the public health, safety, or welfare.
- Enjoin continuing violations of provisions of the Health & Safety Code, or orders, rules, or regulations adopted pursuant to this code. A temporary restraining order may be granted immediately if it is shown that the respondent continues, or threatens to continue, violating the code, or orders, rules, or regulations adopted pursuant to this code.
- Seize records, including emissions analyzers and the records contained therein, under computer fraud statutes.

Refer to **§51.354 Adequate Tools & Resources** for a description of the resources that are allocated.

Legal Authority for Station and Technician enforcement

B&P §123.5	Engagement in practices constitution a violation under §123; injunction or restraining order
B&P §125.5	Injunction; law governing restitution; reimbursement of board expenses
B&P §125.8	Temporary restraining or other appropriate order restraining licensee; law governing; accusations; dissolution of order
B & P §494	Interim Order; notice; hearing; decision; judicial review; noncompliance
B&P §9884.7	Grounds to refuse validation or to invalidate registration
B&P §17200	Unfair competition; prohibited activities
B&P §17500	False or misleading statements; penalty
HSC §44030	Smog check stations; standards for licensing.
HSC §44030.5	Administration of training courses; standards for certification of training institutions and instructors.
HSC §44034.1	Smog check technicians; examination fees.
HSC §44035	Suspension and revocation of license or qualification; hearing; rules and regulations
HSC §44036	Referee and smog check stations; quality assurance of equipment; computer technology; citations and penalties.
HSC §44036.1	Certification of equipment pursuant to HSC §44036 proof of financial security.
HSC §44036.2	Emission control system service information; electronic formatting; condition of certification; accessibility to vehicle computer memory program; engine family reprogramming cross reference; computer compatibility; applicability.
HSC §44036.3	Referral to private diagnostic assistance service information vendors or intermediaries; applicability.
HSC §44036.5	Test analyzer system (TAS) calibration gases; standards.
HSC §44036.8	Data collected by smog check station equipment; use by technician or operator in appeal of citation.
HSC §44037.1	Centralized computer data base and computer network; capabilities; data transmissions.
HSC §44040	BAR codes; certificates of compliance and waivers; periodic validity checks.
HSC §44041	Vehicle identification bar code labels or documents; use at smog check stations.
HSC §44045.5	Smog check technicians; licensing requirements; categories; renewal.

HSC §44045.6	Smog check technicians; training requirements; certification of facilities; remedial training or other disciplinary action; revocation or suspension.
HSC §44051	Civil penalties; violations of this chapter.
HSC §44051.5	Civil penalties; violations of Title 16 of California Code of Regulations.
HSC §44056	Violation; civil penalty; action; exception.
PC §23	State-licensed professional; criminal proceeding against; appearance by licensing agency
PC §502(c)(1)	Unauthorized access to computers, computer systems and computer data

§51.365 DATA COLLECTION

SIP Requirements

Per USEPA provide applicable record layouts, ie. test, repair, calibration.

The information collected during the Smog Check inspection is described in detail in the equipment specifications (Attachments 10 and 12). The information includes calibration results, inspection cost survey, repair records, second by second test records, smog check test results and LPFET test results. The actual record layouts are proprietary and confidential.

§51.366 DATA ANALYSIS AND REPORTING

SIP Requirements

1. Describe the types of data to be collected.

California has submitted the required annual and biennial report for CY2006 and CY2007 and will continue to submit the required reports annually by July 31st.

§51.367 INSPECTOR TRAINING AND LICENSING OR CERTIFICATION

SIP Requirements
A description of the training program, the written and hands on tests, and the licensing or certification process.

Certification Program
A description of the training program, the written and hands on tests, and the licensing or certification process.

Prerequisites for licensure incorporate the requirement for National Institute for Automotive Service Excellence (ASE) certification (or an equivalent training program) and allow individuals who have an associate degree in automotive technology, but lack the four years of work experience, to take the Smog Check technician exam.

Smog Check technicians need to be certified in the following ASE (or equivalent training program) standards: Engine Performance, Electrical/Electronic Systems, and Advanced Engine Performance.

Training on use of dynamometers is required for all technicians seeking an Advanced Emission Specialist (EA) Technician license. Possession of an EA is required to work in enhanced areas.

Approved Training Courses:
The BAR Clean Air Car Course (CACC) is designed as a basic and advanced training course focused on inspecting, diagnosing and repairing vehicles that fail an emission test. Students entering the course are required to have a background in basic fuel, electrical, and engine performance systems. BAR approves instructors to teach the CACC courses. At least biennially, instructors are required to successfully complete update training to keep current with the latest technologies and/or changes in the Smog Check program.

BAR certifies CACC schools, which are required to have adequate tools, diagnostic equipment, and demonstration vehicles to enable students to gain experience in testing, diagnosing, and repairing today's high-tech vehicles. BAR inspects the schools periodically for tools and equipment compliance.

The course is designed to correspond to the subject matter categories contained in the Examination Plan for the licensing examination.

Remedial Training:
When a technician's skills are found to be below standards, BAR's Field Operations and Enforcement Division may prescribe specific training in order for the technician to maintain the license. BAR may issue a citation mandating that the technician attend specific training provided by a BAR-certified institution. The level of mandated training can vary from 8 to 96 hours, depending upon the technician's past performances. If the technician receives several citations, BAR may revoke or suspend their license.

Update Training:
As a prerequisite for biennial Smog Check license renewal, each Smog Check technician must successfully complete a BAR Update Training Course designed to provide training on new automotive technology that affects emission testing and/or repairs and/or changes in the Smog Check program. Applicants for an initial license must also provide satisfactory evidence of successful completion of the BAR certified update-training courses.

Initial Applicant Testing:
The DCA/BAR requires all initial applicants to take and pass an examination developed and administered by the DCA/BAR. The exam is comprised of approximately 100 multiple-choice questions pertaining to the knowledge, skills, and abilities needed to adequately perform Smog Check inspections, diagnosis and repairs. The occupational analysis, development of the examination, and its passing score, are developed and validated by practicing Smog Check technicians and instructors called Subject Matter Experts (SMEs) under the guidance of the Department's Office of Examination Resources. The minimum passing score varies with the difficulty level of each version of the exam. Currently, the minimum passing score for the EA technician examination is 69 correct answers out of a total of 100 questions with 2 1/2 hours to complete. The Basic Smog Check technician (EB) examination requires 67 correct out of a total of 99 questions with 2 1/2 hours to complete.

The DCA/BAR follows standard psychometric practices, as well as the legal guidelines set forth in federal and state law when developing examinations. The DCA/BAR goal is to ensure the examinations are fair, job-related, and legally defensible.

In conjunction with a periodic (every six months to a year) BAR Quality Assurance (QA) inspection audit conducted at each station, BAR Program Representatives (PRs) conduct hands-on audits of Smog Check technicians to verify their ability to perform Smog Check inspections and diagnoses. Hands-on audits are conducted when evidence exists that a Smog Check technician may lack the skills required to perform a proper inspection. Anyone failing this audit is counseled on the appropriate inspection and/or diagnostic procedures, and if necessary, referred for further training. A follow-up audit is performed to determine if the technician has improved and whether any additional action is necessary.

In addition, when a Smog Check technician first becomes licensed or is changing employment, the BAR PR conducts a hands-on audit to determine if the technician possesses the necessary skills before allowing them access to the BAR-97 Emission Inspection System (EIS).

The DCA/BAR has established by regulation three license classifications: Intern, Basic Area and Advanced Emission Specialist Technician license. BAR requires individuals who want to be licensed as Basic or Advanced Smog Check technicians, to fulfill the prerequisites listed above and pass a multiple-choice examination.

Once a Smog Check technician meets the minimum requirements and passes the DCA/BAR's licensing examination, the technician is issued a license that is valid for two years.

Training Requirements

License Title	Intern Technician	Basic Area Technician	Advanced Emission Specialist Technician
Initial Applicant Prerequisites:	None	1 Year Experience/Education in the Engine Performance Area	1 Year Experience/Education in the Engine Performance Area
Professional Certifications Required: Note: May substitute **BAR ASE Alternative Courses	None	National Institute of Automotive Service Excellence (ASE): A6, A8, L1	National Institute of Automotive Service Excellence (ASE): A6, A8, L1
*BAR Certified Training Courses Required:	Need Course # 1 (68 hrs.)	Need Course # 1 & 3 (84 hrs)	Need Course # 1, 2 & 3 (112 hrs.)
Written Exam:	No	Yes	Yes
License Term:	2 yrs.	2 yrs.	2 yrs.
Privileges:	May only perform repairs under supervision of EB or EA Technician	Authorized to inspect, diagnose, and repair vehicles only in Basic and Change-of-Ownership areas of the state	Authorized to inspect, diagnose, and repair vehicles in all areas of the state
License Renewal Criteria:	Valid 1 term only, Not renewable	Complete BAR's Update Course #3 (16 hrs.) and possess current ASE certifications (A6, A8, or L1); or pass ** BAR's ASE Alternative courses in those subject areas.	Complete BAR's Update Course #3 (16 hrs.) and possess current ASE certifications (A6, A8, or L1); or pass ** BAR's ASE Alternative courses in those subject areas.

***BAR Required Courses:**

1. BAR Basic Clean Air Car Course
2. BAR Advanced Clean Air Car Course
3. BAR License Update Course

****BAR ASE Alternatives Courses:**

Electrical/Electronics	A-6	20hrs.
Engine Performance	A-8	24hrs.
Advanced Engine Performance	L-1	28hrs.

§51.368 PUBLIC AWARENESS CAMPAIGN

SIP Requirements

1. A plan for informing the public on an ongoing basis throughout the life of the I/M program of the air quality program, the requirements of federal and state law, the role of motor vehicles in the air quality problem, the need for and benefits of an inspection program, how to maintain a vehicle in a low-emission condition, how to find a qualified repair technician, and the requirements of the I/M program.
2. Include a detailed consumer protection plan.

1. Consumer Outreach Program

A plan for informing the public on an ongoing basis throughout the life of the I/M program of the air quality program, the requirements of federal and state law, the role of motor vehicles in the air quality problem, the need for and benefits of an inspection program, how to maintain a vehicle in a low-emission condition, how to find a qualified repair technician, and the requirements of the I/M program.

In 2005, the State and Consumer Services Agency (SCSA) and DCA/BAR introduced the Help California Breathe Easier media awareness campaign and website at www.BreatheEasier.ca.gov. Breathe Easier is designed to promote consumer awareness about the adverse health effects of air pollution from automobiles, and to increase consumer participation in the Consumer Assistance Program's (CAP) repair assistance and vehicle retirement options. The Breathe Easier website links to DCA/BAR's web site to educate consumers about the Smog Check program and available consumer protection programs.

In 2007, DCA/BAR awarded a statewide media contract to Astone, Crocker, and Flanagan for $4 million for the 2007-2008 fiscal year, with two one-year options to renew. Approximately 40% of the money will be spent on reinforcing the Drive Healthy campaign, about 30% will be spent on general Smog Check messages (e.g., directed vehicles and general compliance) and approximately 30% will be spent on general automotive repair issues. Of the monies spent on public relations and advertising, 65% will be spent on reaching general audiences and 35% will be spent on reaching ethnic and multicultural audiences.

In April 2007, DCA/BAR revised its Smog Check brochure, titled: "Some things you need to know about Smog Check in California." The brochure educates consumers with the top ten questions and answer regarding the Smog Check program and CAP.

DCA/BAR's toll free number (800) 952-5210 offers an automated service 24 hours a day for consumers to receive a list of test-only and Gold shield stations in their zip code area. During state business hours, consumers can also talk to a phone agent to receive station information.

DCA/BAR's Web site includes information for consumers to:

1. Verify the license status of a Smog Check station or technician license.
2. Locate a licensed Smog Check station
3. View BAR publications and fact sheets
4. Access regulatory information relative to the Smog Check program.
5. Report a smoking vehicle through the Smoking Vehicle Program handled by the Air Resources Board. Motorists that are reported to this hotline are sent a letter informing them of the date and approximate location their vehicle was observed. Motorists are asked to voluntarily have their vehicle's emissions system inspected and any defects corrected.

16 CCR §3303.1 sets forth DCA/BAR's complaint disclosure policy.

2. Consumer Protection
Include a detailed consumer protection plan

Inspection and repair assistance, as well as general information, is provided for motorists and Smog Check stations by staff in DCA/BAR field offices, the toll-free consumer information center, and the referee toll-free scheduling center.

The BAR Website is available to consumers who have questions about Smog Check inspections. Consumers can access BAR publications, check the license status of a Smog Check station or Technician, or locate a Smog Check station in their area.

The DCA/BAR informs consumers about emission equipment warranties in a variety of ways. Brochures and information are distributed with the DMV renewal notices, at auto shows and fairs, and during the biennial Smog Checks. Special information is also printed on the vehicle inspection reports which are provided to consumers and which include inspection results. In addition, motorists participating in the random roadside inspections are given information on emissions warranties.

§51.369 IMPROVING REPAIR EFFECTIVENESS

SIP Requirements

Include a description of the technical assistance program to be implemented, a description of the procedures and criteria to be used in meeting the performance monitoring requirements of this section, and a description of the repair technician training resources available in the community.

Repair Effectiveness

BAR mandates Smog Check technician candidates and technicians renewing their Smog Check technician license to complete update training. A different update training course is offered biennially. Update courses address inspection, diagnostic, and repair procedures relative to California's Smog Check Program. Each update course mandates a training manual, which is intended to be maintained by technicians as a reference manual.

BAR has developed a centralized computer database, referred to as the Vehicle Information Database (VID), which acquires analyzer data on a real-time basis. Data can be analyzed on a timely and frequent basis, in order to identify for enforcement those stations that are not performing inspections and/or repairs properly. This system identifies stations that appear to improperly repair or pass vehicles, or appear to issue certificates to vehicles outside program areas or to vehicles that are not actually inspected (i.e., cleanpiped).

BAR is committed to performing repair effectiveness evaluations as part of the Quality Assurance (QA) inspection program; refer to **§51.363 Quality Assurance** for more detail.

BAR is committed to providing public information as stated in **§51.368 Public Information and Consumer Protection**.

The Smog Check program also establishes a process that requires vehicles identified during their initial inspection as a gross polluter to get a certificate at a test-only or Gold Shield test-and-repair station. This provides a means for the state to verify and evaluate the station's original initial diagnosis and repair performance. Through the use of the BAR-97 EIS on-line computer and communication system, the DCA/BAR will track technician repair effectiveness, by analyzing data received. When the data indicate a possible problem, a covert audit will be requested to confirm whether or not the technician is correctly performing the proper emission inspections and/or repairs.

The Gold Shield Program allows a licensed Smog Check station, which meets higher performance standards, to provide a variety of inspection and repair services to California motorists. In addition to its regular Smog Check inspection and repair services, Gold Shield stations can issue certificates to gross polluters, perform state subsidized repairs (CAP), and perform an "after repairs" certification test on vehicles that were directed to have a Smog Check at a Test Only station and failed that test. In addition, Gold Shield stations are allowed to perform initial inspections and issue certificates of compliance to vehicles directed to test-only stations pursuant to a regulatory change adopted August 1, 2007.

In order to maintain the Gold Shield status, stations must conduct a minimum of 10 successful emission repairs per calendar quarter. To qualify as a "successful emission repair" the vehicle must have failed the emissions portion of a Smog Check in official test mode or pre-test mode at any Smog Check station prior to the repair; the Smog Check station must have repaired the vehicle and entered repair data into the Vehicle Information Database (VID); and the vehicle must have been issued a certificate of compliance at any Smog Check station within ten (10) days following the repairs made by the applicant Smog Check station.

BAR also conducts roadside vehicle emissions surveys which provide a "real world" profile of emissions from California's passenger cars and light-duty trucks.

The study is statewide and entails inspection of as many as 20,000 vehicles per two year biennial cycle or a minimum 0.1 percent of the vehicles subject to inspection. **For more details, see §51.371 On Road Testing.**

Legal Authority to Conduct Performance Monitoring and Insure Training

HSC §44014	Smog check stations; licensing; smog check technicians; qualifications; test-only and repair-only stations; quality assurance contracts
HSC §44031.5	Smog check technicians; qualifications; training and retraining courses; loss of qualification
HSC §44045.6	Smog check technicians; training requirement; certification of facilities; remedial training or other disciplinary action; revocation or suspension
16 CCR §3340.28	Licenses and Qualifications for Technicians
16 CCR §3340.29	Licensing of Technicians
16 CCR §3340.31	Retraining of Licensed Technicians
16 CCR §3340.32	Standards for the Certification of Institutions Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians
16 CCR §3340.33	Standards for Certification of Basic and Advanced Instructors Providing Retraining to Intern, Basic Area and Advanced Emission Specialist Licensed Technicians or Prerequisite Training to Those Seeking to Become Intern Basic Area, or Advanced Emission Specialist Licensed Technicians

§51.370 COMPLIANCE WITH RECALL NOTICES

SIP Requirements

Describe the procedures used to incorporate the vehicle lists provided in paragraph (a)(1) of this section into the inspection or registration database, the quality control methods used to insure that recall repairs are properly documented and tracked, and the method (inspection failure or registration denial) used to enforce the recall requirements.

Recall Process

California has had a registration enforcement emissions recall process in place since 1991. Emissions recalls must be performed and a notice of completion issued to the owner by an authorized repair facility must be provided to the DMV, before a vehicle's registration can be renewed. This is a process operated by the Air Resources Board (ARB) and the Department of Motor Vehicles (DMV), as a separate program from the Smog Check program. This process may require repairs be performed a year prior to a vehicle's next scheduled biennial Smog Check inspection.

The BAR-97 emissions analyzers have emissions recall information received from DMV that is displayed for the vehicle being tested. The information is referenced to the model year, make, model, engine size, VIN, etc., and is printed on the Vehicle Inspection Report (VIR). If a recall is outstanding during the Smog Check inspection, technicians advise the consumer that DMV requires a certificate of completion as a condition of registration renewal.

Legal Authority for Recalls

HSC §43204	Manufacturers' warranty on vehicles or engines manufactured before 1990 model-year; useful life
HSC §44015	Certificate of compliance; issuance criteria; period of validity; odometer readings

§51.371 ON-ROAD TESTING

SIP Requirements

1. A detailed description of the on-road testing program, including the types of testing, test limits and criteria, the number of vehicles (the percentage of the fleet) to be tested, the number of employees to be dedicated to the on-road testing effort, the methods for collection, analyzing, utilizing, and reporting the results of on-road testing and, the portion of the program budget to be dedicated to on-road testing.

2. Technical support for the claimed additional emission reductions.

3. Include the legal authority necessary to implement the on-road testing program, including the authority to enforce off-cycle inspection and repair requirements (where applicable).

1. Roadside Emissions Survey

A detailed description of the on-road testing program, including the types of testing, test limits and criteria, the number of vehicles (the percentage of the fleet) to be tested, the number of employees to be dedicated to the on-road testing effort, the methods for collection, analyzing, utilizing, and reporting the results of on-road testing and, the portion of the program budget to be dedicated to on-road testing.

Overview:

DCA/BAR conducts the state's roadside vehicle emissions survey. The survey and project are referred to as "Roadsides." The goal is to provide a "real world" profile of emissions from California's passenger cars and light-duty trucks. The information collected is used to evaluate California's Smog Check program, by determining statewide emissions levels and monitoring those levels over time.

Inspections are conducted statewide on a stratified random survey of vehicles. The goal is to inspect as many as 20,000 vehicles per two year biennial cycle or a minimum 0.1 percent of the vehicles subject to inspection.

The inspection sites are separated by Zip Codes and are currently selected at random in five regions. Those regions are Sacramento, Central Valley, South Coast, San Diego, and Ventura areas. Roadside inspection teams are comprised of members of BAR and the California Highway Patrol (CHP). These teams focus on Enhanced Smog Check regions. Once the Enhanced regions are complete, inspections may be performed in the Basic Smog Check regions.

Types of Testing:

Roadside inspection teams use a portable BAR 97 EIS, and dynamometer test equipment. The dynamometer analytical trains are capable of performing acceleration simulation mode (ASM) 50/15, 25/25, two speed idle (TSI), high idle (2500 RPM) and free idle tests. The TSI tests are run independently of the ASM tests. Roadside BAR 97 EIS software does not incorporate the fast-pass protocol.

In addition to the automated emissions tests, Roadside inspection teams perform under-hood visual inspections and functional checks of the gas cap, Malfunction Indicator Lamp (MIL) and On-Board Diagnostics II (OBD II) system. Roadsides do not complete functional ignition timing and exhaust gas recirculation inspections due to time constraints, and the special tools and manuals required.

Test Limits and Criteria:
Depending on the vehicle configuration, the vehicle may receive an ASM or TSI test. The ASM tests last a full duration of 90 seconds for the 50/15 and 60 seconds for the 25/25. Both test pass/fail criteria are determined during the last 10 seconds of testing for each mode and are of full duration.

Roadsides employs a stratified random sampling method. BAR has developed a Roadside Pullover Software (RPS) program that allows Roadsides to randomly select a vehicle. Roadsides inspects and test model years between 1976 and the present. The vehicle fleet is broken down into groups based on the model-year and the technology at the time. For example, during the years 1981-1986 most vehicles had feedback carburetors. This subsection of the fleet has a certain population and makes up a percentage of the vehicle fleet. The stratification program is adjusted so that Roadsides does not over-sample any one of these groups. As a vehicle is directed into the test lane the model-year is input into the RPS program. A random number generator produces a number and if the number is the same or less than the percent assigned to that group the vehicle is selected for testing. This ensures the sample remains random.

Number of Vehicles:
The goal of roadsides is to inspect 20,000 vehicles per biennial cycle.

Number of Dedicated Employees:
The Roadside program currently has eleven authorized positions, operating as two inspection teams statewide.

Data Collection, Analyses, Use, Reporting:
Refer to **§51.365 Data Collection** and **§51.366 Data Analysis and Reporting** regarding data collection and reporting.

2. Technical Data
Technical support for the claimed additional emission reductions

Refer to §51.353 Network Type and Program Evaluation for a description of how the roadside data has been used to evaluate the Smog Check program.

3. Legal Authority for On-Road Testing

Include the legal authority necessary to implement the on-road testing program, including the authority to enforce off-cycle inspection and repair requirements (where applicable).

HSC §44024.5(a)	New technologies; incorporation into inspection program
HSC §44081	Gross polluters; on-road detection procedures; program for out-of-cycle testing and repair; roadside auditing; repair cost limits
VC §2814	Passenger vehicle inspection

ACRONYMS

ANI	Automatic Number Identification
APA	Administrative Procedure Act
AQE	Air Quality Engineer
AQR	Air Quality Representative
ARB	Air Resources Board
ARD	Automotive Repair Dealer (Registration)
ASE	National Institute for Automotive Service Excellence
ASM	Acceleration Simulation Mode
B & P	Business & Professions Code
BAR	Bureau of Automotive Repair
CACC	Clean Air Car Course
CAP	Consumer Assistance Program
CCR	California Code of Regulations
CHP	California Highway Patrol
CID	Cubic Inch Displacement
CO	Carbon Monoxide
DCA	Department of Consumer Affairs
DCA/BAR	Department of Consumer Affairs/Bureau of Automotive Repair
DMV	Department of Motor Vehicles
EA	Advanced Emission Specialist Technician
EB	Basic Area Technician
EIS	Emission Inspection System
ET	Electronic Transmission
FPG	Federal Poverty Guidelines
GVWR	Gross Vehicle Weight Rating
HC	Hydrocarbons
HEP	High Emitter Profile
HPRRA	High Polluter Repair or Removal Account
HSC	Health & Safety Code
IMRC	Inspection/Maintenance Review Committee
O2	Oxygen
OBD11	On Board Diagnostics 2nd Generation
PR	Program Representatives
QA	Quality Assurance
RPS	Roadside Pullover Software

SAQE	Senior Air Quality Engineer
SCSA	State and Consumer Services Agency
SIP	State Implementation Plan
SME	Subject Matter Expert
TAS	Test Analyzer System
TSB	Technical Service Bulletin
TSI	Two Speed Idle
USEPA	United States Environmental Protection Agency
VC	Vehicle Code
VID	Vehicle Information Database
VIN	Vehicle Identification Number
VIR	Vehicle Inspection Report
VIRF	Vehicle Inspection and Repair Fund

ATTACHMENTS

1. Smog Check Program Laws and Regulations
2. Map of Program Areas
3. List of Zip Codes by Program Area
4. Enhanced I/M Performance Modeling Files
5. Basic I/M Performance Modeling Files
6. Fund Condition for VIRF and HPRRA
7. Vehicle Model Years Subject to Smog Check
8. Estimate of California Fleet Subject to Smog Check Program in 2008
9. DMV's Handbook of Vehicle Registration Procedures, Chapter 21
10. BAR-97 Emissions Inspection System (EIS) Specification
11. Draft Smog Check Inspection Manual
12. Low Pressure Fuel Evaporative Tester (LPFET) Specification

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DEPARTMENT OF CONSUMER AFFAIRS

BAR

Bureau of Automotive Repair

STATE IMPLEMENTATION PLAN

2007

DEPARTMENT OF CONSUMER AFFAIRS
BAR
Bureau of Automotive Repair

Smog Check Program Laws and Regulations

Health and Safety Code - Smog Program Sections

BAR is proposing to submit the following regulatory sections to U.S. EPA as a revision to the State Implementation Plan (SIP). Please see the notice at the following link for more information.
http://www.arb.ca.gov/planning/sip/sip.htm

SHOULD BE hsc

To view the sections below, please go to:
http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=bpc&codebody
To view the applicable smog sections from the above link, go to:

- **Division 26. Air Resources**
- **Part 5. Vehicular Air Polution Control**
- **Capter 5. Motor Vehicle Inspection Program**

Article 1.	General	§§ 44000-44005
Article 2.	Program Requirements	§§ 44010-44025
Article 3.	Quality Assurance	§§ 44030-44045.6
Article 4.	Penalties	§§ 44050-44059
Article 5.	Financial Provisions	§§ 44060-44063
Article 6.	Public Information	§§ 44070-44071
Article 7.	Denial, Suspension, and Revocation	§§ 44072-44072.11
Article 8.	Gross Polluters	§§ 44080-44086
Article 9.	Repair or Removal of High Polluters	§§ 44090-44099
Article 10.	Accelerated Light-Duty Vehicle Retirement Program	§§ 44100-44122
Article 11.	Enhanced Fleet Modernization Program	§§ 44125-44126

To view an applicable definition from the above link, go to:

- **Division 26. Air Resources**
- **Part 1. General Provisions and Definitions**
- **Chapter 2. Definitions**

"Gross Polluters"	§ 39032.5

Business and Professions Code - Smog Program Sections

http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=bpc&codebody
To view the applicable smog sections from the above link, go to:

- **Division 3. Professions and Vocations Generally**
- **Chapter 20.3. Automotive Repair**

Article 4.	Revenue	§§ 9886-9886.4

Vehicle Code - Smog Program Sections

http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=veh&codebody=&hits=20
To view the applicable smog sections from the above link, go to:

- **Division 3. Registration of Vehicles and Certificates of Title**
- **Chapter 1. Original and Renewal of Registraton; Issuance of Certificates of Title**

Article 1.	Vehicles Subject to Registration	§§ 4000.1, 4000.2, 4000.3 and 4000.6

DEPARTMENT OF CONSUMER AFFAIRS
BAR
Bureau of Automotive Repair

California Code of Regulations

Smog Check Program Sections

BAR is proposing to submit the following regulatory sections to U.S. EPA as a revision to the State Implementation Plan (SIP). Please see the notice at the following link for more information.
http://www.arb.ca.gov/planning/sip/sip.htm

To view the sections below, please go to:
http://government.westlaw.com/linkedslice/default.asp?SP=CCR-1000

- **Title 16**
- **Division 33. Bureau of Automotive Repair**
- **Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters**

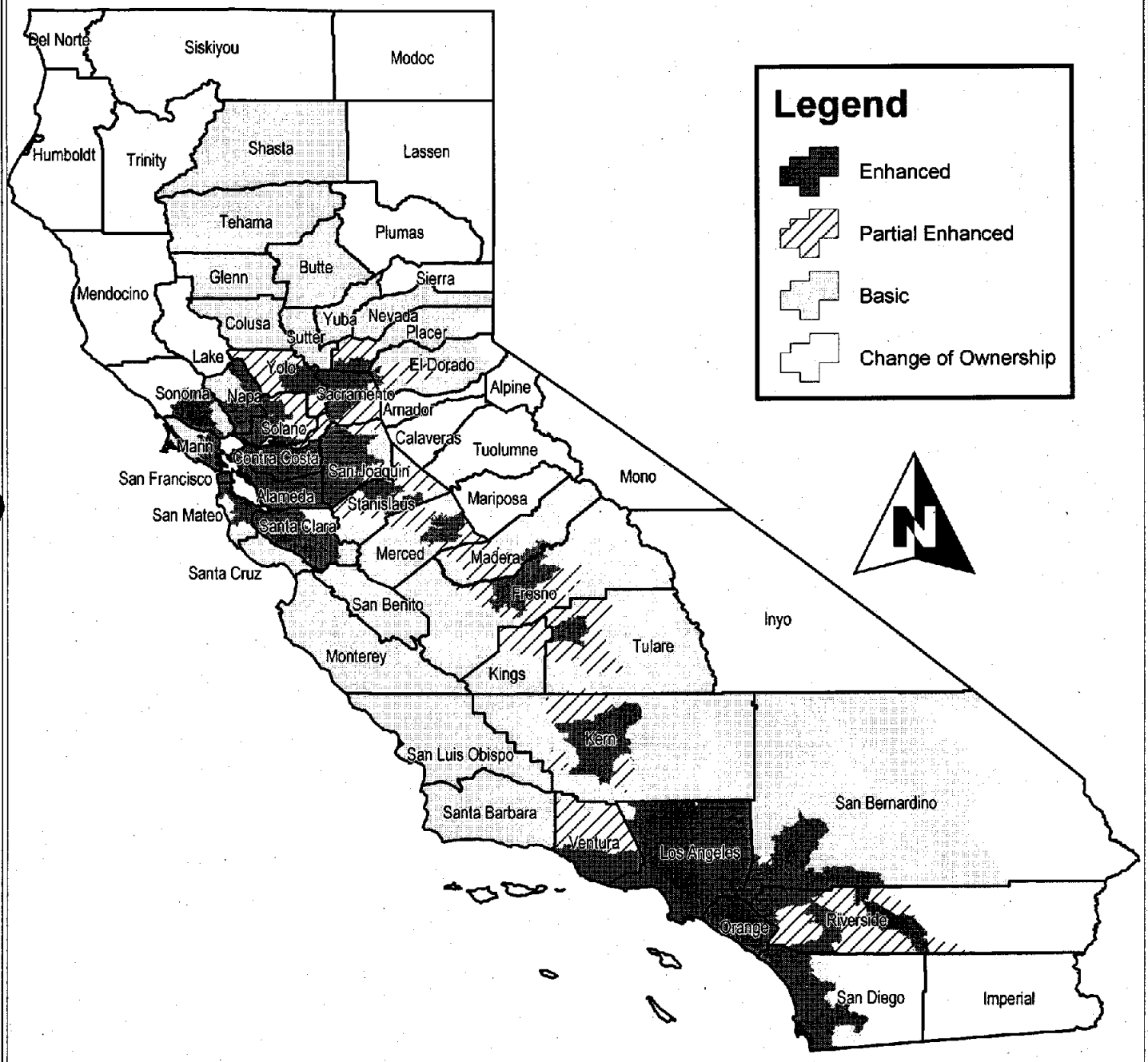
ARTICLE 1. GENERAL PROVISIONS

§ 3303.1. Public Access to License, Administrative Action, and Complaint Information.
§ 3303.2. Review of Applications for Licensure, Registration and Certification; Processing Time.

ARTICLE 5.5. MOTOR VEHICLE INSPECTION PROGRAM

§ 3340.1. Definitions.
§ 3340.5. Vehicles Exempt from Inspections.
§ 3340.6. Vehicles Subject to Inspection upon Change of Ownership and Initial Registration in California.
§ 3340.7. Fee for Inspection at State-Contracted Test-Only Facility.
§ 3340.9. Repair Assistance Program.
§ 3340.10. Licensing of Smog Check Stations.
§ 3340.15. General Requirements for Smog Check Stations.
§ 3340.16. Test-Only Station Requirements.
§ 3340.16.5. Test-and-Repair Station Requirements.
§ 3340.17. Test Equipment, Electronic Transmission, Maintenance and Calibration Requirements.
§ 3340.18. Certification of Emissions Inspection System Calibration Gases and Blenders of Gases.
§ 3340.22. Smog Check Station Signs.
§ 3340.22.1. Smog Check Station Service Signs.
§ 3340.22.2. Smog Check Station Repair Cost Limit Sign.
§ 3340.22.3. Replacement of Signs.
§ 3340.23. Licensed Smog Check Station That Ceases Operating As a Licensed Station.
§ 3340.24. Suspension, Revocation, and Reinstatement of Licenses.
§ 3340.28. Licenses and Qualifications for Technicians.
§ 3340.29. Licensing of Technicians.
§ 3340.30. General Requirements for Licensed Technicians.
§ 3340.31. Retraining of Licensed Technicians.
§ 3340.32. Standards for the Certification of Institutions Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians
§ 3340.32.1. Standards for the Decertification and Recertification of Institutions Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians
§ 3340.33. Standards for the Certification of Basic and Advanced Instructors Providing Retraining to Intern, Basic Area, and Advanced Emission Specialist Licensed Technicians or Prerequisite Training to Those Seeking to Become Intern, Basic Area, or Advanced Emission Specialist Licensed Technicians
§ 3340.33.1. Standards for the Decertification and Recertification of Instructors Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians
§ 3340.35. A Certificate of Compliance, Noncompliance, Repair Cost Waiver or an Economic Hardship Extension.
§ 3340.35.1. A Certificate of Compliance, Noncompliance, Repair Cost Waiver or an Economic Hardship Extension Fee Calculation.
§ 3340.36. Clearing Enforcement Forms.
§ 3340.37. Installation of Oxides of Nitrogen (NOx) Devices.
§ 3340.41. Inspection, Test, and Repair Requirements.
§ 3340.41.3. Invoice Requirements.
§ 3340.41.5. Tampering with Emissions Control Systems.
§ 3340.42. Mandatory Smog Check Inspection and Test Procedures, and Emissions Standards.
§ 3340.50. Fleet Facility Requirements.
§ 3340.50.1. Application for Fleet Facility License; Renewal; Replacement.

California's Smog Check Program Areas



BAR

November 21, 2007

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Basic Area	B	04	95901	MARYSVILLE, LOMA RICA	SV	BC
Basic Area	B	04	95914	BANGOR	SV	BC
Basic Area	B	04	95916	BERRY CREEK	SV	BC
Basic Area	B	04	95917	BIGGS	SV	BC
Basic Area	B	04	95925	CHALLENGE	SV	BC
Basic Area	B	04	95926	CHICO	SV	BC
Basic Area	B	04	95927	CHICO	SV	BC
Basic Area	B	04	95928	CHICO	SV	BC
Basic Area	B	04	95929	CHICO, CALIFORNIA STATE UNIVERSITY CHICO	SV	BC
Basic Area	B	04	95930	CLIPPER MILLS	SV	BC
Basic Area	B	04	95938	DURHAM	SV	BC
Basic Area	B	04	95940	FEATHER FALLS	SV	BC
Basic Area	B	04	95941	FORBESTOWN	SV	BC
Basic Area	B	04	95942	FOREST RANCH	SV	BC
Basic Area	B	04	95948	GRIDLEY	SV	BC
Basic Area	B	04	95954	MAGALIA	SV	BC
Basic Area	B	04	95958	NELSON	SV	BC
Basic Area	B	04	95965	OROVILLE	SV	BC
Basic Area	B	04	95966	OROVILLE	SV	BC
Basic Area	B	04	95967	PARADISE	SV	BC
Basic Area	B	04	95968	PALERMO	SV	BC
Basic Area	B	04	95969	PARADISE	SV	BC
Basic Area	B	04	95973	CHICO, COHASSET	SV	BC
Basic Area	B	04	95974	RICHVALE	SV	BC
Basic Area	B	04	95976	CHICO, BLUE SHIELD OF CALIFORNIA	SV	BC
Basic Area	B	04	95978	STIRLING CITY	SV	BC
Basic Area	B	06	95912	ARBUCKLE, COLLEGE CITY	SV	CA
Basic Area	B	06	95931	COLLEGE CITY	SV	CA
Basic Area	B	06	95932	COLUSA	SV	CA
Basic Area	B	06	95950	GRIMES	SV	FR
Basic Area	B	06	95955	MAXWELL	SV	CA
Basic Area	B	06	95957	MERIDIAN	SV	CA
Basic Area	B	06	95970	PRINCETON	SV	GC
Basic Area	B	06	95979	STONYFORD	SV	CA
Basic Area	B	06	95987	WILLIAMS	SV	CA
Basic Area	B	06	95988	WILLOWS	SV	CA
Basic Area	B	09	95614	COOL	MC	ED
Basic Area	B	09	95623	EL DORADO	MC	ED
Basic Area	B	09	95629	FIDDLETOWN	MC	AC
Basic Area	B	09	95633	GARDEN VALLEY	MC	ED
Basic Area	B	09	95634	GEORGETOWN	MC	ED
Basic Area	B	09	95635	GREENWOOD	MC	ED
Basic Area	B	09	95636	GRIZZLY FLATS	MC	ED
Basic Area	B	09	95651	LOTUS	MC	ED
Basic Area	B	09	95656	MOUNT AUKUM	MC	ED
Basic Area	B	09	95664	PILOT HILL	MC	ED
Basic Area	B	09	95684	SOMERSET	MC	ED
Basic Area	B	09	95720	KYBURZ	MC	ED
Basic Area	B	09	95721	ECHO LAKE	MC	ED
Basic Area	B	09	95735	TWIN BRIDGES	MC	ED
Basic Area	B	10	93210	COALINGA	SJ	SJ
Basic Area	B	10	93234	HURON	SJ	SJ
Basic Area	B	10	93602	AUBERRY	SJ	SJ
Basic Area	B	10	93605	BIG CREEK	SJ	SJ
Basic Area	B	10	93607	BURREL	SJ	SJ
Basic Area	B	10	93608	CANTUA CREEK	SJ	SJ
Basic Area	B	10	93620	DOS PALOS	SJ	SJ
Basic Area	B	10	93621	DUNLAP	SJ	SJ
Basic Area	B	10	93622	FIREBAUGH	SJ	SJ
Basic Area	B	10	93624	FIVE POINTS	SJ	SJ
Basic Area	B	10	93627	HELM	SJ	SJ
Basic Area	B	10	93628	HUME	SJ	SJ
Basic Area	B	10	93634	LAKESHORE	SJ	SJ
Basic Area	B	10	93640	MENDOTA	SJ	SJ
Basic Area	B	10	93641	MIRAMONTE	SJ	SJ
Basic Area	B	10	93642	MONO HOT SPRINGS	SJ	SJ
Basic Area	B	10	93646	ORANGE COVE	SJ	SJ
Basic Area	B	10	93651	PRATHER	SJ	SJ
Basic Area	B	10	93656	RIVERDALE	SJ	SJ
Basic Area	B	10	93660	SAN JOAQUIN	SJ	SJ
Basic Area	B	10	93664	SHAVER LAKE	SJ	SJ
Basic Area	B	10	93667	TOLLHOUSE	SJ	SJ
Basic Area	B	10	93668	TRANQUILITY	SJ	SJ
Basic Area	B	10	93675	SQUAW VALLEY	SJ	SJ
Basic Area	B	11	95913	ARTOIS	SV	GC
Basic Area	B	11	95920	BUTTE CITY	SV	GC
Basic Area	B	11	95939	ELK CREEK	SV	GC
Basic Area	B	11	95943	GLENN	SV	GC
Basic Area	B	11	95951	HAMILTON CITY, MILLS ORCHARD	SV	GC
Basic Area	B	11	95963	ORLAND	SV	GC
Basic Area	B	11	95970	PRINCETON	SV	CA
Basic Area	B	11	95988	WILLOWS	SV	GC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNUM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Basic Area	B	11	96074	PASKENTA	SV	GC
Basic Area	B	15	93205	BODFISH	MD	EK
Basic Area	B	15	93206	BUTTONWILLOW	SJ	SJ
Basic Area	B	15	93222	FRAZIER PARK	SJ	SJ
Basic Area	B	15	93224	FELLOWS	SJ	SJ
Basic Area	B	15	93225	FRAZIER PARK	SJ	VC
Basic Area	B	15	93226	GLENNVILLE	SJ	SJ
Basic Area	B	15	93238	KERNVILLE	MD	EK
Basic Area	B	15	93240	LAKE ISABELLA	MD	EK
Basic Area	B	15	93243	LEBEC, GORMAN	SJ	SJ
Basic Area	B	15	93249	LOST HILLS	SJ	SJ
Basic Area	B	15	93251	MC KITTRICK	SJ	SJ
Basic Area	B	15	93252	MARICOPA	SJ	SJ
Basic Area	B	15	93255	ONYX	MD	EK
Basic Area	B	15	93276	TUPMAN	SJ	SJ
Basic Area	B	15	93283	WELDON	MD	EK
Basic Area	B	15	93285	WOFFORD HEIGHTS	MD	EK
Basic Area	B	15	93287	WOODY	SJ	SJ
Basic Area	B	15	93501	MOJAVE	MD	EK
Basic Area	B	15	93502	MOJAVE	MD	EK
Basic Area	B	15	93504	CALIFORNIA CITY	MD	EK
Basic Area	B	15	93505	CALIFORNIA CITY	MD	EK
Basic Area	B	15	93516	BORON	MD	EK
Basic Area	B	15	93518	CALIENTE	MD	EK
Basic Area	B	15	93519	CANTIL	MD	EK
Basic Area	B	15	93523	EDWARDS, AERIAL ACRES, EDWARDS AIR FORCE BASE	MD	EK
Basic Area	B	15	93524	EDWARDS, EDWARDS AIR FORCE BASE	MD	EK
Basic Area	B	15	93527	INYOKERN, PEARSONVILLE	MD	EK
Basic Area	B	15	93528	JOHANNESBURG	MD	EK
Basic Area	B	15	93531	KEENE	SJ	SJ
Basic Area	B	15	93536	LANCASTER, DEL SUR, QUARTZ HILL	MD	SJ
Basic Area	B	15	93554	RANDSBURG	MD	EK
Basic Area	B	15	93555	RIDGECREST	MD	EK
Basic Area	B	15	93556	RIDGECREST	MD	EK
Basic Area	B	15	93560	ROSAMOND	MD	AV
Basic Area	B	15	93561	TEHACHAPI	MD	EK
Basic Area	B	15	93581	TEHACHAPI	MD	EK
Basic Area	B	15	93596	BORON	MD	EK
Basic Area	B	16	93204	AVENAL	SJ	SJ
Basic Area	B	16	93212	CORCORAN	SJ	SJ
Basic Area	B	16	93239	KETTLEMAN CITY	SJ	SJ
Basic Area	B	16	93266	STRATFORD	SJ	SJ
Basic Area	B	16	93656	RIVERDALE	SJ	SJ
Basic Area	B	19	93243	LEBEC, GORMAN	SC	SC
Basic Area	B	19	93560	ROSAMOND	MD	EK
Basic Area	B	20	93601	AHWAHNEE	SJ	SJ
Basic Area	B	20	93604	BASS LAKE	SJ	SJ
Basic Area	B	20	93614	COARSEGOLD	SJ	SJ
Basic Area	B	20	93622	FIREBAUGH	SJ	SJ
Basic Area	B	20	93626	FRIANT	SJ	SJ
Basic Area	B	20	93643	NORTH FORK	SJ	SJ
Basic Area	B	20	93644	OAKHURST	SJ	SJ
Basic Area	B	20	93645	O NEALS	SJ	SJ
Basic Area	B	20	93653	RAYMOND	SJ	MA
Basic Area	B	20	93669	WISHON	SJ	SJ
Basic Area	B	21	94924	BOLINAS	SF	BA
Basic Area	B	21	94929	DILLON BEACH	SF	BA
Basic Area	B	21	94933	FOREST KNOLLS	SF	BA
Basic Area	B	21	94937	INVERNESS	SF	BA
Basic Area	B	21	94938	LAGUNITAS	SF	BA
Basic Area	B	21	94940	MARSHALL	SF	BA
Basic Area	B	21	94946	NICASIO	SF	BA
Basic Area	B	21	94950	OLEMA	SF	BA
Basic Area	B	21	94956	POINT REYES STATION	SF	BA
Basic Area	B	21	94963	SAN GERONIMO	SF	BA
Basic Area	B	21	94970	STINSON BEACH	SF	BA
Basic Area	B	21	94971	TOMALES	SF	BA
Basic Area	B	24	93620	DOS PALOS	SJ	SJ
Basic Area	B	24	93622	FIREBAUGH	SJ	SJ
Basic Area	B	24	93635	LOS BANOS	SJ	SJ
Basic Area	B	24	93661	SANTA RITA PARK	SJ	SJ
Basic Area	B	24	93665	SOUTH DOS PALOS	SJ	SJ
Basic Area	B	24	95322	GUSTINE	SJ	SJ
Basic Area	B	24	95342	ATWATER	SJ	SJ
Basic Area	B	24	95343	MERCED, FARMERS INSURANCE GROUP	SJ	SJ
Basic Area	B	24	95365	PLANADA	SJ	SJ
Basic Area	B	24	95369	SNELLING	SJ	SJ
Basic Area	B	27	93426	BRADLEY	NO	MU
Basic Area	B	27	93450	SAN ARDO	NO	MU
Basic Area	B	27	93451	SAN MIGUEL	NO	MU
Basic Area	B	27	93901	SALINAS	NO	MU
Basic Area	B	27	93902	SALINAS	NO	MU

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Basic Area	B	27	93905	SALINAS	NO	MU
Basic Area	B	27	93906	SALINAS	NO	MU
Basic Area	B	27	93907	SALINAS	NO	MU
Basic Area	B	27	93908	SALINAS	NO	MU
Basic Area	B	27	93912	SALINAS	NO	MU
Basic Area	B	27	93915	SALINAS	NO	MU
Basic Area	B	27	93920	BIG SUR	NO	MU
Basic Area	B	27	93921	CARMEL	NO	MU
Basic Area	B	27	93922	CARMEL	NO	MU
Basic Area	B	27	93923	CARMEL	NO	MU
Basic Area	B	27	93924	CARMEL VALLEY	NO	MU
Basic Area	B	27	93925	CHUALAR	NO	MU
Basic Area	B	27	93926	GONZALES	NO	MU
Basic Area	B	27	93927	GREENFIELD	NO	MU
Basic Area	B	27	93928	JOLON	NO	MU
Basic Area	B	27	93930	KING CITY	NO	MU
Basic Area	B	27	93932	LOCKWOOD	NO	MU
Basic Area	B	27	93933	MARINA	NO	MU
Basic Area	B	27	93940	MONTEREY	NO	MU
Basic Area	B	27	93942	MONTEREY	NO	MU
Basic Area	B	27	93943	MONTEREY	NO	MU
Basic Area	B	27	93944	MONTEREY	NO	MU
Basic Area	B	27	93950	PACIFIC GROVE	NO	MU
Basic Area	B	27	93953	PEBBLE BEACH	NO	MU
Basic Area	B	27	93954	SAN LUCAS	NO	MU
Basic Area	B	27	93955	SEASIDE	NO	MU
Basic Area	B	27	93960	SOLEDAD	NO	MU
Basic Area	B	27	93962	SALINAS	NO	MU
Basic Area	B	27	95004	AROMAS	NO	MU
Basic Area	B	27	95012	CASTROVILLE	NO	MU
Basic Area	B	27	95039	MOSS LANDING	NO	MU
Basic Area	B	27	95076	WATSONVILLE	NO	MU
Basic Area	B	28	94508	ANGWIN	SF	BA
Basic Area	B	28	94515	CALISTOGA	SF	BA
Basic Area	B	28	94562	OAKVILLE	SF	BA
Basic Area	B	28	94567	POPE VALLEY	SF	BA
Basic Area	B	28	94573	RUTHERFORD	SF	BA
Basic Area	B	28	94574	SAINT HELENA	SF	BA
Basic Area	B	28	94576	DEER PARK	SF	BA
Basic Area	B	28	95476	SONOMA	SF	BA
Basic Area	B	29	95602	AUBURN	MC	PC
Basic Area	B	29	95712	CHICAGO PARK	MC	NS
Basic Area	B	29	95724	NORDEN, SODA SPRINGS	MC	NS
Basic Area	B	29	95728	SODA SPRINGS, PO BOX ONLY	MC	NS
Basic Area	B	29	95924	CEDAR RIDGE	MC	NS
Basic Area	B	29	95945	GRASS VALLEY	MC	NS
Basic Area	B	29	95946	PENN VALLEY	MC	NS
Basic Area	B	29	95949	GRASS VALLEY	MC	NS
Basic Area	B	29	95959	NEVADA CITY	MC	NS
Basic Area	B	29	95960	NORTH SAN JUAN, N SAN JUAN	MC	NS
Basic Area	B	29	95975	ROUGH AND READY	MC	NS
Basic Area	B	29	95977	SMARTVILLE	MC	FR
Basic Area	B	29	95986	WASHINGTON	MC	NS
Basic Area	B	29	96111	FLORISTON	MC	NS
Basic Area	B	29	96160	TRUCKEE	MC	NS
Basic Area	B	29	96161	TRUCKEE	MC	PC
Basic Area	B	29	96162	TRUCKEE	MC	NS
Basic Area	B	31	95631	FORESTHILL	MC	PC
Basic Area	B	31	95681	SHERIDAN	SV	PC
Basic Area	B	31	95701	ALTA	MC	PC
Basic Area	B	31	95703	APPLEGATE	MC	PC
Basic Area	B	31	95713	COLFAX	MC	PC
Basic Area	B	31	95714	DUTCH FLAT	MC	PC
Basic Area	B	31	95715	EMIGRANT GAP	MC	PC
Basic Area	B	31	95717	GOLD RUN	MC	PC
Basic Area	B	31	95722	MEADOW VISTA	MC	PC
Basic Area	B	31	95736	WEIMAR	MC	PC
Basic Area	B	31	96161	TRUCKEE	MC	NS
Basic Area	B	35	93930	KING CITY	NO	MU
Basic Area	B	35	95004	AROMAS	NO	MU
Basic Area	B	35	95023	HOLLISTER	NO	BA
Basic Area	B	35	95024	HOLLISTER	NO	MU
Basic Area	B	35	95043	PAICINES	NO	MU
Basic Area	B	35	95045	SAN JUAN BAUTISTA	NO	MU
Basic Area	B	35	95076	TRES PINOS	NO	MU
Basic Area	B	36	92252	JOSHUA TREE	MD	MD
Basic Area	B	36	92256	MORONGO VALLEY	MD	MD
Basic Area	B	36	92268	PIONEER TOWN	MD	MD
Basic Area	B	36	92277	TWENTYNINE PALMS	MD	MD
Basic Area	B	36	92278	TWENTYNINE PALMS	MD	MD
Basic Area	B	36	92284	YUCCA VALLEY	MD	MD
Basic Area	B	36	92285	LANDERS	MD	MD

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNO	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Basic Area	B	36	92286	YUCCA VALLEY	MD	MD
Basic Area	B	36	92301	ADELANTO	MD	MD
Basic Area	B	36	92304	AMBOY	MD	MD
Basic Area	B	36	92309	BAKER	MD	MD
Basic Area	B	36	92310	FORT IRWIN	MD	MD
Basic Area	B	36	92311	BARSTOW	MD	MD
Basic Area	B	36	92312	BARSTOW	MD	MD
Basic Area	B	36	92314	BIG BEAR CITY	SC	SC
Basic Area	B	36	92315	BIG BEAR LAKE	SC	SC
Basic Area	B	36	92317	BLUE JAY	SC	SC
Basic Area	B	36	92319	CADIZ	MD	MD
Basic Area	B	36	92321	CEDAR GLEN	SC	SC
Basic Area	B	36	92322	CEDARPINES PARK	SC	SC
Basic Area	B	36	92325	CRESTLINE	SC	SC
Basic Area	B	36	92326	CREST PARK	SC	SC
Basic Area	B	36	92327	DAGGETT	MD	MD
Basic Area	B	36	92329	PHELAN	MD	MD
Basic Area	B	36	92333	FAWNSKIN	SC	SC
Basic Area	B	36	92338	LUDLOW	MD	MD
Basic Area	B	36	92341	GREEN VALLEY LAKE	SC	SC
Basic Area	B	36	92342	HELENDALE	MD	MD
Basic Area	B	36	92347	HINKLEY	MD	MD
Basic Area	B	36	92351	KELSO	MD	MD
Basic Area	B	36	92352	LAKE ARROWHEAD	SC	SC
Basic Area	B	36	92356	LUCERNE VALLEY	MD	MD
Basic Area	B	36	92365	NEWBERRY SPRINGS	MD	MD
Basic Area	B	36	92368	ORO GRANDE	MD	MD
Basic Area	B	36	92371	PHELAN	MD	MD
Basic Area	B	36	92372	PINON HILLS	MD	MD
Basic Area	B	36	92378	RIMFOREST	SC	SC
Basic Area	B	36	92385	SKYFOREST	SC	SC
Basic Area	B	36	92386	SUGARLOAF	SC	SC
Basic Area	B	36	92391	TWIN PEAKS	SC	SC
Basic Area	B	36	92397	WRIGHTWOOD	MD	MD
Basic Area	B	36	92398	YERMO	MD	MD
Basic Area	B	36	93516	BORON	MD	MD
Basic Area	B	36	93555	RIDGECREST	MD	MD
Basic Area	B	36	93558	RED MOUNTAIN	MD	MD
Basic Area	B	36	93562	TRONA	MD	MD
Basic Area	B	36	93592	TRONA	MD	MD
Basic Area	B	37	91917	DULZURA	SD	SD
Basic Area	B	37	91935	JAMUL	SD	SD
Basic Area	B	37	92061	PAUMA VALLEY	SD	SD
Basic Area	B	37	92065	RAMONA	SD	SD
Basic Area	B	37	92082	VALLEY CENTER	SD	SD
Basic Area	B	39	95230	FARMINGTON	SJ	SJ
Basic Area	B	39	95236	LINDEN	SJ	SJ
Basic Area	B	39	95237	LOCKEFORD	SJ	SJ
Basic Area	B	40	93252	MARICOPA	SO	VC
Basic Area	B	40	93401	SAN LUIS OBISPO	SO	SL
Basic Area	B	40	93402	LOS OSOS	SO	SL
Basic Area	B	40	93403	SAN LUIS OBISPO	SO	SL
Basic Area	B	40	93405	SAN LUIS OBISPO	SO	SL
Basic Area	B	40	93406	SAN LUIS OBISPO	SO	SL
Basic Area	B	40	93407	SAN LUIS OBISPO	SO	SL
Basic Area	B	40	93408	SAN LUIS OBISPO, SLO COUNTY GOVERNMENT CENTER	SO	SL
Basic Area	B	40	93409	SAN LUIS OBISPO, CALIFORNIA MENS COLONY SLO	SO	SL
Basic Area	B	40	93410	SAN LUIS OBISPO, CAL POLY STUDENT DORMS	SO	SL
Basic Area	B	40	93412	LOS OSOS	SO	SL
Basic Area	B	40	93420	ARROYO GRANDE	SO	SL
Basic Area	B	40	93421	ARROYO GRANDE	SO	SL
Basic Area	B	40	93422	ATASCADERO	SO	SL
Basic Area	B	40	93423	ATASCADERO	SO	SL
Basic Area	B	40	93424	AVILA BEACH	SO	SL
Basic Area	B	40	93426	BRADLEY	SO	SL
Basic Area	B	40	93428	CAMBRIA	SO	SL
Basic Area	B	40	93430	CAYUCOS	SO	SL
Basic Area	B	40	93432	CRESTON	SO	SL
Basic Area	B	40	93433	GROVER BEACH	SO	SL
Basic Area	B	40	93435	HARMONY	SO	SL
Basic Area	B	40	93442	MORRO BAY	SO	SL
Basic Area	B	40	93443	MORRO BAY	SO	SL
Basic Area	B	40	93444	NIPOMO	SO	SL
Basic Area	B	40	93445	OCEANO	SO	SL
Basic Area	B	40	93446	PASO ROBLES	SO	SL
Basic Area	B	40	93447	PASO ROBLES	SO	SL
Basic Area	B	40	93448	PISMO BEACH	SO	SL
Basic Area	B	40	93449	PISMO BEACH	SO	SL
Basic Area	B	40	93451	SAN MIGUEL	SO	SL
Basic Area	B	40	93452	SAN SIMEON	SO	SL
Basic Area	B	40	93453	SANTA MARGARITA	SO	SL
Basic Area	B	40	93454	SANTA MARIA	SO	SB

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DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Basic Area	B	40	93461	SHANDON	SO	SL
Basic Area	B	40	93465	TEMPLETON	SO	SL
Basic Area	B	40	93475	OCEANO	SO	SL
Basic Area	B	40	93483	GROVER BEACH	SO	SL
Basic Area	B	41	94018	EL GRANADA	SF	BA
Basic Area	B	41	94019	HALF MOON BAY	SF	BA
Basic Area	B	41	94020	LA HONDA	SF	BA
Basic Area	B	41	94021	LOMA MAR	SF	BA
Basic Area	B	41	94037	MONTARA	SF	BA
Basic Area	B	41	94038	MOSS BEACH	SF	BA
Basic Area	B	41	94060	PESCADERO	SF	BA
Basic Area	B	41	94074	SAN GREGORIO	SF	BA
Basic Area	B	42	93013	CARPINTERIA	SO	SB
Basic Area	B	42	93014	CARPINTERIA	SO	SB
Basic Area	B	42	93067	SUMMERLAND	SO	SB
Basic Area	B	42	93101	SANTA BARBARA	SO	SB
Basic Area	B	42	93102	SANTA BARBARA	SO	SB
Basic Area	B	42	93103	SANTA BARBARA	SO	SB
Basic Area	B	42	93105	SANTA BARBARA	SO	SB
Basic Area	B	42	93106	SANTA BARBARA	SO	SB
Basic Area	B	42	93107	SANTA BARBARA, UCSB STUDENT DORM BOXES	SO	SB
Basic Area	B	42	93108	SANTA BARBARA	SO	SB
Basic Area	B	42	93109	SANTA BARBARA	SO	SB
Basic Area	B	42	93110	SANTA BARBARA	SO	SB
Basic Area	B	42	93111	SANTA BARBARA	SO	SB
Basic Area	B	42	93116	GOLETA	SO	SB
Basic Area	B	42	93117	GOLETA	SO	SB
Basic Area	B	42	93118	GOLETA	SO	SB
Basic Area	B	42	93120	SANTA BARBARA	SO	SB
Basic Area	B	42	93121	SANTA BARBARA	SO	SB
Basic Area	B	42	93130	SANTA BARBARA	SO	SB
Basic Area	B	42	93140	SANTA BARBARA	SO	SB
Basic Area	B	42	93150	SANTA BARBARA	SO	SB
Basic Area	B	42	93160	SANTA BARBARA	SO	SB
Basic Area	B	42	93190	SANTA BARBARA	SO	SB
Basic Area	B	42	93199	GOLETA, SANTA BARBARA	SO	SB
Basic Area	B	42	93214	CUYAMA	SO	SB
Basic Area	B	42	93252	MARICOPA	SO	SB
Basic Area	B	42	93254	NEW CUYAMA	SO	SB
Basic Area	B	42	93427	BUELLTON	SO	SB
Basic Area	B	42	93429	CASMALIA	SO	SB
Basic Area	B	42	93434	GUADALUPE	SO	SB
Basic Area	B	42	93436	LOMPOC	SO	SB
Basic Area	B	42	93437	LOMPOC	SO	SB
Basic Area	B	42	93438	LOMPOC	SO	SB
Basic Area	B	42	93440	LOS ALAMOS	SO	SB
Basic Area	B	42	93441	LOS OLIVOS	SO	SB
Basic Area	B	42	93454	SANTA MARIA	SO	SL
Basic Area	B	42	93455	SANTA MARIA	SO	SB
Basic Area	B	42	93456	SANTA MARIA	SO	SB
Basic Area	B	42	93457	SANTA MARIA	SO	SB
Basic Area	B	42	93458	SANTA MARIA	SO	SB
Basic Area	B	42	93460	SANTA YNEZ	SO	SB
Basic Area	B	42	93463	SOLVANG	SO	SB
Basic Area	B	42	93464	SOLVANG	SO	SB
Basic Area	B	43	94550	LIVERMORE	SF	BA
Basic Area	B	43	95023	HOLLISTER	SF	MU
Basic Area	B	43	95076	WATSONVILLE	SF	MU
Basic Area	B	43	95140	MOUNT HAMILTON, SAN JOSE	SF	BA
Basic Area	B	44	95001	APTOS	NO	MU
Basic Area	B	44	95003	APTOS	NO	MU
Basic Area	B	44	95005	BEN LOMOND	NO	MU
Basic Area	B	44	95006	BOULDER CREEK	NO	MU
Basic Area	B	44	95007	BROOKDALE	NO	MU
Basic Area	B	44	95010	CAPITOLA	NO	MU
Basic Area	B	44	95017	DAVENPORT	NO	MU
Basic Area	B	44	95018	FELTON	NO	MU
Basic Area	B	44	95019	FREEDOM	NO	MU
Basic Area	B	44	95030	LOS GATOS	NO	BA
Basic Area	B	44	95033	LOS GATOS	NO	MU
Basic Area	B	44	95041	MOUNT HERMON	NO	MU
Basic Area	B	44	95060	SANTA CRUZ	NO	MU
Basic Area	B	44	95061	SANTA CRUZ	NO	MU
Basic Area	B	44	95062	SANTA CRUZ	NO	MU
Basic Area	B	44	95063	SANTA CRUZ	NO	MU
Basic Area	B	44	95064	SANTA CRUZ	NO	MU
Basic Area	B	44	95065	SANTA CRUZ	NO	MU
Basic Area	B	44	95066	SCOTTS VALLEY	NO	MU
Basic Area	B	44	95067	SCOTTS VALLEY	NO	MU
Basic Area	B	44	95073	SOQUEL	NO	MU
Basic Area	B	44	95076	WATSONVILLE	NO	BA
Basic Area	B	44	95077	WATSONVILLE	NO	MU

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DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Basic Area	B	45	96001	REDDING	SV	SA
Basic Area	B	45	96002	REDDING	SV	SA
Basic Area	B	45	96003	REDDING	SV	SA
Basic Area	B	45	96007	ANDERSON	SV	SA
Basic Area	B	45	96008	BELLA VISTA	SV	SA
Basic Area	B	45	96011	BIG BEND	SV	SA
Basic Area	B	45	96013	BURNEY	SV	SA
Basic Area	B	45	96016	CASSEL	SV	SA
Basic Area	B	45	96017	CASTELLA	SV	SA
Basic Area	B	45	96019	SHASTA LAKE	SV	SA
Basic Area	B	45	96022	COTTONWOOD	SV	SA
Basic Area	B	45	96025	DUNSMUIR	SV	SA
Basic Area	B	45	96028	FALL RIVER MILLS	SV	SA
Basic Area	B	45	96033	FRENCH GULCH	SV	SA
Basic Area	B	45	96040	HAT CREEK	SV	SA
Basic Area	B	45	96047	IGO	SV	SA
Basic Area	B	45	96049	REDDING	SV	SA
Basic Area	B	45	96051	LAKEHEAD	SV	SA
Basic Area	B	45	96056	MCARTHUR, LITTLE VALLEY	SV	MC
Basic Area	B	45	96059	MANTON	SV	SA
Basic Area	B	45	96062	MILLVILLE	SV	SA
Basic Area	B	45	96065	MONTGOMERY CREEK	SV	SA
Basic Area	B	45	96069	OAK RUN	SV	SA
Basic Area	B	45	96070	OBRIEN	SV	SA
Basic Area	B	45	96071	OLD STATION	SV	SA
Basic Area	B	45	96073	PALO CEDRO	SV	SA
Basic Area	B	45	96076	PLATINA, WILDWOOD	SV	SA
Basic Area	B	45	96079	SHASTA LAKE	SV	SA
Basic Area	B	45	96084	ROUND MOUNTAIN	SV	SA
Basic Area	B	45	96087	SHASTA	SV	SA
Basic Area	B	45	96088	SHINGLETOWN	SV	SA
Basic Area	B	45	96089	SUMMIT CITY	SV	SA
Basic Area	B	45	96095	WHISKEYTOWN	SV	SA
Basic Area	B	45	96096	WHITMORE	SV	SA
Basic Area	B	45	96099	REDDING	SV	SA
Basic Area	B	49	94515	CALISTOGA	SF	BA
Basic Area	B	49	94972	VALLEY FORD	SF	BA
Basic Area	B	49	95416	BOYES HOT SPRINGS	SF	BA
Basic Area	B	49	95431	ELDRIDGE	SF	BA
Basic Area	B	49	95433	EL VERANO	SF	BA
Basic Area	B	49	95442	GLEN ELLEN	SF	BA
Basic Area	B	49	95452	KENWOOD	SF	BA
Basic Area	B	49	95476	SONOMA	SF	BA
Basic Area	B	49	95487	VINEBURG	SF	BA
Basic Area	B	50	95230	FARMINGTON	SJ	CC
Basic Area	B	50	95323	HICKMAN	SJ	SJ
Basic Area	B	50	95329	LA GRANGE	SJ	MA
Basic Area	B	50	95360	NEWMAN	SJ	SJ
Basic Area	B	51	95626	ELVERTA	SV	FR
Basic Area	B	51	95645	KNIGHTS LANDING	SV	FR
Basic Area	B	51	95648	LINCOLN	SV	FR
Basic Area	B	51	95659	NICOLAUS, EAST NICOLAUS, TROWBRIDGE	SV	FR
Basic Area	B	51	95668	PLEASANT GROVE	SV	FR
Basic Area	B	51	95674	RIO OSO	SV	FR
Basic Area	B	51	95676	ROBBINS	SV	FR
Basic Area	B	51	95692	WHEATLAND	SV	FR
Basic Area	B	51	95837	SACRAMENTO	SV	FR
Basic Area	B	51	95948	GRIDLEY	SV	FR
Basic Area	B	51	95953	LIVE OAK	SV	FR
Basic Area	B	51	95957	MERIDIAN	SV	FR
Basic Area	B	51	95982	SUTTER	SV	FR
Basic Area	B	51	95991	YUBA CITY	SV	FR
Basic Area	B	51	95992	YUBA CITY	SV	FR
Basic Area	B	51	95993	YUBA CITY	SV	FR
Basic Area	B	52	95963	ORLAND	SV	TC
Basic Area	B	52	95973	CHICO, COHASSET	SV	TC
Basic Area	B	52	96021	CORNING	SV	TC
Basic Area	B	52	96022	COTTONWOOD	SV	TC
Basic Area	B	52	96029	FLOURNOY	SV	TC
Basic Area	B	52	96035	GERBER	SV	TC
Basic Area	B	52	96055	LOS MOLINOS	SV	TC
Basic Area	B	52	96059	MANTON	SV	TC
Basic Area	B	52	96061	MILL CREEK	SV	TC
Basic Area	B	52	96063	MINERAL, LASSEN VOLCANIC NATIONAL PARK	SV	TC
Basic Area	B	52	96074	PASKENTA	SV	TC
Basic Area	B	52	96075	PAYNES CREEK	SV	TC
Basic Area	B	52	96076	PLATINA, WILDWOOD	SV	TC
Basic Area	B	52	96078	PROBERTA	SV	TC
Basic Area	B	52	96080	RED BLUFF	SV	TC
Basic Area	B	52	96090	TEHAMA	SV	TC
Basic Area	B	52	96092	VINA	SV	TC
Basic Area	B	54	93201	ALPAUGH	SJ	SJ

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DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Basic Area	B	54	93207	CALIFORNIA HOT SPRINGS	SJ	SJ
Basic Area	B	54	93208	CAMP NELSON	SJ	SJ
Basic Area	B	54	93212	CORCORAN	SJ	SJ
Basic Area	B	54	93218	DUCOR	SJ	SJ
Basic Area	B	54	93219	EARLIMART	SJ	SJ
Basic Area	B	54	93227	GOSHEN	SJ	SJ
Basic Area	B	54	93237	KAWEAH	SJ	SJ
Basic Area	B	54	93238	KERNVILLE	SJ	SJ
Basic Area	B	54	93244	LEMON COVE	SJ	SJ
Basic Area	B	54	93256	PIXLEY	SJ	SJ
Basic Area	B	54	93260	POSEY	SJ	SJ
Basic Area	B	54	93261	RICHGROVE	SJ	SJ
Basic Area	B	54	93262	SEQUOIA NATIONAL PARK	SJ	SJ
Basic Area	B	54	93265	SPRINGVILLE	SJ	SJ
Basic Area	B	54	93270	TERRA BELLA	SJ	SJ
Basic Area	B	54	93271	THREE RIVERS	SJ	SJ
Basic Area	B	54	93272	TIPTON	SJ	SJ
Basic Area	B	54	93527	INYOKERN, PEARSONVILLE	SJ	SJ
Basic Area	B	54	93603	BADGER, MIRAMONTE	SJ	SJ
Basic Area	B	54	93633	KINGS CANYON NATIONAL PK	SJ	SJ
Basic Area	B	56	93225	FRAZIER PARK	SO	SJ
Basic Area	B	56	93252	MARICOPA	SO	SL
Basic Area	B	58	95692	WHEATLAND	SV	FR
Basic Area	B	58	95901	MARYSVILLE, LOMA RICA	SV	FR
Basic Area	B	58	95903	MARYSVILLE, BEALE AFB	SV	FR
Basic Area	B	58	95918	BROWNS VALLEY	SV	FR
Basic Area	B	58	95919	BROWNSVILLE	SV	FR
Basic Area	B	58	95922	CAMPTONVILLE	SV	FR
Basic Area	B	58	95925	CHALLENGE	SV	FR
Basic Area	B	58	95935	DOBBINS	SV	FR
Basic Area	B	58	95941	FORBESTOWN	SV	FR
Basic Area	B	58	95960	NORTH SAN JUAN, N SAN JUAN	SV	FR
Basic Area	B	58	95961	OLIVEHURST	SV	FR
Basic Area	B	58	95962	OREGON HOUSE	SV	FR
Basic Area	B	58	95966	OROVILLE	SV	FR
Basic Area	B	58	95972	RACKERBY	SV	FR
Basic Area	B	58	95977	SMARTVILLE	SV	NS
Basic Area	B	58	95981	STRAWBERRY VALLEY, LA PORTE	SV	FR
Basic Area	B	59	96000	TEST ZIP ONLY	NN	NN
Change of Ownership Area	C	02	95223	ARNOLD	GB	CC
Change of Ownership Area	C	02	95646	KIRKWOOD	GB	GB
Change of Ownership Area	C	02	96120	MARKLEEVILLE	GB	GB
Change of Ownership Area	C	03	95601	AMADOR CITY	MC	AC
Change of Ownership Area	C	03	95629	FIDDLETOWN	MC	ED
Change of Ownership Area	C	03	95640	IONE	MC	AC
Change of Ownership Area	C	03	95642	JACKSON	MC	AC
Change of Ownership Area	C	03	95644	KIT CARSON	MC	AC
Change of Ownership Area	C	03	95654	MARTELL	MC	AC
Change of Ownership Area	C	03	95665	PINE GROVE	MC	AC
Change of Ownership Area	C	03	95666	PIONEER	MC	AC
Change of Ownership Area	C	03	95669	PLYMOUTH	MC	AC
Change of Ownership Area	C	03	95675	RIVER PINES	MC	AC
Change of Ownership Area	C	03	95685	SUTTER CREEK	MC	AC
Change of Ownership Area	C	03	95689	VOLCANO	MC	AC
Change of Ownership Area	C	03	95699	DRYTOWN	MC	AC
Change of Ownership Area	C	05	95221	ALTAVILLE	MC	CC
Change of Ownership Area	C	05	95222	ANGELS CAMP	MC	CC
Change of Ownership Area	C	05	95223	ARNOLD	MC	GB
Change of Ownership Area	C	05	95224	AVERY	MC	CC
Change of Ownership Area	C	05	95225	BURSON	MC	CC
Change of Ownership Area	C	05	95226	CAMPO SECO	MC	CC
Change of Ownership Area	C	05	95228	COPPEROPOLIS	MC	CC
Change of Ownership Area	C	05	95229	DOUGLAS FLAT	MC	CC
Change of Ownership Area	C	05	95230	FARMINGTON	MC	SJ
Change of Ownership Area	C	05	95232	GLENCOE	MC	CC
Change of Ownership Area	C	05	95233	HATHAWAY PINES	MC	CC
Change of Ownership Area	C	05	95236	LINDEN	MC	CC
Change of Ownership Area	C	05	95245	MOKELUMNE HILL	MC	CC
Change of Ownership Area	C	05	95246	MOUNTAIN RANCH	MC	CC
Change of Ownership Area	C	05	95247	MURPHYS	MC	CC
Change of Ownership Area	C	05	95248	RAIL ROAD FLAT	MC	CC
Change of Ownership Area	C	05	95249	SAN ANDREAS	MC	CC
Change of Ownership Area	C	05	95250	SHEEPRANCH	MC	CC
Change of Ownership Area	C	05	95251	VALLECITO	MC	TE
Change of Ownership Area	C	05	95252	VALLEY SPRINGS	MC	CC
Change of Ownership Area	C	05	95254	WALLACE	MC	CC
Change of Ownership Area	C	05	95255	WEST POINT	MC	CC
Change of Ownership Area	C	05	95257	WILSEYVILLE	MC	CC
Change of Ownership Area	C	08	95531	CRESCENT CITY	NC	NC
Change of Ownership Area	C	08	95532	CRESCENT CITY, PELICAN BAY STATE PRISON	NC	NC
Change of Ownership Area	C	08	95538	FORT DICK	NC	NC
Change of Ownership Area	C	08	95543	GASQUET	NC	NC

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DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Change of Ownership Area	C	08	95548	KLAMATH	NC	NC
Change of Ownership Area	C	08	95567	SMITH RIVER	NC	NC
Change of Ownership Area	C	09	96142	TAHOMA, PO BOX	LT	ED
Change of Ownership Area	C	09	96150	SOUTH LAKE TAHOE	LT	ED
Change of Ownership Area	C	09	96151	SOUTH LAKE TAHOE	LT	ED
Change of Ownership Area	C	09	96152	SOUTH LAKE TAHOE	LT	ED
Change of Ownership Area	C	09	96154	SOUTH LAKE TAHOE	LT	ED
Change of Ownership Area	C	09	96155	SOUTH LAKE TAHOE	LT	ED
Change of Ownership Area	C	09	96156	SOUTH LAKE TAHOE	LT	ED
Change of Ownership Area	C	09	96157	SOUTH LAKE TAHOE	LT	ED
Change of Ownership Area	C	09	96158	SOUTH LAKE TAHOE	LT	ED
Change of Ownership Area	C	12	95501	EUREKA	NC	NC
Change of Ownership Area	C	12	95502	EUREKA	NC	NC
Change of Ownership Area	C	12	95503	EUREKA	NC	NC
Change of Ownership Area	C	12	95511	ALDERPOINT	NC	NC
Change of Ownership Area	C	12	95514	BLOCKSBURG	NC	NC
Change of Ownership Area	C	12	95518	ARCATA	NC	NC
Change of Ownership Area	C	12	95519	MCKINLEYVILLE	NC	NC
Change of Ownership Area	C	12	95521	ARCATA	NC	NC
Change of Ownership Area	C	12	95524	BAYSIDE	NC	NC
Change of Ownership Area	C	12	95525	BLUE LAKE	NC	NC
Change of Ownership Area	C	12	95526	BRIDGEVILLE	NC	NC
Change of Ownership Area	C	12	95528	CARLOTTA	NC	NC
Change of Ownership Area	C	12	95534	CUTTEN	NC	NC
Change of Ownership Area	C	12	95536	FERNDALE	NC	NC
Change of Ownership Area	C	12	95537	FIELDS LANDING	NC	NC
Change of Ownership Area	C	12	95540	FORTUNA	NC	NC
Change of Ownership Area	C	12	95542	GARBERVILLE	NC	NC
Change of Ownership Area	C	12	95545	HONEYDEW	NC	NC
Change of Ownership Area	C	12	95546	HOOPA	NC	NC
Change of Ownership Area	C	12	95547	HYDESVILLE	NC	NC
Change of Ownership Area	C	12	95549	KNEELAND	NC	NC
Change of Ownership Area	C	12	95550	KORBEL	NC	NC
Change of Ownership Area	C	12	95551	LOLETA	NC	NC
Change of Ownership Area	C	12	95553	MIRANDA	NC	NC
Change of Ownership Area	C	12	95554	MYERS FLAT	NC	NC
Change of Ownership Area	C	12	95555	ORICK	NC	NC
Change of Ownership Area	C	12	95556	ORLEANS	NC	NC
Change of Ownership Area	C	12	95558	PETROLIA	NC	NC
Change of Ownership Area	C	12	95559	PHILLIPSVILLE	NC	NC
Change of Ownership Area	C	12	95560	REDWAY	NC	NC
Change of Ownership Area	C	12	95562	RIO DELL	NC	NC
Change of Ownership Area	C	12	95564	SAMOA	NC	NC
Change of Ownership Area	C	12	95565	SCOTIA	NC	NC
Change of Ownership Area	C	12	95569	REDCREST	NC	NC
Change of Ownership Area	C	12	95570	TRINIDAD	NC	NC
Change of Ownership Area	C	12	95571	WEOTT	NC	NC
Change of Ownership Area	C	12	95573	WILLOWCREEK	NC	NC
Change of Ownership Area	C	12	95589	WHITETHORN	NC	NC
Change of Ownership Area	C	13	92004	BORREGO SPRINGS	SS	IC
Change of Ownership Area	C	13	92222	BARD	SS	IC
Change of Ownership Area	C	13	92227	BRAWLEY	SS	IC
Change of Ownership Area	C	13	92231	CALEXICO	SS	IC
Change of Ownership Area	C	13	92232	CALEXICO	SS	IC
Change of Ownership Area	C	13	92233	CALIPATRIA	SS	IC
Change of Ownership Area	C	13	92243	EL CENTRO	SS	IC
Change of Ownership Area	C	13	92244	EL CENTRO	SS	IC
Change of Ownership Area	C	13	92249	HEBER	SS	IC
Change of Ownership Area	C	13	92250	HOLTVILLE	SS	IC
Change of Ownership Area	C	13	92251	IMPERIAL	SS	IC
Change of Ownership Area	C	13	92257	NILAND	SS	IC
Change of Ownership Area	C	13	92259	OCOTILLO	SS	IC
Change of Ownership Area	C	13	92266	PALO VERDE	SS	IC
Change of Ownership Area	C	13	92273	SEELEY	SS	IC
Change of Ownership Area	C	13	92274	THERMAL	SS	SC
Change of Ownership Area	C	13	92275	SALTON CITY	SS	IC
Change of Ownership Area	C	13	92281	WESTMORLAND	SS	IC
Change of Ownership Area	C	13	92283	WINTERHAVEN	SS	IC
Change of Ownership Area	C	14	92328	DEATH VALLEY	GB	GB
Change of Ownership Area	C	14	92384	SHOSHONE	GB	GB
Change of Ownership Area	C	14	92389	TECOPA	GB	GB
Change of Ownership Area	C	14	93513	BIG PINE	GB	GB
Change of Ownership Area	C	14	93514	BISHOP	GB	GB
Change of Ownership Area	C	14	93515	BISHOP	GB	GB
Change of Ownership Area	C	14	93522	DARWIN	GB	GB
Change of Ownership Area	C	14	93526	INDEPENDENCE	GB	GB
Change of Ownership Area	C	14	93527	INYOKERN, PEARSONVILLE	GB	GB
Change of Ownership Area	C	14	93530	KEELER	GB	GB
Change of Ownership Area	C	14	93542	LITTLE LAKE	GB	GB
Change of Ownership Area	C	14	93545	LONE PINE	GB	GB
Change of Ownership Area	C	14	93549	OLANCHA	GB	GB
Change of Ownership Area	C	14	93562	TRONA	GB	GB

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Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Change of Ownership Area	C	17	95422	CLEARLAKE	LC	LE
Change of Ownership Area	C	17	95423	CLEARLAKE OAKS	LC	LE
Change of Ownership Area	C	17	95424	CLEARLAKE PARK	LC	LE
Change of Ownership Area	C	17	95426	COBB	LC	LE
Change of Ownership Area	C	17	95435	FINLEY	LC	LE
Change of Ownership Area	C	17	95443	GLENHAVEN	LC	LE
Change of Ownership Area	C	17	95451	KELSEYVILLE	LC	LE
Change of Ownership Area	C	17	95453	LAKEPORT	LC	LE
Change of Ownership Area	C	17	95457	LOWER LAKE	LC	LE
Change of Ownership Area	C	17	95458	LUCERNE	LC	LE
Change of Ownership Area	C	17	95461	MIDDLETOWN, LOCH LOMOND	LC	LE
Change of Ownership Area	C	17	95464	NICE	LC	LE
Change of Ownership Area	C	17	95467	HIDDEN VALLEY LAKE, MIDDLETOWN	LC	LE
Change of Ownership Area	C	17	95469	POTTER VALLEY	LC	LE
Change of Ownership Area	C	17	95485	UPPER LAKE	LC	LE
Change of Ownership Area	C	17	95493	WITTER SPRINGS	LC	LE
Change of Ownership Area	C	18	96006	ADIN	NP	LC
Change of Ownership Area	C	18	96009	BIEBER	NP	LC
Change of Ownership Area	C	18	96056	MCARTHUR, LITTLE VALLEY	NP	LC
Change of Ownership Area	C	18	96068	NUBIEBER	NP	LC
Change of Ownership Area	C	18	96109	DOYLE	NP	LC
Change of Ownership Area	C	18	96113	HERLONG	NP	LC
Change of Ownership Area	C	18	96114	JANESVILLE	NP	LC
Change of Ownership Area	C	18	96117	LITCHFIELD	NP	LC
Change of Ownership Area	C	18	96119	MADELINE	NP	LC
Change of Ownership Area	C	18	96121	MILFORD	NP	LC
Change of Ownership Area	C	18	96123	RAVENDALE	NP	LC
Change of Ownership Area	C	18	96127	SUSANVILLE	NP	LC
Change of Ownership Area	C	18	96128	STANDISH	NP	LC
Change of Ownership Area	C	18	96130	SUSANVILLE	NP	LC
Change of Ownership Area	C	18	96132	TERMO	NP	LC
Change of Ownership Area	C	18	96136	JANESVILLE	NP	LC
Change of Ownership Area	C	18	96137	WESTWOOD	NP	NS
Change of Ownership Area	C	22	93601	AHWAHNEE	MC	MA
Change of Ownership Area	C	22	93623	FISH CAMP	MC	MA
Change of Ownership Area	C	22	93653	RAYMOND	MC	SJ
Change of Ownership Area	C	22	95306	CATHEYS VALLEY	MC	MA
Change of Ownership Area	C	22	95311	COULTERVILLE	MC	MA
Change of Ownership Area	C	22	95318	EL PORTAL	MC	MA
Change of Ownership Area	C	22	95321	GROVELAND	MC	TE
Change of Ownership Area	C	22	95325	HORNITOS	MC	MA
Change of Ownership Area	C	22	95329	LA GRANGE	MC	SJ
Change of Ownership Area	C	22	95338	MARIPOSA	MC	MA
Change of Ownership Area	C	22	95345	MIDPINES	MC	SJ
Change of Ownership Area	C	22	95389	YOSEMITE NATIONAL PARK	MC	MA
Change of Ownership Area	C	23	95410	ALBION	NC	MO
Change of Ownership Area	C	23	95415	BOONVILLE	NC	MO
Change of Ownership Area	C	23	95417	BRANSCOMB	NC	MO
Change of Ownership Area	C	23	95418	CALPELLA	NC	MO
Change of Ownership Area	C	23	95420	CASPAR	NC	MO
Change of Ownership Area	C	23	95425	CLOVERDALE	NC	MO
Change of Ownership Area	C	23	95427	COMPTCHE	NC	MO
Change of Ownership Area	C	23	95428	COVELO	NC	MO
Change of Ownership Area	C	23	95429	DOS RIOS	NC	MO
Change of Ownership Area	C	23	95432	ELK	NC	MO
Change of Ownership Area	C	23	95437	FORT BRAGG	NC	MO
Change of Ownership Area	C	23	95445	GUALALA, SEA RANCH	NC	MO
Change of Ownership Area	C	23	95449	HOPLAND	NC	MO
Change of Ownership Area	C	23	95454	LAYTONVILLE	NC	MO
Change of Ownership Area	C	23	95456	LITTLERIVER	NC	MO
Change of Ownership Area	C	23	95459	MANCHESTER	NC	MO
Change of Ownership Area	C	23	95460	MENDOCINO	NC	MO
Change of Ownership Area	C	23	95463	NAVARRO	NC	MO
Change of Ownership Area	C	23	95466	PHILO	NC	MO
Change of Ownership Area	C	23	95468	POINT ARENA	NC	MO
Change of Ownership Area	C	23	95469	POTTER VALLEY	NC	MO
Change of Ownership Area	C	23	95470	REDWOOD VALLEY	NC	MO
Change of Ownership Area	C	23	95481	TALMAGE	NC	MO
Change of Ownership Area	C	23	95482	UKIAH	NC	MO
Change of Ownership Area	C	23	95488	WESTPORT, FORT BRAGG	NC	MO
Change of Ownership Area	C	23	95490	WILLITS	NC	MO
Change of Ownership Area	C	23	95494	YORKVILLE	NC	MO
Change of Ownership Area	C	23	95585	LEGGETT	NC	MO
Change of Ownership Area	C	23	95587	PIERCY	NC	MO
Change of Ownership Area	C	25	96006	ADIN	NP	MC
Change of Ownership Area	C	25	96015	CANBY	NP	MC
Change of Ownership Area	C	25	96054	LOOKOUT	NP	MC
Change of Ownership Area	C	25	96056	MCARTHUR, LITTLE VALLEY	NP	SA
Change of Ownership Area	C	25	96101	ALTURAS	NP	MC
Change of Ownership Area	C	25	96104	CEDARVILLE	NP	MC
Change of Ownership Area	C	25	96108	DAVIS CREEK	NP	MC
Change of Ownership Area	C	25	96110	EAGLEVILLE	NP	MC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Change of Ownership Area	C	25	96112	FORT BIDWELL	NP	MC
Change of Ownership Area	C	25	96115	LAKE CITY	NP	MC
Change of Ownership Area	C	25	96116	LIKELY	NP	MC
Change of Ownership Area	C	25	96134	TULELAKE	NP	MC
Change of Ownership Area	C	26	93512	BENTON	GB	GB
Change of Ownership Area	C	26	93514	BISHOP	GB	GB
Change of Ownership Area	C	26	93517	BRIDGEPORT	GB	GB
Change of Ownership Area	C	26	93529	JUNE LAKE	GB	GB
Change of Ownership Area	C	26	93541	LEE VINING	GB	GB
Change of Ownership Area	C	26	93546	MAMMOTH LAKES	GB	GB
Change of Ownership Area	C	26	96107	COLEVILLE	GB	GB
Change of Ownership Area	C	26	96133	TOPAZ	GB	GB
Change of Ownership Area	C	31	96140	CARNELIAN BAY	LT	PC
Change of Ownership Area	C	31	96141	HOMEWOOD	MC	PC
Change of Ownership Area	C	31	96142	TAHOMA, PO BOX	LT	PC
Change of Ownership Area	C	31	96143	KINGS BEACH	LT	PC
Change of Ownership Area	C	31	96145	TAHOE CITY	LT	PC
Change of Ownership Area	C	31	96146	OLYMPIC VALLEY	MC	PC
Change of Ownership Area	C	31	96148	TAHOE VISTA	LT	PC
Change of Ownership Area	C	32	95915	BELDEN	MC	NS
Change of Ownership Area	C	32	95923	CANYONDAM	MC	NS
Change of Ownership Area	C	32	95934	CRESCENT MILLS	MC	NS
Change of Ownership Area	C	32	95947	GREENVILLE	MC	NS
Change of Ownership Area	C	32	95956	MEADOWVALLEY	MC	NS
Change of Ownership Area	C	32	95971	QUINCY	MC	NS
Change of Ownership Area	C	32	95980	STORRIE	MC	NS
Change of Ownership Area	C	32	95981	STRAWBERRY VALLEY, LA PORTE	MC	NS
Change of Ownership Area	C	32	95983	TAYLORSVILLE	MC	NS
Change of Ownership Area	C	32	95984	TWAIN	MC	NS
Change of Ownership Area	C	32	96020	CHESTER	MC	NS
Change of Ownership Area	C	32	96103	BLAIRSDEN	MC	NS
Change of Ownership Area	C	32	96105	CHILCOOT	MC	LC
Change of Ownership Area	C	32	96106	CLIO	MC	NS
Change of Ownership Area	C	32	96122	PORTOLA	MC	NS
Change of Ownership Area	C	32	96129	BECKWOURTH	MC	NS
Change of Ownership Area	C	32	96135	VINTON	MC	NS
Change of Ownership Area	C	32	96137	WESTWOOD	MC	LC
Change of Ownership Area	C	33	92225	BLYTHE	MD	MD
Change of Ownership Area	C	33	92226	BLYTHE	MD	MD
Change of Ownership Area	C	33	92239	DESERT CENTER	MD	SC
Change of Ownership Area	C	33	92272	RIPLEY	MD	MD
Change of Ownership Area	C	36	92242	EARP	MD	MD
Change of Ownership Area	C	36	92267	PARKER DAM	MD	MD
Change of Ownership Area	C	36	92280	VIDAL	MD	MD
Change of Ownership Area	C	36	92323	CIMA	MD	MD
Change of Ownership Area	C	36	92332	ESSEX	MD	MD
Change of Ownership Area	C	36	92363	NEEDLES	MD	MD
Change of Ownership Area	C	36	92364	NIPTON	MD	MD
Change of Ownership Area	C	36	92366	MOUNTAIN PASS	MD	MD
Change of Ownership Area	C	37	91905	BOULEVARD	SD	SD
Change of Ownership Area	C	37	91906	CAMPO	SD	SD
Change of Ownership Area	C	37	91916	DESCANSO	SD	SD
Change of Ownership Area	C	37	91931	GUATAY	SD	SD
Change of Ownership Area	C	37	91934	JACUMBA	SD	SD
Change of Ownership Area	C	37	91948	MOUNT LAGUNA	SD	SD
Change of Ownership Area	C	37	91962	PINE VALLEY	SD	SD
Change of Ownership Area	C	37	91963	POTRERO	SD	SD
Change of Ownership Area	C	37	91980	TECATE	SD	SD
Change of Ownership Area	C	37	91987	TECATE, ACU TRAC	SD	SD
Change of Ownership Area	C	37	91990	POTRERO, YOUNG AMERICA	SD	SD
Change of Ownership Area	C	37	92004	BORREGO SPRINGS	SD	SD
Change of Ownership Area	C	37	92036	JULIAN	SD	SD
Change of Ownership Area	C	37	92059	PALA	SD	SD
Change of Ownership Area	C	37	92060	PALOMAR MOUNTAIN	SD	SD
Change of Ownership Area	C	37	92066	RANCHITA	SD	SD
Change of Ownership Area	C	37	92070	SANTA YSABEL	SD	SD
Change of Ownership Area	C	37	92086	WARNER SPRINGS	SD	SD
Change of Ownership Area	C	37	92096	SAN MARCOS, CALIFORNIA STATE SAN MARCOS	SD	SD
Change of Ownership Area	C	46	95910	ALLEGHANY	MC	NS
Change of Ownership Area	C	46	95922	CAMPTONVILLE	MC	NS
Change of Ownership Area	C	46	95936	DOWNIEVILLE	MC	NS
Change of Ownership Area	C	46	95944	GOODYEARS BAR	MC	NS
Change of Ownership Area	C	46	95960	NORTH SAN JUAN, N SAN JUAN	MC	NS
Change of Ownership Area	C	46	96118	LOYALTON	MC	NS
Change of Ownership Area	C	46	96124	CALPINE	MC	NS
Change of Ownership Area	C	46	96125	SIERRA CITY	MC	NS
Change of Ownership Area	C	46	96126	SIERRAVILLE	MC	NS
Change of Ownership Area	C	47	95568	SOMES BAR	NP	SU
Change of Ownership Area	C	47	96014	CALLAHAN	NP	SU
Change of Ownership Area	C	47	96023	DORRIS	NP	SU
Change of Ownership Area	C	47	96025	DUNSMUIR	NP	SU
Change of Ownership Area	C	47	96027	ETNA	NP	SU

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DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCOCODE
Change of Ownership Area	C	47	96031	FORKS OF SALMON	NP	SU
Change of Ownership Area	C	47	96032	FORT JONES	NP	SU
Change of Ownership Area	C	47	96034	GAZELLE	NP	SU
Change of Ownership Area	C	47	96037	GREENVIEW	NP	SU
Change of Ownership Area	C	47	96038	GRENADA	NP	SU
Change of Ownership Area	C	47	96039	HAPPY CAMP	NP	SU
Change of Ownership Area	C	47	96044	HORNBROOK	NP	SU
Change of Ownership Area	C	47	96050	KLAMATH RIVER	NP	SU
Change of Ownership Area	C	47	96057	MCCLOUD	NP	SU
Change of Ownership Area	C	47	96058	MACDOEL	NP	SU
Change of Ownership Area	C	47	96064	MONTAGUE	NP	SU
Change of Ownership Area	C	47	96067	MOUNT SHASTA	NP	SU
Change of Ownership Area	C	47	96085	SCOTT BAR	NP	SU
Change of Ownership Area	C	47	96086	SEIAD VALLEY	NP	SU
Change of Ownership Area	C	47	96091	TRINITY CENTER	NP	SU
Change of Ownership Area	C	47	96094	WEED	NP	SU
Change of Ownership Area	C	47	96097	YREKA	NP	SU
Change of Ownership Area	C	47	96134	TULELAKE	NP	SU
Change of Ownership Area	C	49	94922	BODEGA	NC	SO
Change of Ownership Area	C	49	94923	BODEGA BAY	NC	SO
Change of Ownership Area	C	49	95412	ANNAPOLIS	NC	SO
Change of Ownership Area	C	49	95419	CAMP MEEKER	NC	SO
Change of Ownership Area	C	49	95421	CAZADERO	NC	SO
Change of Ownership Area	C	49	95425	CLOVERDALE	NC	SO
Change of Ownership Area	C	49	95430	DUNCANS MILLS	NC	SO
Change of Ownership Area	C	49	95436	FORESTVILLE	NC	SO
Change of Ownership Area	C	49	95441	GEYSERVILLE	NC	SO
Change of Ownership Area	C	49	95446	GUERNEVILLE	NC	SO
Change of Ownership Area	C	49	95448	HEALDSBURG	NC	SO
Change of Ownership Area	C	49	95450	JENNER	NC	SO
Change of Ownership Area	C	49	95462	MONTE RIO	NC	SO
Change of Ownership Area	C	49	95465	OCCIDENTAL	NC	SO
Change of Ownership Area	C	49	95471	RIO NIDO	NC	SO
Change of Ownership Area	C	49	95480	STEWARTS POINT	NC	SO
Change of Ownership Area	C	49	95486	VILLA GRANDE	NC	SO
Change of Ownership Area	C	49	95497	THE SEA RANCH	NC	SO
Change of Ownership Area	C	53	95526	BRIDGEVILLE	NC	NC
Change of Ownership Area	C	53	95527	BURNT RANCH	NC	NC
Change of Ownership Area	C	53	95552	MAD RIVER	NC	NC
Change of Ownership Area	C	53	95563	SALYER	NC	NC
Change of Ownership Area	C	53	95595	ZENIA	NC	NC
Change of Ownership Area	C	53	96010	BIG BAR	NC	NC
Change of Ownership Area	C	53	96024	DOUGLAS CITY	NC	NC
Change of Ownership Area	C	53	96041	HAYFORK	NC	NC
Change of Ownership Area	C	53	96046	HYAMPOM	NC	NC
Change of Ownership Area	C	53	96048	JUNCTION CITY	NC	NC
Change of Ownership Area	C	53	96052	LEWISTON	NC	NC
Change of Ownership Area	C	53	96076	PLATINA, WILDWOOD	NC	NC
Change of Ownership Area	C	53	96091	TRINITY CENTER	NC	NC
Change of Ownership Area	C	53	96093	WEAVERVILLE	NC	NC
Change of Ownership Area	C	55	95305	BIG OAK FLAT	MC	TE
Change of Ownership Area	C	55	95309	CHINESE CAMP	MC	TE
Change of Ownership Area	C	55	95310	COLUMBIA	MC	TE
Change of Ownership Area	C	55	95311	COULTERVILLE	MC	TE
Change of Ownership Area	C	55	95314	DARDANELLE	MC	TE
Change of Ownership Area	C	55	95321	GROVELAND	MC	MA
Change of Ownership Area	C	55	95327	JAMESTOWN	MC	TE
Change of Ownership Area	C	55	95329	LA GRANGE	MC	TE
Change of Ownership Area	C	55	95335	LONG BARN	MC	TE
Change of Ownership Area	C	55	95346	MI WUK VILLAGE	MC	TE
Change of Ownership Area	C	55	95347	MOCCASIN	MC	TE
Change of Ownership Area	C	55	95364	PINECREST	MC	TE
Change of Ownership Area	C	55	95370	SONORA	MC	TE
Change of Ownership Area	C	55	95372	SOULSBYVILLE	MC	TE
Change of Ownership Area	C	55	95373	STANDARD	MC	TE
Change of Ownership Area	C	55	95375	STRAWBERRY	MC	TE
Change of Ownership Area	C	55	95379	TUOLUMNE	MC	TE
Change of Ownership Area	C	55	95383	TWAIN HARTE	MC	TE
Change of Ownership Area	C	55	95389	YOSEMITE NATIONAL PARK	MC	TE
Enhanced Area, With Directed Vehicles	E	01	94501	ALAMEDA	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94502	ALAMEDA	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94514	BYRON, DISCOVERY BAY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94536	FREMONT	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94537	FREMONT	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94538	FREMONT	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94539	FREMONT	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94540	HAYWARD	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94541	HAYWARD	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94542	HAYWARD	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94543	HAYWARD	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94544	HAYWARD	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94545	HAYWARD	SF	BA

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNUM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	01	94546	CASTRO VALLEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94550	LIVERMORE	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94551	LIVERMORE	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94552	CASTRO VALLEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94555	FREMONT	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94557	HAYWARD	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94560	NEWARK	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94566	PLEASANTON	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94568	DUBLIN	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94577	SAN LEANDRO	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94578	SAN LEANDRO	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94579	SAN LEANDRO	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94580	SAN LORENZO	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94586	SUNOL	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94587	UNION CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94588	PLEASANTON	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94601	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94602	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94603	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94604	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94605	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94606	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94607	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94608	EMERYVILLE	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94609	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94610	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94611	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94612	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94613	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94614	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94615	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94617	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94618	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94619	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94620	PIEDMONT	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94621	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94622	OAKLAND INTERNATIONAL SERVICE CENTER, OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94623	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94624	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94625	OAKLAND, NAVAL SUPPLY CENTER	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94626	OAKLAND, ARMY TERMINAL	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94627	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94643	OAKLAND, KAISER ALUM AND CHEM	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94649	OAKLAND, EAST BAY MUN UTILITY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94659	OAKLAND, BLUE CROSS	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94660	OAKLAND, SAFEWAY STORES	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94661	OAKLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94662	EMERYVILLE	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94666	OAKLAND, KAISER SERVICES	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94701	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94702	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94703	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94704	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94705	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94706	ALBANY, BERKELEY, KENSINGTON	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94707	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94708	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94709	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94710	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94712	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	01	94720	BERKELEY, UNIVERSITY OF CALIFORNIA BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94505	BYRON	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94506	DANVILLE	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94507	ALAMO	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94509	ANTIOCH	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94511	BETHEL ISLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94513	BRENTWOOD	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94514	BYRON, DISCOVERY BAY	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94516	CANYON	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94517	CLAYTON	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94518	CONCORD	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94519	CONCORD	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94520	CONCORD	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94521	CONCORD	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94522	CONCORD	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94523	PLEASANT HILL	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94524	CONCORD	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94525	CROCKETT	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94526	DANVILLE	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94527	CONCORD	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94528	DIABLO	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94529	CONCORD, CHEVRON	SF	BA

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMINI	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	07	94530	EL CERRITO	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94531	ANTIOCH	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94547	HERCULES	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94548	KNIGHTSEN	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94549	LAFAYETTE	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94550	LIVERMORE	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94553	MARTINEZ	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94556	MORAGA	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94561	OAKLEY	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94563	ORINDA	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94564	PINOLE	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94565	PITTSBURG	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94569	PORT COSTA	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94570	MORAGA	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94572	RODEO	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94575	MORAGA	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94582	SAN RAMON	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94583	SAN RAMON	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94595	WALNUT CREEK	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94596	WALNUT CREEK	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94597	WALNUT CREEK	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94598	WALNUT CREEK	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94706	ALBANY, BERKELEY, KENSINGTON	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94707	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94708	BERKELEY	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94801	RICHMOND	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94802	RICHMOND	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94803	EL SOBRANTE	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94804	RICHMOND	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94805	RICHMOND	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94806	SAN PABLO	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94807	RICHMOND	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94808	RICHMOND	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94820	EL SOBRANTE	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94850	RICHMOND	SF	BA
Enhanced Area, With Directed Vehicles	E	07	94875	RICHMOND, SAN FRAN BMC MERCH RETURN	SF	BA
Enhanced Area, With Directed Vehicles	E	09	95762	EL DORADO HILLS	MC	ED
Enhanced Area, With Directed Vehicles	E	10	93611	CLOVIS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93612	CLOVIS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93613	CLOVIS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93619	CLOVIS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93626	FRIANT	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93650	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93701	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93702	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93703	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93704	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93705	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93706	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93707	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93708	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93709	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93710	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93711	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93712	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93714	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93715	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93716	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93717	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93718	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93720	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93721	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93722	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93723	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93724	FRESNO, COUNTY MUNICIPAL COURT	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93725	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93726	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93727	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93728	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93729	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93730	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93740	FRESNO, CALIFORNIA STATE UNIVERSITY FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93741	FRESNO, FRESNO CITY COLLEGE	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93744	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93745	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93747	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93750	FRESNO, FRESNO COUNTY SOCIAL SVC DEPARTMENT	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93755	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93760	FRESNO, PACIFIC GAS AND ELECTRIC	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93761	FRESNO, UNITED FAITH FOUNDATION	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93762	FRESNO, PACIFIC BELL	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93764	FRESNO, FRESNO CITY UTILITIES	SJ	SJ

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAM	COUNTY CODE	ZIP CODE	CITY	AIR BASIN CODE	APCD CODE
Enhanced Area, With Directed Vehicles	E	10	93765	FRESNO, AETNA LIFE AND CASUALTY	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93771	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93772	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93773	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93774	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93775	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93776	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93777	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93778	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93779	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93780	FRESNO, GOTTSCHALKS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93784	FRESNO, LIBERTY MUTUAL	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93786	FRESNO, FRESNO BEE	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93790	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93791	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93792	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93793	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93794	FRESNO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93844	FRESNO, IRS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	10	93888	FRESNO, IRS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93217	DI GIORGIO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93220	EDISON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93241	LAMONT	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93301	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93302	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93303	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93304	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93305	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93306	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93307	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93308	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93309	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93311	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93312	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93313	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93314	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93380	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93381	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93382	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93383	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93384	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93385	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93386	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93387	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93388	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93389	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	15	93390	BAKERSFIELD	SJ	SJ
Enhanced Area, With Directed Vehicles	E	19	90001	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90002	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90003	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90004	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90005	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90006	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90007	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90008	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90009	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90010	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90011	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90012	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90013	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90014	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90015	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90016	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90017	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90018	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90019	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90020	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90021	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90022	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90023	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90024	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90025	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90026	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90027	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90028	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90029	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90030	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90031	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90032	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90033	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90034	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90035	LOS ANGELES	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMINT	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	19	90036	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90037	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90038	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90039	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90040	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90041	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90042	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90043	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90044	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90045	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90046	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90047	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90048	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90049	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90050	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90051	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90052	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90053	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90054	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90055	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90056	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90057	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90058	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90059	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90060	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90061	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90062	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90063	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90064	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90065	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90066	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90067	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90068	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90069	WEST HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90070	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90071	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90072	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90073	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90074	LOS ANGELES, BANK OF AMERICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90075	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90076	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90077	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90078	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90079	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90080	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90081	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90082	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90083	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90084	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90086	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90087	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90088	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90089	LOS ANGELES, UNIVERSITY OF SOUTHERN CA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90091	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90093	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90094	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90095	LOS ANGELES, UCLA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90096	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90097	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90099	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90101	LOS ANGELES, BULK MAIL CENTER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90102	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90103	LOS ANGELES, RODALE PRESS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90174	LOS ANGELES, BANK OF AMERICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90185	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90189	LOS ANGELES, CITIBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90201	BELL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90202	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90209	BEVERLY HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90210	BEVERLY HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90211	BEVERLY HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90212	BEVERLY HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90213	BEVERLY HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90220	COMPTON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90221	COMPTON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90222	COMPTON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90223	COMPTON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90224	COMPTON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90230	CULVER CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90231	CULVER CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90232	CULVER CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90233	CULVER CITY	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNUM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	19	90239	DOWNEY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90240	DOWNEY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90241	DOWNEY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90242	DOWNEY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90245	EL SEGUNDO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90247	GARDENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90248	GARDENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90249	GARDENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90250	HAWTHORNE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90251	HAWTHORNE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90254	HERMOSA BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90255	HUNTINGTON PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90260	LAWNDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90261	LAWNDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90262	LYNWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90263	MALIBU	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90264	MALIBU	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90265	MALIBU	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90266	MANHATTAN BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90267	MANHATTAN BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90270	MAYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90272	PACIFIC PALISADES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90274	PALOS VERDES PENINSULA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90275	RANCHO PALOS VERDES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90277	REDONDO BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90278	REDONDO BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90280	SOUTH GATE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90290	TOPANGA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90291	VENICE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90292	MARINA DEL REY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90293	PLAYA DEL REY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90294	VENICE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90295	MARINA DEL REY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90296	PLAYA DEL REY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90301	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90302	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90303	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90304	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90305	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90306	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90307	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90308	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90309	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90310	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90311	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90312	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90313	INGLEWOOD, GENERAL TELEPHONE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90397	INGLEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90398	INGLEWOOD, ELECTRONIC DATA SYSTEMS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90401	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90402	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90403	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90404	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90405	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90406	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90407	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90408	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90409	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90410	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90411	SANTA MONICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90501	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90502	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90503	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90504	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90505	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90506	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90507	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90508	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90509	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90510	TORRANCE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90601	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90602	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90603	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90604	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90605	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90606	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90607	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90608	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90609	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90610	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90612	WHITTIER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90623	LA PALMA, BUENA PARK	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	19	90630	CYPRESS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90631	LA HABRA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90637	LA MIRADA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90638	LA MIRADA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90639	LA MIRADA, BIOLA UNIVERSITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90640	MONTEBELLO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90650	NORWALK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90651	NORWALK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90652	NORWALK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90659	NORWALK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90660	PICO RIVERA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90661	PICO RIVERA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90662	PICO RIVERA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90665	PICO RIVERA, RR DONNELLEY LOGISTICS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90670	SANTA FE SPRINGS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90671	SANTA FE SPRINGS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90701	ARTESIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90702	ARTESIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90703	CERRITOS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90706	BELLFLOWER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90707	BELLFLOWER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90710	HARBOR CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90711	LAKEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90712	LAKEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90713	LAKEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90714	LAKEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90715	LAKEWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90716	HAWAIIAN GARDENS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90717	LOMITA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90723	PARAMOUNT	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90731	SAN PEDRO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90732	SAN PEDRO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90733	SAN PEDRO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90734	SAN PEDRO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90744	WILMINGTON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90745	CARSON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90746	CARSON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90747	CARSON, CAL STATE UNIV DOM HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90748	WILMINGTON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90749	CARSON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90755	SIGNAL HILL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90801	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90802	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90803	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90804	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90805	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90806	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90807	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90808	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90809	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90810	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90813	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90814	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90815	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90822	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90831	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90832	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90833	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90834	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90835	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90840	LONG BEACH, CAL STATE UNIV LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90842	LONG BEACH, DEPARTMENT OF GAS & WATER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90844	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90845	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90846	LONG BEACH, BOEING	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90847	LONG BEACH, AARP	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90848	LONG BEACH, AARP	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90853	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90888	LONG BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90895	CARSON, LONG BEACH, LAKESHORE LEARNING	SC	SC
Enhanced Area, With Directed Vehicles	E	19	90899	LONG BEACH, LA INTERNATIONAL SERVICE CENTER	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91001	ALTADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91002	ALTADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91003	ALTADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91006	ARCADIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91007	ARCADIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91008	DURARTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91009	DUARTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91010	DUARTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91011	LA CANADA FLINTRIDGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91012	LA CANADA FLINTRIDGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91016	MONROVIA	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	AIRDISTCODE
Enhanced Area, With Directed Vehicles	E	19	91017	MONROVIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91020	MONTROSE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91021	MONTROSE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91023	MOUNT WILSON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91024	SIERRA MADRE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91025	SIERRA MADRE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91030	SOUTH PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91031	SOUTH PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91040	SUNLAND	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91041	SUNLAND	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91042	TUJUNGA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91043	TUJUNGA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91046	VERDUGO CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91050	PASADENA, BANK OF AMERICA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91066	ARCADIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91077	ARCADIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91101	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91102	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91103	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91104	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91105	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91106	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91107	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91108	SAN MARINO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91109	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91110	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91114	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91115	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91116	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91117	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91118	SAN MARINO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91121	PASADENA, AVON PRODUCTS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91123	PASADENA, AMBASSADOR COLLEGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91124	PASADENA, RALPH M PARSONS CO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91125	PASADENA, CAL TECH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91126	PASADENA, CAL TECH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91129	PASADENA, AMBASSADOR IC FOUNDATION	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91131	PASADENA, WORLD VISION INTERNATIONAL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91175	PASADENA, PACIFIC BELL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91182	PASADENA, FULLER THEOLOGICAL SEMINAR	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91184	PASADENA, TOURNAMENT OF ROSES ASSOC	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91185	PASADENA, MELLON REGIONAL LOCKBOX	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91186	PASADENA, SEARS MERCHANDISE GROUP	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91187	PASADENA, MELLON FINANCIAL SERVICES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91188	PASADENA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91189	PASADENA, FIRST CHICAGO SERCIVE CORP	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91191	PASADENA, WORLD VISION INTERNATIONAL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91199	PASADENA, CITY NATIONAL BANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91201	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91202	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91203	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91204	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91205	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91206	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91207	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91208	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91209	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91210	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91214	LA CRESCENTA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91221	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91222	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91224	LA CRESCENTA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91225	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91226	GLENDALE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91301	AGOURA HILLS, CORNELL, OAK PARK, SARATOGA HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91302	CALABASAS,HIDDEN HILLS,MONTE NIDO,WOODLAND HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91303	CANOGA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91304	CANOGA PARK, BOX CANYON, WEST HILLS	SC	VC
Enhanced Area, With Directed Vehicles	E	19	91305	CANOGA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91306	WINNETKA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91307	WEST HILLS, BELL PARK, CANOGA PARK	SC	VC
Enhanced Area, With Directed Vehicles	E	19	91308	CANOGA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91309	CANOGA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91310	CASTAIC	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91311	CHATSWORTH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91312	CHATSWORTH, DELUXE CHECK PRINTERS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91313	CHATSWORTH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91316	ENCINO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91321	NEWHALL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91322	NEWHALL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91324	NORTHRIDGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91325	NORTHRIDGE	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNU	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	19	91326	NORTHRIDGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91327	NORTHRIDGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91328	NORTHRIDGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91329	NORTHRIDGE, JB LANSING COMPANY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91330	NORTHRIDGE, CALIFORNIA UNIVERSITY NORTHRIDGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91331	PACOIMA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91333	PACOIMA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91334	PACOIMA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91335	RESEDA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91337	RESEDA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91340	SAN FERNANDO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91341	SAN FERNANDO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91342	SYLMAR	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91343	NORTH HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91344	GRANADA HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91345	MISSION HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91346	MISSION HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91350	SANTA CLARITA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91351	CANYON COUNTRY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91352	SUN VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91353	SUN VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91354	VALENCIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91355	VALENCIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91356	TARZANA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91357	TARZANA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91361	WESTLAKE VILLAGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91362	THOUSAND OAKS, WESTLAKE VILLAGE	SC	VC
Enhanced Area, With Directed Vehicles	E	19	91363	WESTLAKE VILLAGE, THOUSAND OAKS, STATE FARM	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91364	WOODLAND HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91365	WOODLAND HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91367	WOODLAND HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91371	WOODLAND HILLS, PIERCE COLLEGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91372	CALABASAS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91376	AGOURA HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91380	SANTA CLARITA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91381	STEVENSON RANCH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91382	SANTA CLARITA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91383	SANTA CLARITA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91384	CASTAIC	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91385	VALENCIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91386	CANYON COUNTRY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91387	CANYON COUNTRY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91388	VAN NUYS, PACIFIC TELEPHONE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91390	LOS ANGELES	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91392	SYLMAR	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91393	NORTH HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91394	GRANADA HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91395	MISSION HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91396	WINNETKA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91399	WOODLAND HILLS, CALABASAS, LOCKHEED CORPORATION	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91401	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91402	PANORAMA CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91403	SHERMAN OAKS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91404	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91405	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91406	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91407	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91408	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91409	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91410	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91411	VAN NUYS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91412	PANORAMA CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91413	SHERMAN OAKS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91416	ENCINO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91423	SHERMAN OAKS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91426	ENCINO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91436	ENCINO	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91470	VAN NUYS, BLUE CROSS OF SOUTHERN CALIFORNIA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91482	VAN NUYS, DELUXE CHECK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91495	VAN NUYS, SHERMAN OAKS, US PURCHASING EXCHANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91496	VAN NUYS, US PURCHASING CORPORATION	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91497	VAN NUYS, SOUTHERN CALIFORNIA GAS COMPANY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91499	VAN NUYS, BUSINESS REPLY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91501	BURBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91502	BURBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91503	BURBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91504	BURBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91505	BURBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91506	BURBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91507	BURBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91508	BURBANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91510	BURBANK	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	19	91521	BURBANK, DISNEY PRODUCTIONS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91522	BURBANK, BURBANK STUDIOS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91523	BURBANK, NBC	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91526	BURBANK, WALT DISNEY COMPANY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91601	NORTH HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91602	NORTH HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91603	NORTH HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91604	STUDIO CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91605	NORTH HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91606	NORTH HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91607	VALLEY VILLAGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91608	UNIVERSAL CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91609	NORTH HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91610	TOLUCA LAKE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91611	NORTH HOLLYWOOD, US PURCHASING EXCHANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91612	NORTH HOLLYWOOD, US PURCHASING EXCHANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91614	STUDIO CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91615	NORTH HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91616	NORTH HOLLYWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91617	VALLEY VILLAGE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91618	UNIVERSAL CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91702	AZUSA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91706	BALDWIN PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91709	CHINO HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91711	CLAREMONT	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91714	CITY OF INDUSTRY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91715	CITY OF INDUSTRY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91716	CITY OF INDUSTRY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91722	COVINA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91723	COVINA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91724	COVINA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91731	EL MONTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91732	EL MONTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91733	SOUTH EL MONTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91734	EL MONTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91735	EL MONTE, WELLS FARGO BANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91740	GLENDORA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91741	GLENDORA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91744	LA PUENTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91745	HACIENDA HEIGHTS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91746	LA PUENTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91747	LA PUENTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91748	ROWLAND HEIGHTS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91749	LA PUENTE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91750	LA VERNE	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91754	MONTEREY PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91755	MONTEREY PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91756	MONTEREY PARK, SOUTHERN CALIFORNIA GAS COMPANY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91765	DIAMOND BAR	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91766	POMONA, PHILLIPS RANCH	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91767	POMONA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91768	POMONA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91769	POMONA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91770	ROSEMEAD	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91771	ROSEMEAD, SOUTHERN CALIFORNIA EDISON COMPANY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91772	ROSEMEAD, SOUTHERN CALIFORNIA EDISON COMPANY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91773	SAN DIMAS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91775	SAN GABRIEL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91776	SAN GABRIEL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91778	SAN GABRIEL	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91780	TEMPLE CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91788	WALNUT	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91789	WALNUT	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91790	WEST COVINA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91791	WEST COVINA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91792	WEST COVINA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91793	WEST COVINA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91795	WALNUT, FEDERAL HOME LOAN BANK	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91797	POMONA, BUREAU OF THE CENSUS	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91799	POMONA, FOCUS ON THE FAMILY	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91801	ALHAMBRA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91802	ALHAMBRA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91803	ALHAMBRA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91804	ALHAMBRA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91841	ALHAMBRA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91896	ALHAMBRA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	91899	ALHAMBRA	SC	SC
Enhanced Area, With Directed Vehicles	E	19	93510	ACTON	SC	SC
Enhanced Area, With Directed Vehicles	E	19	93532	LAKE HUGHES	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93534	LANCASTER	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93535	LANCASTER	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93536	LANCASTER, DEL SUR, QUARTZ HILL	MD	AV

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNUM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	19	93539	LANCASTER	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93543	LITTLEROCK	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93544	LLANO	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93550	PALMDALE	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93551	PALMDALE	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93552	PALMDALE	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93553	PEARBLOSSOM	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93563	VALYERMO	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93584	LANCASTER	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93586	LANCASTER	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93590	PALMDALE	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93591	PALMDALE	MD	AV
Enhanced Area, With Directed Vehicles	E	19	93599	PALMDALE, LOCKHEED ADVANCED DEVCO	MD	AV
Enhanced Area, With Directed Vehicles	E	20	93636	MADERA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	21	94901	SAN RAFAEL	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94903	SAN RAFAEL	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94904	GREENBRAE	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94912	SAN RAFAEL	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94913	SAN RAFAEL	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94914	KENTFIELD	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94915	SAN RAFAEL, MISSION RAFAEL	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94920	BELVEDERE TIBURON	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94925	CORTE MADERA	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94930	FAIRFAX	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94939	LARKSPUR	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94941	MILL VALLEY	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94942	MILL VALLEY	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94945	NOVATO	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94947	NOVATO	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94948	NOVATO	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94949	NOVATO	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94957	ROSS	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94960	SAN ANSELMO	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94964	SAN QUENTIN	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94965	SAUSALITO	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94966	SAUSALITO	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94973	WOODACRE	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94974	SAN QUENTIN	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94976	CORTE MADERA	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94977	LARKSPUR	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94978	FAIRFAX	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94979	SAN ANSELMO	SF	BA
Enhanced Area, With Directed Vehicles	E	21	94998	NOVATO, FIREMANS FUND INSURANCE COMPANY	SF	BA
Enhanced Area, With Directed Vehicles	E	24	95316	DENAIR	SJ	SJ
Enhanced Area, With Directed Vehicles	E	24	95340	MERCED	SJ	SJ
Enhanced Area, With Directed Vehicles	E	24	95341	MERCED	SJ	SJ
Enhanced Area, With Directed Vehicles	E	24	95344	MERCED	SJ	SJ
Enhanced Area, With Directed Vehicles	E	24	95348	MERCED	SJ	SJ
Enhanced Area, With Directed Vehicles	E	24	95380	TURLOCK	SJ	SJ
Enhanced Area, With Directed Vehicles	E	28	94503	VALLEJO, AMERICAN CANYON	SF	BA
Enhanced Area, With Directed Vehicles	E	28	94558	NAPA	SF	BA
Enhanced Area, With Directed Vehicles	E	28	94559	NAPA	SF	BA
Enhanced Area, With Directed Vehicles	E	28	94581	NAPA	SF	BA
Enhanced Area, With Directed Vehicles	E	28	94589	VALLEJO	SF	BA
Enhanced Area, With Directed Vehicles	E	28	94599	YOUNTVILLE	SF	BA
Enhanced Area, With Directed Vehicles	E	30	90620	BUENA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90621	BUENA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90622	BUENA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90623	LA PALMA, BUENA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90624	BUENA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90630	CYPRESS	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90631	LA HABRA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90632	LA HABRA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90633	LA HABRA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90638	LA MIRADA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90680	STANTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90720	LOS ALAMITOS	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90721	LOS ALAMITOS	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90740	SEAL BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90742	SUNSET BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	90743	SURFSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92601	ATWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92602	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92603	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92604	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92605	HUNTINGTON BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92606	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92607	LAGUNA NIGUEL	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92609	EL TORO, LAKE FOREST	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92610	FOOTHILL RANCH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92612	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92613	ORANGE	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAM	COUNTY CODE	ZIP CODE	CITY	AIR BASIN CODE	APCD CODE
Enhanced Area, With Directed Vehicles	E	30	92614	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92615	HUNTINGTON BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92616	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92617	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92618	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92619	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92620	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92621	BREA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92622	BREA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92623	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92624	CAPISTRANO BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92625	CORONA DEL MAR	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92626	COSTA MESA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92627	COSTA MESA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92628	COSTA MESA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92629	DANA POINT	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92630	LAKE FOREST	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92631	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92632	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92633	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92634	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92635	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92637	LAGUNA HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92640	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92641	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92642	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92643	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92644	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92645	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92646	HUNTINGTON BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92647	HUNTINGTON BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92648	HUNTINGTON BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92649	HUNTINGTON BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92650	EAST IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92651	LAGUNA BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92652	LAGUNA BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92653	LAGUNA HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92654	LAGUNA HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92655	MIDWAY CITY	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92656	ALISO VIEJO	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92657	NEWPORT COAST	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92658	NEWPORT BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92659	NEWPORT BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92660	NEWPORT BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92661	NEWPORT BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92662	NEWPORT BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92663	NEWPORT BEACH	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92664	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92665	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92666	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92667	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92668	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92669	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92670	PLACENTIA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92672	SAN CLEMENTE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92673	SAN CLEMENTE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92674	SAN CLEMENTE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92675	SAN JUAN CAPISTRANO	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92676	SILVERADO	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92677	LAGUNA NIGUEL	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92678	TRABUCO CANYON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92679	TRABUCO CANYON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92680	TUSTIN	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92681	TUSTIN	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92683	WESTMINSTER	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92684	WESTMINSTER	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92685	WESTMINSTER	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92686	YORBA LINDA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92687	YORBA LINDA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92688	RANCHO SANTA MARGARITA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92690	MISSION VIEJO	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92691	MISSION VIEJO	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92692	MISSION VIEJO	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92693	SAN JUAN CAPISTRANO	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92694	LADERA RANCH, SAN JUAN CAPISTRANO, MISSION VIEJO	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92697	IRVINE, UCI, UNIVERSITY OF CALIFORNIA IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92698	ALISO VIEJO, FLUOR CORPORATION	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92701	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92702	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92703	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92704	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92705	SANTA ANA	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	30	92706	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92707	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92708	FOUNTAIN VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92709	IRVINE, EL TORO MARINE CORPS AIR STATION	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92710	IRVINE, TUSTIN MARINE CORPS AIR STATION	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92711	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92712	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92713	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92714	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92715	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92716	IRVINE, SANTA ANA, UNIVERSITY	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92718	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92720	IRVINE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92725	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92728	FOUNTAIN VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92735	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92780	TUSTIN	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92781	TUSTIN	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92782	TUSTIN	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92799	SANTA ANA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92801	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92802	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92803	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92804	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92805	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92806	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92807	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92808	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92809	ANAHEIM, ANAHEIM HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92811	ATWOOD	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92812	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92814	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92815	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92816	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92817	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92821	BREA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92822	BREA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92823	BREA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92825	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92831	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92832	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92833	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92834	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92835	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92836	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92837	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92838	FULLERTON	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92840	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92841	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92842	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92843	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92844	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92845	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92846	GARDEN GROVE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92850	ANAHEIM, HOUSEHOLD FINANCE CORPORATION	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92856	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92857	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92859	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92861	VILLA PARK, ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92862	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92863	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92864	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92865	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92866	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92867	ORANGE, VILLA PARK	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92868	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92869	ORANGE	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92870	PLACENTIA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92871	PLACENTIA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92885	YORBA LINDA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92886	YORBA LINDA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92887	YORBA LINDA	SC	SC
Enhanced Area, With Directed Vehicles	E	30	92899	ANAHEIM	SC	SC
Enhanced Area, With Directed Vehicles	E	31	95626	ELVERTA	SV	PC
Enhanced Area, With Directed Vehicles	E	31	95650	LOOMIS	SV	PC
Enhanced Area, With Directed Vehicles	E	31	95661	ROSEVILLE	SV	PC
Enhanced Area, With Directed Vehicles	E	31	95677	ROCKLIN	SV	PC
Enhanced Area, With Directed Vehicles	E	31	95678	ROSEVILLE	SV	PC
Enhanced Area, With Directed Vehicles	E	31	95746	GRANITE BAY	SV	PC
Enhanced Area, With Directed Vehicles	E	31	95747	ROSEVILLE	SV	PC
Enhanced Area, With Directed Vehicles	E	31	95765	ROCKLIN	SV	PC
Enhanced Area, With Directed Vehicles	E	33	91718	CORONA, 1999 PO BOXES	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMAM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	33	91719	CORONA, 1999	SC	SC
Enhanced Area, With Directed Vehicles	E	33	91720	CORONA, 1999	SC	SC
Enhanced Area, With Directed Vehicles	E	33	91752	MIRA LOMA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	91760	NORCO	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92028	FALLBROOK	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92201	INDIO	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92202	INDIO	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92203	INDIO	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92210	INDIAN WELLS	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92211	PALM DESERT	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92234	CATHEDRAL CITY	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92235	CATHEDRAL CITY	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92236	COACHELLA	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92247	LA QUINTA	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92248	LA QUINTA	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92253	LA QUINTA	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92255	PALM DESERT	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92260	PALM DESERT	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92261	PALM DESERT	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92262	PALM SPRINGS	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92263	PALM SPRINGS	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92264	PALM SPRINGS	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92270	RANCHO MIRAGE	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92274	THERMAL	SS	IC
Enhanced Area, With Directed Vehicles	E	33	92282	WHITE WATER	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92292	PALM SPRINGS	SS	SC
Enhanced Area, With Directed Vehicles	E	33	92313	GRAND TERRACE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92320	CALIMESA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92324	COLTON	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92337	FONTANA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92353	LAKEVIEW	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92373	REDLANDS	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92388	SUNNYMEAD	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92399	YUCAIPA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92501	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92502	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92503	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92504	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92505	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92506	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92507	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92508	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92509	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92513	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92514	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92515	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92516	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92517	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92518	MARCH AIR FORCE BASE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92519	RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92521	RIVERSIDE, UNIVERSITY OF CALIFORNIA RIVERSIDE	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92522	RIVERSIDE, CITY LIGHT AND WATER	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92543	HEMET	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92544	HEMET	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92545	HEMET	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92546	HEMET	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92551	MORENO VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92552	MORENO VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92553	MORENO VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92554	MORENO VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92555	MORENO VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92556	MORENO VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92557	MORENO VALLEY	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92567	NUEVO	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92581	SAN JACINTO	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92582	SAN JACINTO	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92583	SAN JACINTO	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92589	TEMECULA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92590	TEMECULA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92591	TEMECULA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92592	TEMECULA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92593	TEMECULA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92860	NORCO	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92877	CORONA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92878	CORONA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92879	CORONA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92880	CORONA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92881	CORONA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92882	CORONA	SC	SC
Enhanced Area, With Directed Vehicles	E	33	92883	CORONA	SC	SC
Enhanced Area, With Directed Vehicles	E	34	94203	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94204	SACRAMENTO	SV	SM

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	34	94205	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94206	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94207	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94208	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94209	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94211	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94229	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94230	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94232	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94234	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94235	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94236	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94237	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94239	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94240	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94243	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94244	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94245	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94246	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94247	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94248	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94249	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94250	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94252	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94253	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94254	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94256	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94257	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94258	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94259	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94261	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94262	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94263	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94267	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94268	SACRAMENTO, GOVERNOR OF CALIFORNIA	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94269	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94271	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94273	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94274	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94277	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94278	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94279	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94280	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94282	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94283	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94284	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94285	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94286	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94287	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94288	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94289	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94290	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94291	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94293	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94294	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94295	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94296	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94297	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94298	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	94299	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95608	CARMICHAEL	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95609	CARMICHAEL	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95610	CITRUS HEIGHTS	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95611	CITRUS HEIGHTS	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95621	CITRUS HEIGHTS	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95624	ELK GROVE	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95626	ELVERTA	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95628	FAIR OAKS	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95630	FOLSOM	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95639	HOOD	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95652	MCCLELLAN AFB	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95655	MATHER	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95660	NORTH HIGHLANDS	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95662	ORANGEVALE	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95670	RANCHO CORDOVA	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95671	REPRESA, FOLSOM PRISON	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95673	RIO LINDA	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95741	RANCHO CORDOVA	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95742	RANCHO CORDOVA	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95743	RANCHO CORDOVA, IRS	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95757	ELK GROVE	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95758	ELK GROVE	SV	SM

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMIN	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	34	95759	ELK GROVE	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95763	FOLSOM	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95811	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95812	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95813	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95814	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95815	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95816	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95817	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95818	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95819	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95820	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95821	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95822	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95823	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95824	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95825	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95826	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95827	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95828	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95829	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95830	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95831	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95832	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95833	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95834	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95835	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95836	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95837	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95838	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95840	SACRAMENTO, FRANCHISE TAX BOARD	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95841	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95842	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95843	ANTELOPE	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95851	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95852	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95853	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95857	SACRAMENTO, FRANCHISE TAX BOARD	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95860	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95864	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95865	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95866	SACRAMENTO	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95867	SACRAMENTO, FRANCHISE TAX BOARD REFUNDS	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95887	SACRAMENTO, PACIFIC BELL	SV	SM
Enhanced Area, With Directed Vehicles	E	34	95894	SACRAMENTO, STATE OF CALIFORNIA DMV	SV	SM
Enhanced Area, With Directed Vehicles	E	36	91701	ALTA LOMA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91708	CHINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91709	CHINO HILLS	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91710	CHINO, ONTARIO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91729	RANCHO CUCAMONGA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91730	RANCHO CUCAMONGA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91737	ALTA LOMA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91739	RANCHO CUCAMONGA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91743	GUASTI	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91758	ONTARIO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91759	MT BALDY	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91761	ONTARIO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91762	ONTARIO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91763	MONTCLAIR	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91764	ONTARIO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91766	POMONA, PHILLIPS RANCH	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91784	UPLAND	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91785	UPLAND	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91786	UPLAND	SC	SC
Enhanced Area, With Directed Vehicles	E	36	91798	ONTARIO, RMX	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92307	APPLE VALLEY	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92308	APPLE VALLEY	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92313	GRAND TERRACE	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92316	BLOOMINGTON	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92318	BRYN MAWR	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92324	COLTON	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92331	FONTANA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92334	FONTANA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92335	FONTANA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92336	FONTANA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92337	FONTANA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92340	HESPERIA	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92344	HESPERIA, OAK HILLS	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92345	HESPERIA	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92346	HIGHLAND	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92350	LOMA LINDA, LOMA LINDA UNIVERSITY	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92354	LOMA LINDA	SC	SC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	36	92357	LOMA LINDA, VETERANS HOSPITAL	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92359	MENTONE	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92369	PATTON	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92373	REDLANDS	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92374	REDLANDS	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92375	REDLANDS	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92376	RIALTO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92377	RIALTO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92392	VICTORVILLE	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92393	VICTORVILLE	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92394	VICTORVILLE	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92395	VICTORVILLE	MD	MD
Enhanced Area, With Directed Vehicles	E	36	92399	YUCAIPA	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92401	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92402	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92403	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92404	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92405	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92406	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92407	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92408	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92410	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92411	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92412	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92413	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92414	SAN BERNARDINO, CAMPUS CRUSADE FOR CHRIST	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92415	SAN BERNARDINO, COUNTY OFFICES	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92418	SAN BERNARDINO, CITY HALL	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92420	SAN BERNARDINO, SHEARSON LEHMAN AM EXPRESS	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92423	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92424	SAN BERNARDINO, CAMPUS CRUSADE FOR CHRIST	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92427	SAN BERNARDINO	SC	SC
Enhanced Area, With Directed Vehicles	E	36	92880	CORONA	SC	SC
Enhanced Area, With Directed Vehicles	E	37	91901	ALPINE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91902	BONITA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91903	ALPINE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91908	BONITA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91909	CHULA VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91910	CHULA VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91911	CHULA VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91912	CHULA VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91913	CHULA VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91914	CHULA VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91915	CHULA VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91921	CHULA VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91932	IMPERIAL BEACH	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91933	IMPERIAL BEACH	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91941	LA MESA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91942	LA MESA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91943	LA MESA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91944	LA MESA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91945	LEMON GROVE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91946	LEMON GROVE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91947	LINCOLN ACRES	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91950	NATIONAL CITY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91951	NATIONAL CITY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91976	SPRING VALLEY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91977	SPRING VALLEY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91978	SPRING VALLEY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	91979	SPRING VALLEY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92003	BONSALL	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92007	CARDIFF BY THE SEA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92008	CARLSBAD	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92009	CARLSBAD	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92010	CARLSBAD	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92011	CARLSBAD	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92013	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92014	DEL MAR	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92018	CARLSBAD	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92019	EL CAJON	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92020	EL CAJON	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92021	EL CAJON	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92022	EL CAJON	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92023	ENCINITAS	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92024	ENCINITAS	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92025	ESCONDIDO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92026	ESCONDIDO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92027	ESCONDIDO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92028	FALLBROOK	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92029	ESCONDIDO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92030	ESCONDIDO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92033	ESCONDIDO	SD	SD

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	37	92037	LA JOLLA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92038	LA JOLLA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92039	LA JOLLA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92040	LAKESIDE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92046	ESCONDIDO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92049	OCEANSIDE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92051	OCEANSIDE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92052	OCEANSIDE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92054	OCEANSIDE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92055	CAMP PENDLETON, OCEANSIDE, MARINE CORP BASE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92056	OCEANSIDE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92057	OCEANSIDE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92058	OCEANSIDE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92064	POWAY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92067	RANCHO SANTA FE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92068	SAN LUIS REY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92069	SAN MARCOS	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92071	SANTEE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92072	SANTEE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92074	POWAY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92075	SOLANA BEACH	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92078	SAN MARCOS, 1999	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92079	SAN MARCOS	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92081	VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92083	VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92084	VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92085	VISTA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92088	FALLBROOK	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92090	EL CAJON, TRAVEL LODGE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92091	RANCHO SANTA FE	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92092	LA JOLLA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92093	LA JOLLA	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92101	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92102	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92103	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92104	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92105	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92106	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92107	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92108	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92109	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92110	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92111	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92112	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92113	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92114	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92115	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92116	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92117	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92118	CORONADO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92119	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92120	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92121	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92122	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92123	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92124	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92126	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92127	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92128	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92129	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92130	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92131	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92132	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92133	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92134	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92135	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92136	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92137	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92138	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92139	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92140	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92142	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92143	SAN YSIDRO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92145	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92147	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92149	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92150	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92152	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92153	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92154	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92155	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92158	SAN DIEGO, SAN DIEGO COUNTY JAIL	SD	SD

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	37	92159	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92160	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92161	SAN DIEGO, V A HOSPITAL	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92162	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92163	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92164	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92165	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92166	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92167	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92168	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92169	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92170	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92171	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92172	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92173	SAN YSIDRO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92174	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92175	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92176	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92177	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92178	CORONADO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92179	SAN DIEGO, DONOVAN CORRECTIONAL FACILITY	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92182	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92184	SAN DIEGO, SAN DIEGO GAS AND ELECTRIC	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92186	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92187	SAN DIEGO, SAN DIEGO WATER UTILITIES	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92190	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92191	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92192	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92193	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92194	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92195	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92196	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92197	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92198	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	37	92199	SAN DIEGO	SD	SD
Enhanced Area, With Directed Vehicles	E	38	94101	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94102	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94103	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94104	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94105	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94106	SAN FRANCISCO, FIRM HOLDOUTS	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94107	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94108	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94109	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94110	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94111	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94112	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94114	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94115	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94116	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94117	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94118	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94119	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94120	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94121	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94122	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94123	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94124	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94125	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94126	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94127	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94128	SAN FRANCISCO, AIRPORT MAIL CENTER	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94129	SAN FRANCISCO, LETTERMAN ARMY, PRESIDIO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94130	SAN FRANCISCO, TREASURE ISLAND	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94131	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94132	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94133	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94134	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94135	SAN FRANCISCO, EXPRESS MAIL REPORTING SYSTEM	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94136	SAN FRANCISCO, SELECTIVE SERVICE	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94137	SAN FRANCISCO, BANK OF AMERICA	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94138	SAN FRANCISCO, WELLS FARGO BANK	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94139	SAN FRANCISCO, FIRST INTERSTATE BANK	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94140	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94141	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94142	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94143	SAN FRANCISCO, UNIVERSITY OF CAL MEDICAL CENTER	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94144	SAN FRANCISCO, WELLS FARGO BANK	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94145	SAN FRANCISCO, BANK CAL, UNION BANK, SANWA BANK	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94146	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94147	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94150	SAN FRANCISCO, UNION OIL COMPANY OF CALIFORNIA	SF	BA

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	38	94151	SAN FRANCISCO, IRS REMITTANCE, ATANDT	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94152	SAN FRANCISCO, PACIFIC GAS AND ELECTRIC	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94153	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94154	SAN FRANCISCO, BANK OF AMERICA	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94155	SAN FRANCISCO, MACYS OF CALIFORNIA	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94156	SAN FRANCISCO, WELLS FARGO BANK	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94157	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94158	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94159	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94160	SAN FRANCISCO, BANK OF AMERICA	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94161	SAN FRANCISCO, SECURITY PACIFIC NATL BANK	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94162	SAN FRANCISCO, WELLS FARGO BANK	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94163	SAN FRANCISCO, WELLS FARGO BANK	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94164	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94165	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94166	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94167	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94168	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94169	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94170	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94171	SAN FRANCISCO, ATANDT	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94172	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94175	SAN FRANCISCO, US BUREAU OF THE MINT	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94177	SAN FRANCISCO, PACIFIC GAS AND ELECTRIC	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94188	SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	38	94199	SAN FRANCISCO, PACIFIC AREA OFFICE	SF	BA
Enhanced Area, With Directed Vehicles	E	39	95201	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95202	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95203	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95204	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95205	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95206	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95207	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95208	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95209	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95210	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95211	STOCKTON, UNIVERSITY OF PACIFIC	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95212	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95213	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95215	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95219	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95231	FRENCH CAMP	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95234	HOLT	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95240	LODI	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95241	LODI	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95242	LODI	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95253	VICTOR	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95258	WOODBRIDGE	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95267	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95269	STOCKTON	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95290	STOCKTON, AMERICAN SAVINGS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95296	STOCKTON, LYOTH, DEFENSE REGION	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95297	STOCKTON, BRM FIRM ZIP	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95298	STOCKTON, CRM FIRM ZIP	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95304	BANTA, TRACY	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95336	MANTECA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95337	MANTECA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95376	TRACY	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95377	TRACY	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95378	TRACY	SJ	SJ
Enhanced Area, With Directed Vehicles	E	39	95391	TRACY, MOUNTAIN HOUSE	SJ	SJ
Enhanced Area, With Directed Vehicles	E	41	94002	BELMONT	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94003	BELMONT	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94005	BRISBANE	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94010	BURLINGAME	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94011	BURLINGAME	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94012	BURLINGAME	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94013	DAILY CITY, SF INTERNATIONAL SERVICE CENTER	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94014	DALY CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94015	DALY CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94016	DALY CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94017	DALY CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94025	MENLO PARK	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94026	MENLO PARK	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94027	ATHERTON	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94028	PORTOLA VALLEY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94029	MENLO PARK	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94030	MILLBRAE	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94031	MILLBRAE	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94044	PACIFICA	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94045	PACIFICA	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94059	REDWOOD CITY	SF	BA

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNUM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	41	94061	REDWOOD CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94062	REDWOOD CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94063	REDWOOD CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94064	REDWOOD CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94065	REDWOOD CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94066	SAN BRUNO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94067	SAN BRUNO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94070	SAN CARLOS	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94071	SAN CARLOS	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94080	SOUTH SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94083	SOUTH SAN FRANCISCO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94096	SAN BRUNO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94098	SAN BRUNO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94099	OYSTER POINT	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94303	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94401	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94402	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94403	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94404	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94405	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94406	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94407	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94408	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94409	SAN MATEO	SF	BA
Enhanced Area, With Directed Vehicles	E	41	94497	SAN MATEO, POSTAL DATA CENTER	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94022	LOS ALTOS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94023	LOS ALTOS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94024	LOS ALTOS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94035	MOUNTAIN VIEW	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94039	MOUNTAIN VIEW, CASTRO CENTER	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94040	MOUNTAIN VIEW	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94041	MOUNTAIN VIEW	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94042	MOUNTAIN VIEW	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94043	MOUNTAIN VIEW	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94085	SUNNYVALE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94086	SUNNYVALE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94087	SUNNYVALE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94088	SUNNYVALE, ONIZUKA AIR FORCE BASE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94089	SUNNYVALE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94090	SUNNYVALE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94301	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94302	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94303	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94304	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94305	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94306	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94307	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94308	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94309	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	94310	PALO ALTO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95002	ALVISO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95008	CAMPBELL	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95009	CAMPBELL	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95011	CAMPBELL	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95013	COYOTE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95014	CUPERTINO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95015	CUPERTINO	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95020	GILROY	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95021	GILROY	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95026	HOLY CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95030	LOS GATOS	SF	MU
Enhanced Area, With Directed Vehicles	E	43	95031	LOS GATOS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95032	LOS GATOS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95033	LOS GATOS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95035	MILPITAS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95036	MILPITAS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95037	MORGAN HILL	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95038	MORGAN HILL	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95042	NEW ALMADEN	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95044	REDWOOD ESTATES	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95046	SAN MARTIN	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95050	SANTA CLARA	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95051	SANTA CLARA	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95052	SANTA CLARA	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95053	SANTA CLARA, SANTA CLARA UNIVERSITY	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95054	SANTA CLARA	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95055	SANTA CLARA	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95056	SANTA CLARA	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95070	SARATOGA	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95071	SARATOGA	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95101	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95102	SAN JOSE	SF	BA

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	43	95103	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95106	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95108	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95109	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95110	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95111	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95112	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95113	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95114	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95115	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95116	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95117	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95118	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95119	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95120	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95121	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95122	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95123	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95124	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95125	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95126	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95127	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95128	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95129	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95130	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95131	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95132	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95133	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95134	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95135	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95136	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95137	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95138	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95139	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95141	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95142	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95148	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95150	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95151	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95152	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95153	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95154	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95155	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95156	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95157	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95158	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95159	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95160	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95161	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95164	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95170	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95171	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95172	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95173	SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95190	SAN JOSE, SAN JOSE MERCURY NEWS	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95191	SAN JOSE, AMORC	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95192	SAN JOSE, CALIFORNIA UNIVERSITY SAN JOSE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95193	SAN JOSE, IBM	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95194	SAN JOSE, CALIFORNIA WATER SERVICE	SF	BA
Enhanced Area, With Directed Vehicles	E	43	95196	SAN JOSE, SAN JOSE WATER COMPANY	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94510	BENICIA	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94533	FAIRFIELD	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94534	FAIRFIELD	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94535	TRAVIS AFB	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94585	SUISUN CITY	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94589	VALLEJO	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94590	VALLEJO	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94591	VALLEJO	SF	BA
Enhanced Area, With Directed Vehicles	E	48	94592	VALLEJO	SF	BA
Enhanced Area, With Directed Vehicles	E	48	95616	DAVIS	SV	YS
Enhanced Area, With Directed Vehicles	E	48	95618	DAVIS, EL MACERO	SV	YS
Enhanced Area, With Directed Vehicles	E	48	95625	ELMIRA	SV	YS
Enhanced Area, With Directed Vehicles	E	48	95687	VACAVILLE	SV	YS
Enhanced Area, With Directed Vehicles	E	48	95688	VACAVILLE	SV	YS
Enhanced Area, With Directed Vehicles	E	48	95696	VACAVILLE	SV	YS
Enhanced Area, With Directed Vehicles	E	49	94926	COTATI, ROHNERT PARK, STATE FARM INSURANCE	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94927	ROHNERT PARK	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94928	ROHNERT PARK	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94931	COTATI	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94951	PENNGROVE	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94952	PETALUMA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94953	PETALUMA	SF	BA

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	49	94954	PETALUMA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94955	PETALUMA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94975	PETALUMA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	94989	PETALUMA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95401	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95402	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95403	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95404	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95405	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95406	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95407	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95408	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95409	SANTA ROSA	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95439	FULTON	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95444	GRATON	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95472	SEBASTOPOL	SF	BA
Enhanced Area, With Directed Vehicles	E	49	95473	SEBASTOPOL	NC	SO
Enhanced Area, With Directed Vehicles	E	49	95492	WINDSOR	SF	BA
Enhanced Area, With Directed Vehicles	E	50	95307	CERES	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95316	DENAIR	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95319	EMPIRE	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95328	KEYS	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95350	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95351	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95352	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95353	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95354	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95355	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95356	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95357	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95358	MODESTO	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95368	SALIDA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95380	TURLOCK	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95381	TURLOCK	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95382	TURLOCK	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95385	VERNALIS, TRACY	SJ	SJ
Enhanced Area, With Directed Vehicles	E	50	95397	MODESTO, MODESTO CA BUS REPLY	SJ	SJ
Enhanced Area, With Directed Vehicles	E	54	93235	IVANHOE	SJ	SJ
Enhanced Area, With Directed Vehicles	E	54	93277	VISALIA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	54	93278	VISALIA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	54	93279	VISALIA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	54	93290	VISALIA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	54	93291	VISALIA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	54	93292	VISALIA	SJ	SJ
Enhanced Area, With Directed Vehicles	E	54	93670	YETTEM	SJ	SJ
Enhanced Area, With Directed Vehicles	E	56	90265	MALIBU	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91301	AGOURA HILLS, CORNELL, OAK PARK, SARATOGA HILLS	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91304	CANOGA PARK, BOX CANYON, WEST HILLS	SO	SC
Enhanced Area, With Directed Vehicles	E	56	91307	WEST HILLS, BELL PARK, CANOGA PARK	SO	SC
Enhanced Area, With Directed Vehicles	E	56	91311	CHATSWORTH	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91319	NEWBURY PARK	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91320	NEWBURY PARK	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91358	THOUSAND OAKS	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91359	THOUSAND OAKS	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91360	THOUSAND OAKS	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91361	WESTLAKE VILLAGE	SO	VC
Enhanced Area, With Directed Vehicles	E	56	91362	THOUSAND OAKS	SO	SC
Enhanced Area, With Directed Vehicles	E	56	91377	OAK PARK, AGOURA HILLS	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93001	VENTURA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93002	VENTURA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93003	VENTURA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93004	VENTURA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93005	VENTURA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93006	VENTURA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93007	VENTURA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93009	VENTURA, COUNTY GOVERNMENT	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93010	CAMARILLO	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93011	CAMARILLO	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93012	CAMARILLO	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93013	CARPINTERIA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93020	MOORPARK	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93021	MOORPARK	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93030	OXNARD	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93031	OXNARD	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93032	OXNARD	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93033	OXNARD	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93034	OXNARD	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93035	OXNARD	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93036	OXNARD	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93041	PORT HUENEME	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93042	POINT MUGU NAWC	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93043	PORT HUENEME, CBC BASE	SO	VC

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	URBASINCODE	APCDCODE
Enhanced Area, With Directed Vehicles	E	56	93044	PORT HUENEME	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93060	SANTA PAULA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93061	SANTA PAULA	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93062	SIMI VALLEY	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93063	SIMI VALLEY	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93064	BRANDEIS	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93065	SIMI VALLEY	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93066	SOMIS	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93093	SIMI VALLEY	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93094	SIMI VALLEY	SO	VC
Enhanced Area, With Directed Vehicles	E	56	93099	SIMI VALLEY, FARMERS INSURANCE	SO	VC
Enhanced Area, With Directed Vehicles	E	57	95605	BRODERICK	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95616	DAVIS	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95617	DAVIS	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95618	DAVIS, EL MACERO	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95691	WEST SACRAMENTO	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95695	WOODLAND	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95697	YOLO (P.O. BOX ONLY)	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95776	WOODLAND	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95798	WEST SACRAMENTO	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95799	WEST SACRAMENTO	SV	YS
Enhanced Area, With Directed Vehicles	E	57	95899	SACRAMENTO, BUSINESS REPLY MAIL	SV	YS
Enhanced Area, With Directed Vehicles	E	59	95000	TEST ZIP ONLY	NN	NN
No Program	N	19	90704	AVALON, CATALINA ISLAND	SC	SC
Enhanced Area, No Directed Vehicles	P	09	95613	COLOMA	MC	ED
Enhanced Area, No Directed Vehicles	P	09	95619	DIAMOND SPRINGS	MC	ED
Enhanced Area, No Directed Vehicles	P	09	95643	KELSEY	MC	ED
Enhanced Area, No Directed Vehicles	P	09	95667	PLACERVILLE	MC	ED
Enhanced Area, No Directed Vehicles	P	09	95672	RESCUE	MC	ED
Enhanced Area, No Directed Vehicles	P	09	95682	CAMINO, SHINGLE SPRINGS, CAMERON PARK, LATROBE	MC	ED
Enhanced Area, No Directed Vehicles	P	09	95709	CAMINO	MC	ED
Enhanced Area, No Directed Vehicles	P	09	95726	POLLOCK PINES, PACIFIC HOUSE	MC	ED
Enhanced Area, No Directed Vehicles	P	10	93242	LATON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93606	BIOLA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93609	CARUTHERS	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93616	DEL REY	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93618	DINUBA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93625	FOWLER	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93630	KERMAN	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93631	KINGSBERG	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93647	OROSI	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93648	PARLIER	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93649	PIEDRA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93652	RAISIN	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93654	REEDLEY	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93657	SANGER	SJ	SJ
Enhanced Area, No Directed Vehicles	P	10	93662	SELMA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	15	93203	ARVIN	SJ	SJ
Enhanced Area, No Directed Vehicles	P	15	93215	DELANO	SJ	SJ
Enhanced Area, No Directed Vehicles	P	15	93216	DELANO	SJ	SJ
Enhanced Area, No Directed Vehicles	P	15	93250	MC FARLAND	SJ	SJ
Enhanced Area, No Directed Vehicles	P	15	93263	SHAFTER	SJ	SJ
Enhanced Area, No Directed Vehicles	P	15	93268	TAFT	SJ	SJ
Enhanced Area, No Directed Vehicles	P	15	93280	WASCO	SJ	SJ
Enhanced Area, No Directed Vehicles	P	16	93202	ARMONA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	16	93230	HANFORD	SJ	SJ
Enhanced Area, No Directed Vehicles	P	16	93232	HANFORD	SJ	SJ
Enhanced Area, No Directed Vehicles	P	16	93242	LATON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	16	93245	LEMOORE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	16	93246	LEMOORE, US NAVAL AIR STATION	SJ	SJ
Enhanced Area, No Directed Vehicles	P	16	93631	KINGSBERG	SJ	SJ
Enhanced Area, No Directed Vehicles	P	20	93610	CHOWCHILLA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	20	93637	MADERA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	20	93638	MADERA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	20	93639	MADERA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	93610	CHOWCHILLA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95301	ATWATER	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95303	BALLICO	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95312	CRESSEY	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95315	DELHI	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95317	EL NIDO	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95324	HILMAR	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95333	LE GRAND	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95334	LIVINGSTON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95374	STEVENSON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	24	95388	WINTON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	31	95602	AUBURN	SV	NS
Enhanced Area, No Directed Vehicles	P	31	95603	AUBURN	SV	PC
Enhanced Area, No Directed Vehicles	P	31	95604	AUBURN	SV	PC
Enhanced Area, No Directed Vehicles	P	31	95648	LINCOLN	SV	PC
Enhanced Area, No Directed Vehicles	P	31	95658	NEWCASTLE	SV	PC
Enhanced Area, No Directed Vehicles	P	31	95663	PENYRN	SV	PC

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Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	PACOCODE
Enhanced Area, No Directed Vehicles	P	31	95668	PLEASANT GROVE	SV	PC
Enhanced Area, No Directed Vehicles	P	31	95692	WHEATLAND	SV	PC
Enhanced Area, No Directed Vehicles	P	33	92220	BANNING	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92223	BEAUMONT	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92230	CABAZON	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92240	DESERT HOT SPRINGS	SS	SC
Enhanced Area, No Directed Vehicles	P	33	92241	DESERT HOT SPRINGS	SS	SC
Enhanced Area, No Directed Vehicles	P	33	92254	MECCA	SS	SC
Enhanced Area, No Directed Vehicles	P	33	92258	NORTH PALM SPRINGS	SS	SC
Enhanced Area, No Directed Vehicles	P	33	92276	THOUSAND PALMS	SS	SC
Enhanced Area, No Directed Vehicles	P	33	92330	LAKE ELSINORE	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92370	PERRIS	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92380	SUN CITY	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92530	LAKE ELSINORE	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92531	LAKE ELSINORE	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92532	LAKE ELSINORE	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92536	AGUANGA	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92539	ANZA	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92548	HOMELAND	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92549	IDYLLWILD	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92561	MOUNTAIN CENTER	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92562	MURRIETA	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92563	MURRIETA	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92564	MURRIETA	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92570	PERRIS	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92571	PERRIS	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92572	PERRIS	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92584	MENIFEE	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92585	SUN CITY	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92586	SUN CITY	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92587	SUN CITY	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92595	WILDOMAR	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92596	WINCHESTER	SC	SC
Enhanced Area, No Directed Vehicles	P	33	92599	PERRIS, STARCREST OF CALIFORNIA	SC	SC
Enhanced Area, No Directed Vehicles	P	34	94571	RIO VISTA	SV	SM
Enhanced Area, No Directed Vehicles	P	34	95615	COURTLAND	SV	SM
Enhanced Area, No Directed Vehicles	P	34	95632	GALT	SV	SJ
Enhanced Area, No Directed Vehicles	P	34	95638	HERALD	SV	SM
Enhanced Area, No Directed Vehicles	P	34	95641	ISLETON	SV	SM
Enhanced Area, No Directed Vehicles	P	34	95680	RYDE	SV	SM
Enhanced Area, No Directed Vehicles	P	34	95683	SLOUGHHOUSE, RANCHO MURIETA	SV	SM
Enhanced Area, No Directed Vehicles	P	34	95690	WALNUT GROVE	SV	YS
Enhanced Area, No Directed Vehicles	P	34	95693	WILTON	SV	SM
Enhanced Area, No Directed Vehicles	P	36	92305	ANGELUS OAKS	SC	SC
Enhanced Area, No Directed Vehicles	P	36	92339	FOREST FALLS	SC	SC
Enhanced Area, No Directed Vehicles	P	36	92358	LYTLE CREEK	SC	SC
Enhanced Area, No Directed Vehicles	P	36	92382	RUNNING SPRINGS	SC	SC
Enhanced Area, No Directed Vehicles	P	39	95220	ACAMPO	SJ	SJ
Enhanced Area, No Directed Vehicles	P	39	95227	CLEMENTS	SJ	SJ
Enhanced Area, No Directed Vehicles	P	39	95320	ESCALON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	39	95330	LATHROP	SJ	SJ
Enhanced Area, No Directed Vehicles	P	39	95361	OAKDALE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	39	95366	RIPON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	39	95385	VERNALIS, TRACY	SJ	SJ
Enhanced Area, No Directed Vehicles	P	39	95632	GALT	SJ	SM
Enhanced Area, No Directed Vehicles	P	39	95686	THORNTON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	39	95690	WALNUT GROVE	SJ	SM
Enhanced Area, No Directed Vehicles	P	48	94512	BIRDS LANDING	SF	BA
Enhanced Area, No Directed Vehicles	P	48	94571	RIO VISTA	SV	YS
Enhanced Area, No Directed Vehicles	P	48	95620	DIXON	SV	YS
Enhanced Area, No Directed Vehicles	P	48	95690	WALNUT GROVE	SV	SJ
Enhanced Area, No Directed Vehicles	P	48	95694	WINTERS	SV	YS
Enhanced Area, No Directed Vehicles	P	50	95313	CROWS LANDING	SJ	SJ
Enhanced Area, No Directed Vehicles	P	50	95326	HUGHSON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	50	95361	OAKDALE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	50	95363	PATTERSON	SJ	SJ
Enhanced Area, No Directed Vehicles	P	50	95367	RIVERBANK	SJ	SJ
Enhanced Area, No Directed Vehicles	P	50	95384	VALLEY HOME	SJ	SJ
Enhanced Area, No Directed Vehicles	P	50	95386	WATERFORD	SJ	SJ
Enhanced Area, No Directed Vehicles	P	50	95387	WESTLEY	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93215	DELANO	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93221	EXETER	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93223	FARMERSVILLE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93247	LINDSAY	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93257	PORTERVILLE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93258	PORTERVILLE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93267	STRATHMORE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93274	TULARE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93275	TULARE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93282	WAUKENA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93286	WOODLAKE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93615	CUTLER	SJ	SJ

Implementation Plan for Inspection / Maintenance
Program Areas by Zip Code

DESCRIPTION	PROGRAMNM	COUNTYCODE	ZIPCODE	CITY	AIRBASINCODE	APCDCODE
Enhanced Area, No Directed Vehicles	P	54	93618	DINUBA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93631	KINGSBERG	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93641	MIRAMONTE	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93647	OROSI	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93654	REEDLEY	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93666	SULTANA	SJ	SJ
Enhanced Area, No Directed Vehicles	P	54	93673	TRAVER	SJ	SJ
Enhanced Area, No Directed Vehicles	P	56	93015	FILLMORE	SO	VC
Enhanced Area, No Directed Vehicles	P	56	93016	FILLMORE	SO	VC
Enhanced Area, No Directed Vehicles	P	56	93022	OAK VIEW	SO	VC
Enhanced Area, No Directed Vehicles	P	56	93023	OJAI	SO	VC
Enhanced Area, No Directed Vehicles	P	56	93024	OJAI	SO	VC
Enhanced Area, No Directed Vehicles	P	56	93040	PIRU	SO	VC
Enhanced Area, No Directed Vehicles	P	57	95606	BROOKS	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95607	CAPAY / ESPARTO	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95612	CLARKSBURG	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95627	ESPARTO	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95637	GUINDA	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95645	KNIGHTS LANDING	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95653	MADISON (P.O. BOX ONLY)	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95679	RUMSEY	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95694	WINTERS	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95698	ZAMORA (P.O. BOX ONLY)	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95912	ARBUCKLE, COLLEGE CITY	SV	YS
Enhanced Area, No Directed Vehicles	P	57	95937	DUNNIGAN (P.O. BOX ONLY)	SV	YS

Enhanced I/M Performance Modeling Files

Mobile 6 Input and Output Files

Registration Distribution Files

South Coast Federal Nonattainment Area

```
*
* South Coast Air Basin
* Calendar Year 2002
* No I/M Program
*


MOBILE6 INPUT FILE

REPORT FILE      : No02SC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02SC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 63.4 66.2 70.6   75.1 78.8 81.7 83.7 84.8 85.4
85.2 84.2 82.3
79.6 75.9 72.6 70.3 69.0 67.8 66.9 65.1 64.4 63.8 63.3 62.9

REG DISTRIBUTION  : ReSC02.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoSC02
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 56.1 54.2 49.3 43.4 38.6 35.3 33.1 32.3 31.8 31.9 32.9
34.9
38.1 42.9 47.9 51.7 53.2 54.6 55.2 56.6 56.4 56.4 56.3 56.3

END OF RUN        :
```

```
*
*  South Coast Air Basin
*  Calendar Year 2002
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02SC.IN (file 1, run 1).                                       *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESC02.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.970    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)

* ##########################
* NoSC02
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
         there are no sales for vehicle class HDGV8b

              Calendar Year:  2002
                    Month:  July
                 Altitude:  Low
         Minimum Temperature:  62.9 (F)
         Maximum Temperature:  85.4 (F)
          Minimum Rel. Hum.:  31.8 (%)
          Maximum Rel. Hum.:  56.6 (%)
           Nominal Fuel RVP:  6.8 psi
             Weathered RVP:  6.7 psi
```

Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4441	0.3206	0.1225		0.0304	0.0009	0.0019	0.0750	0.0046	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.765	1.485	1.753	1.559	2.763	0.892	0.795	0.793	4.05	1.639
Composite CO :	18.52	18.49	21.24	19.25	32.34	1.943	1.408	4.084	17.77	18.132
Composite NOX :	1.395	1.345	1.590	1.413	5.592	1.721	1.513	16.229	1.42	2.643

Exhaust emissions (g/mi):

VOC Start:	0.529	0.422	0.480	0.438		0.391	0.309	0.880		
VOC Running:	0.511	0.517	0.649	0.554		0.501	0.486	1.754		
VOC Total Exhaust:	1.040	0.939	1.129	0.991	1.272	0.892	0.795	0.793	2.63	1.014
CO Start:	5.74	6.43	8.04	6.88		0.976	0.627	5.014		
CO Running:	12.78	12.06	13.20	12.38		0.967	0.781	12.760		
CO Total Exhaust:	18.52	18.49	21.24	19.25	32.34	1.943	1.408	4.084	17.77	18.132
NOx Start:	0.330	0.262	0.274	0.266		0.092	0.061	0.528		
NOx Running:	1.065	1.083	1.315	1.147		1.629	1.453	0.897		
NOx Total Exhaust:	1.395	1.345	1.590	1.413	5.592	1.721	1.513	16.229	1.42	2.643

```
*
* South Coast Air Basin
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE


REPORT FILE      : Fed02SC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02SC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 63.4 66.2 70.6   75.1 78.8 81.7 83.7 84.8 85.4
85.2 84.2 82.3
79.6 75.9 72.6 70:3 69.0 67.8 66.9 65.1 64.4 63.8 63.3 62.9

REG DISTRIBUTION  : ReSC02.d
FUEL RVP          : 6.8

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO REC : Fed02SC
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 56.1 54.2 49.3 43.4 38.6 35.3 33.1 32.3 31.8 31.9 32.9
34.9
38.1 42.9 47.9 51.7 53.2 54.6 55.2 56.6 56.4 56.4 56.3 56.3

END OF RUN

```
*
*  South Coast Air Basin
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: FED02SC.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: RESC02.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.970    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Fed02SC
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
 M 48 Warning:
          there are no sales for vehicle class HDGV8b

              Calendar Year:  2002
                     Month:  July
                  Altitude:  Low
          Minimum Temperature:  62.9 (F)
```

Maximum Temperature: 85.4 (F)
Minimum Rel. Hum.: 31.8 (%)
Maximum Rel. Hum.: 56.6 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4441	0.3206	0.1225		0.0304	0.0009	0.0019	0.0750	0.0046	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.479	1.258	1.540	1.336	2.763	0.892	0.795	0.793	4.05	1.413
Composite CO :	14.82	15.62	17.14	16.04	32.34	1.943	1.408	4.084	17.77	15.066
Composite NOX :	1.236	1.190	1.448	1.261	5.592	1.721	1.513	16.229	1.42	2.505

Exhaust emissions (g/mi):

VOC Start:	0.403	0.338	0.411	0.358		0.391	0.309	0.880		
VOC Running:	0.366	0.385	0.513	0.420		0.501	0.486	1.754		
VOC Total Exhaust:	0.769	0.723	0.925	0.779	1.272	0.892	0.795	0.793	2.63	0.799
CO Start:	4.43	5.28	5.93	5.46		0.976	0.627	5.014		
CO Running:	10.39	10.34	11.21	10.58		0.967	0.781	12.760		
CO Total Exhaust:	14.82	15.62	17.14	16.04	32.34	1.943	1.408	4.084	17.77	15.066

NOx Start: 0.330 0.262 0.274 0.266 0.092 0.061 0.528

NOx Running: 0.906 0.927 1.173 0.995 1.629 1.453 0.897

NOx Total Exhaust: 1.236 1.190 1.448 1.261 5.592 1.721 1.513 16.229 1.42 2.505

---

*
* South Coast Air Basin
* Calendar Year 2002
* Age Distribution by Vehicle Class
*

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*****************************************************************************************
*
* LDV
 1 0.081 0.076 0.075 0.062 0.057 0.056 0.049 0.056 0.048 0.045
   0.041 0.046 0.046 0.045 0.037 0.034 0.026 0.022 0.017 0.010
   0.007 0.006 0.005 0.005 0.048
* LDT1
 2 0.144 0.134 0.113 0.099 0.052 0.039 0.037 0.035 0.030 0.029
   0.021 0.023 0.020 0.021 0.019 0.020 0.019 0.015 0.013 0.007
   0.006 0.005 0.004 0.005 0.090
* LDT2
 3 0.087 0.085 0.092 0.080 0.071 0.061 0.054 0.059 0.054 0.052
   0.039 0.042 0.033 0.037 0.029 0.026 0.025 0.017 0.012 0.005
   0.004 0.003 0.003 0.003 0.027
* LDT3
 4 0.119 0.107 0.073 0.061 0.076 0.088 0.052 0.064 0.050 0.036
   0.028 0.024 0.023 0.025 0.024 0.020 0.019 0.016 0.013 0.007
   0.006 0.005 0.005 0.011 0.047
* LDT4
 5 0.119 0.107 0.073 0.061 0.076 0.088 0.052 0.064 0.050 0.036
   0.028 0.024 0.023 0.025 0.024 0.020 0.019 0.016 0.013 0.007
   0.006 0.005 0.005 0.011 0.047
* HDV2B
 6 0.019 0.0034 0.030 0.024 0.048 0.067 0.054 0.068 0.046 0.042
   0.037 0.040 0.056 0.070 0.047 0.038 0.047 0.042 0.030 0.017
   0.016 0.018 0.016 0.020 0.075
* HDV3
 7 0.016 0.034 0.106 0.110 0.045 0.068 0.059 0.071 0.057 0.044
   0.035 0.033 0.049 0.048 0.034 0.026 0.033 0.021 0.013 0.008
   0.009 0.006 0.006 0.010 0.058
* HDV4
 8 0.048 0.077 0.092 0.084 0.052 0.055 0.044 0.056 0.034 0.029
   0.028 0.034 0.046 0.037 0.031 0.029 0.023 0.023 0.018 0.007
   0.008 0.010 0.010 0.014 0.111
* HDV5
 9 0.048 0.077 0.092 0.084 0.052 0.055 0.044 0.056 0.034 0.029
   0.028 0.034 0.046 0.037 0.031 0.029 0.023 0.023 0.018 0.007
   0.008 0.010 0.010 0.014 0.111
* HDV6
10 0.048 0.077 0.092 0.084 0.052 0.055 0.044 0.056 0.034 0.029
   0.028 0.034 0.046 0.037 0.031 0.029 0.023 0.023 0.018 0.007
```

0.008 0.010 0.010 0.014 0.111
* HDV7
11 0.048 0.077 0.092 0.084 0.052 0.055 0.044 0.056 0.034 0.029
0.028 0.034 0.046 0.037 0.031 0.029 0.023 0.023 0.018 0.007
0.008 0.010 0.010 0.014 0.111
* HDV8a
12 0.040 0.036 0.037 0.031 0.043 0.056 0.054 0.047 0.046 0.054
0.060 0.049 0.040 0.031 0.036 0.044 0.043 0.031 0.026 0.022
0.021 0.018 0.008 0.009 0.116
* HDV8b
13 0.040 0.036 0.037 0.031 0.043 0.056 0.054 0.047 0.046 0.054
0.060 0.049 0.040 0.031 0.036 0.044 0.043 0.031 0.026 0.022
0.021 0.018 0.008 0.009 0.116
* HDBS
14 0.045 0.045 0.061 0.070 0.057 0.043 0.045 0.076 0.038 0.034
0.027 0.036 0.081 0.039 0.047 0.050 0.056 0.015 0.009 0.002
0.005 0.005 0.004 0.011 0.101
* HDBT
15 0.040 0.040 0.043 0.023 0.029 0.067 0.013 0.031 0.011 0.016
0.087 0.015 0.044 0.072 0.077 0.016 0.018 0.009 0.044 0.017
0.008 0.054 0.039 0.001 0.186
* Motorcycles
16 0.101 0.101 0.085 0.060 0.046 0.041 0.041 0.033 0.031 0.029
0.024 0.025 0.024 0.021 0.019 0.026 0.034 0.035 0.024 0.028
0.028 0.018 0.017 0.016 0.091

```
*
* South Coast Air Basin
* Calendar Year 2023
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No23SC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No23SC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 63.3 66.3 70.9 75.5 79.2 82.2 84.2 85.3 85.9 85.7
84.7 82.82
80.0 76.3 72.9 70.5 69.1 67.9 67.0 65.1 64.4 63.8 63.3 62.9


REG DISTRIBUTION : ReSC23.d
FUEL RVP         : 6.8

SCENARIO RECORD  : SC
CALENDAR YEAR    : 2023
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 55.97 53.82 48.78 42.82 38.07 34.75 32.64 31.77 31.27
31.40 32.42 34.39
37.64 42.45 47.45 51.30 52.91 54.33 55.01 56.42 56.18 56.16 56.21 56.19

END OF RUN       :
```

```
*
*  South Coast Air Basin
*  Calendar Year 2023
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO23SC.IN (file 1, run 1).                                       *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESC23.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)

*##########################
* SC
* File 1, Run 1, Scenario 1.
*##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2023
Month: July
Altitude: Low
Minimum Temperature: 62.9 (F)
Maximum Temperature: 85.9 (F)
Minimum Rel. Hum.: 31.3 (%)
Maximum Rel. Hum.: 56.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2919	0.4085	0.1557		0.0376	0.0003	0.0023	0.0988	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.469	0.614	0.739	0.648	0.446	0.086	0.213	0.261	2.56	0.558
Composite CO :	6.99	8.50	9.70	8.83	7.67	0.711	0.473	0.381	16.44	7.431
Composite NOX :	0.374	0.550	0.770	0.611	0.553	0.105	0.252	1.270	1.39	0.608

Exhaust emissions (g/mi):

VOC Start:	0.125	0.196	0.235	0.207		0.033	0.085	0.563		
VOC Running:	0.116	0.160	0.224	0.177		0.053	0.128	1.428		
VOC Total Exhaust:	0.241	0.356	0.459	0.385	0.119	0.086	0.213	0.261	1.99	0.328

CO Start: 1.95 3.07 3.40 3.16 0.296 0.198 4.130

CO Running: 5.03 5.42 6.30 5.67 0.415 0.274 12.308

CO Total Exhaust: 6.99 8.50 9.70 8.83 7.67 0.711 0.473 0.381 16.44 7.431

NOx Start: 0.079 0.148 0.183 0.157 0.006 0.013 0.488

NOx Running: 0.296 0.402 0.588 0.454 0.099 0.239 0.904

NOx Total Exhaust: 0.374 0.550 0.770 0.611 0.553 0.105 0.252 1.270 1.39 0.608

```
*
* South Coast Air Basin
* Calendar Year 2023
* California Enhanced Smog Check I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Cal23SC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal23SC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 63.3 66.3 70.9 75.5 79.2 82.2 84.2 85.3 85.9 85.7
84.7 82.82
80.0 76.3 72.9 70.5 69.1 67.9 67.0 65.1 64.4 63.8 63.3 62.9
REG DISTRIBUTION  : ReSC23.d
FUEL RVP         : 6.8
*********************************************************************

ANTI-TAMP PROG   :  74 73 50 22222 22222222 2 12 098. 22212222

**********************************************************************
**LDV I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM      : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM      : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM      : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 5 1984 2050 2 TRC GC

**********************************************************************

I/M MODEL YEARS  : 1 1978 1995
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1996 2050
I/M MODEL YEARS  : 4 1978 2050
I/M MODEL YEARS  : 5 1996 2050

**********************************************************************

I/M VEHICLES     : 1 22222 11111111 1
```

```
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*********************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0
I/M COMPLIANCE    : 5 98.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*********************************************************************
SCENARIO RECORD   : CalSC23
CALENDAR YEAR     : 2023
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 55.97 53.82 48.78 42.82 38.07 34.75 32.64 31.77 31.27
31.40 32.42 34.39
37.64 42.45 47.45 51.30 52.91 54.33 55.01 56.42 56.18 56.16 56.21 56.19

END OF RUN        :
```

```
*
*  South Coast Air Basin
*  Calendar Year 2023
*  California Enhanced Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CAL23SC.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESC23.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* CalSC23
```

```
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
         there are no sales for vehicle class HDGV8b
 M 48 Warning:
         there are no sales for vehicle class LDDT12

              Calendar Year: 2023
                    Month: July
                 Altitude: Low
          Minimum Temperature: 62.9 (F)
          Maximum Temperature: 85.9 (F)
           Minimum Rel. Hum.: 31.3 (%)
           Maximum Rel. Hum.: 56.4 (%)
            Nominal Fuel RVP:  6.8 psi
              Weathered RVP:  6.7 psi
          Fuel Sulfur Content:  30. ppm

          Exhaust I/M Program: Yes
            Evap I/M Program: Yes
               ATP Program: Yes
            Reformulated Gas: No

    Vehicle Type:     LDGV   LDGT12   LDGT34     LDGT     HDGV     LDDV
LDDT     HDDV       MC   All Veh
          GVWR:           <6000    >6000    (All)
                 ------   ------   ------   ------   ------   ------   ------   ------   ------   ---
--
  VMT Distribution:   0.2919   0.4085   0.1557          0.0376   0.0003
0.0023   0.0988   0.0050   1.0000
 ---------------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :     0.346    0.444    0.539    0.470    0.437    0.086
0.213    0.261     2.56    0.422
    Composite CO :     4.90     5.98     6.81     6.21     7.19    0.711    0.473
0.381    16.44    5.322
    Composite NOX :     0.212    0.344    0.537    0.397    0.553    0.105
0.252    1.270     1.39    0.440
 ---------------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
      VOC  Start:    0.068    0.110    0.143    0.119          0.033    0.085
0.563
```

VOC Running: 0.062 0.090 0.130 0.101 0.053 0.128
1.428
VOC Total Exhaust: 0.130 0.199 0.273 0.220 0.113 0.086
0.213 0.261 1.99 0.202

CO Start: 1.74 2.41 2.64 2.47 0.296 0.198
4.130
CO Running: 3.16 3.57 4.16 3.73 0.415 0.274
12.308
CO Total Exhaust: 4.90 5.98 6.81 6.21 7.19 0.711 0.473
0.381 16.44 5.322

NOx Start: 0.043 0.094 0.128 0.103 0.006 0.013
0.488
NOx Running: 0.168 0.250 0.410 0.294 0.099 0.239
0.904
NOx Total Exhaust: 0.212 0.344 0.537 0.397 0.553 0.105
0.252 1.270 1.39 0.440

---

*
* South Coast Air Basin
* Calendar Year 2023
* Age Distribution by Vehicle Class
*

REG DIST

*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.

```
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*
* LDV
 1 0.058 0.058 0.055 0.057 0.056 0.054 0.052 0.049 0.049 0.046
   0.045 0.042 0.040 0.038 0.036 0.034 0.032 0.029 0.026 0.019
   0.017 0.014 0.012 0.011 0.071
* LDT1
 2 0.055 0.054 0.052 0.051 0.050 0.049 0.047 0.045 0.045 0.042
   0.042 0.039 0.036 0.033 0.030 0.028 0.028 0.027 0.026 0.022
   0.023 0.022 0.035 0.028 0.093
* LDT2
 3 0.053 0.052 0.050 0.050 0.048 0.046 0.044 0.041 0.042 0.040
   0.040 0.037 0.037 0.037 0.036 0.037 0.037 0.035 0.033 0.031
   0.027 0.024 0.017 0.017 0.090
* LDT3
 4 0.052 0.052 0.050 0.050 0.048 0.045 0.043 0.041 0.042 0.039
   0.039 0.036 0.034 0.034 0.035 0.036 0.036 0.035 0.032 0.039
   0.032 0.026 0.022 0.015 0.088
* LDT4
 5 0.052 0.052 0.050 0.050 0.048 0.045 0.043 0.041 0.042 0.039
   0.039 0.036 0.034 0.034 0.035 0.036 0.036 0.035 0.032 0.039
   0.032 0.026 0.022 0.015 0.088
* HDV2B
 6 0.053 0.052 0.050 0.050 0.049 0.047 0.044 0.043 0.047 0.045
   0.041 0.041 0.041 0.041 0.043 0.043 0.043 0.036 0.030 0.028
   0.023 0.013 0.007 0.006 0.082
* HDV3
 7 0.059 0.057 0.054 0.052 0.052 0.049 0.047 0.046 0.048 0.044
   0.039 0.038 0.037 0.038 0.036 0.034 0.035 0.031 0.029 0.028
   0.019 0.016 0.009 0.021 0.079
* HDV4
 8 0.056 0.055 0.053 0.052 0.050 0.049 0.047 0.047 0.049 0.045
   0.041 0.039 0.037 0.036 0.033 0.034 0.034 0.030 0.027 0.023
   0.017 0.015 0.019 0.021 0.092
* HDV5
 9 0.056 0.055 0.053 0.052 0.050 0.049 0.047 0.047 0.049 0.045
   0.041 0.039 0.037 0.036 0.033 0.034 0.034 0.030 0.027 0.023
   0.017 0.015 0.019 0.021 0.092
* HDV6
10 0.056 0.055 0.053 0.052 0.050 0.049 0.047 0.047 0.049 0.045
   0.041 0.039 0.037 0.036 0.033 0.034 0.034 0.030 0.027 0.023
```

0.017 0.015 0.019 0.021 0.092
* HDV7
11 0.056 0.055 0.053 0.052 0.050 0.049 0.047 0.047 0.049 0.045
0.041 0.039 0.037 0.036 0.033 0.034 0.034 0.030 0.027 0.023
0.017 0.015 0.019 0.021 0.092
* HDV8a
12 0.064 0.062 0.058 0.054 0.054 0.055 0.055 0.057 0.060 0.055
0.050 0.045 0.040 0.035 0.031 0.026 0.023 0.021 0.019 0.013
0.013 0.009 0.013 0.015 0.072
* HDV8b
13 0.064 0.062 0.058 0.054 0.054 0.055 0.055 0.057 0.060 0.055
0.050 0.045 0.040 0.035 0.031 0.026 0.023 0.021 0.019 0.013
0.013 0.009 0.013 0.015 0.072
* HDBS
14 0.024 0.023 0.021 0.020 0.021 0.019 0.019 0.018 0.019 0.018
0.018 0.017 0.016 0.016 0.015 0.016 0.018 0.019 0.020 0.041
0.032 0.048 0.039 0.048 0.435
* HDBT
15 0.026 0.028 0.031 0.033 0.030 0.028 0.026 0.027 0.026 0.024
0.021 0.020 0.017 0.018 0.019 0.016 0.015 0.016 0.013 0.023
0.022 0.025 0.031 0.025 0.439
* Motorcycles
16 0.091 0.091 0.089 0.087 0.080 0.073 0.066 0.059 0.055 0.048
0.043 0.036 0.030 0.025 0.021 0.019 0.017 0.015 0.013 0.009
0.012 0.009 0.003 0.002 0.006

San Joaquin Valley Federal Nonattainment Area

```
*
* San Joaquin Valley Air Basin
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE       : No02SJV.out
DATABASE OUTPUT   :
WITH FIELDNAMES   :
EMISSIONS TABLE   : No02SJV.tb1
POLLUTANTS        : HC NOX CO
RUN DATA

EXPAND EXHAUST    :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 71.3 76.2 81.2    85.3 88.7 91.5 93.7 95.4 96.5
96.7 95.9 93.6
89.7 84.9 81.6 79.2 77.0 75.3 73.9 72.6 71.6 70.7 69.6 69.2

REG DISTRIBUTION  : ReSJV02.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoSJV02
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 40.6 36.9 32.6 28.9 26.1 24.1 22.5 21.2 20.3 20.0 20.3
21.5
24.2 28.0 30.7 32.7 34.6 36.2 37.6 38.3 39.2 40.2 41.2 41.6

END OF RUN        :
```

```
*
*  San Joaquin Valley Air Basin
*  Calendar Year 2002
*  No I/M Program
*  Output File

*********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                    *
* Input file: NO02SJV.IN (file 1, run 1).                                       *
*********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESJV02.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)

* ##########################
* NoSJV02
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
          there are no sales for vehicle class HDGV8b
```

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 69.2 (F)
Maximum Temperature: 96.7 (F)
Minimum Rel. Hum.: 20.0 (%)
Maximum Rel. Hum.: 41.6 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4587	0.3051	0.1227		0.0315	0.0010	0.0020	0.0740	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.056	2.114	2.113	2.114	3.594	0.938	0.994	0.794	4.12	2.043
Composite CO :	21.36	23.89	24.87	24.17	44.25	2.002	1.729	4.284	20.57	21.955
Composite NOX :	1.512	1.585	1.748	1.632	5.623	1.774	1.674	16.828	1.32	2.826

Exhaust emissions (g/mi):

VOC Start:	0.586	0.616	0.535	0.592		0.414	0.437	0.821		
VOC Running:	0.587	0.672	0.745	0.693		0.524	0.557	1.721		
VOC Total Exhaust:	1.173	1.288	1.280	1.285	1.540	0.938	0.994	0.794	2.54	1.211
CO Start:	5.83	8.65	9.16	8.80		1.014	0.866	5.198		

CO Running: 15.53 15.24 15.71 15.37 0.988 0.863
15.369
CO Total Exhaust: 21.36 23.89 24.87 24.17 44.25 2.002
1.729 4.284 20.57 21.955

NOx Start: 0.339 0.335 0.303 0.326 0.096 0.084
0.479
NOx Running: 1.173 1.250 1.444 1.306 1.678 1.591
0.838
NOx Total Exhaust: 1.512 1.585 1.748 1.632 5.623 1.774
1.674 16.828 1.32 2.826

```
*
* San Joaquin Valley Air Basin
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE


REPORT FILE      : Fed02SJV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02SJV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 71.3 76.2 81.2    85.3 88.7 91.5 93.7 95.4 96.5
96.7 95.9 93.6
89.7 84.9 81.6 79.2 77.0 75.3 73.9 72.6 71.6 70.7 69.6 69.2

REG DISTRIBUTION  : ReSJV02.d
FUEL RVP          : 6.8

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO REC : Fed02SJV
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 40.6 36.9 32.6 28.9 26.1 24.1 22.5 21.2 20.3 20.0 20.3
21.5
24.2 28.0 30.7 32.7 34.6 36.2 37.6 38.3 39.2 40.2 41.2 41.6

END OF RUN

```
*
*  San Joaquin Valley Air Basin
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: FED02SJV.IN (file 1, run 1).                          *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: RESJV02.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Fed02SJV
* File 1, Run 1, Scenario 1.
```

```
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year: 2002
                  Month: July
               Altitude: Low
          Minimum Temperature: 69.2 (F)
          Maximum Temperature: 96.7 (F)
           Minimum Rel. Hum.: 20.0 (%)
           Maximum Rel. Hum.: 41.6 (%)
            Nominal Fuel RVP: 6.8 psi
              Weathered RVP: 6.4 psi
          Fuel Sulfur Content: 279. ppm

          Exhaust I/M Program: Yes
            Evap I/M Program: Yes
               ATP Program: Yes
            Reformulated Gas: No

    Vehicle Type:    LDGV   LDGT12   LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV      MC  All Veh
          GVWR:          <6000    >6000    (All)
                ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:  0.4587   0.3051   0.1227          0.0315   0.0010
0.0020   0.0740   0.0051   1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
   Composite VOC :     1.712    1.760    1.845    1.785    3.594    0.938
0.994    0.794     4.12    1.744
   Composite CO :    16.91    19.50    19.68    19.55    44.25    2.002
1.729    4.284    20.57    17.937
   Composite NOX :     1.337    1.393    1.580    1.447    5.623    1.774
1.674    16.828     1.32    2.667
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
     VOC  Start:    0.438    0.473    0.453    0.467          0.414    0.437
0.821
   VOC  Running:    0.422    0.487    0.579    0.513          0.524    0.557
1.721
```

VOC Total Exhaust: 0.860 0.960 1.031 0.981 1.540 0.938 0.994 0.794 2.54 0.937

CO Start: 4.22 6.54 6.43 6.51 1.014 0.866 5.198
CO Running: 12.69 12.95 13.25 13.04 0.988 0.863 15.369
CO Total Exhaust: 16.91 19.50 19.68 19.55 44.25 2.002 1.729 4.284 20.57 17.937

NOx Start: 0.339 0.335 0.303 0.326 0.096 0.084 0.479
NOx Running: 0.999 1.058 1.276 1.121 1.678 1.591 0.838
NOx Total Exhaust: 1.337 1.393 1.580 1.447 5.623 1.774 1.674 16.828 1.32 2.667

---

*
* San Joaquin Valley Air Basin
* Calendar Year 2002
* Age Distribution by Vehicle Class
*

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*****************************************************************************************
* LDV
 1 0.052 0.065 0.074 0.063 0.062 0.061 0.054 0.061 0.053 0.048
   0.045 0.049 0.046 0.044 0.036 0.032 0.026 0.022 0.017 0.010
   0.007 0.006 0.005 0.006 0.055
* LDT1
 2 0.103 0.106 0.079 0.078 0.039 0.050 0.036 0.041 0.037 0.034
   0.029 0.032 0.029 0.030 0.030 0.027 0.026 0.019 0.018 0.011
   0.009 0.007 0.006 0.008 0.117
* LDT2
 3 0.057 0.062 0.066 0.062 0.067 0.059 0.057 0.060 0.059 0.055
   0.046 0.050 0.042 0.042 0.035 0.030 0.030 0.020 0.016 0.009
   0.008 0.006 0.005 0.007 0.052
* LDT3
 4 0.085 0.087 0.055 0.057 0.083 0.090 0.062 0.067 0.060 0.042
   0.036 0.030 0.029 0.028 0.026 0.021 0.020 0.018 0.013 0.008
   0.005 0.005 0.007 0.014 0.051
* LDT4
 5 0.085 0.087 0.055 0.057 0.083 0.090 0.062 0.067 0.060 0.042
   0.036 0.030 0.029 0.028 0.026 0.021 0.020 0.018 0.013 0.008
   0.005 0.005 0.007 0.014 0.051
* HDV2B
 6 0.017 0.029 0.026 0.022 0.046 0.057 0.058 0.059 0.045 0.038
   0.039 0.044 0.055 0.068 0.048 0.037 0.046 0.044 0.029 0.019
   0.017 0.023 0.022 0.021 0.092
* HDV3
 7 0.018 0.027 0.079 0.091 0.036 0.071 0.058 0.075 0.054 0.049
   0.041 0.037 0.055 0.053 0.034 0.024 0.034 0.026 0.017 0.011
   0.008 0.008 0.013 0.012 0.068
* HDV4
 8 0.030 0.043 0.057 0.051 0.037 0.046 0.041 0.058 0.039 0.035
   0.031 0.042 0.049 0.036 0.032 0.029 0.027 0.026 0.025 0.013
   0.014 0.020 0.018 0.023 0.177
* HDV5
 9 0.030 0.043 0.057 0.051 0.037 0.046 0.041 0.058 0.039 0.035
   0.031 0.042 0.049 0.036 0.032 0.029 0.027 0.026 0.025 0.013
   0.014 0.020 0.018 0.023 0.177
* HDV6
10 0.030 0.043 0.057 0.051 0.037 0.046 0.041 0.058 0.039 0.035
   0.031 0.042 0.049 0.036 0.032 0.029 0.027 0.026 0.025 0.013
   0.014 0.020 0.018 0.023 0.177
```

* HDV7
11 0.030 0.043 0.057 0.051 0.037 0.046 0.041 0.058 0.039 0.035
0.031 0.042 0.049 0.036 0.032 0.029 0.027 0.026 0.025 0.013
0.014 0.020 0.018 0.023 0.177
* HDV8a
12 0.039 0.030 0.034 0.027 0.042 0.059 0.059 0.049 0.050 0.058
0.066 0.052 0.042 0.031 0.035 0.044 0.045 0.033 0.029 0.025
0.024 0.021 0.009 0.010 0.087
* HDV8b
13 0.039 0.030 0.034 0.027 0.042 0.059 0.059 0.049 0.050 0.058
0.066 0.052 0.042 0.031 0.035 0.044 0.045 0.033 0.029 0.025
0.024 0.021 0.009 0.010 0.087
* HDBS
14 0.011 0.044 0.044 0.064 0.052 0.035 0.023 0.053 0.036 0.064
0.017 0.056 0.094 0.031 0.050 0.048 0.054 0.026 0.009 0.007
0.008 0.011 0.012 0.006 0.146
* HDBT
15 0.000 0.057 0.051 0.083 0.070 0.121 0.027 0.072 0.094 0.052
0.015 0.051 0.066 0.026 0.018 0.018 0.043 0.009 0.012 0.012
0.006 0.002 0.012 0.012 0.071
* Motorcycles
16 0.139 0.119 0.083 0.057 0.044 0.037 0.033 0.029 0.025 0.023
0.020 0.019 0.020 0.017 0.016 0.024 0.034 0.033 0.026 0.027
0.029 0.023 0.021 0.018 0.086

```
*
* San Joaquin Valley Air Basin
* Calendar Year 2023
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No23SJV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No23SJV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 71.4 76.3 81.2 85.3 88.7 91.5 93.8 95.4 96.5 96.7
95.9 93.6
89.7 84.9 81.6 79.3 77.1 75.4 74.0 72.7 71.6 70.7 69.6 69.3


REG DISTRIBUTION  : ReSJV23.d
FUEL RVP          : 6.8

SCENARIO RECORD   : SJV
CALENDAR YEAR     : 2023
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 40.58 36.90 32.53 28.89 26.05 24.06 22.49 21.22 20.32
19.98 20.25 21.50
24.16 27.97 30.70 32.69 34.60 36.13 37.53 38.30 39.19 40.18 41.15 41.59

END OF RUN        :
```

```
*
*  San Joaquin Valley Air Basin
*  Calendar Year 2023
*  No I/M Program
*  Output File

*********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                    *
* Input file: NO23SJV.IN (file 1, run 1).                                       *
*********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESJV23.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.01    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* SJV
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year:  2023
                   Month:  July
                Altitude:  Low
        Minimum Temperature:  69.3 (F)
        Maximum Temperature:  96.7 (F)
         Minimum Rel. Hum.:  20.0 (%)
         Maximum Rel. Hum.:  41.6 (%)
          Nominal Fuel RVP:   6.8 psi
            Weathered RVP:   6.4 psi
        Fuel Sulfur Content:   30. ppm

        Exhaust I/M Program:  No
          Evap I/M Program:  No
```

ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2988	0.4150	0.1569		0.0383	0.0003	0.0023	0.0834	0.0050	1.0000
Composite Emission Factors (g/mi):										
Composite VOC :	0.435	0.602	0.712	0.632	0.414	0.077	0.193	0.272	2.67	0.544
Composite CO :	6.18	7.80	9.01	8.13	7.57	0.686	0.446	0.517	19.50	6.929
Composite NOX :	0.363	0.544	0.755	0.602	0.369	0.090	0.226	1.845	1.30	0.628
Exhaust emissions (g/mi):										
VOC Start:	0.109	0.179	0.211	0.188		0.029	0.074	0.547		
VOC Running:	0.105	0.152	0.214	0.169		0.049	0.119	1.446		
VOC Total Exhaust:	0.214	0.331	0.424	0.357	0.101	0.077	0.193	0.272	1.99	0.305
CO Start:	1.48	2.58	2.90	2.67		0.280	0.181	4.470		
CO Running:	4.70	5.22	6.11	5.46		0.406	0.265	15.031		
CO Total Exhaust:	6.18	7.80	9.01	8.13	7.57	0.686	0.446	0.517	19.50	6.929
NOx Start:	0.070	0.140	0.167	0.147		0.005	0.011	0.458		
NOx Running:	0.293	0.405	0.588	0.455		0.085	0.215	0.846		
NOx Total Exhaust:	0.363	0.544	0.755	0.602	0.369	0.090	0.226	1.845	1.30	0.628

```
*
* San Joaquin Valley
* Calendar Year 2023
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : CEn23SJV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CEn23SJV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 71.4 76.3 81.2 85.3 88.7 91.5 93.8 95.4 96.5 96.7
95.9 93.6
89.7 84.9 81.6 79.3 77.1 75.4 74.0 72.7 71.6 70.7 69.6 69.3
REG DISTRIBUTION  : ReSJV23.d
FUEL RVP         : 6.8
*********************************************************************

ANTI-TAMP PROG   :
74 73 50 22222 22222222 2 12 098. 22212222

**********************************************************************
**LDV I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM      : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM      : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM      : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 5 1984 2050 2 TRC GC

**********************************************************************

I/M MODEL YEARS  : 1 1978 1995
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1996 2050
I/M MODEL YEARS  : 4 1978 2050
I/M MODEL YEARS  : 5 1996 2050

**********************************************************************

I/M VEHICLES     : 1 22222 11111111 1
```

```
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*****************************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*****************************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0
I/M COMPLIANCE    : 5 98.0

*****************************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*****************************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*****************************************************************************
SCENARIO RECORD   : CEnSJV23
CALENDAR YEAR     : 2023
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 40.58 36.90 32.53 28.89 26.05 24.06 22.49 21.22 20.32
19.98 20.25 21.50
24.16 27.97 30.70 32.69 34.60 36.13 37.53 38.30 39.19 40.18 41.15 41.59

END OF RUN        :
```

```
*
*  San Joaquin Valley Air Basin
*  Calendar Year 2023
*  California Enhanced Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CEN23SJV.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESJV23.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.01    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* CEnSJV23
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year:  2023
                   Month:  July
                Altitude:  Low
        Minimum Temperature:  69.3 (F)
        Maximum Temperature:  96.7 (F)
         Minimum Rel. Hum.:  20.0 (%)
         Maximum Rel. Hum.:  41.6 (%)
          Nominal Fuel RVP:   6.8 psi
            Weathered RVP:   6.4 psi
```

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2988	0.4150	0.1569		0.0383	0.0003	0.0023	0.0834	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.321	0.439	0.517	0.460	0.405	0.077	0.193	0.272	2.67	0.411
Composite CO :	4.33	5.46	6.24	5.67	7.06	0.686	0.446	0.517	19.50	4.951
Composite NOX :	0.209	0.343	0.515	0.390	0.369	0.090	0.226	1.845	1.30	0.461

Exhaust emissions (g/mi):

VOC Start:	0.060	0.101	0.126	0.108		0.029	0.074	0.547		
VOC Running:	0.057	0.087	0.123	0.097		0.049	0.119	1.446		
VOC Total Exhaust:	0.117	0.188	0.250	0.205	0.096	0.077	0.193	0.272	1.99	0.189
CO Start:	1.28	1.96	2.18	2.02		0.280	0.181	4.470		
CO Running:	3.04	3.50	4.06	3.66		0.406	0.265	15.031		
CO Total Exhaust:	4.33	5.46	6.24	5.67	7.06	0.686	0.446	0.517	19.50	4.951
NOx Start:	0.038	0.089	0.113	0.095		0.005	0.011	0.458		
NOx Running:	0.171	0.254	0.401	0.295		0.085	0.215	0.846		
NOx Total Exhaust:	0.209	0.343	0.515	0.390	0.369	0.090	0.226	1.845	1.30	0.461

*
* San Joaquin Valley Air Basin
* Calendar Year 2023
* Age Distribution by Vehicle Class
*

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*
* LDV
 1 0.064 0.063 0.061 0.059 0.057 0.061 0.059 0.056 0.053 0.050
   0.049 0.043 0.037 0.032 0.027 0.026 0.025 0.025 0.021 0.021
   0.019 0.014 0.012 0.010 0.056
* LDT1
 2 0.060 0.060 0.060 0.059 0.057 0.051 0.046 0.041 0.037 0.034
   0.030 0.028 0.025 0.022 0.020 0.020 0.021 0.026 0.028 0.046
   0.034 0.033 0.019 0.018 0.125
* LDT2
 3 0.055 0.054 0.052 0.050 0.048 0.052 0.050 0.047 0.044 0.041
   0.043 0.039 0.036 0.032 0.034 0.032 0.039 0.034 0.036 0.026
   0.026 0.023 0.019 0.014 0.075
* LDT3
 4 0.054 0.052 0.050 0.047 0.045 0.049 0.046 0.043 0.040 0.037
   0.039 0.036 0.038 0.040 0.041 0.039 0.049 0.042 0.039 0.035
   0.022 0.022 0.018 0.016 0.061
* LDT4
 5 0.054 0.052 0.050 0.047 0.045 0.049 0.046 0.043 0.040 0.037
   0.039 0.036 0.038 0.040 0.041 0.039 0.049 0.042 0.039 0.035
   0.022 0.022 0.018 0.016 0.061
* HDV2B
 6 0.045 0.043 0.041 0.040 0.044 0.049 0.053 0.056 0.059 0.061
   0.062 0.064 0.062 0.060 0.057 0.046 0.050 0.035 0.021 0.006
   0.004 0.004 0.003 0.004 0.031
* HDV3
 7 0.054 0.054 0.052 0.048 0.048 0.051 0.050 0.046 0.045 0.041
   0.044 0.042 0.044 0.046 0.048 0.044 0.042 0.035 0.024 0.017
   0.020 0.021 0.009 0.014 0.062
* HDV4
 8 0.055 0.055 0.054 0.053 0.051 0.057 0.055 0.053 0.052 0.048
   0.045 0.040 0.036 0.031 0.028 0.027 0.028 0.024 0.018 0.020
   0.025 0.025 0.008 0.012 0.100
* HDV5
 9 0.055 0.055 0.054 0.053 0.051 0.057 0.055 0.053 0.052 0.048
   0.045 0.040 0.036 0.031 0.028 0.027 0.028 0.024 0.018 0.020
   0.025 0.025 0.008 0.012 0.100
* HDV6
10 0.055 0.055 0.054 0.053 0.051 0.057 0.055 0.053 0.052 0.048
   0.045 0.040 0.036 0.031 0.028 0.027 0.028 0.024 0.018 0.020
   0.025 0.025 0.008 0.012 0.100
```

* HDV7
11 0.055 0.055 0.054 0.053 0.051 0.057 0.055 0.053 0.052 0.048
0.045 0.040 0.036 0.031 0.028 0.027 0.028 0.024 0.018 0.020
0.025 0.025 0.008 0.012 0.100
* HDV8a
12 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039
0.039 0.039 0.020 0.020 0.020 0.020 0.000 0.020 0.000 0.059
0.039 0.039 0.059 0.020 0.216
* HDV8b
13 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039
0.039 0.039 0.020 0.020 0.020 0.020 0.000 0.020 0.000 0.059
0.039 0.039 0.059 0.020 0.216
* HDBS
14 0.031 0.031 0.026 0.031 0.031 0.031 0.031 0.031 0.036 0.031
0.031 0.031 0.026 0.026 0.020 0.020 0.005 0.010 0.010 0.015
0.015 0.061 0.020 0.010 0.393
* HDBT
15 0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.036
0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.000 0.000
0.000 0.000 0.000 0.036 0.321
* Motorcycles
16 0.100 0.098 0.090 0.083 0.076 0.075 0.068 0.060 0.053 0.046
0.042 0.036 0.031 0.027 0.023 0.020 0.013 0.018 0.016 0.007
0.005 0.002 0.002 0.002 0.008

Sacramento Federal Nonattainment Area

```
*
* Sacramento Region - El Dorado County (Mountain Counties Air Basin)
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02El.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02El.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 68.2 70.1 75.5 81.4 85.8 88.9 91.2 92.8 94.2 94.9
94.7 93.5
91.5 87.7 82.1 77.7 74.9 73.2 71.9 70.9 70.4 69.7 69.0 68.2 68.2

REG DISTRIBUTION  : Eldora.d
FUEL RVP          : 6.8
**********************************************************************

SCENARIO RECORD   : Eldorado
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 40.8 40.4 36.8 31.9 28.1 25.6 23.9 22.6 21.7 20.9 21.1
21.9
23.1 26.0 30.6 35.1 38.2 39.8 40.7 39.1 39.3 39.9 40.2 40.7

END OF RUN
```

```
*
*  Sacramento Region - El Dorado County (Mountain Counties Air Basin)
*  Calendar Year 2002
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02EL.IN (file 1, run 1).                                       *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: ELDORA.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* Eldorado
* File 1, Run 1, Scenario 1.
* ##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 68.2 (F)
Maximum Temperature: 94.9 (F)
Minimum Rel. Hum.: 20.9 (%)
Maximum Rel. Hum.: 40.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.5 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4543	0.3093	0.1275		0.0326	0.0009	0.0021	0.0685	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.020	1.920	1.841	1.897	3.312	0.962	0.888	1.006	4.37	1.947
Composite CO :	21.25	22.31	22.12	22.26	41.57	2.028	1.564	4.265	20.48	21.130
Composite NOX :	1.493	1.551	1.639	1.577	5.491	1.756	1.581	17.093	1.36	2.728

Exhaust emissions (g/mi):

VOC Start:	0.616	0.558	0.471	0.532		0.427	0.376	0.898		
VOC Running:	0.582	0.630	0.659	0.639		0.535	0.512	1.802		
VOC Total Exhaust:	1.198	1.188	1.130	1.171	1.463	0.962	0.888	1.006	2.70	1.188

CO Start: 6.27 7.93 8.21 8.01 1.029 0.752
5.434
CO Running: 14.98 14.38 13.91 14.24 0.999 0.812
15.045
CO Total Exhaust: 21.25 22.31 22.12 22.26 41.57 2.028
1.564 4.265 20.48 21.130

NOx Start: 0.355 0.314 0.273 0.302 0.095 0.073
0.501
NOx Running: 1.139 1.237 1.366 1.275 1.661 1.508
0.856
NOx Total Exhaust: 1.493 1.551 1.639 1.577 5.491 1.756
1.581 17.093 1.36 2.728

```
*
* Sacramento Region - El Dorado County (Mountain Counties Air Basin)
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Fed02El.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02El.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 68.2 70.1 75.5 81.4 85.8 88.9 91.2 92.8 94.2 94.9
94.7 93.5
91.5 87.7 82.1 77.7 74.9 73.2 71.9 70.9 70.4 69.7 69.0 68.2 68.2

REG DISTRIBUTION  : Eldora.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO RECORD : Eldorado
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 40.8 40.4 36.8 31.9 28.1 25.6 23.9 22.6 21.7 20.9 21.1
21.9
23.1 26.0 30.6 35.1 38.2 39.8 40.7 39.1 39.3 39.9 40.2 40.7

END OF RUN

```
*
*  Sacramento Region - El Dorado County (Mountain Counties Air Basin)
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FED02EL.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: ELDORA.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ############################
```

```
* Eldorado
* File 1, Run 1, Scenario 1.
* ########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year: 2002
                  Month: July
               Altitude: Low
        Minimum Temperature: 68.2 (F)
        Maximum Temperature: 94.9 (F)
         Minimum Rel. Hum.: 20.9 (%)
         Maximum Rel. Hum.: 40.8 (%)
          Nominal Fuel RVP:  6.8 psi
            Weathered RVP:  6.5 psi
        Fuel Sulfur Content: 279. ppm

        Exhaust I/M Program: Yes
          Evap I/M Program: Yes
             ATP Program: Yes
          Reformulated Gas: No

    Vehicle Type:    LDGV   LDGT12   LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV     MC  All Veh
        GVWR:           <6000    >6000    (All)
              ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:   0.4543   0.3093   0.1275          0.0326   0.0009
0.0021   0.0685   0.0048   1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :     1.669    1.605    1.624    1.610    3.312   0.962
0.888    1.006    4.37    1.663
    Composite CO :    16.63    18.31    17.57    18.10    41.57   2.028
1.564    4.265    20.48   17.211
    Composite NOX :     1.330    1.366    1.496    1.404    5.491   1.756
1.581   17.093     1.36    2.578
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
     VOC  Start:    0.454    0.431    0.403    0.423           0.427   0.376
0.898
```

VOC Running: 0.419 0.463 0.524 0.481 0.535 0.512 1.802
VOC Total Exhaust: 0.873 0.894 0.927 0.904 1.463 0.962 0.888 1.006 2.70 0.924

CO Start: 4.52 6.09 5.78 6.00 1.029 0.752 5.434
CO Running: 12.11 12.22 11.79 12.10 0.999 0.812 15.045
CO Total Exhaust: 16.63 18.31 17.57 18.10 41.57 2.028 1.564 4.265 20.48 17.211

NOx Start: 0.355 0.314 0.273 0.302 0.095 0.073 0.501
NOx Running: 0.975 1.052 1.222 1.102 1.661 1.508 0.856
NOx Total Exhaust: 1.330 1.366 1.496 1.404 5.491 1.756 1.581 17.093 1.36 2.578

---

*
* Sacramento Region - El Dorado County (Mountain Counties Air Basin)
* Calendar Year 2002
* Age Distribution by Vehicle Class

REG DIST

*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution
* of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*****************************************************************************************
* LDV
 1 0.053 0.073 0.075 0.067 0.067 0.069 0.055 0.061 0.051 0.048
   0.041 0.048 0.042 0.039 0.032 0.030 0.023 0.019 0.014 0.009
   0.006 0.005 0.004 0.005 0.067
* LDT1
 2 0.077 0.083 0.064 0.073 0.050 0.053 0.044 0.040 0.041 0.038
   0.033 0.037 0.035 0.038 0.031 0.029 0.035 0.027 0.022 0.014
   0.010 0.007 0.006 0.010 0.104
* LDT2
 3 0.060 0.073 0.078 0.081 0.078 0.068 0.061 0.068 0.057 0.049
   0.041 0.044 0.037 0.032 0.024 0.022 0.024 0.017 0.011 0.007
   0.006 0.005 0.004 0.005 0.048
* LDT3
 4 0.111 0.114 0.068 0.075 0.078 0.082 0.064 0.062 0.047 0.039
   0.028 0.025 0.024 0.024 0.020 0.018 0.019 0.013 0.007 0.006
   0.003 0.004 0.003 0.011 0.053
* LDT4
 5 0.111 0.114 0.068 0.075 0.078 0.082 0.064 0.062 0.047 0.039
   0.028 0.025 0.024 0.024 0.020 0.018 0.019 0.013 0.007 0.006
   0.003 0.004 0.003 0.011 0.053
* HDV2B
 6 0.028 0.036 0.057 0.028 0.042 0.063 0.057 0.053 0.050 0.033
   0.041 0.042 0.053 0.090 0.036 0.035 0.045 0.033 0.023 0.009
   0.009 0.008 0.012 0.015 0.102
* HDV3
 7 0.015 0.033 0.063 0.073 0.041 0.104 0.072 0.073 0.050 0.051
   0.039 0.036 0.062 0.048 0.032 0.012 0.029 0.026 0.015 0.010
   0.005 0.008 0.016 0.013 0.077
* HDV4
 8 0.040 0.046 0.077 0.080 0.028 0.036 0.018 0.066 0.027 0.026
   0.022 0.039 0.045 0.031 0.023 0.012 0.009 0.022 0.025 0.021
   0.007 0.021 0.025 0.021 0.234
* HDV5
 9 0.040 0.046 0.077 0.080 0.028 0.036 0.018 0.066 0.027 0.026
   0.022 0.039 0.045 0.031 0.023 0.012 0.009 0.022 0.025 0.021
   0.007 0.021 0.025 0.021 0.234
* HDV6
10 0.040 0.046 0.077 0.080 0.028 0.036 0.018 0.066 0.027 0.026
   0.022 0.039 0.045 0.031 0.023 0.012 0.009 0.022 0.025 0.021
   0.007 0.021 0.025 0.021 0.234
```

* HDV7
11 0.040 0.046 0.077 0.080 0.028 0.036 0.018 0.066 0.027 0.026
0.022 0.039 0.045 0.031 0.023 0.012 0.009 0.022 0.025 0.021
0.007 0.021 0.025 0.021 0.234
* HDV8a
12 0.038 0.000 0.028 0.075 0.123 0.038 0.028 0.009 0.009 0.038
0.009 0.038 0.066 0.009 0.009 0.028 0.009 0.028 0.009 0.000
0.028 0.038 0.028 0.000 0.311
* HDV8b
13 0.038 0.000 0.028 0.075 0.123 0.038 0.028 0.009 0.009 0.038
0.009 0.038 0.066 0.009 0.009 0.028 0.009 0.028 0.009 0.000
0.028 0.038 0.028 0.000 0.311
* HDBS
14 0.000 0.027 0.020 0.087 0.034 0.013 0.020 0.047 0.027 0.081
0.047 0.020 0.128 0.034 0.047 0.060 0.067 0.000 0.000 0.000
0.000 0.013 0.027 0.007 0.195
* HDBT
15 0.000 0.000 0.000 0.000 0.000 0.136 0.000 0.273 0.000 0.136
0.045 0.091 0.045 0.091 0.000 0.000 0.000 0.045 0.000 0.136
0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.125 0.106 0.087 0.051 0.040 0.039 0.032 0.034 0.026 0.021
0.020 0.020 0.020 0.015 0.015 0.024 0.034 0.038 0.029 0.031
0.027 0.025 0.022 0.022 0.098

```
*
* Sacramento Region - El Dorado County (Mountain Counties Air Basin)
* Calendar Year 2018
* No I/M Program


MOBILE6 INPUT FILE

REPORT FILE      : No18El.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No18El.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 70.9 70.4 69.7 69.0 68.2 68.2 70.1 75.5 81.4 85.8
88.9 91.2
92.8 94.2 94.9 94.7 93.5 91.5 87.7 82.1 77.7 74.9 73.2 71.9

REG DISTRIBUTION  : Eldora.d
FUEL RVP          : 6.8

SCENARIO RECORD   : Eldorado
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 39.1 39.3 39.9 40.2 40.7 40.8 40.4 36.8 31.9 28.1 25.6
23.9
22.6 21.7 20.9 21.1 21.9 23.1 26.0 30.6 35.1 38.2 39.8 40.7

END OF RUN
```

```
*
*  Sacramento Region - El Dorado County (Mountain Counties Air Basin)
*  Calendar Year 2018
*  No I/M Program
*  Output File


*********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                    *
* Input file: NO18EL.IN (file 1, run 1).                                        *
*********************************************************************************

* Reading Registration Distributions from the following external
* data file: ELDORA.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.992    MYR sum not = 1. (will normalize)

* ##########################
* Eldorado
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
```

there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2018
Month: July
Altitude: Low
Minimum Temperature: 68.2 (F)
Maximum Temperature: 94.9 (F)
Minimum Rel. Hum.: 20.9 (%)
Maximum Rel. Hum.: 40.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.5 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3061	0.4096	0.1556		0.0393	0.0003	0.0023	0.0819	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.588	0.807	0.897	0.832	0.523	0.092	0.289	0.293	2.57	0.708
Composite CO :	6.96	8.95	10.42	9.36	7.83	0.719	0.559	0.701	17.19	7.870
Composite NOX :	0.426	0.658	0.953	0.739	0.812	0.137	0.389	3.227	1.40	0.852

Exhaust emissions (g/mi):

VOC Start:	0.129	0.208	0.245	0.218		0.033	0.110	0.540		
VOC Running:	0.123	0.176	0.258	0.199		0.059	0.179	1.414		
VOC Total Exhaust:	0.252	0.384	0.504	0.417	0.139	0.092	0.289	0.293	1.95	0.353

CO Start: 1.88 3.20 3.51 3.29 0.288 0.235
4.072
CO Running: 5.08 5.75 6.91 6.07 0.431 0.323
13.119
CO Total Exhaust: 6.96 8.95 10.42 9.36 7.83 0.719 0.559
0.701 17.19 7.870

NOx Start: 0.088 0.169 0.207 0.179 0.007 0.019
0.490
NOx Running: 0.338 0.489 0.746 0.560 0.130 0.371
0.910
NOx Total Exhaust: 0.426 0.658 0.953 0.739 0.812 0.137
0.389 3.227 1.40 0.852

```
*
* Sacramento Region - El Dorado County (Mountain Counties Air Basin)
* Calendar Year 2018
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Eldo18.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Eldo18.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 70.9 70.4 69.7 69.0 68.2 68.2 70.1 75.5 81.4 85.8
88.9 91.2
92.8 94.2 94.9 94.7 93.5 91.5 87.7 82.1 77.7 74.9 73.2 71.9

REG DISTRIBUTION  : Eldora.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG    : 74 73 50 22222 22222222 2 12 098. 22212222

*********************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*********************************************************************

I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*********************************************************************

I/M VEHICLES      : 1 22222 11111111 1
```

I/M VEHICLES : 2 22222 11111111 1
I/M VEHICLES : 3 22222 11111111 1
I/M VEHICLES : 4 11111 22222222 2
I/M VEHICLES : 5 11111 22222222 2

****

I/M STRINGENCY : 1 30.5
I/M STRINGENCY : 2 30.5
I/M STRINGENCY : 3 30.5
I/M STRINGENCY : 4 30.5
I/M STRINGENCY : 5 30.5

****

I/M COMPLIANCE : 1 98.0
I/M COMPLIANCE : 2 98.0
I/M COMPLIANCE : 3 98.0
I/M COMPLIANCE : 4 98.0
I/M COMPLIANCE : 5 98.0

****

I/M WAIVER RATES : 1 0.242 0.242
I/M WAIVER RATES : 2 0.242 0.242
I/M WAIVER RATES : 3 0.242 0.242
I/M WAIVER RATES : 4 0.242 0.242
I/M WAIVER RATES : 5 0.242 0.242

****

I/M GRACE PERIOD : 1 6
I/M GRACE PERIOD : 2 6
I/M GRACE PERIOD : 3 6
I/M GRACE PERIOD : 4 6
I/M GRACE PERIOD : 5 6

****

SCENARIO RECORD : Eldorado
CALENDAR YEAR : 2018
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 39.1 39.3 39.9 40.2 40.7 40.8 40.4 36.8 31.9 28.1 25.6
23.9
22.6 21.7 20.9 21.1 21.9 23.1 26.0 30.6 35.1 38.2 39.8 40.7

END OF RUN

```
*
*  Sacramento Region - El Dorado County (Mountain Counties Air Basin)
*  Calendar Year 2018
*  California Enhanced Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CAL18EL.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: ELDORA.D
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.992    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ############################
* Eldorado
* File 1, Run 1, Scenario 1.
* ############################
```

*** I/M credits for Tech1&2 vehicles were read from the following external data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2018
Month: July
Altitude: Low
Minimum Temperature: 68.2 (F)
Maximum Temperature: 94.9 (F)
Minimum Rel. Hum.: 20.9 (%)
Maximum Rel. Hum.: 40.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.5 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3061	0.4096	0.1556		0.0393	0.0003	0.0023	0.0819	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.482	0.653	0.708	0.668	0.513	0.092	0.289	0.293	2.57	0.583
Composite CO :	5.02	6.44	7.48	6.73	7.31	0.719	0.559	0.701	17.19	5.771
Composite NOX :	0.286	0.465	0.724	0.537	0.812	0.137	0.389	3.227	1.40	0.695

Exhaust emissions (g/mi):

VOC Start:	0.083	0.133	0.164	0.141	0.033	0.110	0.540	
VOC Running:	0.072	0.106	0.160	0.121	0.059	0.179	1.414	

VOC Total Exhaust: 0.155 0.239 0.324 0.262 0.132 0.092 0.289 0.293 1.95 0.235

CO Start: 1.68 2.56 2.80 2.63 0.288 0.235 4.072

CO Running: 3.34 3.88 4.68 4.10 0.431 0.323 13.119

CO Total Exhaust: 5.02 6.44 7.48 6.73 7.31 0.719 0.559 0.701 17.19 5.771

NOx Start: 0.063 0.126 0.159 0.135 0.007 0.019 0.490

NOx Running: 0.223 0.339 0.565 0.401 0.130 0.371 0.910

NOx Total Exhaust: 0.286 0.465 0.724 0.537 0.812 0.137 0.389 3.227 1.40 0.695

```
*
*  Sacramento Region - El Dorado County (Mountain Counties Air Basin)
*  Calendar Year 2018
*  Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year.  There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions.  These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25.  The last age includes all vehicles
* of age 25 or older.  The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution.  The sixteen vehicle classes are:
*
*  1  LDV    Light-Duty Vehicles (Passenger Cars)
*  2  LDT1   Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2   Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3   Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4   Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values.  Comments (such as this one) are indicated by
* an asterisk in the first column.  Empty rows are ignored.  Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
```

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
********************************************************************************
* LDV
 1 0.065 0.064 0.060 0.065 0.063 0.060 0.058 0.055 0.055 0.048
0.042 0.037 0.032 0.031 0.031 0.033 0.029 0.029 0.026 0.019
0.016 0.013 0.009 0.009 0.051
* LDT1
 2 0.063 0.063 0.060 0.054 0.049 0.044 0.040 0.037 0.033 0.031
0.028 0.025 0.023 0.023 0.024 0.031 0.034 0.057 0.041 0.040
0.024 0.022 0.017 0.015 0.120
* LDT2
 3 0.055 0.053 0.051 0.055 0.052 0.050 0.047 0.045 0.046 0.043
0.040 0.037 0.039 0.037 0.046 0.040 0.043 0.032 0.031 0.028
0.023 0.017 0.014 0.013 0.064
* LDT3
 4 0.052 0.050 0.047 0.051 0.048 0.046 0.043 0.040 0.043 0.039
0.042 0.045 0.047 0.044 0.057 0.050 0.047 0.042 0.027 0.026
0.021 0.019 0.014 0.011 0.048
* LDT4
 5 0.052 0.050 0.047 0.051 0.048 0.046 0.043 0.040 0.043 0.039
0.042 0.045 0.047 0.044 0.057 0.050 0.047 0.042 0.027 0.026
0.021 0.019 0.014 0.011 0.048
* HDV2B
 6 0.042 0.041 0.046 0.050 0.055 0.059 0.063 0.066 0.068 0.069
0.069 0.068 0.065 0.053 0.057 0.041 0.025 0.007 0.005 0.004
0.004 0.005 0.004 0.004 0.029
* HDV3
 7 0.054 0.051 0.051 0.053 0.053 0.050 0.048 0.044 0.048 0.046
0.048 0.052 0.054 0.049 0.048 0.040 0.026 0.021 0.027 0.025
0.011 0.020 0.014 0.012 0.055
* HDV4
 8 0.056 0.055 0.055 0.059 0.059 0.056 0.056 0.053 0.050 0.044
0.040 0.035 0.032 0.031 0.033 0.029 0.022 0.023 0.030 0.031
0.009 0.014 0.007 0.015 0.107
* HDV5
 9 0.056 0.055 0.055 0.059 0.059 0.056 0.056 0.053 0.050 0.044
0.040 0.035 0.032 0.031 0.033 0.029 0.022 0.023 0.030 0.031
0.009 0.014 0.007 0.015 0.107
* HDV6
10 0.056 0.055 0.055 0.059 0.059 0.056 0.056 0.053 0.050 0.044
0.040 0.035 0.032 0.031 0.033 0.029 0.022 0.023 0.030 0.031
0.009 0.014 0.007 0.015 0.107
* HDV7
11 0.056 0.055 0.055 0.059 0.059 0.056 0.056 0.053 0.050 0.044
```

0.040 0.035 0.032 0.031 0.033 0.029 0.022 0.023 0.030 0.031
0.009 0.014 0.007 0.015 0.107
* HDV8a
12 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038
0.038 0.019 0.019 0.019 0.000 0.019 0.000 0.075 0.057 0.038
0.075 0.019 0.000 0.000 0.245
* HDV8b
13 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038
0.038 0.019 0.019 0.019 0.000 0.019 0.000 0.075 0.057 0.038
0.075 0.019 0.000 0.000 0.245
* HDBS
14 0.026 0.031 0.031 0.031 0.031 0.031 0.037 0.031 0.037 0.031
0.026 0.026 0.021 0.021 0.005 0.010 0.010 0.016 0.016 0.063
0.021 0.010 0.021 0.021 0.393
* HDBT
15 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.038
0.038 0.038 0.038 0.038 0.038 0.038 0.000 0.000 0.000 0.000
0.000 0.038 0.000 0.154 0.192
* Motorcycles
16 0.099 0.098 0.089 0.088 0.081 0.074 0.066 0.059 0.055 0.048
0.042 0.036 0.031 0.028 0.018 0.026 0.023 0.010 0.007 0.004
0.003 0.002 0.002 0.001 0.010

```
*
* Sacramento Region - Placer County (Mountain Counties Air Basin)
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02PMV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02PMV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 64.5 65.7 70.4 77.2 82.6 85.7 87.9 89.1 90.2 90.2
89.6 88.1
86.1 82.7 77.4 73.5 71.6 70.5 69.3 68.5 67.5 66.5 66.1 64.5

REG DISTRIBUTION  : PlacerMV.d
FUEL RVP          : 6.8
*********************************************************************

SCENARIO RECORD   : Placer MV
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 46.2 46.6 43.4 36.7 31.4 28.3 26.1 24.9 24.1 23.7 24.1
25.3
27.0 30 35.1 39.8 42.3 43.3 44.3 42.3 43.1 44.0 43.9 46.1

END OF RUN
```

```
*
*  Sacramento Region - Placer County (Mountain Counties Air Basin)
*  Calendar Year 2002
*  No I/M Program
*  Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: NO02PMV.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: PLACERMV.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.000    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 22 Warning:
          Age distribution is zero for class LDDT12

*##########################
* Placer MV
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
          there are no sales for vehicle class HDGV8b

              Calendar Year:  2002
                    Month:  July
                 Altitude:  Low
          Minimum Temperature:  64.5 (F)
          Maximum Temperature:  90.2 (F)
           Minimum Rel. Hum.:  23.7 (%)
           Maximum Rel. Hum.:  46.6 (%)
            Nominal Fuel RVP:  6.8 psi
              Weathered RVP:  6.6 psi
```

Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4535	0.3006	0.1304		0.0326	0.0010	0.0022	0.0745	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.355	2.310	1.908	2.188	3.786	1.053	1.046	0.809	4.34	2.220
Composite CO :	23.80	26.50	23.07	25.46	49.88	2.150	1.824	4.338	19.28	23.824
Composite NOX :	1.700	1.703	1.671	1.694	5.705	1.858	1.698	17.036	1.41	2.970

Exhaust emissions (g/mi):

VOC Start:	0.767	0.760	0.515	0.686	0.472	0.486	0.926			
VOC Running:	0.660	0.729	0.681	0.714	0.581	0.560	1.810			
VOC Total Exhaust:	1.427	1.488	1.197	1.400	1.796	1.053	1.046	0.809	2.74	1.387
CO Start:	7.86	10.86	9.03	10.31	1.111	0.955	5.342			
CO Running:	15.94	15.64	14.05	15.16	1.039	0.869	13.939			
CO Total Exhaust:	23.80	26.50	23.07	25.46	49.88	2.150	1.824	4.338	19.28	23.824
NOx Start:	0.450	0.388	0.297	0.361	0.103	0.092	0.522			
NOx Running:	1.250	1.315	1.375	1.333	1.755	1.607	0.888			
NOx Total Exhaust:	1.700	1.703	1.671	1.694	5.705	1.858	1.698	17.036	1.41	2.970

```
*
* Sacramento Region - Placer County (Mountain Counties Air Basin)
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Fed02PMV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02PMV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 64.5 65.7 70.4 77.2 82.6 85.7 87.9 89.1 90.2 90.2
89.6 88.1
86.1 82.7 77.4 73.5 71.6 70.5 69.3 68.5 67.5 66.5 66.1 64.5

REG DISTRIBUTION  : PlacerMV.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG   :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM      : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS  : 1 1968 1980
I/M VEHICLES     : 1 22222 11111111 1
I/M STRINGENCY   : 1 20.0
I/M COMPLIANCE   : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM      : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS  : 2 1981 1985
I/M VEHICLES     : 2 22222 11111111 1
I/M STRINGENCY   : 2 20.0
I/M COMPLIANCE   : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM      : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS  : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO RECORD : Placer MV
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 46.2 46.6 43.4 36.7 31.4 28.3 26.1 24.9 24.1 23.7 24.1
25.3
27.0 30 35.1 39.8 42.3 43.3 44.3 42.3 43.1 44.0 43.9 46.1

END OF RUN

```
*
*  Sacramento Region - Placer County (Mountain Counties Air Basin)
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: FED02PMV.IN (file 1, run 1).                                    *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: PLACERMV.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.000    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D
 M 22 Warning:
          Age distribution is zero for class LDDT12

* ##########################
* Placer MV
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

             Calendar Year:  2002
                    Month:  July
                 Altitude:  Low
        Minimum Temperature:  64.5 (F)
```

Maximum Temperature: 90.2 (F)
Minimum Rel. Hum.: 23.7 (%)
Maximum Rel. Hum.: 46.6 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4535	0.3006	0.1304		0.0326	0.0010	0.0022	0.0745	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.927	1.896	1.681	1.831	3.786	1.053	1.046	0.809	4.34	1.872
Composite CO :	18.23	21.17	18.36	20.32	49.88	2.150	1.824	4.338	19.28	19.079
Composite NOX :	1.514	1.499	1.519	1.505	5.705	1.858	1.698	17.036	1.41	2.804

Exhaust emissions (g/mi):

VOC Start:	0.559	0.571	0.445	0.533		0.472	0.486	0.926		
VOC Running:	0.463	0.522	0.538	0.527		0.581	0.560	1.810		
VOC Total Exhaust:	1.022	1.093	0.982	1.060	1.796	1.053	1.046	0.809	2.74	1.056
CO Start:	5.62	8.10	6.47	7.61		1.111	0.955	5.342		
CO Running:	12.61	13.07	11.88	12.71		1.039	0.869	13.939		
CO Total Exhaust:	18.23	21.17	18.36	20.32	49.88	2.150	1.824	4.338	19.28	19.079

NOx Start: 0.450 0.388 0.297 0.361 0.103 0.092 0.522

NOx Running: 1.064 1.111 1.222 1.144 1.755 1.607 0.888

NOx Total Exhaust: 1.514 1.499 1.519 1.505 5.705 1.858 1.698 17.036 1.41 2.804

```
*
* Sacramento Region - Placer County (Mountain Counties Air Basin)
* Calendar Year 2002
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
*  1  LDV   Light-Duty Vehicles (Passenger Cars)
*  2  LDT1  Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2  Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3  Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4  Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
```

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
********************************************************************************
* LDV
 1 0.039 0.052 0.062 0.054 0.056 0.063 0.055 0.058 0.052 0.049
   0.045 0.059 0.051 0.037 0.041 0.034 0.029 0.026 0.017 0.012
   0.006 0.006 0.005 0.007 0.084
* LDT1
 2 0.059 0.063 0.045 0.058 0.043 0.051 0.037 0.041 0.036 0.042
   0.037 0.041 0.034 0.038 0.038 0.038 0.044 0.033 0.029 0.014
   0.011 0.007 0.008 0.011 0.142
* LDT2
 3 0.046 0.062 0.065 0.060 0.068 0.064 0.062 0.069 0.054 0.051
   0.047 0.053 0.037 0.035 0.024 0.030 0.027 0.021 0.014 0.005
   0.009 0.004 0.002 0.011 0.081
* LDT3
 4 0.124 0.095 0.053 0.072 0.074 0.079 0.048 0.060 0.056 0.041
   0.016 0.041 0.023 0.031 0.029 0.023 0.020 0.021 0.011 0.005
   0.006 0.002 0.003 0.008 0.059
* LDT4
 5 0.124 0.095 0.053 0.072 0.074 0.079 0.048 0.060 0.056 0.041
   0.016 0.041 0.023 0.031 0.029 0.023 0.020 0.021 0.011 0.005
   0.006 0.002 0.003 0.008 0.059
* HDV2B
 6 0.041 0.041 0.041 0.021 0.014 0.048 0.062 0.027 0.034 0.021
   0.034 0.027 0.062 0.089 0.048 0.055 0.082 0.034 0.048 0.007
   0.007 0.014 0.000 0.007 0.137
* HDV3
 7 0.013 0.038 0.045 0.057 0.013 0.076 0.089 0.070 0.057 0.032
   0.083 0.025 0.057 0.038 0.038 0.019 0.025 0.038 0.019 0.013
   0.006 0.006 0.000 0.032 0.108
* HDV4
 8 0.024 0.048 0.088 0.096 0.024 0.040 0.000 0.048 0.024 0.016
   0.008 0.032 0.016 0.032 0.016 0.000 0.008 0.016 0.032 0.008
   0.024 0.008 0.016 0.032 0.344
* HDV5
 9 0.024 0.048 0.088 0.096 0.024 0.040 0.000 0.048 0.024 0.016
   0.008 0.032 0.016 0.032 0.016 0.000 0.008 0.016 0.032 0.008
   0.024 0.008 0.016 0.032 0.344
* HDV6
10 0.024 0.048 0.088 0.096 0.024 0.040 0.000 0.048 0.024 0.016
   0.008 0.032 0.016 0.032 0.016 0.000 0.008 0.016 0.032 0.008
   0.024 0.008 0.016 0.032 0.344
* HDV7
11 0.024 0.048 0.088 0.096 0.024 0.040 0.000 0.048 0.024 0.016
```

0.008 0.032 0.016 0.032 0.016 0.000 0.008 0.016 0.032 0.008
0.024 0.008 0.016 0.032 0.344
* HDV8a
12 0.039 0.028 0.034 0.027 0.042 0.060 0.060 0.050 0.051 0.060
0.067 0.053 0.042 0.031 0.034 0.044 0.045 0.034 0.030 0.025
0.024 0.021 0.009 0.010 0.080
* HDV8b
13 0.039 0.028 0.034 0.027 0.042 0.060 0.060 0.050 0.051 0.060
0.067 0.053 0.042 0.031 0.034 0.044 0.045 0.034 0.030 0.025
0.024 0.021 0.009 0.010 0.080
* HDBS
14 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.091 0.091 0.000
0.182 0.000 0.091 0.182 0.000 0.091 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.273
* HDBT
15 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.128 0.101 0.065 0.061 0.038 0.040 0.032 0.039 0.021 0.031
0.016 0.028 0.024 0.016 0.012 0.020 0.030 0.036 0.032 0.032
0.027 0.017 0.022 0.018 0.111

```
*
* Sacramento Region - Placer County (Mountain Counties Air Basin)
* Calendar Year 2018
* No I/M Program


MOBILE6 INPUT FILE

REPORT FILE      : No18PMC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No18PMC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 50.5 57.8 64.3 71.3 75.5 78.0 80.0 81.1 81.7 81.4
79.9 77.2
                73.4 68.2 64.2 61.1 58.7 56.1 54.2 52.3 51.4 50.5 49.5 48.7

REG DISTRIBUTION  : PlacerMC.d
FUEL RVP          : 6.8

SCENARIO RECORD   : Placer MC
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 46.2 46.2 46.6 43.4 36.7 31.4 28.3 26.1 24.9 24.1 23.7
24.1
                25.3 27.0 30.0 35.1 39.8 42.3 43.3 44.3 43.1 44.0 43.9 46.1

END OF RUN
```

```
*
*  Sacramento Region - Placer County (Mountain Counties Air Basin)
*  Calendar Year 2018
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO18PMC.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: PLACERMC.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.000    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 22 Warning:
         Age distribution is zero for class LDDT12

*##########################
* Placer MC
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year:  2018
```

Month: July
Altitude: Low
Minimum Temperature: 48.7 (F)
Maximum Temperature: 81.7 (F)
Minimum Rel. Hum.: 23.7 (%)
Maximum Rel. Hum.: 46.6 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.8 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3017	0.3993	0.1561		0.0395	0.0003	0.0023	0.0958	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.694	0.905	0.935	0.914	0.490	0.098	0.293	0.285	2.47	0.777
Composite CO :	8.18	10.39	11.50	10.70	8.05	0.727	0.570	0.612	15.54	8.869
Composite NOX :	0.477	0.717	0.976	0.790	0.844	0.154	0.391	2.503	1.55	0.864

Exhaust emissions (g/mi):

VOC Start:	0.155	0.244	0.268	0.251		0.036	0.114	0.561		
VOC Running:	0.135	0.187	0.262	0.208		0.062	0.179	1.387		
VOC Total Exhaust:	0.289	0.431	0.530	0.459	0.147	0.098	0.293	0.285	1.95	0.386
CO Start:	2.74	4.27	4.32	4.29		0.294	0.243	4.061		
CO Running:	5.44	6.12	7.17	6.42		0.433	0.327	11.481		

CO Total Exhaust: 8.18 10.39 11.50 10.70 8.05 0.727 0.570 0.612 15.54 8.869

NOx Start: 0.106 0.194 0.218 0.200 0.008 0.019 0.533

NOx Running: 0.371 0.523 0.759 0.589 0.146 0.372 1.016

NOx Total Exhaust: 0.477 0.717 0.976 0.790 0.844 0.154 0.391 2.503 1.55 0.864

```
*
* Sacramento Region - Placer County (Mountain Counties Air Basin)
* Calendar Year 2018
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Cal18PMC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal18PMC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 50.5 57.8 64.3 71.3 75.5 78.0 80.0 81.1 81.7 81.4
79.9 77.2
              73.4 68.2 64.2 61.1 58.7 56.1 54.2 52.3 51.4 50.5 49.5 48.7

REG DISTRIBUTION  : PlacerMC.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG    :  74 73 50 22222 22222222 2 12 098. 22212222

*********************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*********************************************************************
I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*********************************************************************

I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
```

I/M VEHICLES : 3 22222 11111111 1
I/M VEHICLES : 4 11111 22222222 2
I/M VEHICLES : 5 11111 22222222 2

****

I/M STRINGENCY : 1 30.5
I/M STRINGENCY : 2 30.5
I/M STRINGENCY : 3 30.5
I/M STRINGENCY : 4 30.5
I/M STRINGENCY : 5 30.5

****

I/M COMPLIANCE : 1 98.0
I/M COMPLIANCE : 2 98.0
I/M COMPLIANCE : 3 98.0
I/M COMPLIANCE : 4 98.0
I/M COMPLIANCE : 5 98.0

****

I/M WAIVER RATES : 1 0.242 0.242
I/M WAIVER RATES : 2 0.242 0.242
I/M WAIVER RATES : 3 0.242 0.242
I/M WAIVER RATES : 4 0.242 0.242
I/M WAIVER RATES : 5 0.242 0.242

****

I/M GRACE PERIOD : 1 6
I/M GRACE PERIOD : 2 6
I/M GRACE PERIOD : 3 6
I/M GRACE PERIOD : 4 6
I/M GRACE PERIOD : 5 6

****

SCENARIO RECORD : Placer MC
CALENDAR YEAR : 2018
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 46.2 46.2 46.6 43.4 36.7 31.4 28.3 26.1 24.9 24.1 23.7
24.1
25.3 27.0 30.0 35.1 39.8 42.3 43.3 44.3 43.1 44.0 43.9 46.1

END OF RUN

```
*
*  Sacramento Region - Placer County (Mountain Counties Air Basin)
*  Calendar Year 2018
*  California Enhanced Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                   *
* Input file: CAL18PMC.IN (file 1, run 1).                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: PLACERMC.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.000    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D
 M 22 Warning:
         Age distribution is zero for class LDDT12

* ##########################
* Placer MC
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
```

M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2018
Month: July
Altitude: Low
Minimum Temperature: 48.7 (F)
Maximum Temperature: 81.7 (F)
Minimum Rel. Hum.: 23.7 (%)
Maximum Rel. Hum.: 46.6 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.8 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3017	0.3993	0.1561		0.0395	0.0003	0.0023	0.0958	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.581	0.741	0.746	0.742	0.481	0.098	0.293	0.285	2.47	0.647
Composite CO :	6.08	7.71	8.49	7.93	7.51	0.727	0.570	0.612	15.54	6.673
Composite NOX :	0.329	0.517	0.752	0.583	0.844	0.154	0.391	2.503	1.55	0.705

Exhaust emissions (g/mi):

VOC Start:	0.103	0.160	0.182	0.166		0.036	0.114	0.561		
VOC Running:	0.079	0.113	0.165	0.128		0.062	0.179	1.387		
VOC Total Exhaust:	0.182	0.273	0.347	0.294	0.139	0.098	0.293	0.285	1.95	0.262

CO Start: 2.53 3.59 3.61 3.59 0.294 0.243
4.061
CO Running: 3.55 4.12 4.88 4.33 0.433 0.327
11.481
CO Total Exhaust: 6.08 7.71 8.49 7.93 7.51 0.727 0.570
0.612 15.54 6.673

NOx Start: 0.080 0.149 0.170 0.155 0.008 0.019
0.533
NOx Running: 0.249 0.368 0.582 0.428 0.146 0.372
1.016
NOx Total Exhaust: 0.329 0.517 0.752 0.583 0.844 0.154
0.391 2.503 1.55 0.705

```
*
* Sacramento Region - Placer County (Mountain Counties Air Basin)
* Calendar Year 2018
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
*  1  LDV    Light-Duty Vehicles (Passenger Cars)
*  2  LDT1   Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2   Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3   Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4   Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
```

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
**********************************************************|**********************
* LDV
 1 0.067 0.067 0.064 0.069 0.065 0.058 0.053 0.048 0.043 0.039
0.035 0.032 0.029 0.029 0.032 0.029 0.028 0.029 0.028 0.022
0.016 0.017 0.012 0.012 0.079
* LDT1
 2 0.054 0.050 0.045 0.041 0.038 0.036 0.033 0.031 0.029 0.027
0.025 0.023 0.022 0.023 0.021 0.032 0.036 0.055 0.041 0.046
0.030 0.028 0.020 0.021 0.191
* LDT2
 3 0.056 0.055 0.053 0.057 0.056 0.054 0.050 0.049 0.044 0.039
0.035 0.031 0.028 0.028 0.038 0.041 0.048 0.030 0.031 0.029
0.022 0.019 0.015 0.015 0.077
* LDT3
 4 0.053 0.051 0.049 0.053 0.051 0.048 0.047 0.043 0.046 0.044
0.040 0.037 0.037 0.037 0.036 0.046 0.046 0.044 0.025 0.026
0.025 0.023 0.013 0.013 0.067
* LDT4
 5 0.053 0.051 0.049 0.053 0.051 0.048 0.047 0.043 0.046 0.044
0.040 0.037 0.037 0.037 0.036 0.046 0.046 0.044 0.025 0.026
0.025 0.023 0.013 0.013 0.067
* HDV2B
 6 0.043 0.041 0.046 0.050 0.055 0.059 0.064 0.067 0.068 0.070
0.070 0.068 0.065 0.053 0.059 0.041 0.028 0.007 0.004 0.004
0.001 0.004 0.004 0.001 0.025
* HDV3
 7 0.055 0.055 0.055 0.055 0.059 0.055 0.047 0.047 0.051 0.047
0.047 0.047 0.051 0.047 0.035 0.027 0.020 0.024 0.027 0.016
0.012 0.027 0.016 0.012 0.067
* HDV4
 8 0.057 0.052 0.057 0.057 0.063 0.057 0.052 0.046 0.040 0.040
0.034 0.029 0.029 0.029 0.052 0.023 0.034 0.023 0.063 0.029
0.011 0.011 0.000 0.011 0.098
* HDV5
 9 0.057 0.052 0.057 0.057 0.063 0.057 0.052 0.046 0.040 0.040
0.034 0.029 0.029 0.029 0.052 0.023 0.034 0.023 0.063 0.029
0.011 0.011 0.000 0.011 0.098
* HDV6
10 0.057 0.052 0.057 0.057 0.063 0.057 0.052 0.046 0.040 0.040
0.034 0.029 0.029 0.029 0.052 0.023 0.034 0.023 0.063 0.029
0.011 0.011 0.000 0.011 0.098
* HDV7
11 0.057 0.052 0.057 0.057 0.063 0.057 0.052 0.046 0.040 0.040
```

0.034 0.029 0.029 0.029 0.052 0.023 0.034 0.023 0.063 0.029
0.011 0.011 0.000 0.011 0.098
* HDV8a
12 0.055 0.055 0.058 0.064 0.065 0.059 0.054 0.050 0.046 0.043
0.040 0.036 0.033 0.034 0.023 0.025 0.019 0.026 0.034 0.030
0.022 0.019 0.019 0.019 0.072
* HDV8b
13 0.055 0.055 0.058 0.064 0.065 0.059 0.054 0.050 0.046 0.043
0.040 0.036 0.033 0.034 0.023 0.025 0.019 0.026 0.034 0.030
0.022 0.019 0.019 0.019 0.072
* HDBS
14 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000 0.125 0.000 0.000 0.000
0.000 0.000 0.000 0.125 0.750
* HDBT
15 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.100 0.098 0.089 0.089 0.081 0.074 0.066 0.059 0.056 0.049
0.042 0.037 0.032 0.029 0.021 0.026 0.019 0.010 0.005 0.004
0.002 0.003 0.001 0.001 0.010

```
*
* Sacramento Region - Placer County (Sacramento Valley Air Basin)
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02PSV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02PSV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.3 69 74.4 79.8 84.3 88.1 91.2 93.7 95.9 97.3 98
97.8
96.4 92.7 86.6 81.1 77.4 75.2 73.4 71.3 70.2 69 67.8 66.5

REG DISTRIBUTION  : PlacerSV.d
FUEL RVP          : 6.8
**********************************************************************

SCENARIO RECORD   : Placer SV
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 48.5 46.6 41.6 36.2 31.4 28 25.2 23.2 21.4 20.2 19.6
19.4
19.9 22.2 26.8 32.2 36.2 38.5 40 42.6 43.7 44.8 46.1 47.8

END OF RUN
```

```
*
* Sacramento Region - Placer County (Sacramento Valley Air Basin)
* Calendar Year 2002
* No I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02PSV.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: PLACERSV.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)

* ############################
* Placer SV
* File 1, Run 1, Scenario 1.
* ############################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 66.3 (F)
Maximum Temperature: 98.0 (F)
Minimum Rel. Hum.: 19.4 (%)
Maximum Rel. Hum.: 48.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4543	0.3093	0.1275		0.0326	0.0009	0.0021	0.0685	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.075	1.969	1.882	1.943	3.429	0.962	0.888	1.006	4.57	1.997
Composite CO :	21.89	22.76	22.56	22.70	42.93	2.028	1.564	4.265	21.31	21.658
Composite NOX :	1.487	1.548	1.634	1.573	5.471	1.756	1.581	17.093	1.33	2.723

Exhaust emissions (g/mi):

VOC Start:	0.628	0.567	0.475	0.540		0.427	0.376	0.906		
VOC Running:	0.592	0.638	0.664	0.646		0.535	0.512	1.813		
VOC Total Exhaust:	1.220	1.205	1.140	1.186	1.478	0.962	0.888	1.006	2.72	1.205

CO Start: 6.46 8.13 8.41 8.21 1.029 0.752
5.617
CO Running: 15.43 14.63 14.15 14.49 0.999 0.812
15.689
CO Total Exhaust: 21.89 22.76 22.56 22.70 42.93 2.028
1.564 4.265 21.31 21.658

NOx Start: 0.348 0.311 0.270 0.299 0.095 0.073
0.492
NOx Running: 1.139 1.236 1.364 1.274 1.661 1.508
0.839
NOx Total Exhaust: 1.487 1.548 1.634 1.573 5.471 1.756
1.581 17.093 1.33 2.723

```
*
* Sacramento Region - Placer County (Sacramento Valley Air Basin)
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Fed02PSV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02PSV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.3 69 74.4 79.8 84.3 88.1 91.2 93.7 95.9 97.3 98
97.8
96.4 92.7 86.6 81.1 77.4 75.2 73.4 71.3 70.2 69 67.8 66.5

REG DISTRIBUTION  : PlacerSV.d
FUEL RVP          : 6.8
**********************************************************************

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO RECORD : Placer SV
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 48.5 46.6 41.6 36.2 31.4 28 25.2 23.2 21.4 20.2 19.6
19.4
19.9 22.2 26.8 32.2 36.2 38.5 40 42.6 43.7 44.8 46.1 47.8

END OF RUN

```
*
*  Sacramento Region - Placer County (Sacramento Valley Air Basin)
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FED02PSV.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: PLACERSV.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
```

```
* Placer SV
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year: 2002
                  Month: July
               Altitude: Low
        Minimum Temperature: 66.3 (F)
        Maximum Temperature: 98.0 (F)
         Minimum Rel. Hum.: 19.4 (%)
         Maximum Rel. Hum.: 48.5 (%)
          Nominal Fuel RVP: 6.8 psi
            Weathered RVP: 6.4 psi
        Fuel Sulfur Content: 279. ppm

        Exhaust I/M Program: Yes
          Evap I/M Program: Yes
             ATP Program: Yes
          Reformulated Gas: No

    Vehicle Type:    LDGV   LDGT12   LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV      MC  All Veh
          GVWR:          <6000    >6000    (All)
               ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:  0.4543   0.3093   0.1275          0.0326   0.0009
0.0021   0.0685   0.0048   1.0000
 ---------------------------------------------------------------------------------------------
----------
 Composite Emission Factors (g/mi):
   Composite VOC :    1.712    1.645    1.660    1.649    3.429   0.962
0.888    1.006    4.57    1.704
   Composite CO :    17.09    18.65    17.89    18.43    42.93   2.028
1.564    4.265    21.31   17.614
   Composite NOX :    1.324    1.363    1.491    1.400    5.471   1.756
1.581   17.093    1.33    2.573
 ---------------------------------------------------------------------------------------------
----------
Exhaust emissions (g/mi):
     VOC  Start:   0.462    0.437    0.406    0.428          0.427   0.376
0.906
```

VOC Running: 0.426 0.469 0.529 0.486 0.535 0.512 1.813
VOC Total Exhaust: 0.888 0.906 0.935 0.914 1.478 0.962 0.888 1.006 2.72 0.936

CO Start: 4.65 6.22 5.91 6.13 1.029 0.752 5.617
CO Running: 12.44 12.43 11.98 12.30 0.999 0.812 15.689
CO Total Exhaust: 17.09 18.65 17.89 18.43 42.93 2.028 1.564 4.265 21.31 17.614

NOx Start: 0.348 0.311 0.270 0.299 0.095 0.073 0.492
NOx Running: 0.976 1.051 1.221 1.101 1.661 1.508 0.839
NOx Total Exhaust: 1.324 1.363 1.491 1.400 5.471 1.756 1.581 17.093 1.33 2.573

---

*
* Sacramento Region - Placer County (Sacramento Valley Air Basin)
* Calendar Year 2002
* Age Distribution by Vehicle Class

REG DIST

*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution
* of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.053 0.073 0.075 0.067 0.067 0.069 0.055 0.061 0.051 0.048
   0.041 0.048 0.042 0.039 0.032 0.030 0.023 0.019 0.014 0.009
   0.006 0.005 0.004 0.005 0.067
* LDT1
 2 0.077 0.083 0.064 0.073 0.050 0.053 0.044 0.040 0.041 0.038
   0.033 0.037 0.035 0.038 0.031 0.029 0.035 0.027 0.022 0.014
   0.010 0.007 0.006 0.010 0.104
* LDT2
 3 0.060 0.073 0.078 0.081 0.078 0.068 0.061 0.068 0.057 0.049
   0.041 0.044 0.037 0.032 0.024 0.022 0.024 0.017 0.011 0.007
   0.006 0.005 0.004 0.005 0.048
* LDT3
 4 0.111 0.114 0.068 0.075 0.078 0.082 0.064 0.062 0.047 0.039
   0.028 0.025 0.024 0.024 0.020 0.018 0.019 0.013 0.007 0.006
   0.003 0.004 0.003 0.011 0.053
* LDT4
 5 0.111 0.114 0.068 0.075 0.078 0.082 0.064 0.062 0.047 0.039
   0.028 0.025 0.024 0.024 0.020 0.018 0.019 0.013 0.007 0.006
   0.003 0.004 0.003 0.011 0.053
* HDV2B
 6 0.028 0.036 0.057 0.028 0.042 0.063 0.057 0.053 0.050 0.033
   0.041 0.042 0.053 0.090 0.036 0.035 0.045 0.033 0.023 0.009
   0.009 0.008 0.012 0.015 0.102
* HDV3
 7 0.015 0.033 0.063 0.073 0.041 0.104 0.072 0.073 0.050 0.051
   0.039 0.036 0.062 0.048 0.032 0.012 0.029 0.026 0.015 0.010
   0.005 0.008 0.016 0.013 0.077
* HDV4
 8 0.040 0.046 0.077 0.080 0.028 0.036 0.018 0.066 0.027 0.026
   0.022 0.039 0.045 0.031 0.023 0.012 0.009 0.022 0.025 0.021
   0.007 0.021 0.025 0.021 0.234
* HDV5
 9 0.040 0.046 0.077 0.080 0.028 0.036 0.018 0.066 0.027 0.026
   0.022 0.039 0.045 0.031 0.023 0.012 0.009 0.022 0.025 0.021
   0.007 0.021 0.025 0.021 0.234
* HDV6
10 0.040 0.046 0.077 0.080 0.028 0.036 0.018 0.066 0.027 0.026
   0.022 0.039 0.045 0.031 0.023 0.012 0.009 0.022 0.025 0.021
   0.007 0.021 0.025 0.021 0.234
```

* HDV7
11 0.040 0.046 0.077 0.080 0.028 0.036 0.018 0.066 0.027 0.026
0.022 0.039 0.045 0.031 0.023 0.012 0.009 0.022 0.025 0.021
0.007 0.021 0.025 0.021 0.234
* HDV8a
12 0.038 0.000 0.028 0.075 0.123 0.038 0.028 0.009 0.009 0.038
0.009 0.038 0.066 0.009 0.009 0.028 0.009 0.028 0.009 0.000
0.028 0.038 0.028 0.000 0.311
* HDV8b
13 0.038 0.000 0.028 0.075 0.123 0.038 0.028 0.009 0.009 0.038
0.009 0.038 0.066 0.009 0.009 0.028 0.009 0.028 0.009 0.000
0.028 0.038 0.028 0.000 0.311
* HDBS
14 0.000 0.027 0.020 0.087 0.034 0.013 0.020 0.047 0.027 0.081
0.047 0.020 0.128 0.034 0.047 0.060 0.067 0.000 0.000 0.000
0.000 0.013 0.027 0.007 0.195
* HDBT
15 0.000 0.000 0.000 0.000 0.000 0.136 0.000 0.273 0.000 0.136
0.045 0.091 0.045 0.091 0.000 0.000 0.000 0.045 0.000 0.136
0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.125 0.106 0.087 0.051 0.040 0.039 0.032 0.034 0.026 0.021
0.020 0.020 0.020 0.015 0.015 0.024 0.034 0.038 0.029 0.031
0.027 0.025 0.022 0.022 0.098

```
*
* Sacramento Region - Placer County (Sacramento Valley Air Basin)
* Calendar Year 2018
* No I/M Program


MOBILE6 INPUT FILE

REPORT FILE      : No18PSV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No18PSV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.3 69.0 74.4 79.8 84.3 88.1 91.2 93.7 95.9 97.3
98.0 97.8
                96.4 92.7 86.6 81.1 77.4 75.2 73.4 71.3 70.2 69.0 67.8 66.5


REG DISTRIBUTION  : PlacerSV.d
FUEL RVP          : 6.8

SCENARIO RECORD   : Placer SV
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 48.5 46.6 41.6 36.2 31.4 28.0 25.2 23.2 21.4 20.2 19.6
19.4
                19.9 22.2 26.8 32.2 36.2 38.5 40.0 42.6 43.7 44.8 46.1 47.8

END OF RUN
```

```
*
* Sacramento Region - Placer County (Sacramento Valley Air Basin)
* Calendar Year 2018
* No I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO18PSV.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: PLACERSV.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)

* ##########################
* Placer SV
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

             Calendar Year:  2018
                    Month:  July
                 Altitude:  Low
          Minimum Temperature:  66.3 (F)
          Maximum Temperature:  98.0 (F)
           Minimum Rel. Hum.:  19.4 (%)
           Maximum Rel. Hum.:  48.5 (%)
            Nominal Fuel RVP:  6.8 psi
              Weathered RVP:  6.4 psi
```

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2941	0.4097	0.1557		0.0383	0.0003	0.0023	0.0948	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.527	0.672	0.739	0.691	0.477	0.086	0.225	0.273	2.73	0.603
Composite CO :	6.56	8.18	9.24	8.47	7.70	0.693	0.473	0.528	19.51	7.160
Composite NOX :	0.401	0.585	0.800	0.644	0.661	0.115	0.296	2.080	1.30	0.712

Exhaust emissions (g/mi):

VOC Start:	0.116	0.173	0.199	0.180		0.030	0.079	0.537		
VOC Running:	0.115	0.164	0.227	0.181		0.055	0.146	1.427		
VOC Total Exhaust:	0.232	0.337	0.426	0.362	0.123	0.086	0.225	0.273	1.96	0.313
CO Start:	1.64	2.65	2.86	2.71		0.274	0.184	4.470		
CO Running:	4.92	5.53	6.38	5.76		0.419	0.289	15.037		
CO Total Exhaust:	6.56	8.18	9.24	8.47	7.70	0.693	0.473	0.528	19.51	7.160
NOx Start:	0.076	0.135	0.156	0.141		0.006	0.013	0.449		
NOx Running:	0.326	0.451	0.644	0.504		0.110	0.283	0.849		
NOx Total Exhaust:	0.401	0.585	0.800	0.644	0.661	0.115	0.296	2.080	1.30	0.712

```
*
* Sacramento Region - Placer County (Sacramento Valley Air Basin
* Calendar Year 2018
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Cal18PSV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal18PSV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.3 69.0 74.4 79.8 84.3 88.1 91.2 93.7 95.9 97.3
98.0 97.8
                96.4 92.7 86.6 81.1 77.4 75.2 73.4 71.3 70.2 69.0 67.8 66.5


REG DISTRIBUTION  : PlacerSV.d
FUEL RVP          : 6.8
*****************************************************************

ANTI-TAMP PROG    : 74 73 50 22222 22222222 2 12 098. 22212222

*****************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*****************************************************************
I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*****************************************************************

I/M VEHICLES      : 1 22222 11111111 1
```

```
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*********************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0
I/M COMPLIANCE    : 5 98.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*********************************************************************
SCENARIO RECORD   : Placer SV
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 48.5 46.6 41.6 36.2 31.4 28.0 25.2 23.2 21.4 20.2 19.6
19.4
                    19.9 22.2 26.8 32.2 36.2 38.5 40.0 42.6 43.7 44.8 46.1 47.8

END OF RUN
```

```
*
*  Sacramento Region - Placer County (Sacramento Valley Air Basin)
*  Calendar Year 2018
*  California Enhanced Smog Check I/M Program
*  Output File

*****************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                *
* Input file: CAL18PSV.IN (file 1, run 1).                                  *
*****************************************************************************

* Reading Registration Distributions from the following external
* data file: PLACERSV.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* Placer SV
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
 M 48 Warning:
         there are no sales for vehicle class HDGV8b
 M 48 Warning:
         there are no sales for vehicle class LDDT12

             Calendar Year:  2018
                    Month:  July
                 Altitude:  Low
         Minimum Temperature:  66.3 (F)
         Maximum Temperature:  98.0 (F)
```

Minimum Rel. Hum.: 19.4 (%)
Maximum Rel. Hum.: 48.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2941	0.4097	0.1557		0.0383	0.0003	0.0023	0.0948	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.424	0.529	0.571	0.540	0.468	0.086	0.225	0.273	2.73	0.488
Composite CO :	4.74	5.87	6.61	6.08	7.20	0.693	0.473	0.528	19.51	5.250
Composite NOX :	0.262	0.401	0.585	0.451	0.661	0.115	0.296	2.080	1.30	0.562

Exhaust emissions (g/mi):

VOC Start:	0.073	0.108	0.130	0.114		0.030	0.079	0.537		
VOC Running:	0.068	0.098	0.140	0.110		0.055	0.146	1.427		
VOC Total Exhaust:	0.140	0.206	0.270	0.223	0.117	0.086	0.225	0.273	1.96	0.208
CO Start:	1.46	2.10	2.27	2.15		0.274	0.184	4.470		
CO Running:	3.28	3.77	4.35	3.93		0.419	0.289	15.037		
CO Total Exhaust:	4.74	5.87	6.61	6.08	7.20	0.693	0.473	0.528	19.51	5.250
NOx Start:	0.051	0.096	0.116	0.102		0.006	0.013	0.449		

NOx Running: 0.211 0.304 0.470 0.350 0.110 0.283 0.849

NOx Total Exhaust: 0.262 0.401 0.585 0.451 0.661 0.115 0.296 2.080 1.30 0.562

```
*
* Sacramento Region - Placer County (Sacramento Valley Air Basin)
* Calendar Year 2018
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
*  1  LDV    Light-Duty Vehicles (Passenger Cars)
*  2  LDT1   Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2   Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3   Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4   Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
```

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
**********************************************************|**********************
* LDV
 1 0.065 0.063 0.061 0.067 0.064 0.060 0.057 0.053 0.051 0.048
0.051 0.053 0.054 0.044 0.028 0.026 0.025 0.023 0.021 0.015
0.012 0.010 0.007 0.007 0.035
* LDT1
 2 0.060 0.059 0.059 0.064 0.061 0.058 0.055 0.052 0.049 0.043
0.038 0.034 0.030 0.026 0.023 0.028 0.030 0.048 0.035 0.032
0.017 0.014 0.011 0.010 0.063
* LDT2
 3 0.055 0.053 0.053 0.058 0.054 0.051 0.048 0.045 0.048 0.052
0.055 0.057 0.058 0.047 0.038 0.033 0.035 0.027 0.025 0.021
0.016 0.013 0.010 0.009 0.039
* LDT3
 4 0.050 0.048 0.049 0.053 0.050 0.047 0.051 0.055 0.059 0.062
0.064 0.064 0.064 0.050 0.041 0.035 0.031 0.028 0.018 0.014
0.013 0.013 0.007 0.007 0.028
* LDT4
 5 0.050 0.048 0.049 0.053 0.050 0.047 0.051 0.055 0.059 0.062
0.064 0.064 0.064 0.050 0.041 0.035 0.031 0.028 0.018 0.014
0.013 0.013 0.007 0.007 0.028
* HDV2B
 6 0.044 0.046 0.051 0.055 0.061 0.066 0.070 0.073 0.074 0.075
0.073 0.069 0.063 0.044 0.038 0.028 0.017 0.006 0.004 0.003
0.004 0.005 0.004 0.004 0.021
* HDV3
 7 0.055 0.051 0.054 0.059 0.056 0.051 0.049 0.045 0.049 0.053
0.056 0.059 0.060 0.048 0.046 0.032 0.022 0.014 0.030 0.027
0.008 0.013 0.014 0.011 0.037
* HDV4
 8 0.054 0.052 0.054 0.059 0.055 0.054 0.051 0.048 0.050 0.054
0.057 0.059 0.060 0.048 0.042 0.020 0.016 0.023 0.026 0.020
0.011 0.015 0.006 0.008 0.058
* HDV5
 9 0.054 0.052 0.054 0.059 0.055 0.054 0.051 0.048 0.050 0.054
0.057 0.059 0.060 0.048 0.042 0.020 0.016 0.023 0.026 0.020
0.011 0.015 0.006 0.008 0.058
* HDV6
10 0.054 0.052 0.054 0.059 0.055 0.054 0.051 0.048 0.050 0.054
0.057 0.059 0.060 0.048 0.042 0.020 0.016 0.023 0.026 0.020
0.011 0.015 0.006 0.008 0.058
* HDV7
11 0.054 0.052 0.054 0.059 0.055 0.054 0.051 0.048 0.050 0.054
```

0.057 0.059 0.060 0.048 0.042 0.020 0.016 0.023 0.026 0.020
0.011 0.015 0.006 0.008 0.058
* HDV8a
12 0.055 0.056 0.060 0.067 0.068 0.066 0.066 0.060 0.055 0.049
0.045 0.040 0.035 0.026 0.018 0.020 0.014 0.023 0.030 0.025
0.017 0.014 0.014 0.014 0.063
* HDV8b
13 0.055 0.056 0.060 0.067 0.068 0.066 0.066 0.060 0.055 0.049
0.045 0.040 0.035 0.026 0.018 0.020 0.014 0.023 0.030 0.025
0.017 0.014 0.014 0.014 0.063
* HDBS
14 0.032 0.032 0.035 0.039 0.039 0.039 0.035 0.039 0.042 0.045
0.048 0.051 0.055 0.045 0.003 0.019 0.013 0.019 0.010 0.051
0.019 0.023 0.010 0.039 0.219
* HDBT
15 0.031 0.031 0.041 0.041 0.041 0.031 0.041 0.031 0.031 0.031
0.031 0.031 0.021 0.021 0.021 0.103 0.041 0.041 0.082 0.000
0.031 0.031 0.010 0.010 0.175
* Motorcycles
16 0.102 0.100 0.090 0.093 0.084 0.076 0.067 0.059 0.052 0.044
0.038 0.035 0.033 0.026 0.018 0.030 0.021 0.009 0.006 0.003
0.002 0.002 0.002 0.001 0.007

```
*
* Sacramento Region - Sacramento County
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02SAC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02SAC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 65.4 68 72.5 77.3 81.9 85.9 89.5 92.3 94.8 96.3
96.9 96.6
94.6 90.0 84.2 79.5 75.9 73.5 71.5 70.7 69.2 68 66.8 65.7

REG DISTRIBUTION  : Sacram.d
FUEL RVP          : 6.8
*****************************************************************

SCENARIO RECORD   : Sacramento
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 50.3 48.5 44.4 39.3 34.1 30.3 26.7 24.3 22.1 20.7 20.1
20
21 24.2 29.1 34.1 38 40.7 42.7 43.9 45.4 46.7 48.1 49.2

END OF RUN
```

```
*
*  Sacramento Region - Sacramento County
*  Calendar Year 2002
*  No I/M Program
*  Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: NO02SAC.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: SACRAM.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

*############################
* Sacramento
* File 1, Run 1, Scenario 1.
*############################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

             Calendar Year:  2002
```

Month: July
Altitude: Low
Minimum Temperature: 65.4 (F)
Maximum Temperature: 96.9 (F)
Minimum Rel. Hum.: 20.0 (%)
Maximum Rel. Hum.: 50.3 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
VMT Distribution:	0.4505	0.3146	0.1212		0.0326	0.0008	0.0019	0.0735	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.832	1.722	1.946	1.784	2.670	0.866	0.841	0.846	4.13	1.775
Composite CO :	19.50	20.49	23.07	21.21	29.67	1.901	1.480	4.208	20.11	19.407
Composite NOX :	1.413	1.460	1.673	1.520	5.430	1.682	1.552	16.251	1.33	2.681

Exhaust emissions (g/mi):

VOC Start:	0.510	0.471	0.493	0.477		0.377	0.335	0.822		
VOC Running:	0.528	0.575	0.689	0.607		0.489	0.506	1.691		
VOC Total Exhaust:	1.038	1.046	1.182	1.084	1.117	0.866	0.841	0.846	2.51	1.053
CO Start:	5.33	6.90	8.49	7.35		0.944	0.677	5.206		
CO Running:	14.17	13.59	14.58	13.86		0.957	0.804	14.905		

CO Total Exhaust: 19.50 20.49 23.07 21.21 29.67 1.901 1.480 4.208 20.11 19.407

NOx Start: 0.305 0.284 0.285 0.284 0.088 0.065 0.480

NOx Running: 1.107 1.176 1.388 1.235 1.594 1.487 0.853

NOx Total Exhaust: 1.413 1.460 1.673 1.520 5.430 1.682 1.552 16.251 1.33 2.681

```
*
* Sacramento Region - Sacramento County
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Fed02SAC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02SAC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 65.4 68 72.5 77.3 81.9 85.9 89.5 92.3 94.8 96.3
96.9 96.6
94.6 90.0 84.2 79.5 75.9 73.5 71.5 70.7 69.2 68 66.8 65.7

REG DISTRIBUTION  : Sacram.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO RECORD : Sacramento
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 50.3 48.5 44.4 39.3 34.1 30.3 26.7 24.3 22.1 20.7 20.1
20
21 24.2 29.1 34.1 38 40.7 42.7 43.9 45.4 46.7 48.1 49.2

END OF RUN

```
*
*  Sacramento Region - Sacramento County
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FED02SAC.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SACRAM.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Sacramento
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
```

data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 65.4 (F)
Maximum Temperature: 96.9 (F)
Minimum Rel. Hum.: 20.0 (%)
Maximum Rel. Hum.: 50.3 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4505	0.3146	0.1212		0.0326	0.0008	0.0019	0.0735	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.539	1.451	1.706	1.522	2.670	0.866	0.841	0.846	4.13	1.528
Composite CO :	15.70	17.12	18.47	17.49	29.67	1.901	1.480	4.208	20.11	16.075
Composite NOX :	1.246	1.285	1.516	1.349	5.430	1.682	1.552	16.251	1.33	2.531

Exhaust emissions (g/mi):

VOC Start:	0.389	0.372	0.421	0.385		0.377	0.335	0.822		
VOC Running:	0.384	0.425	0.539	0.456		0.489	0.506	1.691		
VOC Total Exhaust:	0.773	0.796	0.960	0.842	1.117	0.866	0.841	0.846	2.51	0.828

CO Start: 4.05 5.47 6.11 5.65 0.944 0.677
5.206
CO Running: 11.65 11.64 12.36 11.84 0.957 0.804
14.905
CO Total Exhaust: 15.70 17.12 18.47 17.49 29.67 1.901
1.480 4.208 20.11 16.075

NOx Start: 0.305 0.284 0.285 0.284 0.088 0.065
0.480
NOx Running: 0.941 1.001 1.231 1.065 1.594 1.487
0.853
NOx Total Exhaust: 1.246 1.285 1.516 1.349 5.430 1.682
1.552 16.251 1.33 2.531

---

*
* Sacramento Region - Sacramento County
* Calendar Year 2002
* Age distribution by Vehicle Class

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*****************************************************************************************
* LDV
 1 0.062 0.069 0.074 0.067 0.066 0.066 0.058 0.063 0.054 0.050
   0.045 0.051 0.045 0.041 0.033 0.030 0.024 0.019 0.014 0.008
   0.006 0.004 0.004 0.004 0.044
* LDT1
 2 0.130 0.135 0.105 0.100 0.049 0.042 0.038 0.033 0.033 0.031
   0.024 0.026 0.021 0.020 0.018 0.019 0.019 0.014 0.012 0.008
   0.006 0.004 0.005 0.004 0.104
* LDT2
 3 0.065 0.072 0.078 0.070 0.076 0.068 0.062 0.067 0.061 0.058
   0.044 0.048 0.037 0.035 0.027 0.027 0.026 0.016 0.013 0.006
   0.005 0.003 0.003 0.003 0.030
* LDT3
 4 0.109 0.092 0.060 0.064 0.077 0.092 0.056 0.063 0.055 0.037
   0.034 0.027 0.030 0.030 0.026 0.021 0.021 0.016 0.011 0.006
   0.004 0.004 0.005 0.012 0.046
* LDT4
 5 0.109 0.092 0.060 0.064 0.077 0.092 0.056 0.063 0.055 0.037
   0.034 0.027 0.030 0.030 0.026 0.021 0.021 0.016 0.011 0.006
   0.004 0.004 0.005 0.012 0.046
* HDV2B
 6 0.022 0.032 0.034 0.032 0.051 0.080 0.062 0.086 0.050 0.051
   0.046 0.050 0.059 0.064 0.042 0.035 0.046 0.036 0.022 0.013
   0.009 0.013 0.010 0.013 0.042
* HDV3
 7 0.012 0.041 0.131 0.096 0.032 0.059 0.049 0.080 0.042 0.086
   0.049 0.042 0.059 0.038 0.020 0.020 0.032 0.022 0.014 0.013
   0.009 0.005 0.007 0.004 0.038
* HDV4
 8 0.039 0.079 0.068 0.073 0.033 0.046 0.042 0.065 0.044 0.054
   0.042 0.031 0.042 0.037 0.030 0.033 0.023 0.022 0.015 0.014
   0.011 0.017 0.014 0.011 0.114
* HDV5
 9 0.039 0.079 0.068 0.073 0.033 0.046 0.042 0.065 0.044 0.054
   0.042 0.031 0.042 0.037 0.030 0.033 0.023 0.022 0.015 0.014
   0.011 0.017 0.014 0.011 0.114
* HDV6
10 0.039 0.079 0.068 0.073 0.033 0.046 0.042 0.065 0.044 0.054
   0.042 0.031 0.042 0.037 0.030 0.033 0.023 0.022 0.015 0.014
   0.011 0.017 0.014 0.011 0.114
* HDV7
```

11 0.039 0.079 0.068 0.073 0.033 0.046 0.042 0.065 0.044 0.054
0.042 0.031 0.042 0.037 0.030 0.033 0.023 0.022 0.015 0.014
0.011 0.017 0.014 0.011 0.114
* HDV8a
12 0.031 0.051 0.031 0.030 0.038 0.051 0.048 0.046 0.043 0.048
0.055 0.044 0.036 0.027 0.039 0.046 0.036 0.027 0.025 0.021
0.020 0.021 0.008 0.008 0.171
* HDV8b
13 0.031 0.051 0.031 0.030 0.038 0.051 0.048 0.046 0.043 0.048
0.055 0.044 0.036 0.027 0.039 0.046 0.036 0.027 0.025 0.021
0.020 0.021 0.008 0.008 0.171
* HDBS
14 0.000 0.047 0.021 0.047 0.049 0.022 0.013 0.071 0.017 0.032
0.026 0.063 0.084 0.040 0.026 0.071 0.086 0.081 0.036 0.003
0.033 0.025 0.011 0.011 0.084
* HDBT
15 0.000 0.139 0.019 0.177 0.011 0.019 0.038 0.023 0.023 0.011
0.026 0.019 0.192 0.004 0.015 0.004 0.023 0.068 0.004 0.004
0.030 0.000 0.000 0.004 0.150
* Motorcycles
16 0.144 0.124 0.082 0.054 0.041 0.036 0.035 0.027 0.026 0.023
0.021 0.022 0.019 0.017 0.017 0.023 0.032 0.033 0.026 0.028
0.029 0.021 0.020 0.016 0.085

```
*
* Sacramento Region - Sacramento County
* Calendar Year 2018
* No I/M Program


MOBILE6 INPUT FILE

REPORT FILE      : No18SAC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No18SAC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 65.4 68.0 72.5 77.3 81.9 85.9 89.5 92.3 94.8 96.3
96.9 96.6
94.6 90.0 84.2 79.5 75.9 73.5 71.5 70.7 69.2 68.0 66.8 65.7

REG DISTRIBUTION  : Sacramen.d
FUEL RVP          : 6.8

SCENARIO RECORD   : Sacramento
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 50.3 48.5 44.4 39.3 34.1 30.3 26.7 24.3 22.1 20.7 20.1
20.0
21.0 24.2 29.1 34.1 38.0 40.7 42.7 43.9 45.4 46.7 48.1 49.2


END OF RUN
```

```
*
*  Sacramento Region - Sacramento County
*  Calendar Year 2018
*  No I/M Program
*  Output File

*****************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                *
* Input file: NO18SAC.IN (file 1, run 1).                                   *
*****************************************************************************

* Reading Registration Distributions from the following external
* data file: SACRAMEN.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

*##########################
* Sacramento
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year:  2018
                   Month:  July
                Altitude:  Low
        Minimum Temperature:  65.4 (F)
        Maximum Temperature:  96.9 (F)
         Minimum Rel. Hum.:  20.0 (%)
         Maximum Rel. Hum.:  50.3 (%)
          Nominal Fuel RVP:  6.8 psi
            Weathered RVP:  6.4 psi
        Fuel Sulfur Content:  30. ppm

        Exhaust I/M Program:  No
          Evap I/M Program:  No
```

ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3018	0.4090	0.1528		0.0368	0.0003	0.0022	0.0920	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.666	0.816	0.978	0.860	0.729	0.097	0.301	0.287	2.76	0.752
Composite CO :	7.19	8.93	10.64	9.40	8.06	0.733	0.575	0.624	19.15	7.902
Composite NOX :	0.463	0.662	0.977	0.748	1.080	0.150	0.401	2.537	1.32	0.841

Exhaust emissions (g/mi):

VOC Start:	0.137	0.206	0.253	0.218		0.035	0.117	0.559		
VOC Running:	0.129	0.178	0.265	0.201		0.061	0.184	1.442		
VOC Total Exhaust:	0.266	0.383	0.517	0.420	0.162	0.097	0.301	0.287	2.00	0.359
CO Start:	1.84	3.08	3.54	3.20		0.296	0.247	4.527		
CO Running:	5.35	5.85	7.11	6.19		0.436	0.329	14.626		
CO Total Exhaust:	7.19	8.93	10.64	9.40	8.06	0.733	0.575	0.624	19.15	7.902
NOx Start:	0.093	0.166	0.210	0.178		0.008	0.020	0.463		
NOx Running:	0.369	0.496	0.767	0.570		0.142	0.382	0.861		
NOx Total Exhaust:	0.463	0.662	0.977	0.748	1.080	0.150	0.401	2.537	1.32	0.841

```
*
* Sacramento Region – Sacramento County
* Calendar Year 2018
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Cal18SAC.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal18SAC.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 65.4 68. 72.5 77.3 81.9 85.9 89.5 92.3 94.8 96.3
96.9 96.6
94.6 90. 84.2 79.5 75.9 73.5 71.5 70.7 69.2 68. 66.8 65.7

REG DISTRIBUTION  : Sacramen.d
FUEL RVP          : 6.8
*****************************************************************

ANTI-TAMP PROG    :  74 73 50 22222 22222222 2 12 098. 22212222

*****************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*****************************************************************
I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*****************************************************************

I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
```

I/M VEHICLES : 3 22222 11111111 1
I/M VEHICLES : 4 11111 22222222 2
I/M VEHICLES : 5 11111 22222222 2

****

I/M STRINGENCY : 1 30.5
I/M STRINGENCY : 2 30.5
I/M STRINGENCY : 3 30.5
I/M STRINGENCY : 4 30.5
I/M STRINGENCY : 5 30.5

****

I/M COMPLIANCE : 1 98.0
I/M COMPLIANCE : 2 98.0
I/M COMPLIANCE : 3 98.0
I/M COMPLIANCE : 4 98.0
I/M COMPLIANCE : 5 98.0

****

I/M WAIVER RATES : 1 0.242 0.242
I/M WAIVER RATES : 2 0.242 0.242
I/M WAIVER RATES : 3 0.242 0.242
I/M WAIVER RATES : 4 0.242 0.242
I/M WAIVER RATES : 5 0.242 0.242

****

I/M GRACE PERIOD : 1 6
I/M GRACE PERIOD : 2 6
I/M GRACE PERIOD : 3 6
I/M GRACE PERIOD : 4 6
I/M GRACE PERIOD : 5 6

****

SCENARIO RECORD : Sacramento
CALENDAR YEAR : 2018
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 50.3 48.5 44.4 39.3 34.1 30.3 26.7 24.3 22.1 20.7 20.1
20.0
21.0 24.2 29.1 34.1 38.0 40.7 42.7 43.9 45.4 46.7 48.1 49.2

END OF RUN

```
*
*  Sacramento Region - Sacramento County
*  Calendar Year 2018
*  California Enhanced Smog Check I/M Program
*  Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: CAL18SAC.IN (file 1, run 1).                                    *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: SACRAMEN.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* Sacramento
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

             Calendar Year:  2018
                    Month:  July
                 Altitude:  Low
          Minimum Temperature:  65.4 (F)
          Maximum Temperature:  96.9 (F)
           Minimum Rel. Hum.:  20.0 (%)
           Maximum Rel. Hum.:  50.3 (%)
            Nominal Fuel RVP:   6.8 psi
              Weathered RVP:   6.4 psi
```

Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3018	0.4090	0.1528		0.0368	0.0003	0.0022	0.0920	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.553	0.657	0.781	0.691	0.715	0.097	0.301	0.287	2.76	0.622
Composite CO :	5.20	6.41	7.64	6.74	7.51	0.733	0.575	0.624	19.15	5.789
Composite NOX :	0.316	0.466	0.744	0.542	1.078	0.150	0.401	2.537	1.32	0.680

Exhaust emissions (g/mi):

VOC Start:	0.089	0.130	0.170	0.141		0.035	0.117	0.559		
VOC Running:	0.076	0.106	0.165	0.122		0.061	0.184	1.442		
VOC Total Exhaust:	0.165	0.237	0.334	0.263	0.153	0.097	0.301	0.287	2.00	0.241
CO Start:	1.63	2.44	2.79	2.53		0.296	0.247	4.527		
CO Running:	3.57	3.97	4.85	4.21		0.436	0.329	14.626		
CO Total Exhaust:	5.20	6.41	7.64	6.74	7.51	0.733	0.575	0.624	19.15	5.789
NOx Start:	0.068	0.123	0.162	0.134		0.008	0.020	0.463		
NOx Running:	0.247	0.343	0.582	0.408		0.142	0.382	0.861		
NOx Total Exhaust:	0.316	0.466	0.744	0.542	1.078	0.150	0.401	2.537	1.32	0.680

*
* Sacramento Region – Sacramento County
* Calendar Year 2018
* Age Distribution by Vehicle Class

REG DIST

* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*************************************************|************************
* LDV
 1 0.064 0.063 0.061 0.063 0.061 0.059 0.057 0.055 0.050 0.044
0.039 0.034 0.030 0.030 0.032 0.032 0.032 0.030 0.028 0.021
0.017 0.015 0.011 0.011 0.062
* LDT1
 2 0.058 0.057 0.054 0.056 0.054 0.051 0.049 0.047 0.047 0.042
0.037 0.033 0.029 0.029 0.028 0.034 0.035 0.059 0.045 0.038
0.018 0.015 0.012 0.009 0.064
* LDT2
 3 0.054 0.053 0.050 0.052 0.050 0.048 0.045 0.043 0.046 0.043
0.039 0.036 0.039 0.038 0.041 0.039 0.043 0.033 0.034 0.028
0.024 0.019 0.015 0.015 0.071
* LDT3
 4 0.051 0.049 0.046 0.048 0.046 0.043 0.041 0.038 0.041 0.040
0.043 0.045 0.048 0.046 0.056 0.048 0.046 0.040 0.028 0.024
0.023 0.023 0.013 0.014 0.060
* LDT4
 5 0.051 0.049 0.046 0.048 0.046 0.043 0.041 0.038 0.041 0.040
0.043 0.045 0.048 0.046 0.056 0.048 0.046 0.040 0.028 0.024
0.023 0.023 0.013 0.014 0.060
* HDV2B
 6 0.047 0.045 0.043 0.044 0.042 0.041 0.046 0.049 0.053 0.056
0.059 0.061 0.061 0.056 0.059 0.048 0.028 0.013 0.014 0.012
0.012 0.016 0.011 0.014 0.070
* HDV3
 7 0.054 0.053 0.053 0.056 0.053 0.049 0.048 0.045 0.048 0.045
0.042 0.038 0.033 0.033 0.033 0.030 0.020 0.021 0.069 0.050
0.010 0.019 0.012 0.019 0.068
* HDV4
 8 0.055 0.055 0.054 0.056 0.055 0.053 0.052 0.049 0.044 0.040
0.035 0.032 0.028 0.028 0.030 0.029 0.025 0.037 0.034 0.033
0.013 0.017 0.015 0.023 0.108
* HDV5
 9 0.055 0.055 0.054 0.056 0.055 0.053 0.052 0.049 0.044 0.040
0.035 0.032 0.028 0.028 0.030 0.029 0.025 0.037 0.034 0.033
0.013 0.017 0.015 0.023 0.108
* HDV6
10 0.055 0.055 0.054 0.056 0.055 0.053 0.052 0.049 0.044 0.040
0.035 0.032 0.028 0.028 0.030 0.029 0.025 0.037 0.034 0.033
0.013 0.017 0.015 0.023 0.108
* HDV7
11 0.055 0.055 0.054 0.056 0.055 0.053 0.052 0.049 0.044 0.040
```

0.035 0.032 0.028 0.028 0.030 0.029 0.025 0.037 0.034 0.033
0.013 0.017 0.015 0.023 0.108
* HDV8a
12 0.052 0.052 0.054 0.053 0.057 0.056 0.056 0.051 0.046 0.042
0.039 0.035 0.032 0.032 0.022 0.026 0.019 0.038 0.034 0.033
0.022 0.019 0.019 0.019 0.092
* HDV8b
13 0.052 0.052 0.054 0.053 0.057 0.056 0.056 0.051 0.046 0.042
0.039 0.035 0.032 0.032 0.022 0.026 0.019 0.038 0.034 0.033
0.022 0.019 0.019 0.019 0.092
* HDBS
14 0.022 0.024 0.027 0.030 0.034 0.033 0.029 0.026 0.024 0.022
0.020 0.018 0.016 0.017 0.048 0.020 0.037 0.035 0.018 0.031
0.033 0.013 0.016 0.050 0.358
* HDBT
15 0.029 0.032 0.034 0.039 0.041 0.039 0.036 0.032 0.029 0.032
0.027 0.027 0.022 0.024 0.051 0.070 0.051 0.078 0.007 0.058
0.007 0.012 0.012 0.012 0.199
* Motorcycles
16 0.098 0.097 0.088 0.085 0.079 0.072 0.065 0.058 0.055 0.048
0.042 0.036 0.034 0.031 0.021 0.027 0.022 0.011 0.007 0.004
0.003 0.002 0.002 0.001 0.011

```
*
* Sacramento Region - Solano County (Sacramento Valley Air Basin)
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02SOL.out
DATABASE OUTPUT  :
WITH FIELDNAMES  : .
EMISSIONS TABLE  : No02SOL.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 63.3 66.1 70.8 75.7 80.7 84.5 88.3 91.1 93.5 94.7
94.9 93.9
90.7 85.2 79.9 75.4 72.2 70 68.1 68 66.7 65.8 64.7 63.7

REG DISTRIBUTION  : Solano.d
FUEL RVP          : 6.8
*****************************************************************

SCENARIO RECORD   : Solano
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 52.9 50.8 46.6 41.2 35.6 31.7 27.9 25.3 23.2 21.9 21.5
21.8
23.9 28.3 33.3 38.4 42.2 44.7 47.2 47 48.5 49.4 50.8 52

END OF RUN
```

```
*
*  Sacramento Region - Solano County (Sacramento Valley Air Basin)
*  Calendar Year 2002
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02SOL.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SOLANO.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

*##########################
* Solano
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year:  2002
                   Month:  July
                Altitude:  Low
       Minimum Temperature:  63.3 (F)
       Maximum Temperature:  94.9 (F)
        Minimum Rel. Hum.:  21.5 (%)
        Maximum Rel. Hum.:  52.9 (%)
         Nominal Fuel RVP:  6.8 psi
           Weathered RVP:  6.5 psi
```

Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4507	0.3143	0.1211		0.0320	0.0008	0.0019	0.0741	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.758	1.630	1.868	1.696	2.719	0.888	0.823	0.754	3.52	1.694
Composite CO :	19.19	19.87	22.62	20.64	30.98	1.925	1.452	4.040	18.58	19.027
Composite NOX :	1.370	1.422	1.659	1.488	5.488	1.659	1.535	16.249	1.33	2.656

Exhaust emissions (g/mi):

VOC Start:	0.528	0.457	0.489	0.466		0.390	0.326	0.700		
VOC Running:	0.516	0.551	0.674	0.585		0.498	0.497	1.536		
VOC Total Exhaust:	1.044	1.008	1.162	1.051	1.179	0.888	0.823	0.754	2.24	1.035
CO Start:	5.66	6.83	8.52	7.30		0.958	0.659	4.632		
CO Running:	13.53	13.04	14.11	13.34		0.967	0.793	13.951		
CO Total Exhaust:	19.19	19.87	22.62	20.64	30.98	1.925	1.452	4.040	18.58	19.027
NOx Start:	0.312	0.276	0.280	0.277		0.087	0.064	0.460		
NOx Running:	1.058	1.146	1.378	1.211		1.572	1.471	0.871		
NOx Total Exhaust:	1.370	1.422	1.659	1.488	5.488	1.659	1.535	16.249	1.33	2.656

```
*
* Sacramento Region - Solano County (Sacramento Valley Air Basin)
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Fed02SOL.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02SOL.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 63.3 66.1 70.8 75.7 80.7 84.5 88.3 91.1 93.5 94.7
94.9 93.9
90.7 85.2 79.9 75.4 72.2 70 68.1 68 66.7 65.8 64.7 63.7

REG DISTRIBUTION  : Solano.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4
****

SCENARIO RECORD : Solano
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 52.9 50.8 46.6 41.2 35.6 31.7 27.9 25.3 23.2 21.9 21.5 21.8
23.9 28.3 33.3 38.4 42.2 44.7 47.2 47 48.5 49.4 50.8 52

END OF RUN

```
*
*  Sacramento Region - Solano County (Sacramento Valley Air Basin)
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FED02SOL.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SOLANO.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Solano
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year:  2002
                   Month:  July
                Altitude:  Low
       Minimum Temperature:  63.3 (F)
```

Maximum Temperature: 94.9 (F)
Minimum Rel. Hum.: 21.5 (%)
Maximum Rel. Hum.: 52.9 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.5 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4507	0.3143	0.1211		0.0320	0.0008	0.0019	0.0741	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.467	1.374	1.637	1.447	2.719	0.888	0.823	0.754	3.52	1.454
Composite CO :	15.34	16.61	18.02	17.01	30.98	1.925	1.452	4.040	18.58	15.706
Composite NOX :	1.221	1.255	1.509	1.326	5.488	1.659	1.535	16.249	1.33	2.518

Exhaust emissions (g/mi):

VOC Start:	0.397	0.360	0.416	0.376		0.390	0.326	0.700		
VOC Running:	0.378	0.408	0.530	0.442		0.498	0.497	1.536		
VOC Total Exhaust:	0.774	0.769	0.946	0.818	1.179	0.888	0.823	0.754	2.24	0.812
CO Start:	4.27	5.45	6.10	5.63		0.958	0.659	4.632		
CO Running:	11.06	11.16	11.92	11.37		0.967	0.793	13.951		
CO Total Exhaust:	15.34	16.61	18.02	17.01	30.98	1.925	1.452	4.040	18.58	15.706

NOx Start: 0.312 0.276 0.280 0.277 0.087 0.064
0.460
NOx Running: 0.909 0.979 1.228 1.048 1.572 1.471
0.871
NOx Total Exhaust: 1.221 1.255 1.509 1.326 5.488 1.659
1.535 16.249 1.33 2.518

---

*
* Sacramento Region - Solano County (Sacramento Valley Air Basin)
* Calendar Year 2002
* Age Distribution by Vehicle Class
*

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*****************************************************************************************
* LDV
 1 0.064 0.080 0.086 0.076 0.067 0.068 0.057 0.060 0.054 0.047
0.045 0.045 0.040 0.035 0.029 0.022 0.021 0.016 0.012 0.007
0.004 0.004 0.003 0.004 0.054
* LDT1
 2 0.142 0.157 0.118 0.116 0.047 0.039 0.039 0.031 0.028 0.029
0.018 0.019 0.018 0.017 0.017 0.014 0.017 0.013 0.010 0.008
0.005 0.003 0.002 0.004 0.092
* LDT2
 3 0.069 0.076 0.078 0.072 0.077 0.068 0.060 0.067 0.061 0.059
0.042 0.048 0.037 0.032 0.027 0.023 0.022 0.014 0.012 0.006
0.005 0.004 0.003 0.004 0.034
* LDT3
 4 0.107 0.103 0.061 0.068 0.085 0.098 0.054 0.063 0.055 0.038
0.031 0.025 0.024 0.027 0.020 0.017 0.020 0.015 0.011 0.005
0.003 0.002 0.005 0.013 0.049
* LDT4
 5 0.107 0.103 0.061 0.068 0.085 0.098 0.054 0.063 0.055 0.038
0.031 0.025 0.024 0.027 0.020 0.017 0.020 0.015 0.011 0.005
0.003 0.002 0.005 0.013 0.049
* HDV2B
 6 0.014 0.032 0.027 0.030 0.054 0.087 0.066 0.078 0.056 0.041
0.041 0.047 0.087 0.080 0.036 0.033 0.045 0.034 0.023 0.014
0.006 0.015 0.012 0.009 0.033
* HDV3
 7 0.015 0.056 0.138 0.133 0.038 0.056 0.067 0.085 0.051 0.021
0.044 0.041 0.028 0.038 0.023 0.028 0.033 0.018 0.010 0.008
0.005 0.010 0.003 0.005 0.044
* HDV4
 8 0.041 0.058 0.087 0.079 0.047 0.064 0.020 0.047 0.044 0.015
0.023 0.032 0.032 0.038 0.055 0.017 0.035 0.012 0.035 0.006
0.009 0.006 0.017 0.012 0.169
* HDV5
 9 0.041 0.058 0.087 0.079 0.047 0.064 0.020 0.047 0.044 0.015
0.023 0.032 0.032 0.038 0.055 0.017 0.035 0.012 0.035 0.006
0.009 0.006 0.017 0.012 0.169
* HDV6
10 0.041 0.058 0.087 0.079 0.047 0.064 0.020 0.047 0.044 0.015
0.023 0.032 0.032 0.038 0.055 0.017 0.035 0.012 0.035 0.006
0.009 0.006 0.017 0.012 0.169
```

* HDV7
11 0.041 0.058 0.087 0.079 0.047 0.064 0.020 0.047 0.044 0.015
0.023 0.032 0.032 0.038 0.055 0.017 0.035 0.012 0.035 0.006
0.009 0.006 0.017 0.012 0.169
* HDV8a
12 0.040 0.030 0.037 0.033 0.044 0.060 0.059 0.050 0.050 0.057
0.064 0.052 0.041 0.029 0.034 0.045 0.044 0.033 0.029 0.024
0.024 0.020 0.009 0.009 0.087
* HDV8b
13 0.040 0.030 0.037 0.033 0.044 0.060 0.059 0.050 0.050 0.057
0.064 0.052 0.041 0.029 0.034 0.045 0.044 0.033 0.029 0.024
0.024 0.020 0.009 0.009 0.087
* HDBS
14 0.000 0.000 0.091 0.152 0.000 0.061 0.000 0.000 0.000 0.000
0.000 0.030 0.091 0.091 0.030 0.091 0.152 0.030 0.000 0.000
0.000 0.000 0.000 0.000 0.182
* HDBT
15 0.000 0.000 0.000 0.167 0.000 0.000 0.000 0.833 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.154 0.149 0.091 0.062 0.053 0.035 0.038 0.032 0.022 0.026
0.019 0.018 0.019 0.018 0.018 0.021 0.031 0.024 0.020 0.018
0.022 0.020 0.015 0.011 0.067

```
*
* Sacramento Region - Solano County (Sacramento Valley Air Basin)
* Calendar Year 2018
* No I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : No18SOL.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No18SOL.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 63.3 66.1 70.8 75.7 80.7 84.5 88.3 91.1 93.5 94.7
94.9 93.9
90.7 85.2 79.9 75.4 72.2 70 68.1 68 66.7 65.8 64.7 63.7

REG DISTRIBUTION  : Solano.d
***Above Solano.d is the modified reg dist
FUEL RVP         : 6.8


*********************************************************************
SCENARIO RECORD   : Solano
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 52.9 50.8 46.6 41.2 35.6 31.7 27.9 25.3 23.2 21.9 21.5
21.8
23.9 28.3 33.3 38.4 42.2 44.7 47.2 47 48.5 49.4 50.8 52


END OF RUN
```

```
*
*  Sacramento Region - Solano County (Sacramento Valley Air Basin)
*  Calendar Year 2018
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO18SOL.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SOLANO.D
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)

*##########################
* Solano
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year:  2018
                 Month:  July
              Altitude:  Low
        Minimum Temperature:  63.3 (F)
        Maximum Temperature:  94.9 (F)
```

Minimum Rel. Hum.: 21.5 (%)
Maximum Rel. Hum.: 52.9 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.5 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2964	0.4126	0.1559		0.0367	0.0003	0.0023	0.0909	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.555	0.692	0.796	0.721	0.623	0.087	0.249	0.286	2.59	0.636
Composite CO :	6.70	8.26	9.56	8.62	7.80	0.702	0.506	0.599	18.18	7.317
Composite NOX :	0.402	0.578	0.833	0.648	0.957	0.127	0.335	2.422	1.33	0.750

Exhaust emissions (g/mi):

VOC Start:	0.121	0.180	0.215	0.189		0.031	0.092	0.528		
VOC Running:	0.115	0.160	0.231	0.179		0.056	0.157	1.408		
VOC Total Exhaust:	0.236	0.340	0.446	0.369	0.150	0.087	0.249	0.286	1.94	0.321
CO Start:	1.83	2.86	3.16	2.94		0.278	0.204	4.254		
CO Running:	4.88	5.40	6.39	5.68		0.424	0.302	13.921		
CO Total Exhaust:	6.70	8.26	9.56	8.62	7.80	0.702	0.506	0.599	18.18	7.317
NOx Start:	0.080	0.139	0.172	0.148		0.006	0.015	0.455		

NOx Running: 0.323 0.439 0.661 0.500 0.121 0.319 0.877

NOx Total Exhaust: 0.402 0.578 0.833 0.648 0.957 0.127 0.335 2.422 1.33 0.750

```
*
* Sacramento - Solano
* Calendar Year 2018
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Cal18SOL.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal18SOL.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 63.3 66.1 70.8 75.7 80.7 84.5 88.3 91.1 93.5 94.7
94.9 93.9
90.7 85.2 79.9 75.4 72.2 70 68.1 68 66.7 65.8 64.7 63.7

REG DISTRIBUTION  : Solano.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG    :  74 73 50 22222 22222222 2 12 098. 22212222

*********************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*********************************************************************
I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*********************************************************************
I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 22222 11111111 1
```

```
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*********************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0
I/M COMPLIANCE    : 5 98.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*********************************************************************
SCENARIO RECORD   : Solano
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 52.9 50.8 46.6 41.2 35.6 31.7 27.9 25.3 23.2 21.9 21.5
21.8
23.9 28.3 33.3 38.4 42.2 44.7 47.2 47 48.5 49.4 50.8 52


END OF RUN
```

```
*
*  Sacramento Region - Solano County (Sacramento Valley Air Basin)
*  Calendar Year 2018
*  California Enhanced Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CAL18SOL.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SOLANO.D
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* Solano
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
         there are no sales for vehicle class HDGV8b
 M 48 Warning:
         there are no sales for vehicle class LDDT12

              Calendar Year:  2018
```

Month: July
Altitude: Low
Minimum Temperature: 63.3 (F)
Maximum Temperature: 94.9 (F)
Minimum Rel. Hum.: 21.5 (%)
Maximum Rel. Hum.: 52.9 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.5 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2964	0.4126	0.1559		0.0367	0.0003	0.0023	0.0909	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.457	0.556	0.633	0.577	0.611	0.087	0.249	0.286	2.59	0.526
Composite CO :	4.93	6.06	7.02	6.33	7.31	0.702	0.506	0.599	18.18	5.472
Composite NOX :	0.273	0.409	0.634	0.470	0.956	0.127	0.335	2.422	1.33	0.611

Exhaust emissions (g/mi):

VOC Start:	0.078	0.115	0.145	0.123		0.031	0.092	0.528		
VOC Running:	0.069	0.098	0.147	0.112		0.056	0.157	1.408		
VOC Total Exhaust:	0.147	0.214	0.292	0.235	0.142	0.087	0.249	0.286	1.94	0.218
CO Start:	1.65	2.32	2.56	2.39		0.278	0.204	4.254		
CO Running:	3.29	3.75	4.46	3.94		0.424	0.302	13.921		

CO Total Exhaust: 4.93 6.06 7.02 6.33 7.31 0.702 0.506 0.599 18.18 5.472

NOx Start: 0.057 0.103 0.132 0.111 0.006 0.015 0.455

NOx Running: 0.216 0.306 0.502 0.360 0.121 0.319 0.877

NOx Total Exhaust: 0.273 0.409 0.634 0.470 0.956 0.127 0.335 2.422 1.33 0.611

```
*
*  Sacramento Region - Solano County (Sacramento Valley Air Basin)
*  Calendar Year 2018
*  Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year.  There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions.  These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25.  The last age includes all vehicles
* of age 25 or older.  The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution.  The sixteen vehicle classes are:
*
*  1  LDV    Light-Duty Vehicles (Passenger Cars)
*  2  LDT1   Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2   Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3   Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4   Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values.  Comments (such as this one) are indicated by
* an asterisk in the first column.  Empty rows are ignored.  Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
```

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
******************************************************************************
* LDV
 1 0.066 0.067 0.072 0.078 0.071 0.064 0.058 0.052 0.047 0.042
0.037 0.033 0.029 0.028 0.032 0.033 0.030 0.028 0.024 0.018
0.013 0.012 0.009 0.008 0.046
* LDT1
 2 0.062 0.062 0.061 0.066 0.060 0.055 0.050 0.045 0.041 0.037
0.034 0.030 0.027 0.026 0.027 0.035 0.035 0.061 0.041 0.038
0.015 0.014 0.012 0.008 0.057
* LDT2
 3 0.056 0.057 0.062 0.067 0.063 0.059 0.056 0.051 0.046 0.041
0.036 0.032 0.034 0.032 0.041 0.039 0.040 0.027 0.026 0.021
0.019 0.014 0.012 0.012 0.058
* LDT3
 4 0.053 0.053 0.058 0.063 0.059 0.056 0.052 0.048 0.045 0.041
0.038 0.041 0.043 0.040 0.054 0.047 0.040 0.035 0.019 0.018
0.017 0.017 0.010 0.010 0.043
* LDT4
 5 0.053 0.053 0.058 0.063 0.059 0.056 0.052 0.048 0.045 0.041
0.038 0.041 0.043 0.040 0.054 0.047 0.040 0.035 0.019 0.018
0.017 0.017 0.010 0.010 0.043
* HDV2B
 6 0.050 0.050 0.056 0.061 0.057 0.054 0.051 0.048 0.050 0.054
0.057 0.059 0.058 0.051 0.067 0.042 0.030 0.009 0.006 0.005
0.007 0.012 0.008 0.008 0.051
* HDV3
 7 0.057 0.057 0.061 0.067 0.064 0.059 0.056 0.053 0.048 0.044
0.038 0.034 0.037 0.034 0.044 0.033 0.027 0.016 0.040 0.035
0.011 0.012 0.011 0.014 0.049
* HDV4
 8 0.067 0.060 0.055 0.051 0.047 0.044 0.042 0.038 0.036 0.035
0.031 0.029 0.027 0.027 0.024 0.029 0.025 0.044 0.049 0.044
0.015 0.033 0.005 0.016 0.127
* HDV5
 9 0.067 0.060 0.055 0.051 0.047 0.044 0.042 0.038 0.036 0.035
0.031 0.029 0.027 0.027 0.024 0.029 0.025 0.044 0.049 0.044
0.015 0.033 0.005 0.016 0.127
* HDV6
10 0.067 0.060 0.055 0.051 0.047 0.044 0.042 0.038 0.036 0.035
0.031 0.029 0.027 0.027 0.024 0.029 0.025 0.044 0.049 0.044
0.015 0.033 0.005 0.016 0.127
* HDV7
11 0.067 0.060 0.055 0.051 0.047 0.044 0.042 0.038 0.036 0.035
```

0.031 0.029 0.027 0.027 0.024 0.029 0.025 0.044 0.049 0.044
0.015 0.033 0.005 0.016 0.127
* HDV8a
12 0.059 0.060 0.060 0.067 0.061 0.057 0.053 0.050 0.046 0.044
0.041 0.037 0.033 0.033 0.022 0.025 0.020 0.026 0.033 0.029
0.021 0.018 0.019 0.018 0.070
* HDV8b
13 0.059 0.060 0.060 0.067 0.061 0.057 0.053 0.050 0.046 0.044
0.041 0.037 0.033 0.033 0.022 0.025 0.020 0.026 0.033 0.029
0.021 0.018 0.019 0.018 0.070
* HDBS
14 0.019 0.019 0.019 0.019 0.019 0.019 0.019 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.057 0.057 0.000 0.075 0.132
0.000 0.057 0.019 0.000 0.472
* HDBT
15 0.056 0.056 0.056 0.056 0.056 0.056 0.056 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.111
0.000 0.000 0.000 0.500 0.000
* Motorcycles
16 0.101 0.098 0.094 0.098 0.088 0.079 0.070 0.061 0.053 0.046
0.036 0.029 0.025 0.023 0.016 0.029 0.020 0.011 0.006 0.003
0.002 0.002 0.002 0.001 0.007

```
*
* Sacramento Region - Yolo County
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02Yol.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02Yol.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 64.5 66.9 71.6 76.7 81.6 85.6 89.4 92.2 94.7 96.2
96.9 96.5
94.4 89.7 83.9 79 75.4 72.9 70.8 69.8 68.2 67 65.9 64.8

REG DISTRIBUTION  : Yolo.d
FUEL RVP          : 6.8
**********************************************************************

SCENARIO RECORD   : Yolo
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 51.6 50 45.6 40.2 34.7 30.7 27 24.4 22.3 21 20.3 20.2
21.3 24.6 29.5 34.4 38.5 41.2 43.5 44.7 46.5 47.9 49.2 50.5

END OF RUN
```

```
*
*  Sacramento Region - Yolo County
*  Calendar Year 2002
*  No I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: NO02YOL.IN (file 1, run 1).                           *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: YOLO.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* ##########################
* Yolo
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
```

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 64.5 (F)
Maximum Temperature: 96.9 (F)
Minimum Rel. Hum.: 20.2 (%)
Maximum Rel. Hum.: 51.6 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4504	0.3069	0.1234		0.0328	0.0009	0.0020	0.0788	0.0048	1.0000
Composite Emission Factors (g/mi):										
Composite VOC :	1.864	1.842	1.854	1.846	2.715	0.879	0.850	0.759	4.40	1.806
Composite CO :	19.74	21.68	22.10	21.80	31.32	1.922	1.496	3.975	20.44	19.716
Composite NOX :	1.418	1.517	1.647	1.554	5.318	1.705	1.558	15.807	1.34	2.739
Exhaust emissions (g/mi):										
VOC Start:	0.525	0.512	0.464	0.498		0.384	0.344	0.880		
VOC Running:	0.534	0.610	0.665	0.626		0.495	0.506	1.759		
VOC Total Exhaust:	1.059	1.122	1.128	1.124	1.148	0.879	0.850	0.759	2.64	1.073
CO Start:	5.57	7.48	7.89	7.60		0.960	0.692	5.414		

CO Running: 14.18 14.19 14.21 14.20 0.962 0.804
15.022
CO Total Exhaust: 19.74 21.68 22.10 21.80 31.32 1.922
1.496 3.975 20.44 19.716

NOx Start: 0.310 0.301 0.273 0.293 0.090 0.067
0.489
NOx Running: 1.108 1.216 1.374 1.262 1.615 1.491
0.853
NOx Total Exhaust: 1.418 1.517 1.647 1.554 5.318 1.705
1.558 15.807 1.34 2.739

```
*
* Sacramento Region - Yolo County
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Fed02Yol.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02Yol.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 64.5 66.9 71.6 76.7 81.6 85.6 89.4 92.2 94.7 96.2
96.9 96.5
94.4 89.7 83.9 79 75.4 72.9 70.8 69.8 68.2 67 65.9 64.8

REG DISTRIBUTION  : Yolo.d
FUEL RVP          : 6.8
**********************************************************************

ANTI-TAMP PROG   :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM      : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS  : 1 1968 1980
I/M VEHICLES     : 1 22222 11111111 1
I/M STRINGENCY   : 1 20.0
I/M COMPLIANCE   : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM      : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS  : 2 1981 1985
I/M VEHICLES     : 2 22222 11111111 1
I/M STRINGENCY   : 2 20.0
I/M COMPLIANCE   : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM      : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS  : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO RECORD : Yolo
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 51.6 50 45.6 40.2 34.7 30.7 27 24.4 22.3 21 20.3 20.2
21.3 24.6 29.5 34.4 38.5 41.2 43.5 44.7 46.5 47.9 49.2 50.5

END OF RUN

```
*
*  Sacramento Region - Yolo County
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: FED02YOL.IN (file 1, run 1).                          *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: YOLO.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Yolo
* File 1, Run 1, Scenario 1.
```

```
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year: 2002
                  Month: July
               Altitude: Low
        Minimum Temperature: 64.5 (F)
        Maximum Temperature: 96.9 (F)
         Minimum Rel. Hum.: 20.2 (%)
         Maximum Rel. Hum.: 51.6 (%)
          Nominal Fuel RVP: 6.8 psi
            Weathered RVP: 6.4 psi
        Fuel Sulfur Content: 279. ppm

        Exhaust I/M Program: Yes
          Evap I/M Program: Yes
             ATP Program: Yes
          Reformulated Gas: No

    Vehicle Type:    LDGV  LDGT12  LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV      MC  All Veh
          GVWR:          <6000   >6000   (All)
                ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:  0.4504  0.3069  0.1234          0.0328  0.0009
0.0020  0.0788  0.0048  1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :    1.563   1.549   1.630   1.573   2.715   0.879
0.850   0.759    4.40   1.553
    Composite CO :   15.87   18.05   17.89   18.00   31.32   1.922
1.496   3.975   20.44   16.336
    Composite NOX :    1.253   1.332   1.495   1.378   5.318   1.705
1.558  15.807    1.34   2.589
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
     VOC  Start:   0.400   0.403   0.397   0.402          0.384   0.344
0.880
    VOC  Running:   0.387   0.448   0.524   0.470          0.495   0.506
1.759
```

VOC Total Exhaust: 0.787 0.852 0.921 0.872 1.148 0.879
0.850 0.759 2.64 0.842

CO Start: 4.23 5.92 5.78 5.88 0.960 0.692
5.414
CO Running: 11.64 12.12 12.11 12.12 0.962 0.804
15.022
CO Total Exhaust: 15.87 18.05 17.89 18.00 31.32 1.922
1.496 3.975 20.44 16.336

NOx Start: 0.310 0.301 0.273 0.293 0.090 0.067
0.489
NOx Running: 0.944 1.031 1.222 1.086 1.615 1.491
0.853
NOx Total Exhaust: 1.253 1.332 1.495 1.378 5.318 1.705
1.558 15.807 1.34 2.589

---

*
* Sacramento Region - Yolo County
* Calendar Year 2002
* Age distribution by Vehicle Class
*

REG DIST

* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
********************************************************************************
* LDV
 1 0.061 0.079 0.079 0.070 0.060 0.060 0.054 0.058 0.050 0.047
   0.042 0.051 0.044 0.043 0.035 0.031 0.026 0.020 0.016 0.009
   0.007 0.005 0.004 0.005 0.045
* LDT1
 2 0.097 0.099 0.077 0.081 0.050 0.053 0.044 0.043 0.043 0.037
   0.032 0.035 0.033 0.031 0.030 0.029 0.027 0.020 0.017 0.012
   0.007 0.006 0.006 0.006 0.084
* LDT2
 3 0.062 0.067 0.078 0.072 0.078 0.070 0.058 0.065 0.059 0.057
   0.043 0.046 0.037 0.035 0.029 0.027 0.024 0.017 0.013 0.008
   0.005 0.004 0.004 0.004 0.037
* LDT3
 4 0.105 0.101 0.067 0.073 0.077 0.090 0.061 0.064 0.053 0.037
   0.030 0.027 0.027 0.029 0.022 0.021 0.018 0.015 0.011 0.007
   0.003 0.006 0.006 0.009 0.041
* LDT4
 5 0.105 0.101 0.067 0.073 0.077 0.090 0.061 0.064 0.053 0.037
   0.030 0.027 0.027 0.029 0.022 0.021 0.018 0.015 0.011 0.007
   0.003 0.006 0.006 0.009 0.041
* HDV2B
 6 0.014 0.044 0.041 0.028 0.064 0.065 0.052 0.102 0.043 0.037
   0.036 0.042 0.058 0.066 0.038 0.030 0.044 0.039 0.021 0.011
   0.008 0.015 0.017 0.012 0.073
* HDV3
 7 0.021 0.038 0.091 0.114 0.041 0.084 0.062 0.087 0.049 0.048
   0.041 0.026 0.051 0.058 0.029 0.022 0.028 0.022 0.007 0.004
   0.006 0.008 0.007 0.010 0.044
* HDV4
 8 0.050 0.103 0.120 0.100 0.062 0.058 0.040 0.047 0.028 0.020
   0.027 0.027 0.040 0.033 0.029 0.020 0.012 0.018 0.014 0.006
   0.010 0.010 0.011 0.012 0.104
* HDV5
 9 0.050 0.103 0.120 0.100 0.062 0.058 0.040 0.047 0.028 0.020
   0.027 0.027 0.040 0.033 0.029 0.020 0.012 0.018 0.014 0.006
   0.010 0.010 0.011 0.012 0.104
* HDV6
10 0.050 0.103 0.120 0.100 0.062 0.058 0.040 0.047 0.028 0.020
   0.027 0.027 0.040 0.033 0.029 0.020 0.012 0.018 0.014 0.006
   0.010 0.010 0.011 0.012 0.104
```

* HDV7
11 0.050 0.103 0.120 0.100 0.062 0.058 0.040 0.047 0.028 0.020
0.027 0.027 0.040 0.033 0.029 0.020 0.012 0.018 0.014 0.006
0.010 0.010 0.011 0.012 0.104
* HDV8a
12 0.047 0.035 0.034 0.025 0.044 0.059 0.055 0.046 0.047 0.056
0.061 0.051 0.040 0.028 0.037 0.044 0.044 0.031 0.028 0.024
0.022 0.019 0.009 0.009 0.104
* HDV8b
13 0.047 0.035 0.034 0.025 0.044 0.059 0.055 0.046 0.047 0.056
0.061 0.051 0.040 0.028 0.037 0.044 0.044 0.031 0.028 0.024
0.022 0.019 0.009 0.009 0.104
* HDBS
14 0.008 0.101 0.062 0.101 0.101 0.023 0.023 0.039 0.023 0.008
0.031 0.039 0.093 0.023 0.016 0.031 0.101 0.023 0.000 0.000
0.000 0.000 0.000 0.008 0.147
* HDBT
15 0.000 0.105 0.000 0.158 0.000 0.026 0.000 0.000 0.053 0.026
0.026 0.026 0.000 0.053 0.000 0.026 0.000 0.342 0.079 0.026
0.000 0.000 0.026 0.000 0.026
* Motorcycles
16 0.136 0.115 0.082 0.054 0.046 0.034 0.035 0.024 0.019 0.022
0.019 0.022 0.023 0.014 0.017 0.019 0.034 0.034 0.027 0.028
0.035 0.019 0.022 0.018 0.101

```
*
* Sacramento Region - Yolo County
* Calendar Year 2018
* No IM Program

MOBILE6 INPUT FILE

REPORT FILE      : No18Yol.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No18Yol.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 64.5 66.9 71.6 76.7 81.6 85.6 89.4 92.2 94.7 96.2
96.8 96.5
94.4 89.7 83.9 79.0 75.4 72.9 71.5 70.8 69.8 68.2 67.0 65.9

REG DISTRIBUTION  : Yolo.d
FUEL RVP          : 6.8
*********************************************************************

SCENARIO RECORD   : Yolo
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 51.6 50.0 45.6 40.2 34.7 30.7 27.0 24.4 22.3 21.0 20.3
20.2
21.3 24.6 29.5 34.4 38.5 41.2 43.5 44.7 46.5 47.9 49.2 50.5

END OF RUN
```

```
*
*  Sacramento Region - Yolo County
*  Calendar Year 2018
*  No IM Program
*  Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: NO18YOL.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: YOLO.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)

*##########################
* Yolo
```

```
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year: 2018
                  Month: July
               Altitude: Low
          Minimum Temperature: 64.5 (F)
          Maximum Temperature: 96.8 (F)
           Minimum Rel. Hum.: 20.2 (%)
           Maximum Rel. Hum.: 51.6 (%)
            Nominal Fuel RVP:  6.8 psi
              Weathered RVP:  6.4 psi
          Fuel Sulfur Content:  30. ppm

          Exhaust I/M Program: No
            Evap I/M Program: No
               ATP Program: No
            Reformulated Gas: No

    Vehicle Type:     LDGV   LDGT12   LDGT34     LDGT     HDGV     LDDV
LDDT     HDDV      MC   All Veh
          GVWR:            <6000    >6000    (All)
               ------   ------   ------   ------   ------   ------   ------   ------   ------   ---
--
  VMT Distribution:   0.3004   0.4069   0.1546          0.0381   0.0003
0.0022   0.0926   0.0050   1.0000
 ---------------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :     0.608    0.811    0.889    0.833    0.554   0.090
0.278    0.283    2.72    0.711
    Composite CO :     6.93     8.73    10.14     9.12     7.90    0.713    0.543
0.610    18.95    7.653
    Composite NOX :     0.431    0.635    0.918    0.713    0.857   0.132
0.373    2.464    1.32    0.798
 ---------------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
      VOC  Start:    0.128    0.201    0.235    0.211          0.032    0.105
0.544
     VOC  Running:    0.122    0.172    0.250    0.194          0.058    0.173
1.427
```

VOC Total Exhaust: 0.250 0.373 0.486 0.404 0.142 0.090 0.278 0.283 1.97 0.344

CO Start: 1.80 3.05 3.34 3.13 0.285 0.226 4.433

CO Running: 5.13 5.68 6.80 5.99 0.428 0.317 14.521

CO Total Exhaust: 6.93 8.73 10.14 9.12 7.90 0.713 0.543 0.610 18.95 7.653

NOx Start: 0.085 0.159 0.193 0.168 0.007 0.018 0.455

NOx Running: 0.345 0.476 0.725 0.545 0.126 0.356 0.862

NOx Total Exhaust: 0.431 0.635 0.918 0.713 0.857 0.132 0.373 2.464 1.32 0.798

```
*
* Sacramento Region - Yolo County
* Calendar Year 2018
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Cal18Yol.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal18Yol.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 64.5 66.9 71.6 76.7 81.6 85.6 89.4 92.2 94.7 96.2
96.8 96.5
94.4 89.7 83.9 79.0 75.4 72.9 71.5 70.8 69.8 68.2 67.0 65.9

REG DISTRIBUTION  : Yolo.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG    :  74 73 50 22222 22222222 2 12 098. 22212222

*********************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*********************************************************************

I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*********************************************************************

I/M VEHICLES      : 1 22222 11111111 1
```

```
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*****************************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*****************************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0
I/M COMPLIANCE    : 5 98.0

*****************************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*****************************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*****************************************************************************
SCENARIO RECORD   : Yolo
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 51.6 50.0 45.6 40.2 34.7 30.7 27.0 24.4 22.3 21.0 20.3
20.2
21.3 24.6 29.5 34.4 38.5 41.2 43.5 44.7 46.5 47.9 49.2 50.5

END OF RUN
```

```
*
* Sacramento Region - Yolo County
* Calendar Year 2018
* California Enhanced Smog Check I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CAL18YOL.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: YOLO.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D
```

```
* ##########################
* Yolo
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
         there are no sales for vehicle class HDGV8b
 M 48 Warning:
         there are no sales for vehicle class LDDT12

              Calendar Year: 2018
                    Month: July
                 Altitude: Low
           Minimum Temperature: 64.5 (F)
           Maximum Temperature: 96.8 (F)
            Minimum Rel. Hum.: 20.2 (%)
            Maximum Rel. Hum.: 51.6 (%)
             Nominal Fuel RVP: 6.8 psi
               Weathered RVP: 6.4 psi
           Fuel Sulfur Content: 30. ppm

           Exhaust I/M Program: Yes
             Evap I/M Program: Yes
                ATP Program: Yes
             Reformulated Gas: No

     Vehicle Type:    LDGV   LDGT12   LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV      MC  All Veh
          GVWR:          <6000    >6000    (All)
                ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:   0.3004   0.4069   0.1546          0.0381   0.0003
0.0022   0.0926   0.0050   1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :     0.502    0.660    0.705    0.672    0.543   0.090
0.278    0.283    2.72    0.589
    Composite CO :     5.04     6.33     7.33     6.60     7.36    0.713    0.543
0.610    18.95    5.654
    Composite NOX :     0.291    0.451    0.697    0.519    0.856   0.132
0.373    2.464    1.32    0.647
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
```

VOC Start: 0.083 0.130 0.158 0.137 0.032 0.105
0.544
VOC Running: 0.072 0.104 0.157 0.119 0.058 0.173
1.427
VOC Total Exhaust: 0.155 0.234 0.314 0.256 0.135 0.090
0.278 0.283 1.97 0.232

CO Start: 1.61 2.44 2.66 2.50 0.285 0.226
4.433
CO Running: 3.43 3.89 4.67 4.11 0.428 0.317
14.521
CO Total Exhaust: 5.04 6.33 7.33 6.60 7.36 0.713 0.543
0.610 18.95 5.654

NOx Start: 0.061 0.119 0.148 0.127 0.007 0.018
0.455
NOx Running: 0.230 0.332 0.549 0.392 0.126 0.356
0.862
NOx Total Exhaust: 0.291 0.451 0.697 0.519 0.856 0.132
0.373 2.464 1.32 0.647

```
*
* Sacramento Region - Yolo County
* Calendar Year 2018
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
*  1  LDV   Light-Duty Vehicles (Passenger Cars)
*  2  LDT1  Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2  Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3  Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4  Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
```

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.065 0.064 0.061 0.066 0.064 0.062 0.059 0.056 0.053 0.047
0.041 0.036 0.031 0.031 0.030 0.033 0.029 0.029 0.025 0.019
0.013 0.011 0.009 0.009 0.055
* LDT1
 2 0.064 0.064 0.061 0.056 0.051 0.046 0.042 0.038 0.035 0.032
0.029 0.026 0.023 0.023 0.025 0.035 0.037 0.058 0.042 0.040
0.022 0.021 0.015 0.014 0.101
* LDT2
 3 0.056 0.055 0.053 0.058 0.055 0.053 0.050 0.047 0.046 0.043
0.040 0.037 0.035 0.034 0.039 0.038 0.039 0.029 0.031 0.025
0.022 0.018 0.015 0.014 0.069
* LDT3
 4 0.053 0.052 0.049 0.053 0.051 0.048 0.045 0.042 0.041 0.040
0.043 0.046 0.048 0.045 0.056 0.055 0.045 0.036 0.024 0.022
0.018 0.018 0.011 0.012 0.049
* LDT4
 5 0.053 0.052 0.049 0.053 0.051 0.048 0.045 0.042 0.041 0.040
0.043 0.046 0.048 0.045 0.056 0.055 0.045 0.036 0.024 0.022
0.018 0.018 0.011 0.012 0.049
* HDV2B
 6 0.047 0.044 0.041 0.046 0.050 0.055 0.060 0.063 0.066 0.068
0.069 0.068 0.065 0.054 0.058 0.044 0.026 0.008 0.007 0.003
0.006 0.006 0.005 0.007 0.033
* HDV3
 7 0.058 0.054 0.054 0.059 0.056 0.053 0.052 0.048 0.048 0.046
0.042 0.039 0.037 0.036 0.031 0.036 0.030 0.022 0.035 0.032
0.013 0.023 0.016 0.016 0.062
* HDV4
 8 0.054 0.053 0.051 0.056 0.053 0.051 0.048 0.046 0.046 0.048
0.052 0.054 0.056 0.051 0.041 0.026 0.025 0.035 0.037 0.024
0.010 0.010 0.007 0.012 0.055
* HDV5
 9 0.054 0.053 0.051 0.056 0.053 0.051 0.048 0.046 0.046 0.048
0.052 0.054 0.056 0.051 0.041 0.026 0.025 0.035 0.037 0.024
0.010 0.010 0.007 0.012 0.055
* HDV6
10 0.054 0.053 0.051 0.056 0.053 0.051 0.048 0.046 0.046 0.048
0.052 0.054 0.056 0.051 0.041 0.026 0.025 0.035 0.037 0.024
0.010 0.010 0.007 0.012 0.055
* HDV7
11 0.054 0.053 0.051 0.056 0.053 0.051 0.048 0.046 0.046 0.048
```

0.052 0.054 0.056 0.051 0.041 0.026 0.025 0.035 0.037 0.024
0.010 0.010 0.007 0.012 0.055
* HDV8a
12 0.053 0.053 0.054 0.053 0.055 0.054 0.055 0.053 0.048 0.048
0.047 0.045 0.039 0.034 0.022 0.025 0.022 0.029 0.032 0.029
0.022 0.019 0.018 0.018 0.072
* HDV8b
13 0.053 0.053 0.054 0.053 0.055 0.054 0.055 0.053 0.048 0.048
0.047 0.045 0.039 0.034 0.022 0.025 0.022 0.029 0.032 0.029
0.022 0.019 0.018 0.018 0.072
* HDBS
14 0.032 0.032 0.025 0.025 0.025 0.025 0.019 0.019 0.019 0.019
0.019 0.013 0.013 0.013 0.013 0.019 0.019 0.044 0.038 0.038
0.057 0.025 0.019 0.051 0.380
* HDBT
15 0.019 0.037 0.037 0.037 0.037 0.037 0.037 0.037 0.037 0.037
0.037 0.019 0.000 0.000 0.019 0.037 0.037 0.056 0.000 0.093
0.000 0.019 0.000 0.000 0.333
* Motorcycles
16 0.101 0.099 0.090 0.090 0.083 0.075 0.068 0.060 0.055 0.044
0.036 0.029 0.023 0.022 0.028 0.027 0.026 0.009 0.009 0.005
0.005 0.002 0.002 0.002 0.008

Coachella Valley Federal Nonattainment Area

```
*
* Coachella Valley – Riverside County (Salton Sea Air Basin)
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02Coh.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02Coh.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 69.7 77.2 85.1 90.3 93.2 95.5 97.3 98.4 99.2 99.8
99.1 97.4
94.3 89.9 85.1 82. 79.8 77.9 75.8 73.3 72.4 70.9 69.8 69.0

REG DISTRIBUTION  : Coac.d
FUEL RVP          : 6.8
**********************************************************************

SCENARIO RECORD   : Coachella Valley
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.6 29.9 24.1 20.4 19. 18. 17.2 16.9 16.8 16.6 17.1
18.5
20.6 23.8 27.6 29.9 31.3 32.2 33.7 34.4 34.4 35.3 35.9 36.5
END OF RUN
```

```
*
*  Coachella Valley – Riverside County (Salton Sea Air Basin)
*  Calendar Year 2002
*  No I/M Program
*  Output File
*

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02COH.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: COAC.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* ##########################
* Coachella Valley
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
```

there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 69.0 (F)
Maximum Temperature: 99.8 (F)
Minimum Rel. Hum.: 16.6 (%)
Maximum Rel. Hum.: 36.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.3 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4479	0.3184	0.1244		0.0303	0.0008	0.0020	0.0715	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.713	1.548	1.710	1.594	3.292	0.828	0.738	0.775	3.86	1.649
Composite CO :	18.71	18.47	20.00	18.90	39.26	1.851	1.320	4.144	21.60	18.343
Composite NOX :	1.340	1.367	1.579	1.427	5.433	1.615	1.462	16.378	1.30	2.578

Exhaust emissions (g/mi):

VOC Start:	0.461	0.393	0.392	0.393		0.360	0.277	0.726		
VOC Running:	0.498	0.514	0.608	0.540		0.468	0.461	1.625		
VOC Total Exhaust:	0.959	0.907	1.000	0.933	1.335	0.828	0.738	0.775	2.35	0.952
CO Start:	4.77	5.70	6.57	5.94		0.911	0.568	5.140		

CO Running: 13.94 12.77 13.44 12.96 0.940 0.753
16.456
CO Total Exhaust: 18.71 18.47 20.00 18.90 39.26 1.851
1.320 4.144 21.60 18.343

NOx Start: 0.270 0.248 0.242 0.246 0.084 0.055
0.466
NOx Running: 1.071 1.120 1.337 1.181 1.531 1.407
0.833
NOx Total Exhaust: 1.340 1.367 1.579 1.427 5.433 1.615
1.462 16.378 1.30 2.578

```
*
* Coachella Valley – Riverside County (Salton Sea Air Basin)
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Fed02Coh.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02Coh.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 69.7 77.2 85.1 90.3 93.2 95.5 97.3 98.4 99.2 99.8
99.1 97.4
94.3 89.9 85.1 82. 79.8 77.9 75.8 73.3 72.4 70.9 69.8 69.0

REG DISTRIBUTION  : Coac.d
FUEL RVP          : 6.8
**********************************************************************

ANTI-TAMP PROG   :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM      : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS  : 1 1968 1980
I/M VEHICLES     : 1 22222 11111111 1
I/M STRINGENCY   : 1 20.0
I/M COMPLIANCE   : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM      : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS  : 2 1981 1985
I/M VEHICLES     : 2 22222 11111111 1
I/M STRINGENCY   : 2 20.0
I/M COMPLIANCE   : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM      : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS  : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO RECORD : Coachella Valley
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 35.6 29.9 24.1 20.4 19. 18. 17.2 16.9 16.8 16.6 17.1
18.5
20.6 23.8 27.6 29.9 31.3 32.2 33.7 34.4 34.4 35.3 35.9 36.5
END OF RUN

```
*
*  Coachella Valley – Riverside County (Salton Sea Air Basin)
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File
*

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: FED02COH.IN (file 1, run 1).                          *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: COAC.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Coachella Valley
```

```
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year:  2002
                   Month:  July
                Altitude:  Low
          Minimum Temperature:  69.0 (F)
          Maximum Temperature:  99.8 (F)
           Minimum Rel. Hum.:  16.6 (%)
           Maximum Rel. Hum.:  36.5 (%)
            Nominal Fuel RVP:  6.8 psi
              Weathered RVP:  6.3 psi
          Fuel Sulfur Content:  279. ppm

          Exhaust I/M Program:  Yes
            Evap I/M Program:  Yes
               ATP Program:  Yes
            Reformulated Gas:  No

    Vehicle Type:    LDGV  LDGT12  LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV      MC  All Veh
          GVWR:          <6000   >6000   (All)
               ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:  0.4479  0.3184  0.1244          0.0303  0.0008
0.0020  0.0715  0.0048  1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
   Composite VOC :    1.439   1.318   1.516   1.373   3.292   0.828
0.738   0.775    3.86   1.429
   Composite CO  :   15.19   15.64   16.41   15.86   39.26   1.851
1.320   4.144   21.60   15.418
   Composite NOX :    1.192   1.214   1.444   1.279   5.433   1.615
1.462  16.378    1.30   2.445
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
     VOC  Start:   0.351   0.313   0.336   0.319          0.360   0.277
0.726
    VOC  Running:   0.368   0.388   0.488   0.416          0.468   0.461
1.625
```

VOC Total Exhaust: 0.719 0.700 0.824 0.735 1.335 0.828 0.738 0.775 2.35 0.757

CO Start: 3.57 4.53 4.80 4.61 0.911 0.568 5.140

CO Running: 11.62 11.11 11.61 11.25 0.940 0.753 16.456

CO Total Exhaust: 15.19 15.64 16.41 15.86 39.26 1.851 1.320 4.144 21.60 15.418

NOx Start: 0.270 0.248 0.242 0.246 0.084 0.055 0.466

NOx Running: 0.922 0.966 1.202 1.033 1.531 1.407 0.833

NOx Total Exhaust: 1.192 1.214 1.444 1.279 5.433 1.615 1.462 16.378 1.30 2.445

---

*
* Coachella Valley – Riverside County (Salton Sea Air Basin)
* Calendar Year 2002
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains values derived from EMFAC 2007 v2.3 (Nov06) for the distribution
* of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
********************************************************************************
* LDV
 1 0.090 0.093 0.095 0.072 0.061 0.059 0.049 0.056 0.048 0.043
0.040 0.041 0.042 0.038 0.030 0.027 0.022 0.018 0.013 0.008
0.005 0.004 0.004 0.005 0.040
* LDT1
 2 0.157 0.149 0.121 0.106 0.048 0.037 0.037 0.035 0.028 0.027
0.021 0.023 0.019 0.019 0.017 0.018 0.017 0.013 0.011 0.006
0.005 0.003 0.004 0.004 0.075
* LDT2
 3 0.095 0.103 0.101 0.076 0.067 0.061 0.051 0.055 0.055 0.048
0.038 0.041 0.033 0.033 0.027 0.023 0.023 0.014 0.011 0.005
0.004 0.004 0.003 0.003 0.026
* LDT3
 4 0.130 0.135 0.089 0.060 0.077 0.086 0.051 0.060 0.046 0.034
0.028 0.022 0.022 0.024 0.021 0.016 0.015 0.012 0.009 0.005
0.005 0.004 0.004 0.011 0.033
* LDT4
 5 0.130 0.135 0.089 0.060 0.077 0.086 0.051 0.060 0.046 0.034
0.028 0.022 0.022 0.024 0.021 0.016 0.015 0.012 0.009 0.005
0.005 0.004 0.004 0.011 0.033
* HDV2B
 6 0.019 0.043 0.047 0.032 0.042 0.060 0.055 0.057 0.042 0.040
0.039 0.046 0.054 0.070 0.044 0.041 0.046 0.039 0.028 0.018
0.014 0.015 0.013 0.022 0.076
* HDV3
 7 0.027 0.038 0.137 0.135 0.028 0.066 0.052 0.076 0.037 0.036
0.033 0.033 0.046 0.043 0.035 0.027 0.034 0.014 0.013 0.008
0.003 0.006 0.006 0.009 0.056
* HDV4
 8 0.048 0.070 0.087 0.070 0.035 0.046 0.029 0.041 0.021 0.029
0.033 0.032 0.048 0.033 0.031 0.041 0.028 0.025 0.024 0.011
0.011 0.017 0.013 0.025 0.151
* HDV5
 9 0.048 0.070 0.087 0.070 0.035 0.046 0.029 0.041 0.021 0.029
0.033 0.032 0.048 0.033 0.031 0.041 0.028 0.025 0.024 0.011
0.011 0.017 0.013 0.025 0.151
* HDV6
10 0.048 0.070 0.087 0.070 0.035 0.046 0.029 0.041 0.021 0.029
0.033 0.032 0.048 0.033 0.031 0.041 0.028 0.025 0.024 0.011
0.011 0.017 0.013 0.025 0.151
* HDV7
```

11 0.048 0.070 0.087 0.070 0.035 0.046 0.029 0.041 0.021 0.029
0.033 0.032 0.048 0.033 0.031 0.041 0.028 0.025 0.024 0.011
0.011 0.017 0.013 0.025 0.151
* HDV8a
12 0.041 0.031 0.034 0.027 0.043 0.060 0.060 0.050 0.051 0.058
0.066 0.053 0.042 0.030 0.035 0.045 0.045 0.033 0.029 0.025
0.024 0.021 0.009 0.010 0.079
* HDV8b
13 0.041 0.031 0.034 0.027 0.043 0.060 0.060 0.050 0.051 0.058
0.066 0.053 0.042 0.030 0.035 0.045 0.045 0.033 0.029 0.025
0.024 0.021 0.009 0.010 0.079
* HDBS
14 0.022 0.053 0.110 0.066 0.031 0.018 0.062 0.128 0.062 0.044
0.018 0.079 0.070 0.018 0.022 0.035 0.040 0.009 0.004 0.000
0.000 0.004 0.000 0.000 0.106
* HDBT
15 0.000 0.000 0.000 0.000 0.000 0.000 0.052 0.103 0.224 0.052
0.000 0.069 0.000 0.000 0.000 0.000 0.000 0.000 0.069 0.000
0.069 0.000 0.000 0.000 0.362
* Motorcycles
16 0.137 0.115 0.094 0.061 0.054 0.039 0.037 0.038 0.036 0.025
0.025 0.023 0.019 0.020 0.017 0.024 0.029 0.037 0.023 0.028
0.025 0.012 0.017 0.011 0.053

```
*
* Coachella Valley – Riverside County (Salton Sea Air Basin)
* Calendar Year 2018
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Coac18NO.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Coac18NO.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 69.7 77.2 85.1 90.3 93.2 95.5 97.3 98.4 99.2 99.8
99.1 97.4
94.3 89.9 85.1 82. 79.8 77.9 75.8 73.3 72.4 70.9 69.8 69.0

REG DISTRIBUTION  : Coac.d
FUEL RVP          : 6.8
**********************************************************************


SCENARIO RECORD   : Coachella Valley
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.6 29.9 24.1 20.4 19. 18. 17.2 16.9 16.8 16.6 17.1
18.5
20.6 23.8 27.6 29.9 31.3 32.2 33.7 34.4 34.4 35.3 35.9 36.5


END OF RUN
```

```
*
*  Coachella Valley – Riverside County (Salton Sea Air Basin)
*  Calendar Year 2018
*  No I/M Program
*  Output File

************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                           *
* Input file: NO18COH.IN (file 1, run 1).                              *
************************************************************************

* Reading Registration Distributions from the following external
* data file: COAC.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.996    MYR sum not = 1. (will normalize)

* ##########################
* Coachella Valley
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12
```

Calendar Year: 2018
Month: July
Altitude: Low
Minimum Temperature: 69.0 (F)
Maximum Temperature: 99.8 (F)
Minimum Rel. Hum.: 16.6 (%)
Maximum Rel. Hum.: 36.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.3 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2949	0.4111	0.1554		0.0374	0.0003	0.0023	0.0938	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.549	0.693	0.807	0.724	0.581	0.084	0.246	0.278	2.75	0.634
Composite CO :	6.42	7.96	9.20	8.30	7.81	0.698	0.499	0.554	20.79	7.045
Composite NOX :	0.423	0.603	0.862	0.674	0.762	0.116	0.330	2.202	1.28	0.749

Exhaust emissions (g/mi):

VOC Start:	0.115	0.171	0.206	0.181		0.030	0.090	0.526		
VOC Running:	0.114	0.161	0.230	0.180		0.055	0.156	1.433		
VOC Total Exhaust:	0.230	0.332	0.436	0.361	0.131	0.084	0.246	0.278	1.96	0.313
CO Start:	1.50	2.52	2.85	2.61		0.276	0.200	4.559		

CO Running: 4.92 5.44 6.35 5.69 0.422 0.299
16.232
CO Total Exhaust: 6.42 7.96 9.20 8.30 7.81 0.698 0.499
0.554 20.79 7.045

NOx Start: 0.079 0.140 0.174 0.149 0.006 0.015
0.445
NOx Running: 0.344 0.463 0.688 0.525 0.110 0.315
0.838
NOx Total Exhaust: 0.423 0.603 0.862 0.674 0.762 0.116
0.330 2.202 1.28 0.749

```
*
* Coachella Valley – Riverside County (Salton Sea Air Basin)
* Calendar Year 2018
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Cal18Coh.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal18Coh.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 69.7 77.2 85.1 90.3 93.2 95.5 97.3 98.4 99.2 99.8
99.1 97.4
94.3 89.9 85.1 82. 79.8 77.9 75.8 73.3 72.4 70.9 69.8 69.0

REG DISTRIBUTION  : Coac.d
***Above Coac.d is the modified reg dist
FUEL RVP         : 6.8
*****************************************************************

ANTI-TAMP PROG   : 74 73 50 22222 22222222 2 12 098. 22212222

*****************************************************************
**LDV I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM      : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM      : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM      : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 5 1984 2050 2 TRC GC

*****************************************************************
I/M MODEL YEARS  : 1 1978 1995
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1996 2050
I/M MODEL YEARS  : 4 1978 2050
I/M MODEL YEARS  : 5 1996 2050

*****************************************************************
I/M VEHICLES     : 1 22222 11111111 1
I/M VEHICLES     : 2 22222 11111111 1
```

```
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*******************************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*******************************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0
I/M COMPLIANCE    : 5 98.0

*******************************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*******************************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*******************************************************************************
SCENARIO RECORD   : Coachella Valley
CALENDAR YEAR     : 2018
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.6 29.9 24.1 20.4 19. 18. 17.2 16.9 16.8 16.6 17.1
18.5
20.6 23.8 27.6 29.9 31.3 32.2 33.7 34.4 34.4 35.3 35.9 36.5


END OF RUN
```

```
*
*  Coachella Valley – Riverside County (Salton Sea Air Basin)
*  Calendar Year 2018
*  California Enhanced Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CAL18COH.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: COAC.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.996    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* Coachella Valley
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
```

M 48 Warning:
there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2018
Month: July
Altitude: Low
Minimum Temperature: 69.0 (F)
Maximum Temperature: 99.8 (F)
Minimum Rel. Hum.: 16.6 (%)
Maximum Rel. Hum.: 36.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.3 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2949	0.4111	0.1554		0.0374	0.0003	0.0023	0.0938	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.446	0.552	0.639	0.575	0.571	0.084	0.246	0.278	2.75	0.519
Composite CO :	4.63	5.72	6.66	5.98	7.30	0.698	0.499	0.554	20.79	5.180
Composite NOX :	0.281	0.419	0.650	0.482	0.761	0.116	0.330	2.202	1.28	0.598

Exhaust emissions (g/mi):

VOC Start:	0.073	0.108	0.138	0.116		0.030	0.090	0.526		
VOC Running:	0.068	0.097	0.145	0.110		0.055	0.156	1.433		
VOC Total Exhaust:	0.140	0.205	0.282	0.226	0.124	0.084	0.246	0.278	1.96	0.210

CO Start: 1.32 1.97 2.24 2.05 0.276 0.200
4.559
CO Running: 3.31 3.75 4.41 3.93 0.422 0.299
16.232
CO Total Exhaust: 4.63 5.72 6.66 5.98 7.30 0.698 0.499
0.554 20.79 5.180

NOx Start: 0.055 0.101 0.132 0.110 0.006 0.015
0.445
NOx Running: 0.226 0.317 0.518 0.372 0.110 0.315
0.838
NOx Total Exhaust: 0.281 0.419 0.650 0.482 0.761 0.116
0.330 2.202 1.28 0.598

---

*
* Coachella Valley – Riverside County (Salton Sea Air Basin)
* Calendar Year 2018
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains the values derived from EMFAC 2007 v2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.069 0.066 0.062 0.066 0.063 0.062 0.058 0.055 0.053 0.048
0.044 0.038 0.039 0.040 0.037 0.035 0.030 0.024 0.020 0.014
0.011 0.010 0.007 0.007 0.041
* LDT1
 2 0.061 0.060 0.056 0.059 0.056 0.056 0.052 0.049 0.047 0.042
0.037 0.033 0.034 0.035 0.030 0.033 0.034 0.054 0.042 0.036
0.016 0.011 0.010 0.009 0.048
* LDT2
 3 0.060 0.058 0.055 0.060 0.056 0.056 0.053 0.049 0.046 0.043
0.039 0.040 0.041 0.041 0.046 0.042 0.040 0.027 0.025 0.019
0.017 0.013 0.010 0.010 0.051
* LDT3
 4 0.059 0.056 0.052 0.057 0.053 0.053 0.050 0.046 0.043 0.041
0.044 0.047 0.048 0.047 0.062 0.044 0.039 0.032 0.021 0.016
0.016 0.017 0.010 0.010 0.037
* LDT4
 5 0.059 0.056 0.052 0.057 0.053 0.053 0.050 0.046 0.043 0.041
0.044 0.047 0.048 0.047 0.062 0.044 0.039 0.032 0.021 0.016
0.016 0.017 0.010 0.010 0.037
* HDV2B
 6 0.049 0.046 0.048 0.053 0.057 0.061 0.064 0.067 0.068 0.070
0.071 0.071 0.056 0.044 0.041 0.028 0.015 0.008 0.007 0.005
0.005 0.007 0.006 0.007 0.048
* HDV3
 7 0.054 0.050 0.045 0.040 0.041 0.045 0.049 0.052 0.055 0.057
0.061 0.064 0.056 0.047 0.050 0.038 0.027 0.014 0.038 0.034
0.006 0.014 0.011 0.012 0.042
* HDV4
 8 0.051 0.050 0.048 0.045 0.049 0.053 0.058 0.061 0.064 0.057
0.050 0.045 0.041 0.037 0.035 0.025 0.017 0.026 0.033 0.023
0.011 0.012 0.010 0.011 0.089
* HDV5
 9 0.051 0.050 0.048 0.045 0.049 0.053 0.058 0.061 0.064 0.057
0.050 0.045 0.041 0.037 0.035 0.025 0.017 0.026 0.033 0.023
0.011 0.012 0.010 0.011 0.089
* HDV6
10 0.051 0.050 0.048 0.045 0.049 0.053 0.058 0.061 0.064 0.057
0.050 0.045 0.041 0.037 0.035 0.025 0.017 0.026 0.033 0.023
0.011 0.012 0.010 0.011 0.089
```

* HDV7
11 0.051 0.050 0.048 0.045 0.049 0.053 0.058 0.061 0.064 0.057
0.050 0.045 0.041 0.037 0.035 0.025 0.017 0.026 0.033 0.023
0.011 0.012 0.010 0.011 0.089
* HDV8a
12 0.066 0.067 0.065 0.064 0.065 0.060 0.055 0.050 0.046 0.043
0.040 0.036 0.033 0.031 0.021 0.023 0.017 0.024 0.031 0.027
0.019 0.017 0.017 0.017 0.065
* HDV8b
13 0.066 0.067 0.065 0.064 0.065 0.060 0.055 0.050 0.046 0.043
0.040 0.036 0.033 0.031 0.021 0.023 0.017 0.024 0.031 0.027
0.019 0.017 0.017 0.017 0.065
* HDBS
14 0.030 0.034 0.034 0.037 0.034 0.030 0.027 0.027 0.023 0.023
0.027 0.027 0.030 0.000 0.013 0.050 0.040 0.030 0.060 0.040
0.013 0.013 0.044 0.084 0.228
* HDBT
15 0.030 0.030 0.030 0.030 0.030 0.030 0.030 0.030 0.030 0.030
0.030 0.030 0.030 0.000 0.015 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.015 0.576
* Motorcycles
16 0.105 0.103 0.092 0.091 0.082 0.076 0.067 0.058 0.049 0.046
0.044 0.041 0.037 0.032 0.018 0.020 0.017 0.005 0.004 0.003
0.002 0.001 0.001 0.001 0.005

Ventura County Federal Nonattainment Area

```
*
* Ventura County
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02VEN.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02VEN.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 61.2 63.8 69.2 74.3 78.1 80.3 81.3 81.8 82. 81.7
80.7 79.1
76.5 73. 69.7 67.9 66.8 65.8 65.5 64.1 63.1 62.3 61.7 61.1

REG DISTRIBUTION  : Ventura.d
FUEL RVP          : 6.8
*********************************************************************

SCENARIO RECORD   : Ventura
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 52.5 50.1 44.6 38.3 34.2 32.4 32. 31.8 31.6 31.8 32.4
34.3
37.3 41.8 46.8 49.4 50.6 51.7 51.9 52.2 51.4 52. 52.5 52.8
END OF RUN
```

```
*
* Ventura County
* Calendar Year 2002
* No I/M Program
* Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: NO02VEN.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: VENTURA.D
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)

* ##########################
* Ventura
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
          there are no sales for vehicle class HDGV8b
```

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 61.1 (F)
Maximum Temperature: 82.0 (F)
Minimum Rel. Hum.: 31.6 (%)
Maximum Rel. Hum.: 52.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.8 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4445	0.3192	0.1224		0.0309	0.0009	0.0019	0.0755	0.0047	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.739	1.480	1.680	1.536	2.600	0.899	0.795	0.774	3.84	1.610
Composite CO :	18.32	18.60	20.54	19.14	30.06	1.948	1.404	4.004	16.87	17.910
Composite NOX :	1.423	1.399	1.634	1.464	5.577	1.719	1.517	16.198	1.48	2.686

Exhaust emissions (g/mi):

VOC Start:	0.533	0.422	0.453	0.430		0.395	0.304	0.839		
VOC Running:	0.508	0.523	0.636	0.554		0.505	0.491	1.692		
VOC Total Exhaust:	1.041	0.945	1.089	0.985	1.218	0.899	0.795	0.774	2.53	1.008
CO Start:	5.86	6.52	7.44	6.78		0.977	0.619	4.758		

CO Running: 12.46 12.08 13.10 12.36 0.971 0.786 12.107
CO Total Exhaust: 18.32 18.60 20.54 19.14 30.06 1.948 1.404 4.004 16.87 17.910

NOx Start: 0.347 0.276 0.281 0.277 0.092 0.060 0.540
NOx Running: 1.076 1.123 1.353 1.187 1.628 1.457 0.938
NOx Total Exhaust: 1.423 1.399 1.634 1.464 5.577 1.719 1.517 16.198 1.48 2.686

```
*
* Ventura County
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Fed02VEN.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02VEN.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 61.2 63.8 69.2 74.3 78.1 80.3 81.3 81.8 82. 81.7
80.7 79.1
76.5 73. 69.7 67.9 66.8 65.8 65.5 64.1 63.1 62.3 61.7 61.1

REG DISTRIBUTION  : Ventura.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG   :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM      : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS  : 1 1968 1980
I/M VEHICLES     : 1 22222 11111111 1
I/M STRINGENCY   : 1 20.0
I/M COMPLIANCE   : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM      : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS  : 2 1981 1985
I/M VEHICLES     : 2 22222 11111111 1
I/M STRINGENCY   : 2 20.0
I/M COMPLIANCE   : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM      : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS  : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO RECORD : Ventura
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 52.5 50.1 44.6 38.3 34.2 32.4 32. 31.8 31.6 31.8 32.4
34.3
37.3 41.8 46.8 49.4 50.6 51.7 51.9 52.2 51.4 52. 52.5 52.8
END OF RUN

```
*
*  Ventura County
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: FED02VEN.IN (file 1, run 1).                          *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: VENTURA.D
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Ventura
* File 1, Run 1, Scenario 1.
```

```
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year: 2002
                Month: July
              Altitude: Low
        Minimum Temperature: 61.1 (F)
        Maximum Temperature: 82.0 (F)
         Minimum Rel. Hum.: 31.6 (%)
         Maximum Rel. Hum.: 52.8 (%)
          Nominal Fuel RVP: 6.8 psi
            Weathered RVP: 6.8 psi
        Fuel Sulfur Content: 279. ppm

        Exhaust I/M Program: Yes
          Evap I/M Program: Yes
             ATP Program: Yes
          Reformulated Gas: No

     Vehicle Type:     LDGV   LDGT12   LDGT34     LDGT     HDGV     LDDV
LDDT     HDDV       MC  All Veh
          GVWR:           <6000    >6000    (All)
                 ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:   0.4445   0.3192   0.1224          0.0309   0.0009
0.0019   0.0755   0.0047   1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :     1.456    1.252    1.471    1.313    2.600   0.899
0.795    0.774     3.84    1.386
    Composite CO :    14.61    15.68    16.80    15.99    30.06    1.948
1.404    4.004    16.87    14.871
    Composite NOX :     1.263    1.233    1.481    1.302    5.577   1.719
1.517   16.198     1.48    2.543
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
      VOC  Start:    0.406    0.340    0.390    0.354          0.395    0.304
0.839
    VOC  Running:    0.365    0.386    0.498    0.417          0.505    0.491
1.692
```

VOC Total Exhaust: 0.772 0.726 0.888 0.771 1.218 0.899 0.795 0.774 2.53 0.794

CO Start: 4.56 5.40 5.67 5.48 0.977 0.619 4.758
CO Running: 10.05 10.28 11.12 10.51 0.971 0.786 12.107
CO Total Exhaust: 14.61 15.68 16.80 15.99 30.06 1.948 1.404 4.004 16.87 14.871

NOx Start: 0.347 0.276 0.281 0.277 0.092 0.060 0.540
NOx Running: 0.916 0.958 1.200 1.025 1.628 1.457 0.938
NOx Total Exhaust: 1.263 1.233 1.481 1.302 5.577 1.719 1.517 16.198 1.48 2.543

---

*
* Ventura County
* Calendar Year 2002
* Age distribution by Vehicle Class

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*****************************************************************************
* LDV
 1 0.066 0.072 0.077 0.065 0.063 0.062 0.055 0.060 0.051 0.047
   0.041 0.046 0.044 0.042 0.034 0.031 0.025 0.020 0.016 0.009
   0.007 0.005 0.004 0.005 0.050
* LDT1
 2 0.147 0.134 0.114 0.103 0.051 0.040 0.039 0.035 0.031 0.028
0.020 0.023 0.020 0.021 0.019 0.019 0.018 0.014 0.011 0.007
0.006 0.004 0.004 0.005 0.087
* LDT2
 3 0.072 0.078 0.088 0.081 0.076 0.065 0.058 0.064 0.059 0.055
0.042 0.044 0.036 0.037 0.029 0.027 0.024 0.015 0.010 0.005
0.004 0.003 0.003 0.003 0.025
* LDT3
 4 0.103 0.103 0.072 0.060 0.085 0.093 0.058 0.068 0.057 0.035
0.029 0.025 0.026 0.029 0.022 0.022 0.020 0.014 0.011 0.007
0.005 0.004 0.005 0.010 0.037
* LDT4
 5 0.103 0.103 0.072 0.060 0.085 0.093 0.058 0.068 0.057 0.035
0.029 0.025 0.026 0.029 0.022 0.022 0.020 0.014 0.011 0.007
0.005 0.004 0.005 0.010 0.037
* HDV2B
 6 0.018 0.028 0.027 0.024 0.044 0.065 0.058 0.077 0.055 0.043
0.045 0.045 0.060 0.071 0.044 0.038 0.046 0.041 0.031 0.017
0.016 0.017 0.015 0.019 0.054
* HDV3
 7 0.019 0.037 0.117 0.109 0.032 0.070 0.058 0.066 0.056 0.050
0.042 0.040 0.052 0.045 0.036 0.021 0.036 0.019 0.013 0.007
0.008 0.004 0.004 0.011 0.049
* HDV4
 8 0.059 0.059 0.069 0.080 0.036 0.045 0.041 0.058 0.032 0.030
0.030 0.050 0.064 0.035 0.033 0.030 0.025 0.021 0.025 0.005
0.010 0.016 0.016 0.019 0.114
* HDV5
 9 0.059 0.059 0.069 0.080 0.036 0.045 0.041 0.058 0.032 0.030
0.030 0.050 0.064 0.035 0.033 0.030 0.025 0.021 0.025 0.005
0.010 0.016 0.016 0.019 0.114
* HDV6
10 0.059 0.059 0.069 0.080 0.036 0.045 0.041 0.058 0.032 0.030
0.030 0.050 0.064 0.035 0.033 0.030 0.025 0.021 0.025 0.005
0.010 0.016 0.016 0.019 0.114
* HDV7
```

11 0.059 0.059 0.069 0.080 0.036 0.045 0.041 0.058 0.032 0.030
0.030 0.050 0.064 0.035 0.033 0.030 0.025 0.021 0.025 0.005
0.010 0.016 0.016 0.019 0.114
* HDV8a
12 0.044 0.042 0.044 0.033 0.044 0.057 0.051 0.048 0.048 0.056
0.056 0.048 0.038 0.032 0.037 0.041 0.041 0.029 0.024 0.021
0.021 0.016 0.007 0.009 0.115
* HDV8b
13 0.044 0.042 0.044 0.033 0.044 0.057 0.051 0.048 0.048 0.056
0.056 0.048 0.038 0.032 0.037 0.041 0.041 0.029 0.024 0.021
0.021 0.016 0.007 0.009 0.115
* HDBS
14 0.047 0.055 0.039 0.034 0.031 0.037 0.144 0.084 0.018 0.005
0.021 0.050 0.060 0.050 0.021 0.024 0.084 0.034 0.005 0.000
0.010 0.005 0.003 0.013 0.123
* HDBT
15 0.000 0.031 0.108 0.092 0.046 0.092 0.062 0.138 0.092 0.000
0.015 0.031 0.062 0.000 0.077 0.015 0.000 0.000 0.015 0.077
0.015 0.000 0.000 0.000 0.031
* Motorcycles
16 0.117 0.094 0.088 0.063 0.051 0.046 0.042 0.034 0.029 0.024
0.025 0.022 0.022 0.021 0.017 0.026 0.033 0.031 0.025 0.029
0.030 0.020 0.018 0.015 0.079

```
*
* Ventura County
* Calendar Year 2012
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Cal12Ven.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal12Ven.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 61.2 63.8 69.2 74.3 78.1 80.3 81.3 81.8 82. 81.7
80.7 79.1
76.5 73. 69.7 67.9 66.8 65.8 65.5 64.1 63.1 62.3 61.7 61.1

REG DISTRIBUTION  : Ventura.d
FUEL RVP          : 6.8
*********************************************************************

SCENARIO RECORD   : Ventura
CALENDAR YEAR     : 2012
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 52.5 50.1 44.6 38.3 34.2 32.4 32. 31.8 31.6 31.8 32.4
34.3
37.3 41.8 46.8 49.4 50.6 51.7 51.9 52.2 51.40 52. 52.5 52.8


END OF RUN
```

```
*
* Ventura County
* Calendar Year 2012
* No I/M Program
* Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: NO12VEN.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: VENTURA.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)

* ##########################
* Ventura
```

```
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year: 2012
                Month: July
              Altitude: Low
          Minimum Temperature: 61.1 (F)
          Maximum Temperature: 82.0 (F)
           Minimum Rel. Hum.: 31.6 (%)
           Maximum Rel. Hum.: 52.8 (%)
            Nominal Fuel RVP: 6.8 psi
              Weathered RVP: 6.8 psi
          Fuel Sulfur Content: 30. ppm

          Exhaust I/M Program: No
            Evap I/M Program: No
               ATP Program: No
            Reformulated Gas: No

    Vehicle Type:    LDGV   LDGT12   LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV      MC  All Veh
          GVWR:          <6000    >6000    (All)
               ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:  0.3289  0.3845  0.1471          0.0407  0.0003
0.0021  0.0912  0.0050  1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
   Composite VOC :    0.844   0.906   1.040   0.943   0.687   0.160
0.404   0.354    2.56    0.853
   Composite CO :     8.76   10.80   12.04   11.14    7.97   0.875   0.686
1.350   15.47   9.332
   Composite NOX :    0.644   0.892   1.247   0.990   1.538   0.349
0.673   5.405    1.44    1.303
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
     VOC  Start:   0.177   0.230   0.267   0.240          0.056   0.130
0.532
   VOC  Running:   0.174   0.229   0.318   0.254          0.104   0.274
1.389
```

VOC Total Exhaust: 0.351 0.459 0.585 0.494 0.192 0.160 0.404 0.354 1.92 0.429

CO Start: 2.41 3.81 3.99 3.86 0.348 0.264 3.869

CO Running: 6.34 6.98 8.05 7.28 0.526 0.422 11.605

CO Total Exhaust: 8.76 10.80 12.04 11.14 7.97 0.875 0.686 1.350 15.47 9.332

NOx Start: 0.129 0.208 0.245 0.218 0.015 0.024 0.494

NOx Running: 0.514 0.684 1.002 0.772 0.334 0.649 0.946

NOx Total Exhaust: 0.644 0.892 1.247 0.990 1.538 0.349 0.673 5.405 1.44 1.303

```
*
* Ventura County
* Calendar Year 2012
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Cal12Ven.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal12Ven.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 61.2 63.8 69.2 74.3 78.1 80.3 81.3 81.8 82. 81.7
80.7 79.1
76.5 73. 69.7 67.9 66.8 65.8 65.5 64.1 63.1 62.3 61.7 61.1

REG DISTRIBUTION  : Ventura.d
FUEL RVP          : 6.8
*********************************************************************

ANTI-TAMP PROG    :  74 73 50 22222 22222222 2 12 098. 22212222

*********************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*********************************************************************
I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*********************************************************************

I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
```

```
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*****************************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*****************************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0
I/M COMPLIANCE    : 5 98.0

*****************************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*****************************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*****************************************************************************
SCENARIO RECORD   : Ventura
CALENDAR YEAR     : 2012
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 52.5 50.1 44.6 38.3 34.2 32.4 32. 31.8 31.6 31.8 32.4
34.3
37.3 41.8 46.8 49.4 50.6 51.7 51.9 52.2 51.40 52. 52.5 52.8


END OF RUN
```

```
*
* Ventura County
* Calendar Year 2012
* California Enhanced Smog Check I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CAL12VEN.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: VENTURA.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.996    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D
```

```
* ##########################
* Ventura
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year: 2012
                  Month: July
                Altitude: Low
          Minimum Temperature: 61.1 (F)
          Maximum Temperature: 82.0 (F)
           Minimum Rel. Hum.: 31.6 (%)
           Maximum Rel. Hum.: 52.8 (%)
            Nominal Fuel RVP:  6.8 psi
              Weathered RVP:  6.8 psi
          Fuel Sulfur Content:  30. ppm

          Exhaust I/M Program: Yes
            Evap I/M Program: Yes
               ATP Program: Yes
            Reformulated Gas: No

    Vehicle Type:     LDGV   LDGT12   LDGT34     LDGT     HDGV     LDDV
LDDT     HDDV       MC  All Veh
          GVWR:           <6000    >6000    (All)
               ------   ------   ------   ------   ------   ------   ------   ------   ------   ----
--
  VMT Distribution:   0.3289   0.3845   0.1471          0.0407   0.0003
0.0021   0.0912   0.0050   1.0000
 ---------------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :     0.730    0.753    0.864    0.784    0.673   0.160
0.404    0.354     2.56    0.730
    Composite CO  :     6.50     8.05     9.14     8.35     7.54   0.875   0.686
1.350    15.47    7.089
    Composite NOX :     0.503    0.714    1.056    0.808    1.531   0.349
0.673    5.405     1.44    1.159
 ---------------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
```

VOC Start: 0.132 0.167 0.201 0.176 0.056 0.130
0.532
VOC Running: 0.110 0.143 0.212 0.162 0.104 0.274
1.389
VOC Total Exhaust: 0.241 0.310 0.413 0.339 0.178 0.160
0.404 0.354 1.92 0.310

CO Start: 2.20 3.24 3.40 3.28 0.348 0.264
3.869
CO Running: 4.30 4.82 5.74 5.07 0.526 0.422
11.605
CO Total Exhaust: 6.50 8.05 9.14 8.35 7.54 0.875 0.686
1.350 15.47 7.089

NOx Start: 0.110 0.177 0.213 0.187 0.015 0.024
0.494
NOx Running: 0.393 0.536 0.843 0.621 0.334 0.649
0.946
NOx Total Exhaust: 0.503 0.714 1.056 0.808 1.531 0.349
0.673 5.405 1.44 1.159

---

*
* Ventura County
* Calendar Year 2012
* Age distribution by Vehicle Class
*
REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.063 0.062 0.062 0.056 0.051 0.046 0.050 0.054 0.057 0.060
0.057 0.053 0.052 0.040 0.035 0.031 0.025 0.024 0.018 0.015
0.012 0.012 0.011 0.009 0.047
* LDT1
 2 0.054 0.052 0.053 0.050 0.046 0.041 0.044 0.047 0.045 0.056
0.060 0.095 0.077 0.066 0.033 0.024 0.021 0.018 0.015 0.012
0.008 0.009 0.008 0.008 0.057
* LDT2
 3 0.053 0.051 0.050 0.048 0.048 0.052 0.055 0.058 0.069 0.068
0.062 0.049 0.051 0.044 0.039 0.030 0.025 0.025 0.021 0.018
0.013 0.013 0.010 0.009 0.037
* LDT3
 4 0.049 0.047 0.046 0.046 0.050 0.054 0.057 0.059 0.089 0.081
0.069 0.058 0.040 0.032 0.039 0.039 0.023 0.025 0.019 0.011
0.009 0.007 0.007 0.007 0.038
* LDT4
 5 0.049 0.047 0.046 0.046 0.050 0.054 0.057 0.059 0.089 0.081
0.069 0.058 0.040 0.032 0.039 0.039 0.023 0.025 0.019 0.011
0.009 0.007 0.007 0.007 0.038
* HDV2B
 6 0.072 0.078 0.084 0.088 0.090 0.092 0.076 0.061 0.060 0.059
0.033 0.012 0.011 0.008 0.014 0.016 0.014 0.017 0.012 0.008
0.009 0.008 0.011 0.013 0.053
* HDV3
 7 0.055 0.059 0.064 0.069 0.074 0.078 0.069 0.060 0.055 0.044
0.038 0.022 0.055 0.050 0.014 0.027 0.024 0.023 0.018 0.014
0.011 0.012 0.015 0.011 0.039
* HDV4
 8 0.056 0.056 0.062 0.059 0.058 0.064 0.059 0.053 0.040 0.035
0.037 0.040 0.049 0.052 0.021 0.030 0.020 0.026 0.013 0.013
0.011 0.022 0.022 0.014 0.086
* HDV5
 9 0.056 0.056 0.062 0.059 0.058 0.064 0.059 0.053 0.040 0.035
0.037 0.040 0.049 0.052 0.021 0.030 0.020 0.026 0.013 0.013
0.011 0.022 0.022 0.014 0.086
* HDV6
10 0.056 0.056 0.062 0.059 0.058 0.064 0.059 0.053 0.040 0.035
0.037 0.040 0.049 0.052 0.021 0.030 0.020 0.026 0.013 0.013
0.011 0.022 0.022 0.014 0.086
* HDV7
```

11 0.056 0.056 0.062 0.059 0.058 0.064 0.059 0.053 0.040 0.035
0.037 0.040 0.049 0.052 0.021 0.030 0.020 0.026 0.013 0.013
0.011 0.022 0.022 0.014 0.086
* HDV8a
12 0.064 0.066 0.060 0.054 0.050 0.046 0.044 0.040 0.028 0.029
0.027 0.045 0.054 0.048 0.042 0.036 0.035 0.038 0.029 0.021
0.014 0.013 0.018 0.018 0.078
* HDV8b
13 0.064 0.066 0.060 0.054 0.050 0.046 0.044 0.040 0.028 0.029
0.027 0.045 0.054 0.048 0.042 0.036 0.035 0.038 0.029 0.021
0.014 0.013 0.018 0.018 0.078
* HDBS
14 0.006 0.006 0.006 0.006 0.003 0.003 0.003 0.003 0.000 0.024
0.063 0.027 0.036 0.042 0.036 0.027 0.098 0.054 0.024 0.015
0.033 0.060 0.074 0.065 0.289
* HDBT
15 0.038 0.038 0.038 0.038 0.038 0.038 0.038 0.000 0.013 0.038
0.026 0.026 0.090 0.064 0.038 0.051 0.038 0.064 0.038 0.000
0.013 0.026 0.051 0.000 0.154
* Motorcycles
16 0.104 0.102 0.093 0.086 0.076 0.065 0.066 0.066 0.050 0.081
0.063 0.026 0.021 0.014 0.010 0.009 0.008 0.006 0.005 0.004
0.004 0.003 0.003 0.003 0.031

Western Mojave Desert Federal Nonattainment Area

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2002
* No I/M Program
*
*
MOBILE6 INPUT FILE

REPORT FILE      : No02MDS.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02MDS.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.0 81.1 86.3   90.4 93.5 95.7 97.2 98.1 97.9
97.5 95.8 93.2
89.1 85.3 82.5 80.3 78.3 76.8 75.9 74.6 73.3 72.1 71.2 71.3

REG DISTRIBUTION  : ReMDSB02.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoMDS02
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 36.1 31.2 26.6 23.4 21.4 20.0 19.3 18.8 18.8 19.0 20.1
21.9
24.8 27.9 30.2 32.0 33.4 34.4 35.4 35.9 36.8 37.7 38.4 38.4

END OF RUN        :
```

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2002
* No I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02MDSB.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDSB02.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)

* ############################
* NoMDS02
* File 1, Run 1, Scenario 1.
* ############################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

             Calendar Year:  2002
```

Month: July
Altitude: Low
Minimum Temperature: 71.2 (F)
Maximum Temperature: 98.1 (F)
Minimum Rel. Hum.: 18.8 (%)
Maximum Rel. Hum.: 38.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4522	0.3044	0.1293		0.0325	0.0010	0.0022	0.0735	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.173	2.142	1.862	2.059	3.427	0.973	0.944	0.778	4.13	2.068
Composite CO :	22.66	24.22	21.90	23.53	41.87	2.048	1.658	4.262	21.52	22.237
Composite NOX :	1.534	1.586	1.619	1.596	5.521	1.790	1.620	16.746	1.30	2.808

Exhaust emissions (g/mi):

VOC Start:	0.636	0.635	0.448	0.579		0.433	0.420	0.810		
VOC Running:	0.619	0.678	0.657	0.672		0.540	0.524	1.734		
VOC Total Exhaust:	1.255	1.313	1.105	1.251	1.429	0.973	0.944	0.778	2.54	1.229
CO Start:	6.33	8.86	7.69	8.51		1.045	0.832	5.302		
CO Running:	16.34	15.36	14.21	15.02		1.003	0.826	16.214		

CO Total Exhaust: 22.66 24.22 21.90 23.53 41.87 2.048
1.658 4.262 21.52 22.237

NOx Start: 0.349 0.329 0.258 0.308 0.098 0.080
0.481
NOx Running: 1.185 1.257 1.361 1.288 1.692 1.539
0.824
NOx Total Exhaust: 1.534 1.586 1.619 1.596 5.521 1.790
1.620 16.746 1.30 2.808

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2002
* Federal Enhanced I/M Program
*


MOBILE6 INPUT FILE


REPORT FILE      : Fed02MDS.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02MDS.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.0 81.1 86.3   90.4 93.5 95.7 97.2 98.1 97.9
97.5 95.8 93.2
89.1 85.3 82.5 80.3 78.3 76.8 75.9 74.6 73.3 72.1 71.2 71.3

REG DISTRIBUTION  : ReMDSB02.d
FUEL RVP          : 6.8

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
```

I/M MODEL YEARS : 3 1986 2050
I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO REC : Fed02MDS
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 36.1 31.2 26.6 23.4 21.4 20.0 19.3 18.8 18.8 19.0 20.1
21.9
24.8 27.9 30.2 32.0 33.4 34.4 35.4 35.9 36.8 37.7 38.4 38.4

END OF RUN

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2002
* Federal Enhanced I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FED02MDS.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDSB02.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Fed02MDS
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
```

data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 71.2 (F)
Maximum Temperature: 98.1 (F)
Minimum Rel. Hum.: 18.8 (%)
Maximum Rel. Hum.: 38.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4522	0.3044	0.1293		0.0325	0.0010	0.0022	0.0735	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.794	1.776	1.649	1.738	3.427	0.973	0.944	0.778	4.13	1.757
Composite CO :	17.70	19.54	17.63	18.97	41.87	2.048	1.658	4.262	21.52	18.016
Composite NOX :	1.364	1.399	1.479	1.423	5.521	1.790	1.620	16.746	1.30	2.656

Exhaust emissions (g/mi):

VOC Start:	0.468	0.480	0.383	0.451		0.433	0.420	0.810		
VOC Running:	0.443	0.494	0.527	0.504		0.540	0.524	1.734		
VOC Total Exhaust:	0.911	0.974	0.909	0.955	1.429	0.973	0.944	0.778	2.54	0.945

CO Start: 4.47 6.54 5.46 6.22 1.045 0.832
5.302
CO Running: 13.23 12.99 12.18 12.75 1.003 0.826
16.214
CO Total Exhaust: 17.70 19.54 17.63 18.97 41.87 2.048
1.658 4.262 21.52 18.016

NOx Start: 0.349 0.329 0.258 0.308 0.098 0.080
0.481
NOx Running: 1.014 1.070 1.221 1.115 1.692 1.539
0.824
NOx Total Exhaust: 1.364 1.399 1.479 1.423 5.521 1.790
1.620 16.746 1.30 2.656

---

*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar year 2002
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*************************************************|************************
* LDV
 1 0.060 0.070 0.072 0.064 0.061 0.060 0.052 0.058 0.050 0.045
   0.042 0.045 0.041 0.044 0.037 0.033 0.026 0.022 0.017 0.011
   0.007 0.006 0.005 0.007 0.065
* LDT1
 2 0.075 0.072 0.063 0.062 0.046 0.053 0.042 0.046 0.047 0.042
   0.033 0.035 0.035 0.039 0.036 0.035 0.035 0.026 0.021 0.012
   0.010 0.008 0.007 0.010 0.111
* LDT2
 3 0.067 0.073 0.077 0.074 0.071 0.063 0.055 0.064 0.057 0.049
   0.040 0.037 0.036 0.034 0.027 0.024 0.025 0.017 0.013 0.008
   0.007 0.005 0.005 0.007 0.066
* LDT3
 4 0.114 0.124 0.080 0.069 0.079 0.082 0.054 0.058 0.044 0.035
   0.025 0.023 0.021 0.029 0.021 0.021 0.019 0.017 0.011 0.006
   0.005 0.004 0.005 0.010 0.046
* LDT4
 5 0.114 0.124 0.080 0.069 0.079 0.082 0.054 0.058 0.044 0.035
   0.025 0.023 0.021 0.029 0.021 0.021 0.019 0.017 0.011 0.006
   0.005 0.004 0.005 0.010 0.046
* HDV2B
 6 0.036 0.050 0.046 0.039 0.034 0.053 0.050 0.050 0.040 0.031
   0.028 0.034 0.058 0.076 0.049 0.052 0.056 0.037 0.028 0.014
   0.013 0.015 0.013 0.019 0.080
* HDV3
 7 0.014 0.025 0.056 0.087 0.041 0.082 0.066 0.071 0.052 0.047
   0.041 0.039 0.057 0.074 0.040 0.017 0.038 0.029 0.016 0.007
   0.008 0.007 0.009 0.012 0.067
* HDV4
 8 0.037 0.034 0.070 0.043 0.033 0.051 0.034 0.070 0.031 0.026
   0.023 0.029 0.051 0.037 0.027 0.035 0.022 0.026 0.028 0.010
   0.017 0.014 0.027 0.026 0.198
* HDV5
 9 0.037 0.034 0.070 0.043 0.033 0.051 0.034 0.070 0.031 0.026
   0.023 0.029 0.051 0.037 0.027 0.035 0.022 0.026 0.028 0.010
   0.017 0.014 0.027 0.026 0.198
* HDV6
10 0.037 0.034 0.070 0.043 0.033 0.051 0.034 0.070 0.031 0.026
   0.023 0.029 0.051 0.037 0.027 0.035 0.022 0.026 0.028 0.010
   0.017 0.014 0.027 0.026 0.198
* HDV7
11 0.037 0.034 0.070 0.043 0.033 0.051 0.034 0.070 0.031 0.026
```

0.023 0.029 0.051 0.037 0.027 0.035 0.022 0.026 0.028 0.010
0.017 0.014 0.027 0.026 0.198
* HDV8a
12 0.040 0.029 0.034 0.027 0.042 0.060 0.060 0.050 0.050 0.059
0.066 0.053 0.043 0.031 0.036 0.045 0.045 0.034 0.029 0.025
0.024 0.021 0.009 0.010 0.078
* HDV8b
13 0.040 0.029 0.034 0.027 0.042 0.060 0.060 0.050 0.050 0.059
0.066 0.053 0.043 0.031 0.036 0.045 0.045 0.034 0.029 0.025
0.024 0.021 0.009 0.010 0.078
* HDBS
14 0.025 0.016 0.067 0.027 0.031 0.022 0.049 0.055 0.029 0.045
0.041 0.043 0.115 0.078 0.039 0.043 0.057 0.033 0.014 0.008
0.010 0.014 0.012 0.016 0.110
* HDBT
15 0.000 0.129 0.000 0.032 0.113 0.129 0.016 0.177 0.113 0.097
0.032 0.032 0.032 0.016 0.000 0.016 0.016 0.016 0.000 0.000
0.000 0.016 0.016 0.000 0.000
* Motorcycles
16 0.129 0.096 0.089 0.063 0.049 0.044 0.040 0.030 0.027 0.026
0.020 0.019 0.020 0.016 0.017 0.029 0.035 0.038 0.027 0.030
0.031 0.019 0.021 0.013 0.072

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* No I/M Program
*


MOBILE6 INPUT FILE

REPORT FILE      : No20MDSB.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No20MDSB.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.0 81.1 86.3 90.4 93.5 95.7 97.2 98.1 97.9 97.5
95.8 93.2
89.1 85.3 82.5 80.3 78.3 76.8 75.9 74.6 73.8 72.1 71.2 71.3


REG DISTRIBUTION  : ReMDSB20.d
FUEL RVP          : 6.8

SCENARIO RECORD   : MDSB
CALENDAR YEAR     : 2020
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 36.1 31.2 26.6 23.4 21.4 20.0 19.3 18.8 18.8 19.0 20.1
21.9
24.8 27.9 30.2 32.0 33.4 34.4 35.4 35.9 36.8 37.7 38.4 38.4

END OF RUN        :
```

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* No I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO20MDSB.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDSB20.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

*##########################
* MDSB
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
```

M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2020
Month: July
Altitude: Low
Minimum Temperature: 71.2 (F)
Maximum Temperature: 98.1 (F)
Minimum Rel. Hum.: 18.8 (%)
Maximum Rel. Hum.: 38.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2865	0.4127	0.1577		0.0385	0.0003	0.0023	0.0971	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.552	0.695	0.752	0.710	0.456	0.094	0.220	0.267	2.63	0.620
Composite CO :	6.47	7.76	8.91	8.08	7.59	0.725	0.472	0.449	20.13	6.898
Composite NOX :	0.413	0.573	0.792	0.634	0.533	0.134	0.278	1.679	1.27	0.670

Exhaust emissions (g/mi):

VOC Start:	0.118	0.180	0.204	0.187		0.036	0.083	0.524		
VOC Running:	0.115	0.155	0.218	0.173		0.058	0.137	1.428		
VOC Total Exhaust:	0.233	0.335	0.423	0.359	0.111	0.094	0.220	0.267	1.95	0.312

CO Start: 1.49 2.50 2.78 2.58 0.300 0.190
4.421
CO Running: 4.98 5.27 6.13 5.50 0.426 0.282
15.709
CO Total Exhaust: 6.47 7.76 8.91 8.08 7.59 0.725 0.472
0.449 20.13 6.898

NOx Start: 0.080 0.144 0.167 0.150 0.008 0.013
0.444
NOx Running: 0.333 0.429 0.626 0.483 0.126 0.264
0.831
NOx Total Exhaust: 0.413 0.573 0.792 0.634 0.533 0.134
0.278 1.679 1.27 0.670

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : CEn20MDS.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CEn20MDS.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.0 81.1 86.3 90.4 93.5 95.7 97.2 98.1 97.9 97.5
95.8 93.2
89.1 85.3 82.5 80.3 78.3 76.8 75.9 74.6 73.8 72.1 71.2 71.3

REG DISTRIBUTION  : ReMDSB20.d
FUEL RVP          : 6.8
*********************************************************************
ANTI-TAMP PROG    :
74 73 50 22222 22222222 2 12 098. 22212222

*********************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*********************************************************************

I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*********************************************************************

I/M VEHICLES      : 1 22222 11111111 1
```

```
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*********************************************************************

I/M COMPLIANCE    : 1 97.0
I/M COMPLIANCE    : 2 97.0
I/M COMPLIANCE    : 3 97.0
I/M COMPLIANCE    : 4 97.0
I/M COMPLIANCE    : 5 97.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*********************************************************************
SCENARIO RECORD   : CEnMDS20
CALENDAR YEAR     : 2020
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 36.1 31.2 26.6 23.4 21.4 20.0 19.3 18.8 18.8 19.0 20.1
21.9
24.8 27.9 30.2 32.0 33.4 34.4 35.4 35.9 36.8 37.7 38.4 38.4

END OF RUN        :
```

```
*
*  Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
*  Calendar Year 2020
*  California Enhanced Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CEN20MDS.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDSB20.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* CEnMDS20
* File 1, Run 1, Scenario 1.
* ##########################
```

*** I/M credits for Tech1&2 vehicles were read from the following external data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2020
Month: July
Altitude: Low
Minimum Temperature: 71.2 (F)
Maximum Temperature: 98.1 (F)
Minimum Rel. Hum.: 18.8 (%)
Maximum Rel. Hum.: 38.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2865	0.4127	0.1577		0.0385	0.0003	0.0023	0.0971	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.434	0.540	0.573	0.549	0.446	0.094	0.220	0.267	2.63	0.494
Composite CO :	4.57	5.54	6.29	5.75	7.11	0.725	0.472	0.449	20.13	5.006
Composite NOX :	0.258	0.384	0.573	0.436	0.533	0.134	0.278	1.679	1.27	0.513

Exhaust emissions (g/mi):

VOC Start:	0.068	0.106	0.129	0.113		0.036	0.083	0.524		
VOC Running:	0.066	0.092	0.133	0.104		0.058	0.137	1.428		

VOC Total Exhaust: 0.134 0.199 0.262 0.216 0.106 0.094 0.220 0.267 1.95 0.202

CO Start: 1.28 1.92 2.12 1.97 0.300 0.190 4.421

CO Running: 3.29 3.62 4.18 3.77 0.426 0.282 15.709

CO Total Exhaust: 4.57 5.54 6.29 5.75 7.11 0.725 0.472 0.449 20.13 5.006

NOx Start: 0.048 0.098 0.121 0.104 0.008 0.013 0.444

NOx Running: 0.210 0.287 0.453 0.333 0.126 0.264 0.831

NOx Total Exhaust: 0.258 0.384 0.573 0.436 0.533 0.134 0.278 1.679 1.27 0.513

---

*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* Age Distribution by Vehicle Class

REG DIST

*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
******************************************************************************
* LDV
 1 0.066 0.065 0.062 0.060 0.058 0.056 0.054 0.054 0.051 0.048
   0.048 0.042 0.037 0.032 0.032 0.031 0.029 0.027 0.022 0.018
   0.017 0.012 0.010 0.009 0.062
* LDT1
 2 0.059 0.059 0.058 0.057 0.055 0.056 0.052 0.047 0.042 0.038
   0.035 0.031 0.028 0.025 0.025 0.026 0.019 0.022 0.021 0.036
   0.030 0.026 0.016 0.016 0.120
* LDT2
 3 0.061 0.059 0.057 0.054 0.052 0.053 0.050 0.050 0.047 0.043
   0.038 0.035 0.036 0.038 0.037 0.036 0.036 0.032 0.029 0.020
   0.022 0.018 0.015 0.011 0.070
* LDT3
 4 0.060 0.057 0.054 0.051 0.048 0.050 0.047 0.047 0.043 0.040
   0.041 0.044 0.045 0.046 0.044 0.042 0.045 0.034 0.032 0.027
   0.018 0.014 0.013 0.012 0.046
* LDT4
 5 0.060 0.057 0.054 0.051 0.048 0.050 0.047 0.047 0.043 0.040
   0.041 0.044 0.045 0.046 0.044 0.042 0.045 0.034 0.032 0.027
   0.018 0.014 0.013 0.012 0.046
* HDV2B
 6 0.055 0.053 0.049 0.046 0.047 0.052 0.057 0.061 0.063 0.065
   0.066 0.068 0.066 0.063 0.047 0.035 0.033 0.019 0.010 0.005
   0.004 0.003 0.002 0.003 0.026
* HDV3
 7 0.064 0.063 0.059 0.056 0.054 0.052 0.050 0.046 0.044 0.047
   0.050 0.047 0.046 0.049 0.042 0.035 0.032 0.022 0.015 0.010
   0.018 0.020 0.008 0.013 0.058
* HDV4
 8 0.056 0.055 0.052 0.050 0.054 0.059 0.057 0.050 0.051 0.055
   0.058 0.052 0.046 0.040 0.036 0.032 0.030 0.021 0.011 0.010
   0.018 0.016 0.009 0.010 0.071
* HDV5
 9 0.056 0.055 0.052 0.050 0.054 0.059 0.057 0.050 0.051 0.055
   0.058 0.052 0.046 0.040 0.036 0.032 0.030 0.021 0.011 0.010
   0.018 0.016 0.009 0.010 0.071
* HDV6
10 0.056 0.055 0.052 0.050 0.054 0.059 0.057 0.050 0.051 0.055
   0.058 0.052 0.046 0.040 0.036 0.032 0.030 0.021 0.011 0.010
   0.018 0.016 0.009 0.010 0.071
* HDV7
```

11 0.056 0.055 0.052 0.050 0.054 0.059 0.057 0.050 0.051 0.055
0.058 0.052 0.046 0.040 0.036 0.032 0.030 0.021 0.011 0.010
0.018 0.016 0.009 0.010 0.071
* HDV8a
12 0.061 0.061 0.060 0.060 0.061 0.066 0.062 0.057 0.052 0.048
0.044 0.040 0.036 0.032 0.029 0.025 0.017 0.019 0.014 0.019
0.023 0.020 0.014 0.012 0.069
* HDV8b
13 0.061 0.061 0.060 0.060 0.061 0.066 0.062 0.057 0.052 0.048
0.044 0.040 0.036 0.032 0.029 0.025 0.017 0.019 0.014 0.019
0.023 0.020 0.014 0.012 0.069
* HDBS
14 0.036 0.034 0.030 0.028 0.026 0.024 0.023 0.020 0.019 0.018
0.016 0.014 0.013 0.011 0.011 0.010 0.048 0.061 0.026 0.010
0.039 0.018 0.025 0.016 0.425
* HDBT
15 0.046 0.046 0.046 0.037 0.037 0.037 0.037 0.046 0.046 0.046
0.046 0.055 0.055 0.055 0.055 0.046 0.000 0.018 0.009 0.046
0.000 0.009 0.018 0.028 0.138
* Motorcycles
16 0.107 0.104 0.094 0.086 0.079 0.075 0.066 0.062 0.051 0.042
0.034 0.033 0.031 0.029 0.025 0.021 0.015 0.017 0.013 0.003
0.003 0.002 0.001 0.001 0.005

```
*
* Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2002
* No I/M Program


MOBILE6 INPUT FILE

REPORT FILE      : No02MDL.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02MDL.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.5 81.7 86.9   91.3 94.5 96.6 98.4 99.3 98.6
97.1 94.8 91.4
87.6 83.5 81.2 79.5 78.4 77.2 76.7 75.3 73.8 72.1 70.9 71.5

REG DISTRIBUTION  : ReMDLA02.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoMDL02
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.9 30.9 26.6 23.2 21.1 19.9 18.9 18.3 18.6 19.3 20.7
23.1
26.0 29.5 31.5 33.0 33.7 34.5 34.9 35.8 37.0 38.6 39.9 39.0

END OF RUN        :
```

```
*
* Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2002
* No I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02MDLA.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDLA02.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* NoMDL02
* File 1, Run 1, Scenario 1.
* ##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 70.9 (F)
Maximum Temperature: 99.3 (F)
Minimum Rel. Hum.: 18.3 (%)
Maximum Rel. Hum.: 39.9 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.3 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4542	0.3134	0.1201		0.0310	0.0009	0.0019	0.0737	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.022	1.897	2.170	1.973	3.575	0.914	0.915	0.784	4.46	1.966
Composite CO :	21.15	21.82	25.29	22.78	43.14	1.968	1.598	4.232	21.93	21.241
Composite NOX :	1.480	1.517	1.748	1.581	5.684	1.734	1.613	16.741	1.32	2.779

Exhaust emissions (g/mi):

VOC Start:	0.560	0.517	0.537	0.522		0.402	0.382	0.869		
VOC Running:	0.576	0.617	0.754	0.655		0.512	0.533	1.794		
VOC Total Exhaust:	1.136	1.134	1.291	1.177	1.489	0.914	0.915	0.784	2.66	1.146

CO Start: 5.55 7.25 9.28 7.81 0.990 0.763
5.562
CO Running: 15.60 14.57 16.01 14.97 0.977 0.835
16.368
CO Total Exhaust: 21.15 21.82 25.29 22.78 43.14 1.968
1.598 4.232 21.93 21.241

NOx Start: 0.320 0.302 0.302 0.302 0.093 0.073
0.496
NOx Running: 1.160 1.215 1.447 1.279 1.641 1.539
0.822
NOx Total Exhaust: 1.480 1.517 1.748 1.581 5.684 1.734
1.613 16.741 1.32 2.779

```
*
*  Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2002
* Federal Enhanced I/M Program

MOBILE6 INPUT FILE


REPORT FILE      : Fed02MDL.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02MDL.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.5 81.7 86.9   91.3 94.5 96.6 98.4 99.3 98.6
97.1 94.8 91.4
87.6 83.5 81.2 79.5 78.4 77.2 76.7 75.3 73.8 72.1 70.9 71.5

REG DISTRIBUTION  : ReMDLA02.d
FUEL RVP          : 6.8

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
I/M VEHICLES      : 3 22222 11111111 1
```

I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO REC : Fed02MDL
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 35.9 30.9 26.6 23.2 21.1 19.9 18.9 18.3 18.6 19.3 20.7
23.1
26.0 29.5 31.5 33.0 33.7 34.5 34.9 35.8 37.0 38.6 39.9 39.0

END OF RUN

```
*
*  Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FED02MDL.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDLA02.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ############################
```

```
* Fed02MDL
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
         there are no sales for vehicle class HDGV8b

             Calendar Year: 2002
                   Month: July
                Altitude: Low
          Minimum Temperature: 70.9 (F)
          Maximum Temperature: 99.3 (F)
           Minimum Rel. Hum.: 18.3 (%)
           Maximum Rel. Hum.: 39.9 (%)
            Nominal Fuel RVP: 6.8 psi
              Weathered RVP: 6.3 psi
          Fuel Sulfur Content: 279. ppm

          Exhaust I/M Program: Yes
            Evap I/M Program: Yes
               ATP Program: Yes
            Reformulated Gas: No

    Vehicle Type:    LDGV  LDGT12  LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV      MC  All Veh
         GVWR:          <6000   >6000   (All)
              ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:  0.4542  0.3134  0.1201          0.0310  0.0009
0.0019  0.0737  0.0048  1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :    1.686   1.591   1.896   1.676   3.575   0.914
0.915   0.784    4.46   1.685
    Composite CO :    16.84   18.04   20.00   18.58   43.14   1.968
1.598   4.232   21.93  17.463
    Composite NOX :    1.308   1.334   1.579   1.402   5.684   1.734
1.613  16.741    1.32   2.623
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
     VOC  Start:    0.420   0.402   0.455   0.416           0.402   0.382
0.869
```

VOC Running: 0.416 0.453 0.585 0.489 0.512 0.533 1.794
VOC Total Exhaust: 0.836 0.854 1.040 0.906 1.489 0.914 0.915 0.784 2.66 0.892

CO Start: 4.02 5.55 6.48 5.81 0.990 0.763 5.562
CO Running: 12.82 12.49 13.52 12.77 0.977 0.835 16.368
CO Total Exhaust: 16.84 18.04 20.00 18.58 43.14 1.968 1.598 4.232 21.93 17.463

NOx Start: 0.320 0.302 0.302 0.302 0.093 0.073 0.496
NOx Running: 0.988 1.032 1.278 1.100 1.641 1.539 0.822
NOx Total Exhaust: 1.308 1.334 1.579 1.402 5.684 1.734 1.613 16.741 1.32 2.623

---

*
* Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2002
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.063 0.070 0.076 0.066 0.062 0.059 0.051 0.058 0.050 0.047
   0.042 0.047 0.045 0.044 0.039 0.034 0.026 0.022 0.016 0.010
   0.007 0.005 0.004 0.005 0.053
* LDT1
 2 0.133 0.120 0.106 0.097 0.046 0.037 0.035 0.034 0.032 0.032
   0.023 0.023 0.022 0.023 0.021 0.021 0.019 0.014 0.012 0.008
   0.005 0.004 0.003 0.005 0.128
* LDT2
 3 0.061 0.065 0.074 0.067 0.071 0.063 0.061 0.065 0.065 0.059
   0.045 0.046 0.039 0.040 0.033 0.028 0.028 0.017 0.013 0.007
   0.006 0.004 0.003 0.004 0.036
* LDT3
 4 0.085 0.092 0.065 0.052 0.073 0.093 0.054 0.066 0.060 0.043
   0.032 0.028 0.032 0.031 0.029 0.025 0.021 0.015 0.014 0.007
   0.006 0.005 0.006 0.015 0.052
* LDT4
 5 0.085 0.092 0.065 0.052 0.073 0.093 0.054 0.066 0.060 0.043
   0.032 0.028 0.032 0.031 0.029 0.025 0.021 0.015 0.014 0.007
   0.006 0.005 0.006 0.015 0.052
* HDV2B
 6 0.013 0.029 0.024 0.025 0.037 0.055 0.050 0.061 0.047 0.047
   0.041 0.044 0.063 0.077 0.058 0.044 0.055 0.051 0.029 0.020
   0.016 0.015 0.014 0.019 0.065
* HDV3
 7 0.014 0.029 0.084 0.115 0.042 0.089 0.083 0.071 0.051 0.030
   0.032 0.039 0.062 0.047 0.029 0.023 0.027 0.021 0.020 0.015
   0.006 0.004 0.007 0.005 0.057
* HDV4
 8 0.028 0.044 0.066 0.066 0.039 0.051 0.030 0.057 0.033 0.028
   0.029 0.028 0.047 0.052 0.033 0.031 0.030 0.029 0.018 0.017
   0.015 0.018 0.020 0.019 0.170
* HDV5
 9 0.028 0.044 0.066 0.066 0.039 0.051 0.030 0.057 0.033 0.028
   0.029 0.028 0.047 0.052 0.033 0.031 0.030 0.029 0.018 0.017
   0.015 0.018 0.020 0.019 0.170
* HDV6
10 0.028 0.044 0.066 0.066 0.039 0.051 0.030 0.057 0.033 0.028
   0.029 0.028 0.047 0.052 0.033 0.031 0.030 0.029 0.018 0.017
   0.015 0.018 0.020 0.019 0.170
* HDV7
11 0.028 0.044 0.066 0.066 0.039 0.051 0.030 0.057 0.033 0.028
```

0.029 0.028 0.047 0.052 0.033 0.031 0.030 0.029 0.018 0.017
0.015 0.018 0.020 0.019 0.170
* HDV8a
12 0.042 0.028 0.036 0.026 0.047 0.060 0.059 0.049 0.050 0.058
0.066 0.056 0.042 0.030 0.034 0.045 0.047 0.033 0.028 0.025
0.023 0.020 0.009 0.010 0.078
* HDV8b
13 0.042 0.028 0.036 0.026 0.047 0.060 0.059 0.049 0.050 0.058
0.066 0.056 0.042 0.030 0.034 0.045 0.047 0.033 0.028 0.025
0.023 0.020 0.009 0.010 0.078
* HDBS
14 0.000 0.013 0.016 0.022 0.109 0.029 0.013 0.006 0.013 0.038
0.019 0.048 0.157 0.038 0.064 0.073 0.032 0.022 0.019 0.000
0.006 0.000 0.003 0.054 0.204
* HDBT
15 0.000 0.000 0.000 0.000 0.000 0.000 0.107 0.000 0.107 0.000
0.393 0.000 0.107 0.143 0.107 0.000 0.000 0.000 0.000 0.000
0.036 0.000 0.000 0.000 0.000
* Motorcycles
16 0.125 0.103 0.079 0.049 0.041 0.038 0.033 0.033 0.027 0.024
0.020 0.020 0.023 0.022 0.019 0.029 0.037 0.040 0.033 0.040
0.037 0.021 0.020 0.018 0.071

```
*
* Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2020
* No I/M Program


MOBILE6 INPUT FILE

REPORT FILE      : No20MDLA.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No20MDLA.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.5 81.7 86.9 91.3 94.5 96.6 98.4 99.3 98.6 97.1
94.8 91.4
87.6 83.5 81.2 79.5 78.4 77.2 76.7 75.3 73.8 72.1 70.9 71.5



REG DISTRIBUTION  : ReMDLA20.d
FUEL RVP          : 6.8

SCENARIO RECORD   : MDLA
CALENDAR YEAR     : 2020
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.9 30.9 26.6 23.2 21.1 19.9 18.9 18.3 18.6 19.3 20.7
23.1
26.0 29.5 31.5 33.0 33.7 34.5 34.9 35.8 37.0 38.6 39.9 39.0

END OF RUN       :
```

```
*
* Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2020
* No I/M Program
* Output File


*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: NO20MDLA.IN (file 1, run 1).                                    *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDLA20.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.696    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* ############################
* MDLA
* File 1, Run 1, Scenario 1.
* ############################
 M 48 Warning:
```

there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2020
Month: July
Altitude: Low
Minimum Temperature: 70.9 (F)
Maximum Temperature: 99.3 (F)
Minimum Rel. Hum.: 18.3 (%)
Maximum Rel. Hum.: 39.9 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.3 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2871	0.4172	0.1586		0.0378	0.0003	0.0023	0.0919	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.535	0.658	0.759	0.685	0.528	0.092	0.219	0.266	2.66	0.606
Composite CO :	6.29	7.56	8.70	7.87	7.58	0.714	0.473	0.468	20.08	6.766
Composite NOX :	0.395	0.549	0.765	0.608	0.620	0.130	0.277	1.787	1.27	0.658

Exhaust emissions (g/mi):

VOC Start:	0.114	0.171	0.200	0.179		0.035	0.084	0.516		
VOC Running:	0.111	0.150	0.211	0.167		0.057	0.136	1.424		
VOC Total Exhaust:	0.225	0.322	0.412	0.346	0.117	0.092	0.219	0.266	1.94	0.303

CO Start: 1.45 2.41 2.75 2.50 0.293 0.192
4.372
CO Running: 4.83 5.15 5.95 5.37 0.421 0.281
15.708
CO Total Exhaust: 6.29 7.56 8.70 7.87 7.58 0.714 0.473
0.468 20.08 6.766

NOx Start: 0.076 0.136 0.162 0.143 0.007 0.014
0.439
NOx Running: 0.319 0.413 0.603 0.465 0.122 0.264
0.829
NOx Total Exhaust: 0.395 0.549 0.765 0.608 0.620 0.130
0.277 1.787 1.27 0.658

```
*
*  Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2020
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : CEn20MDL.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CEn20MDL.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.5 81.7 86.9 91.3 94.5 96.6 98.4 99.3 98.6 97.1
94.8 91.4
87.6 83.5 81.2 79.5 78.4 77.2 76.7 75.3 73.8 72.1 70.9 71.5

REG DISTRIBUTION  : ReMDLA20.d
FUEL RVP          : 6.8
*****************************************************************

ANTI-TAMP PROG    :
74 73 50 22222 22222222 2 12 098. 22212222

*****************************************************************
**LDV I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM       : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM       : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM       : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 5 1984 2050 2 TRC GC

*****************************************************************
I/M MODEL YEARS   : 1 1978 1995
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1996 2050
I/M MODEL YEARS   : 4 1978 2050
I/M MODEL YEARS   : 5 1996 2050

*****************************************************************

I/M VEHICLES      : 1 22222 11111111 1
```

```
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*********************************************************************

I/M COMPLIANCE    : 1 97.0
I/M COMPLIANCE    : 2 97.0
I/M COMPLIANCE    : 3 97.0
I/M COMPLIANCE    : 4 97.0
I/M COMPLIANCE    : 5 97.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*********************************************************************
SCENARIO RECORD   : CEnMDL20
CALENDAR YEAR     : 2020
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.9 30.9 26.6 23.2 21.1 19.9 18.9 18.3 18.6 19.3 20.7
23.1
26.0 29.5 31.5 33.0 33.7 34.5 34.9 35.8 37.0 38.6 39.9 39.0

END OF RUN        :
```

```
*
*  Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2020
* California Enhanced Smog Check I/M Program
* Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: CEN20MDL.IN (file 1, run 1).                          *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: REMDLA20.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.696    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* CEnMDL20
* File 1, Run 1, Scenario 1.
* ##########################
```

*** I/M credits for Tech1&2 vehicles were read from the following external data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2020
Month: July
Altitude: Low
Minimum Temperature: 70.9 (F)
Maximum Temperature: 99.3 (F)
Minimum Rel. Hum.: 18.3 (%)
Maximum Rel. Hum.: 39.9 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.3 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2871	0.4172	0.1586		0.0378	0.0003	0.0023	0.0919	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.423	0.511	0.589	0.533	0.516	0.092	0.219	0.266	2.66	0.486
Composite CO :	4.49	5.43	6.22	5.65	7.13	0.714	0.473	0.468	20.08	4.952
Composite NOX :	0.249	0.369	0.564	0.423	0.620	0.130	0.277	1.787	1.27	0.509

Exhaust emissions (g/mi):

VOC Start:	0.066	0.102	0.129	0.109	0.035	0.084	0.516	
VOC Running:	0.064	0.091	0.131	0.102	0.057	0.136	1.424	

VOC Total Exhaust: 0.130 0.193 0.260 0.211 0.112 0.092 0.219 0.266 1.94 0.198

CO Start: 1.26 1.86 2.10 1.93 0.293 0.192 4.372

CO Running: 3.23 3.56 4.12 3.72 0.421 0.281 15.708

CO Total Exhaust: 4.49 5.43 6.22 5.65 7.13 0.714 0.473 0.468 20.08 4.952

NOx Start: 0.046 0.092 0.120 0.100 0.007 0.014 0.439

NOx Running: 0.202 0.277 0.445 0.323 0.122 0.264 0.829

NOx Total Exhaust: 0.249 0.369 0.564 0.423 0.620 0.130 0.277 1.787 1.27 0.509

```
*
* Western Mojave Desert - Los Angeles County (Mojave Desert Air Basin)
* Calendar Year 2020
* Age Distribution by Vehicle Class

REG DIST

*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
*  1  LDV   Light-Duty Vehicles (Passenger Cars)
*  2  LDT1  Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2  Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3  Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4  Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
```

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.068 0.067 0.063 0.061 0.059 0.064 0.061 0.057 0.054 0.049
   0.043 0.038 0.033 0.029 0.029 0.029 0.026 0.024 0.021 0.017
   0.016 0.012 0.010 0.008 0.062
* LDT1
 2 0.061 0.061 0.059 0.058 0.056 0.061 0.058 0.052 0.047 0.042
   0.037 0.033 0.029 0.026 0.026 0.027 0.026 0.026 0.026 0.042
   0.035 0.029 0.013 0.009 0.064
* LDT2
 3 0.063 0.061 0.058 0.056 0.055 0.060 0.055 0.050 0.047 0.044
   0.040 0.037 0.034 0.031 0.031 0.031 0.034 0.030 0.026 0.019
   0.020 0.017 0.015 0.012 0.076
* LDT3
 4 0.063 0.061 0.057 0.054 0.053 0.058 0.053 0.048 0.044 0.041
   0.038 0.035 0.035 0.037 0.036 0.035 0.041 0.033 0.029 0.025
   0.018 0.014 0.015 0.016 0.061
* LDT4
 5 0.063 0.061 0.057 0.054 0.053 0.058 0.053 0.048 0.044 0.041
   0.038 0.035 0.035 0.037 0.036 0.035 0.041 0.033 0.029 0.025
   0.018 0.014 0.015 0.016 0.061
* HDV2B
 6 0.060 0.057 0.054 0.052 0.053 0.058 0.053 0.047 0.051 0.054
   0.056 0.058 0.058 0.057 0.043 0.033 0.030 0.020 0.013 0.008
   0.007 0.005 0.005 0.007 0.064
* HDV3
 7 0.062 0.062 0.058 0.054 0.053 0.050 0.046 0.042 0.044 0.048
   0.050 0.053 0.055 0.055 0.044 0.034 0.036 0.022 0.015 0.011
   0.016 0.022 0.008 0.011 0.048
* HDV4
 8 0.069 0.067 0.066 0.063 0.057 0.052 0.047 0.043 0.042 0.040
   0.042 0.039 0.040 0.041 0.035 0.029 0.029 0.018 0.013 0.016
   0.021 0.020 0.013 0.013 0.086
* HDV5
 9 0.069 0.067 0.066 0.063 0.057 0.052 0.047 0.043 0.042 0.040
   0.042 0.039 0.040 0.041 0.035 0.029 0.029 0.018 0.013 0.016
   0.021 0.020 0.013 0.013 0.086
* HDV6
10 0.069 0.067 0.066 0.063 0.057 0.052 0.047 0.043 0.042 0.040
   0.042 0.039 0.040 0.041 0.035 0.029 0.029 0.018 0.013 0.016
   0.021 0.020 0.013 0.013 0.086
* HDV7
```

11 0.069 0.067 0.066 0.063 0.057 0.052 0.047 0.043 0.042 0.040
0.042 0.039 0.040 0.041 0.035 0.029 0.029 0.018 0.013 0.016
0.021 0.020 0.013 0.013 0.086
* HDV8a
12 0.048 0.049 0.048 0.048 0.054 0.059 0.054 0.051 0.051 0.054
0.059 0.052 0.045 0.040 0.034 0.028 0.019 0.021 0.015 0.021
0.026 0.021 0.015 0.013 0.076
* HDV8b
13 0.048 0.049 0.048 0.048 0.054 0.059 0.054 0.051 0.051 0.054
0.059 0.052 0.045 0.040 0.034 0.028 0.019 0.021 0.015 0.021
0.026 0.021 0.015 0.013 0.076
* HDBS
14 0.052 0.052 0.049 0.049 0.044 0.049 0.044 0.040 0.036 0.032
0.034 0.031 0.028 0.024 0.023 0.019 0.005 0.002 0.005 0.006
0.008 0.010 0.050 0.018 0.293
* HDBT
15 0.041 0.041 0.031 0.031 0.031 0.031 0.031 0.031 0.021 0.021
0.021 0.021 0.021 0.021 0.021 0.000 0.034 0.072 0.000 0.000
0.000 0.000 0.000 0.000 0.175
* Motorcycles
16 0.108 0.105 0.095 0.087 0.079 0.079 0.071 0.060 0.052 0.044
0.035 0.030 0.026 0.024 0.022 0.019 0.013 0.017 0.013 0.005
0.004 0.002 0.001 0.001 0.007

San Diego Federal Nonattainment Area

```
*
* San Diego County
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE       : NoB02SD.out
DATABASE OUTPUT   :
WITH FIELDNAMES   :
EMISSIONS TABLE   : NoB02SD.tb1
POLLUTANTS        : HC NOX CO
RUN DATA

EXPAND EXHAUST    :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 62.7 65.6 71.1 76.7 81.2 83.9 85.1 85.3 85.3 84.4
83.5 81.5
78.6 75.2 72.3 70.3 69. 67.9 67.2 64.4 63.8 63.3 62.9 62.4
REG DISTRIBUTION  : Sandgo.d
FUEL RVP          : 6.8
**********************************************************************

SCENARIO RECORD   : San Diego County
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.8 45.9 41.5 34.8 30.2 27.6 27. 26.7 26.5 27.1 28.
29.8
33.1 37.9 42.2 44.7 45.8 46. 46.1 48.8 48.2 48.2 48. 48.4

END OF RUN        :
```

```
*
*  San Diego County
*  Calendar Year 2002
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NOB02SD.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SANDGO.D
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)

*##########################
* San Diego County
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
         there are no sales for vehicle class HDGV8b

                Calendar Year:  2002
                     Month:  July
                   Altitude:  Low
```

Minimum Temperature: 62.4 (F)
Maximum Temperature: 85.3 (F)
Minimum Rel. Hum.: 26.5 (%)
Maximum Rel. Hum.: 48.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4423	0.3187	0.1253		0.0315	0.0008	0.0020	0.0745	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.738	1.465	1.595	1.502	2.437	0.886	0.737	0.788	3.62	1.591
Composite CO :	18.43	18.42	19.38	18.69	27.52	1.930	1.314	4.182	17.07	17.717
Composite NOX :	1.428	1.417	1.583	1.464	5.476	1.711	1.467	15.993	1.44	2.658

Exhaust emissions (g/mi):

VOC Start:	0.515	0.399	0.415	0.403		0.387	0.271	0.769		
VOC Running:	0.511	0.524	0.601	0.546		0.498	0.465	1.618		
VOC Total Exhaust:	1.026	0.923	1.016	0.949	1.102	0.886	0.737	0.788	2.39	0.982
CO Start:	5.56	6.08	6.83	6.29		0.965	0.558	4.592		
CO Running:	12.88	12.34	12.54	12.40		0.965	0.756	12.481		
CO Total Exhaust:	18.43	18.42	19.38	18.69	27.52	1.930	1.314	4.182	17.07	17.717

NOx Start: 0.335 0.271 0.262 0.269 0.091 0.054 0.517

NOx Running: 1.094 1.146 1.321 1.195 1.620 1.412 0.926

NOx Total Exhaust: 1.428 1.417 1.583 1.464 5.476 1.711 1.467 15.993 1.44 2.658

```
*
* San Diego County
* Calendar Year 2002
* Federal Enhanced I/M Program
*
MOBILE6 INPUT FILE

REPORT FILE      : Fed02SD.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02SD.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 62.7 65.6 71.1 76.7 81.2 83.9 85.1 85.3 85.3 84.4
83.5 81.5
78.6 75.2 72.3 70.3 69.0 67.9 67.2 64.4 63.8 63.3 62.9 62.4

REG DISTRIBUTION  : Sandgo.d
FUEL RVP          : 6.8
*****************************************************************

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
I/M VEHICLES      : 3 22222 11111111 1
```

I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO RECORD : San Diego County
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 47.8 45.9 41.5 34.8 30.2 27.6 27. 26.7 26.5 27.1 28.
29.8
33.1 37.9 42.2 44.7 45.8 46. 46.1 48.8 48.2 48.2 48. 48.4
END OF RUN

```
*
*  San Diego County
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: FED02SD.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: SANDGO.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* San Diego County
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
 M 48 Warning:
```

there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 62.4 (F)
Maximum Temperature: 85.3 (F)
Minimum Rel. Hum.: 26.5 (%)
Maximum Rel. Hum.: 48.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
VMT Distribution:	0.4423	0.3187	0.1253		0.0315	0.0008	0.0020	0.0745	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.460	1.246	1.407	1.291	2.437	0.886	0.737	0.788	3.62	1.374
Composite CO :	14.79	15.63	15.97	15.72	27.52	1.930	1.314	4.182	17.07	14.789
Composite NOX :	1.263	1.247	1.443	1.302	5.476	1.711	1.467	15.993	1.44	2.513

Exhaust emissions (g/mi):

VOC Start:	0.394	0.324	0.358	0.334		0.387	0.271	0.769		
VOC Running:	0.369	0.390	0.479	0.415		0.498	0.465	1.618		
VOC Total Exhaust:	0.763	0.714	0.837	0.749	1.102	0.886	0.737	0.788	2.39	0.777
CO Start:	4.31	5.07	5.21	5.11		0.965	0.558	4.592		

CO Running: 10.48 10.56 10.75 10.61 0.965 0.756
12.481
CO Total Exhaust: 14.79 15.63 15.97 15.72 27.52 1.930
1.314 4.182 17.07 14.789

NOx Start: 0.335 0.271 0.262 0.269 0.091 0.054
0.517
NOx Running: 0.929 0.976 1.180 1.034 1.620 1.412
0.926
NOx Total Exhaust: 1.263 1.247 1.443 1.302 5.476 1.711
1.467 15.993 1.44 2.513

---

*
* San Diego County
* Calendar Year 2002
* Age distribution by Vehicle Class

REG DIST
*
* This file contains the default values derived from EMFAC 2007 V2.3 (Nov06) for the
* distribution of * vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
************************************************************************************************
* LDV
 1 0.063 0.071 0.075 0.066 0.064 0.064 0.056 0.063 0.053 0.049
0.043 0.046 0.045 0.042 0.034 0.032 0.025 0.020 0.015 0.009
0.007 0.005 0.004 0.005 0.046
* LDT1
 2 0.139 0.130 0.117 0.106 0.056 0.043 0.040 0.037 0.032 0.032
0.021 0.022 0.020 0.021 0.019 0.019 0.018 0.015 0.011 0.006
0.006 0.004 0.003 0.004 0.079
* LDT2
 3 0.068 0.075 0.084 0.076 0.084 0.073 0.063 0.067 0.062 0.057
0.042 0.041 0.035 0.035 0.028 0.025 0.024 0.015 0.011 0.005
0.004 0.003 0.002 0:002 0.021
* LDT3
 4 0.123 0.113 0.082 0.072 0.079 0.091 0.051 0.058 0.048 0.033
0.027 0.023 0.023 0.026 0.025 0.019 0.019 0.015 0.011 0.006
0.004 0.003 0.004 0.009 0.035
* LDT4
 5 0.123 0.113 0.082 0.072 0.079 0.091 0.051 0.058 0.048 0.033
0.027 0.023 0.023 0.026 0.025 0.019 0.019 0.015 0.011 0.006
0.004 0.003 0.004 0.009 0.035
* HDV2B
 6 0.016 0.033 0.033 0.033 0.053 0.074 0.058 0.071 0.048 0.040
0.043 0.039 0.059 0.071 0.048 0.043 0.048 0.044 0.027 0.016
0.013 0.015 0.013 0.014 0.048
* HDV3
 7 0.014 0.028 0.098 0.116 0.049 0.084 0.059 0.062 0.055 0.046
0.036 0.035 0.051 0.052 0.034 0.021 0.039 0.025 0.017 0.008
0.007 0.004 0.006 0.007 0.048
* HDV4
 8 0.049 0.073 0.092 0.097 0.058 0.058 0.038 0.056 0.039 0.030
0.026 0.031 0.044 0.038 0.034 0.027 0.020 0.018 0.016 0.008
0.008 0.010 0.014 0.015 0.099
* HDV5
 9 0.049 0.073 0.092 0.097 0.058 0.058 0.038 0.056 0.039 0.030
0.026 0.031 0.044 0.038 0.034 0.027 0.020 0.018 0.016 0.008
0.008 0.010 0.014 0.015 0.099
* HDV6
10 0.049 0.073 0.092 0.097 0.058 0.058 0.038 0.056 0.039 0.030
0.026 0.031 0.044 0.038 0.034 0.027 0.020 0.018 0.016 0.008
0.008 0.010 0.014 0.015 0.099
```

* HDV7
11 0.049 0.073 0.092 0.097 0.058 0.058 0.038 0.056 0.039 0.030
0.026 0.031 0.044 0.038 0.034 0.027 0.020 0.018 0.016 0.008
0.008 0.010 0.014 0.015 0.099
* HDV8a
12 0.037 0.035 0.036 0.031 0.041 0.050 0.054 0.044 0.043 0.050
0.053 0.044 0.042 0.038 0.047 0.044 0.042 0.035 0.033 0.028
0.021 0.019 0.013 0.015 0.105
* HDV8b
13 0.037 0.035 0.036 0.031 0.041 0.050 0.054 0.044 0.043 0.050
0.053 0.044 0.042 0.038 0.047 0.044 0.042 0.035 0.033 0.028
0.021 0.019 0.013 0.015 0.105
* HDBS
14 0.026 0.046 0.072 0.060 0.070 0.080 0.124 0.050 0.031 0.034
0.017 0.044 0.055 0.037 0.035 0.039 0.045 0.017 0.010 0.006
0.007 0.004 0.002 0.004 0.086
* HDBT
15 0.000 0.096 0.169 0.054 0.025 0.022 0.000 0.021 0.008 0.069
0.040 0.149 0.019 0.039 0.006 0.019 0.006 0.024 0.009 0.066
0.017 0.030 0.000 0.000 0.112
* Motorcycles
16 0.137 0.103 0.085 0.064 0.053 0.042 0.045 0.038 0.031 0.027
0.022 0.020 0.019 0.019 0.016 0.021 0.032 0.034 0.023 0.028
0.030 0.018 0.016 0.012 0.067

```
*
* San Diego County
* Calendar Year 2008
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : NO08SD.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : NO08SD.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 62.7 65.6 71.1 76.7 81.2 83.9 85.1 85.3 85.3 84.4
83.5 81.5
78.6 75.2 72.3 70.3 69. 67.9 67.2 64.4 63.8 63.3 62.9 62.4
REG DISTRIBUTION  : Sandgo.d
FUEL RVP         : 6.8
*********************************************************************

SCENARIO RECORD   : San Diego County
CALENDAR YEAR     : 2008
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.8 45.9 41.5 34.8 30.2 27.6 27. 26.7 26.5 27.1 28.
29.8
33.1 37.9 42.2 44.7 45.8 46. 46.1 48.8 48.2 48.2 48. 48.4

END OF RUN       :
```

```
*
*  San Diego County
*  Calendar Year 2008
*  No I/M Program
*  Output File

*********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                    *
* Input file: NO08SD.IN (file 1, run 1).                                        *
*********************************************************************************

* Reading Registration Distributions from the following external
* data file: SANDGO.D
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)

* ##########################
* San Diego County
* File 1, Run 1, Scenario 1.
* ##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2008
Month: July
Altitude: Low
Minimum Temperature: 62.4 (F)
Maximum Temperature: 85.3 (F)
Minimum Rel. Hum.: 26.5 (%)
Maximum Rel. Hum.: 48.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3635	0.3639	0.1453		0.0384	0.0004	0.0022	0.0812	0.0052	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.059	0.966	0.987	0.972	1.041	0.466	0.469	0.473	2.65	0.973
Composite CO :	10.25	11.60	11.62	11.61	11.22	1.383	0.788	2.439	15.92	10.348
Composite NOX :	0.828	1.024	1.281	1.098	2.790	1.011	0.889	9.407	1.40	1.740

Exhaust emissions (g/mi):

VOC Start:	0.229	0.243	0.246	0.244		0.203	0.144	0.517		
VOC Running:	0.232	0.263	0.313	0.277		0.263	0.325	1.416		
VOC Total Exhaust:	0.460	0.506	0.559	0.521	0.371	0.466	0.469	0.473	1.93	0.497

CO Start: 2.76 3.98 3.75 3.92 0.661 0.295
3.762
CO Running: 7.48 7.62 7.87 7.69 0.721 0.493
12.160
CO Total Exhaust: 10.25 11.60 11.62 11.61 11.22 1.383
0.788 2.439 15.92 10.348

NOx Start: 0.150 0.195 0.205 0.198 0.057 0.029
0.469
NOx Running: 0.678 0.829 1.076 0.900 0.955 0.860
0.933
NOx Total Exhaust: 0.828 1.024 1.281 1.098 2.790 1.011
0.889 9.407 1.40 1.740

```
*
* San Diego County
* Calendar Year 2008
* California Enhanced Smog Check I/M Program

MOBILE6 INPUT FILE

REPORT FILE      : Fed08SD.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed08SD.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 62.7 65.6 71.1 76.7 81.2 83.9 85.1 85.3 85.3 84.4
83.5 81.5
78.6 75.2 72.3 70.3 69. 67.9 67.2 64.4 63.8 63.3 62.9 62.4
REG DISTRIBUTION  : Sandgo.d
FUEL RVP         : 6.8
*****************************************************************

ANTI-TAMP PROG   : 74 73 50 22222 22222222 2 12 098. 22212222

*****************************************************************
**LDV I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM      : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM      : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM      : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 5 1984 2050 2 TRC GC

*****************************************************************

I/M MODEL YEARS  : 1 1978 1995
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1996 2050
I/M MODEL YEARS  : 4 1978 2050
I/M MODEL YEARS  : 5 1996 2050

*****************************************************************

I/M VEHICLES     : 1 22222 11111111 1
I/M VEHICLES     : 2 22222 11111111 1
```

```
I/M VEHICLES      : 3 22222 11111111 1
I/M VEHICLES      : 4 11111 22222222 2
I/M VEHICLES      : 5 11111 22222222 2

*******************************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5
I/M STRINGENCY    : 5 30.5

*******************************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0
I/M COMPLIANCE    : 5 98.0

*******************************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242
I/M WAIVER RATES  : 5 0.242 0.242

*******************************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6
I/M GRACE PERIOD  : 5 6

*******************************************************************************

SCENARIO RECORD   : San Diego County
CALENDAR YEAR     : 2008
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.8 45.9 41.5 34.8 30.2 27.6 27. 26.7 26.5 27.1 28.
29.8
33.1 37.9 42.2 44.7 45.8 46. 46.1 48.8 48.2 48.2 48. 48.4

END OF RUN        :
```

```
*
*  San Diego County
*  Calendar Year 2008
*  California Enhanced Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FED08SD.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SANDGO.D
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D

* ##########################
* San Diego County
```

```
* File 1, Run 1, Scenario 1.
*########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year: 2008
                  Month: July
               Altitude: Low
        Minimum Temperature: 62.4 (F)
        Maximum Temperature: 85.3 (F)
         Minimum Rel. Hum.: 26.5 (%)
         Maximum Rel. Hum.: 48.8 (%)
          Nominal Fuel RVP:  6.8 psi
            Weathered RVP:  6.7 psi
        Fuel Sulfur Content:  30. ppm

        Exhaust I/M Program: Yes
          Evap I/M Program: Yes
             ATP Program: Yes
          Reformulated Gas: No

    Vehicle Type:    LDGV  LDGT12  LDGT34    LDGT    HDGV    LDDV
LDDT    HDDV      MC  All Veh
          GVWR:          <6000   >6000    (All)
               ------  ------  ------  ------  ------  ------  ------  ------  ------  ----
--
  VMT Distribution:   0.3635  0.3639  0.1453          0.0384  0.0004
0.0022  0.0812  0.0052  1.0000
 ---------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :     0.922    0.825    0.859    0.835    1.013   0.466
0.469    0.473    2.65    0.852
    Composite CO :     7.78     9.20     9.56     9.30    10.51    1.383   0.788
2.439    15.92    8.254
    Composite NOX :     0.681    0.881    1.159    0.960    2.772   1.011
0.889    9.407    1.40    1.616
 ---------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
      VOC  Start:    0.179    0.193    0.205    0.196          0.203   0.144
0.517
    VOC  Running:    0.147    0.174    0.229    0.189          0.263   0.325
1.416
```

VOC Total Exhaust: 0.326 0.367 0.433 0.386 0.345 0.466 0.469 0.473 1.93 0.378

CO Start: 2.45 3.51 3.35 3.47 0.661 0.295 3.762

CO Running: 5.33 5.69 6.20 5.84 0.721 0.493 12.160

CO Total Exhaust: 7.78 9.20 9.56 9.30 10.51 1.383 0.788 2.439 15.92 8.254

NOx Start: 0.139 0.178 0.189 0.181 0.057 0.029 0.469

NOx Running: 0.542 0.703 0.969 0.779 0.955 0.860 0.933

NOx Total Exhaust: 0.681 0.881 1.159 0.960 2.772 1.011 0.889 9.407 1.40 1.616

---

*
* San Diego County
* Calendar Year 2008
* Age distribution by Vehicle Class
*
REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution *of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
************************************************************************************************
***
* LDV
 1 0.0575 0.0559 0.0574 0.0625 0.0612 0.0655 0.0642 0.0660 0.0668 0.0552
0.0509 0.0461 0.0379 0.0400 0.0314 0.0269 0.0220 0.0214 0.0184 0.0158
0.0119 0.0106 0.0082 0.0068 0.0395
* LDT1
 2 0.0469 0.0448 0.0456 0.0497 0.0536 0.0649 0.0688 0.1154 0.1049 0.0926
0.0462 0.0341 0.0301 0.0254 0.0220 0.0189 0.0128 0.0129 0.0108 0.0105
0.0090 0.0087 0.0082 0.0068 0.0563
* LDT2
 3 0.0533 0.0583 0.0619 0.0656 0.0795 0.0746 0.0762 0.0604 0.0671 0.0573
0.0556 0.0451 0.0367 0.0363 0.0314 0.0270 0.0189 0.0179 0.0137 0.0131
0.0097 0.0088 0.0080 0.0050 0.0185
* LDT3
 4 0.0612 0.0657 0.0686 0.0715 0.1017 0.0873 0.0829 0.0771 0.0587 0.0480
0.0466 0.0489 0.0269 0.0290 0.0226 0.0146 0.0111 0.0091 0.0091 0.0096
0.0082 0.0066 0.0059 0.0045 0.0248
* LDT4
 5 0.0612 0.0657 0.0686 0.0715 0.1017 0.0873 0.0829 0.0771 0.0587 0.0480
0.0466 0.0489 0.0269 0.0290 0.0226 0.0146 0.0111 0.0091 0.0091 0.0096
0.0082 0.0066 0.0059 0.0045 0.0248
* HDV2B
 6 0.0857 0.0898 0.0930 0.0935 0.1068 0.0840 0.0505 0.0289 0.0244 0.0209
0.0251 0.0333 0.0263 0.0305 0.0198 0.0157 0.0168 0.0144 0.0210 0.0235
0.0152 0.0124 0.0144 0.0125 0.0415
* HDV3
 7 0.0520 0.0574 0.0619 0.0658 0.0811 0.0564 0.0498 0.0277 0.0727 0.0835
0.0316 0.0505 0.0363 0.0386 0.0322 0.0241 0.0194 0.0176 0.0290 0.0273
0.0154 0.0093 0.0166 0.0096 0.0341
* HDV4
 8 0.0477 0.0529 0.0579 0.0624 0.0629 0.0585 0.0506 0.0605 0.0750 0.0749
0.0418 0.0394 0.0269 0.0351 0.0249 0.0188 0.0165 0.0182 0.0247 0.0219
0.0186 0.0144 0.0114 0.0086 0.0757
* HDV5
 9 0.0477 0.0529 0.0579 0.0624 0.0629 0.0585 0.0506 0.0605 0.0750 0.0749
0.0418 0.0394 0.0269 0.0351 0.0249 0.0188 0.0165 0.0182 0.0247 0.0219
0.0186 0.0144 0.0114 0.0086 0.0757
* HDV6
10 0.0477 0.0529 0.0579 0.0624 0.0629 0.0585 0.0506 0.0605 0.0750 0.0749
0.0418 0.0394 0.0269 0.0351 0.0249 0.0188 0.0165 0.0182 0.0247 0.0219
0.0186 0.0144 0.0114 0.0086 0.0757
```

* HDV7
11 0.0477 0.0529 0.0579 0.0624 0.0629 0.0585 0.0506 0.0605 0.0750 0.0749
0.0418 0.0394 0.0269 0.0351 0.0249 0.0188 0.0165 0.0182 0.0247 0.0219
0.0186 0.0144 0.0114 0.0086 0.0757
* HDV8a
12 0.0488 0.0488 0.0434 0.0397 0.0314 0.0325 0.0289 0.0429 0.0560 0.0552
0.0485 0.0434 0.0482 0.0555 0.0437 0.0331 0.0252 0.0255 0.0378 0.0354
0.0278 0.0214 0.0184 0.0198 0.0886
* HDV8b
13 0.0488 0.0488 0.0434 0.0397 0.0314 0.0325 0.0289 0.0429 0.0560 0.0552
0.0485 0.0434 0.0482 0.0555 0.0437 0.0331 0.0252 0.0255 0.0378 0.0354
0.0278 0.0214 0.0184 0.0198 0.0886
* HDBS
14 0.0185 0.0185 0.0189 0.0185 0.0136 0.0636 0.0928 0.0418 0.0719 0.0559
0.0593 0.0699 0.0826 0.0340 0.0175 0.0272 0.0146 0.0379 0.0461 0.0316
0.0243 0.0267 0.0282 0.0102 0.0763
* HDBT
15 0.0128 0.0116 0.0105 0.0116 0.0105 0.0267 0.0349 0.0942 0.1674 0.0512
0.0244 0.0198 0.0000 0.0128 0.0047 0.0663 0.0360 0.1209 0.0163 0.0349
0.0058 0.0174 0.0012 0.0233 0.1849
* Motorcycles
16 0.0932 0.0923 0.0947 0.0979 0.0933 0.1399 0.1204 0.0452 0.0335 0.0225
0.0177 0.0139 0.0142 0.0117 0.0091 0.0078 0.0063 0.0059 0.0054 0.0049
0.0043 0.0060 0.0086 0.0086 0.0427

San Francisco Federal Nonattainment Area

```
*
* San Francisco Air Basin
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE       : No02SF.out
DATABASE OUTPUT   :
WITH FIELDNAMES   :
EMISSIONS TABLE   : No02SF.tb1
POLLUTANTS        : HC NOX CO
RUN DATA

EXPAND EXHAUST    :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.7 70.8 75.1    79.6 82.7 85.8 88.3 89.9 90.7
90.4 89.1 86.2
82.3 78.0 75.0 73.0 71.6 70.5 67.4 66.9 66.2 65.9 65.3 65.1

REG DISTRIBUTION  : ReSF02.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoSF02
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 43.0 40.2 36.3 31.9 29.0 26.3 24.1 22.8 22.0 21.8 22.5
24.3
27.4 31.4 34.6 36.6 37.7 38.8 43.0 42.4 42.5 42.6 43.2 43.4

END OF RUN        :
```

```
*
*  San Francisco Air Basin
*  Calendar Year 2002
*  No I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: NO02SF.IN (file 1, run 1).                            *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: RESF02.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)

*##########################
* NoSF02
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year:  2002
                   Month:  July
                Altitude:  Low
       Minimum Temperature:  65.1 (F)
       Maximum Temperature:  90.7 (F)
```

Minimum Rel. Hum.: 21.8 (%)
Maximum Rel. Hum.: 43.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4371	0.3137	0.1344		0.0324	0.0008	0.0022	0.0747	0.0047	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.771	1.533	1.265	1.452	2.503	0.880	0.708	0.776	3.88	1.584
Composite CO :	18.66	18.78	15.35	17.75	29.37	1.924	1.279	4.082	18.42	17.455
Composite NOX :	1.433	1.439	1.425	1.435	5.281	1.707	1.430	16.042	1.41	2.650

Exhaust emissions (g/mi):

VOC Start:	0.508	0.421	0.285	0.380		0.385	0.266	0.808		
VOC Running:	0.517	0.538	0.490	0.523		0.496	0.442	1.688		
VOC Total Exhaust:	1.025	0.958	0.775	0.903	1.109	0.880	0.708	0.776	2.50	0.961
CO Start:	5.30	6.15	4.47	5.65		0.961	0.547	4.882		
CO Running:	13.36	12.63	10.88	12.10		0.963	0.732	13.537		
CO Total Exhaust:	18.66	18.78	15.35	17.75	29.37	1.924	1.279	4.082	18.42	17.455
NOx Start:	0.324	0.273	0.206	0.253		0.090	0.053	0.511		

NOx Running: 1.108 1.166 1.218 1.182 1.616 1.376 0.899

NOx Total Exhaust: 1.433 1.439 1.425 1.435 5.281 1.707 1.430 16.042 1.41 2.650

```
*
* San Francisco Air Basin
* Calendar Year 2002
* Federal Enhanced I/M Program
*

MOBILE6 INPUT FILE


REPORT FILE      : Fed02SF.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02SF.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.7 70.8 75.1    79.6 82.7 85.8 88.3 89.9 90.7
90.4 89.1 86.2
82.3 78.0 75.0 73.0 71.6 70.5 67.4 66.9 66.2 65.9 65.3 65.1

REG DISTRIBUTION  : ReSF02.d
FUEL RVP          : 6.8

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1983 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 1980
I/M VEHICLES      : 1 22222 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
I/M PROGRAM       : 2 1983 2050 1 T/O 2500/IDLE
I/M MODEL YEARS   : 2 1981 1985
I/M VEHICLES      : 2 22222 11111111 1
I/M STRINGENCY    : 2 20.0
I/M COMPLIANCE    : 2 96.0
I/M WAIVER RATES  : 2 3.0  3.0
NO I/M TTC CREDITS : 2
I/M PROGRAM       : 3 1983 2050 1 T/O IM240
I/M MODEL YEARS   : 3 1986 2050
```

I/M VEHICLES : 3 22222 11111111 1
I/M STRINGENCY : 3 20.0
I/M COMPLIANCE : 3 96.0
I/M WAIVER RATES : 3 3.0 3.0
NO I/M TTC CREDITS : 3
I/M CUTPOINTS : 3 CUTP002.D
I/M PROGRAM : 4 1983 2050 1 T/O FP & GC
I/M MODEL YEARS : 4 1983 2050
I/M VEHICLES : 4 22222 11111111 1
I/M STRINGENCY : 4 20.0
I/M COMPLIANCE : 4 96.0
I/M WAIVER RATES : 4 3.0 3.0
NO I/M TTC CREDITS : 4

SCENARIO REC : Fed02SF
CALENDAR YEAR : 2002
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 43.0 40.2 36.3 31.9 29.0 26.3 24.1 22.8 22.0 21.8 22.5
24.3
27.4 31.4 34.6 36.6 37.7 38.8 43.0 42.4 42.5 42.6 43.2 43.4

END OF RUN

```
*
*  San Francisco Air Basin
*  Calendar Year 2002
*  Federal Enhanced I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: FED02SF.IN (file 1, run 1).                           *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: RESF02.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)

* Reading non-default I/M CUTPOINTS from the following external
* data file: CUTP002.D

* ##########################
* Fed02SF
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
         there are no sales for vehicle class HDGV8b
```

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 65.1 (F)
Maximum Temperature: 90.7 (F)
Minimum Rel. Hum.: 21.8 (%)
Maximum Rel. Hum.: 43.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4371	0.3137	0.1344		0.0324	0.0008	0.0022	0.0747	0.0047	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.489	1.299	1.138	1.251	2.503	0.880	0.708	0.776	3.88	1.371
Composite CO :	15.00	15.79	13.17	15.00	29.37	1.924	1.279	4.082	18.42	14.627
Composite NOX :	1.267	1.272	1.310	1.283	5.281	1.707	1.430	16.042	1.41	2.510

Exhaust emissions (g/mi):

VOC Start:	0.388	0.335	0.252	0.310		0.385	0.266	0.808		
VOC Running:	0.374	0.403	0.403	0.403		0.496	0.442	1.688		
VOC Total Exhaust:	0.762	0.738	0.655	0.713	1.109	0.880	0.708	0.776	2.50	0.761
CO Start:	4.04	4.96	3.61	4.55		0.961	0.547	4.882		
CO Running:	10.96	10.83	9.56	10.45		0.963	0.732	13.537		

CO Total Exhaust: 15.00 15.79 13.17 15.00 29.37 1.924 1.279 4.082 18.42 14.627

NOx Start: 0.324 0.273 0.206 0.253 0.090 0.053 0.511

NOx Running: 0.943 0.998 1.104 1.030 1.616 1.376 0.899

NOx Total Exhaust: 1.267 1.272 1.310 1.283 5.281 1.707 1.430 16.042 1.41 2.510

---

*
* San Francisco Air Basin
* Calendar Year 2002
* Age Distribution by Vehicle Class
*

REG DIST

* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.069 0.074 0.077 0.063 0.062 0.061 0.053 0.059 0.050 0.047
   0.042 0.048 0.045 0.042 0.035 0.032 0.026 0.021 0.016 0.010
   0.007 0.005 0.004 0.005 0.045
* LDT1
 2 0.075 0.086 0.074 0.069 0.062 0.057 0.048 0.044 0.046 0.041
   0.034 0.038 0.036 0.039 0.034 0.034 0.034 0.025 0.022 0.012
   0.009 0.006 0.006 0.007 0.064
* LDT2
 3 0.082 0.090 0.102 0.088 0.083 0.073 0.059 0.065 0.051 0.049
   0.038 0.036 0.030 0.027 0.020 0.018 0.017 0.012 0.008 0.004
   0.004 0.003 0.003 0.004 0.032
* LDT3
 4 0.167 0.152 0.093 0.087 0.072 0.076 0.060 0.057 0.043 0.037
   0.018 0.017 0.015 0.019 0.014 0.013 0.013 0.011 0.006 0.003
   0.002 0.002 0.002 0.004 0.018
* LDT4
 5 0.167 0.152 0.093 0.087 0.072 0.076 0.060 0.057 0.043 0.037
   0.018 0.017 0.015 0.019 0.014 0.013 0.013 0.011 0.006 0.003
   0.002 0.002 0.002 0.004 0.018
* HDV2B
 6 0.037 0.066 0.059 0.037 0.050 0.076 0.052 0.053 0.035 0.032
   0.029 0.034 0.053 0.054 0.042 0.035 0.043 0.035 0.022 0.013
   0.011 0.014 0.016 0.017 0.084
* HDV3
 7 0.013 0.030 0.085 0.082 0.049 0.075 0.056 0.073 0.054 0.048
   0.040 0.036 0.054 0.051 0.038 0.024 0.033 0.029 0.022 0.011
   0.008 0.010 0.011 0.015 0.052
* HDV4
 8 0.044 0.079 0.093 0.076 0.053 0.063 0.050 0.057 0.031 0.031
   0.031 0.037 0.045 0.032 0.032 0.028 0.022 0.026 0.019 0.007
   0.008 0.010 0.012 0.015 0.099
* HDV5
 9 0.044 0.079 0.093 0.076 0.053 0.063 0.050 0.057 0.031 0.031
   0.031 0.037 0.045 0.032 0.032 0.028 0.022 0.026 0.019 0.007
   0.008 0.010 0.012 0.015 0.099
* HDV6
10 0.044 0.079 0.093 0.076 0.053 0.063 0.050 0.057 0.031 0.031
   0.031 0.037 0.045 0.032 0.032 0.028 0.022 0.026 0.019 0.007
   0.008 0.010 0.012 0.015 0.099
```

* HDV7
11 0.044 0.079 0.093 0.076 0.053 0.063 0.050 0.057 0.031 0.031
0.031 0.037 0.045 0.032 0.032 0.028 0.022 0.026 0.019 0.007
0.008 0.010 0.012 0.015 0.099
* HDV8a
12 0.041 0.037 0.041 0.029 0.041 0.055 0.052 0.045 0.045 0.053
0.062 0.050 0.040 0.034 0.043 0.047 0.047 0.032 0.026 0.021
0.021 0.018 0.008 0.009 0.103
* HDV8b
13 0.041 0.037 0.041 0.029 0.041 0.055 0.052 0.045 0.045 0.053
0.062 0.050 0.040 0.034 0.043 0.047 0.047 0.032 0.026 0.021
0.021 0.018 0.008 0.009 0.103
* HDBS
14 0.052 0.051 0.088 0.080 0.071 0.055 0.020 0.117 0.040 0.060
0.041 0.070 0.037 0.028 0.035 0.032 0.013 0.022 0.005 0.001
0.003 0.004 0.002 0.004 0.067
* HDBT
15 0.000 0.047 0.070 0.023 0.068 0.062 0.030 0.009 0.025 0.039
0.033 0.040 0.052 0.041 0.057 0.009 0.024 0.013 0.061 0.016
0.021 0.007 0.006 0.002 0.247
* Motorcycles
16 0.109 0.120 0.096 0.062 0.048 0.041 0.037 0.030 0.027 0.028
0.025 0.023 0.022 0.020 0.019 0.022 0.032 0.030 0.021 0.026
0.026 0.018 0.016 0.015 0.085

```
*
* San Francisco Air Basin
* Calendar Year 2006
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No06SF.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No06SF.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.8 70.9 75.1   79.6 82.7 85.8 88.3 89.9 90.7
90.5 89.2 86.3
82.3 78.1 75.1 73.1 71.7 70.5 67.5 66.9 66.3 66.0 65.3 65.2

REG DISTRIBUTION  : ReSF06.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoSF06
CALENDAR YEAR     : 2006
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 42.93 40.11 36.27 31.85 29.01 26.28 24.09 22.78 21.97
21.78 22.42 24.21
27.34 31.34 34.46 36.45 37.56 38.63 42.87 42.30 42.40 42.41 43.08 43.31

END OF RUN        :
```

```
*
*  San Francisco Air Basin
*  Calendar Year 2006
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                    *
* Input file: NO06SF.IN (file 1, run 1).                        *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESF06.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)

* ##########################
* NoSF06
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

             Calendar Year:  2006
```

Month: July
Altitude: Low
Minimum Temperature: 65.2 (F)
Maximum Temperature: 90.7 (F)
Minimum Rel. Hum.: 21.8 (%)
Maximum Rel. Hum.: 43.3 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 33. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3820	0.3453	0.1456		0.0408	0.0007	0.0023	0.0784	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.203	1.054	0.904	1.009	1.030	0.732	0.574	0.531	3.20	1.056
Composite CO :	11.24	11.92	10.43	11.47	11.59	1.809	0.989	3.037	17.52	10.727
Composite NOX :	0.950	1.085	1.241	1.131	3.144	1.547	1.076	11.415	1.40	1.952

Exhaust emissions (g/mi):

VOC Start:	0.256	0.270	0.217	0.254	0.339	0.214	0.614			
VOC Running:	0.269	0.286	0.287	0.286	0.393	0.360	1.512			
VOC Total Exhaust:	0.525	0.556	0.504	0.541	0.390	0.732	0.574	0.531	2.13	0.536
CO Start:	2.84	3.99	3.08	3.72	0.952	0.434	4.281			
CO Running:	8.41	7.93	7.34	7.75	0.857	0.554	13.244			

CO Total Exhaust: 11.24 11.92 10.43 11.47 11.59 1.809 0.989 3.037 17.52 10.727

NOx Start: 0.165 0.194 0.175 0.189 0.095 0.045 0.489

NOx Running: 0.785 0.891 1.065 0.942 1.452 1.031 0.907

NOx Total Exhaust: 0.950 1.085 1.241 1.131 3.144 1.547 1.076 11.415 1.40 1.952

```
*
* San Francisco
* Calendar Year 2006
* California Enhanced Smog Check I/M Program
* With Diesel Fractions

MOBILE6 INPUT FILE

REPORT FILE      : Cal06SF.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal06SF.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.8 70.9 75.1 79.6 82.7 85.8 88.3 89.9 90.7 90.5
89.2 86.3
82.3 78.1 75.1 73.1 71.7 70.5 67.5 66.9 66.3 66.0 65.3 65.2
REG DISTRIBUTION  : ReSF06.d
FUEL RVP         : 6.8
*********************************************************************

ANTI-TAMP PROG   :
74 73 50 22222 22222222 2 12 098. 22212222

*********************************************************************
**LDV I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC ASM 2525/5015 FINAL
I/M PROGRAM      : 2 1984 2050 2 TRC OBD I/M
I/M PROGRAM      : 3 1984 2050 2 TRC EVAP OBD & GC
**HDV I/M programs below:
I/M PROGRAM      : 4 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 5 1984 2050 2 TRC GC

*********************************************************************
I/M MODEL YEARS  : 1 1978 1995
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1996 2050
I/M MODEL YEARS  : 4 1978 2050
I/M MODEL YEARS  : 5 1996 2050

*********************************************************************

I/M VEHICLES     : 1 22222 11111111 1
```

I/M VEHICLES : 2 22222 11111111 1
I/M VEHICLES : 3 22222 11111111 1
I/M VEHICLES : 4 11111 22222222 2
I/M VEHICLES : 5 11111 22222222 2

****

I/M STRINGENCY : 1 30.5
I/M STRINGENCY : 2 30.5
I/M STRINGENCY : 3 30.5
I/M STRINGENCY : 4 30.5
I/M STRINGENCY : 5 30.5

****

I/M COMPLIANCE : 1 98.0
I/M COMPLIANCE : 2 98.0
I/M COMPLIANCE : 3 98.0
I/M COMPLIANCE : 4 98.0
I/M COMPLIANCE : 5 98.0

****

I/M WAIVER RATES : 1 0.242 0.242
I/M WAIVER RATES : 2 0.242 0.242
I/M WAIVER RATES : 3 0.242 0.242
I/M WAIVER RATES : 4 0.242 0.242
I/M WAIVER RATES : 5 0.242 0.242

****

I/M GRACE PERIOD : 1 6
I/M GRACE PERIOD : 2 6
I/M GRACE PERIOD : 3 6
I/M GRACE PERIOD : 4 6
I/M GRACE PERIOD : 5 6

****

DIESEL FRACTIONS :
0.0000 0.0000 0.0000 0.0038 0.0029 0.0013 0.0011 0.0022 0.0025 0.0013
0.0015 0.0014 0.0003 0.0006 0.0009 0.0011 0.0004 0.0007 0.0011 0.0163
0.0091 0.0552 0.0821 0.1425 0.0476
0.0000 0.0000 0.0000 0.0672 0.0692 0.0582 0.0438 0.0540 0.0141 0.0384
0.0338 0.0372 0.0219 0.0292 0.0312 0.0263 0.0322 0.0269 0.0220 0.0298
0.0599 0.0750 0.0830 0.1242 0.0229

0.0000 0.0000 0.0000 0.0015 0.0018 0.0064 0.0020 0.0024 0.0024 0.0035
0.0043 0.0041 0.0028 0.0044 0.0053 0.0056 0.0072 0.0063 0.0070 0.0144
0.0185 0.0393 0.0498 0.1252 0.0194
0.0000 0.0000 0.0000 0.0092 0.0120 0.0121 0.0134 0.0062 0.0020 0.0076
0.0064 0.0053 0.0058 0.0022 0.0069 0.0104 0.0084 0.0052 0.0157 0.0122
0.0211 0.0393 0.0578 0.0746 0.0130
0.0000 0.0000 0.0000 0.0092 0.0120 0.0121 0.0134 0.0062 0.0020 0.0076
0.0064 0.0053 0.0058 0.0022 0.0069 0.0104 0.0084 0.0052 0.0157 0.0122
0.0211 0.0393 0.0578 0.0746 0.0130
0.1891 0.6201 0.6090 0.2890 0.2534 0.1149 0.0309 0.0755 0.0136 0.0624
0.0366 0.0512 0.0513 0.0890 0.0786 0.0930 0.1043 0.0868 0.1209 0.1663
0.1733 0.0998 0.1389 0.1724 0.0320
0.4204 0.6710 0.5829 0.5624 0.5993 0.5938 0.3395 0.3989 0.2956 0.4449
0.3896 0.3978 0.4226 0.4371 0.4716 0.4305 0.4376 0.3642 0.3423 0.3792
0.4594 0.3789 0.3013 0.2551 0.0306
0.7936 0.9442 0.9043 0.8761 0.8480 0.8497 0.8414 0.8072 0.8464 0.8059
0.8194 0.8044 0.8149 0.7760 0.7447 0.8010 0.7072 0.7084 0.6411 0.5963
0.6248 0.5684 0.6547 0.6394 0.2567
0.7936 0.9442 0.9043 0.8761 0.8480 0.8497 0.8414 0.8072 0.8464 0.8059
0.8194 0.8044 0.8149 0.7760 0.7447 0.8010 0.7072 0.7084 0.6411 0.5963
0.6248 0.5684 0.6547 0.6394 0.2567
0.7936 0.9442 0.9043 0.8761 0.8480 0.8497 0.8414 0.8072 0.8464 0.8059
0.8194 0.8044 0.8149 0.7760 0.7447 0.8010 0.7072 0.7084 0.6411 0.5963
0.6248 0.5684 0.6547 0.6394 0.2567
0.7936 0.9442 0.9043 0.8761 0.8480 0.8497 0.8414 0.8072 0.8464 0.8059
0.8194 0.8044 0.8149 0.7760 0.7447 0.8010 0.7072 0.7084 0.6411 0.5963
0.6248 0.5684 0.6547 0.6394 0.2567
0.9833 0.9625 0.8553 0.9107 0.7748 0.7838 0.8605 0.9140 0.9215 0.9170
0.9619 0.9553 0.9522 0.9334 0.8519 0.8897 0.9200 0.8882 0.8023 0.8246
0.7495 0.8986 0.9601 0.9600 0.7809
0.9833 0.9625 0.8553 0.9107 0.7748 0.7838 0.8605 0.9140 0.9215 0.9170
0.9619 0.9553 0.9522 0.9334 0.8519 0.8897 0.9200 0.8882 0.8023 0.8246
0.7495 0.8986 0.9601 0.9600 0.7809
0.8616 0.9545 0.6566 0.9321 0.9185 0.9414 0.9655 0.9393 0.9759 0.9703
0.9275 0.9569 0.9459 0.9898 0.9275 0.8841 0.9083 0.8617 0.7627 0.8218
0.8222 0.4324 0.7778 1.0000 0.4556

****

SCENARIO RECORD : CalSF06
CALENDAR YEAR : 2006
EVALUATION MONTH : 7
RELATIVE HUMIDITY : 42.93 40.11 36.27 31.85 29.01 26.28 24.09 22.78 21.97
21.78 22.42 24.21
27.34 31.34 34.46 36.45 37.56 38.63 42.87 42.30 42.40 42.41 43.08 43.31

END OF RUN :

```
*
*  San Francisco
*  Calendar Year 2006
*  California Enhanced Smog Check I/M Program
*  With Diesel Fractions
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CAL06SF.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESF06.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)

* Reading ASM I/M Test Credits from ASMDATA.D
 M614 Comment:
          User supplied diesel sale fractions.

* ##########################
* CalSF06
* File 1, Run 1, Scenario 1.
```

* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external data file: TECH12.D

Calendar Year: 2006
Month: July
Altitude: Low
Minimum Temperature: 65.2 (F)
Maximum Temperature: 90.7 (F)
Minimum Rel. Hum.: 21.8 (%)
Maximum Rel. Hum.: 43.3 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 33. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3814	0.3422	0.1466		0.0347	0.0012	0.0044	0.0847	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.051	0.909	0.811	0.879	1.256	0.731	0.532	0.476	3.20	0.933
Composite CO :	8.64	9.74	8.95	9.50	13.21	1.856	1.073	2.679	17.52	8.717
Composite NOX :	0.794	0.956	1.155	1.015	3.510	1.552	0.994	10.135	1.40	1.792

Exhaust emissions (g/mi):

VOC Start:	0.208	0.219	0.188	0.210		0.331	0.195	0.614		
VOC Running:	0.169	0.194	0.225	0.203		0.400	0.337	1.512		
VOC Total Exhaust:	0.377	0.413	0.413	0.413	0.465	0.731	0.532	0.476	2.13	0.416

CO Start: 2.54 3.60 2.82 3.36 0.951 0.445
4.281
CO Running: 6.10 6.15 6.14 6.14 0.904 0.627
13.244
CO Total Exhaust: 8.64 9.74 8.95 9.50 13.21 1.856 1.073
2.679 17.52 8.717

NOx Start: 0.157 0.183 0.167 0.178 0.091 0.040
0.489
NOx Running: 0.637 0.773 0.988 0.837 1.461 0.955
0.907
NOx Total Exhaust: 0.794 0.956 1.155 1.015 3.510 1.552
0.994 10.135 1.40 1.792

---

*
* San Francisco Air Basin
* Calendar Year 2006
* Age Distribution by Vehicle Class
*

REG DIST

*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.

```
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.062 0.064 0.058 0.060 0.061 0.072 0.073 0.058 0.056 0.052
   0.044 0.047 0.038 0.034 0.029 0.032 0.028 0.023 0.018 0.016
   0.012 0.009 0.007 0.004 0.041
* LDT1
 2 0.034 0.034 0.034 0.045 0.052 0.092 0.080 0.073 0.061 0.055
   0.045 0.040 0.040 0.034 0.028 0.031 0.028 0.029 0.023 0.022
   0.022 0.015 0.013 0.007 0.062
* LDT2
 3 0.079 0.082 0.082 0.076 0.086 0.070 0.079 0.066 0.060 0.050
   0.040 0.042 0.032 0.029 0.022 0.020 0.016 0.013 0.009 0.008
   0.008 0.005 0.003 0.002 0.022
* LDT3
 4 0.087 0.090 0.117 0.106 0.094 0.104 0.067 0.061 0.047 0.046
   0.035 0.032 0.024 0.019 0.010 0.009 0.008 0.009 0.006 0.006
   0.005 0.004 0.002 0.001 0.013
* LDT4
 5 0.087 0.090 0.117 0.106 0.094 0.104 0.067 0.061 0.047 0.046
   0.035 0.032 0.024 0.019 0.010 0.009 0.008 0.009 0.006 0.006
   0.005 0.004 0.002 0.001 0.013
* HDV2B
 6 0.143 0.139 0.162 0.134 0.093 0.036 0.027 0.018 0.019 0.029
   0.020 0.018 0.012 0.011 0.010 0.011 0.016 0.016 0.013 0.010
   0.012 0.009 0.006 0.003 0.036
* HDV3
 7 0.043 0.045 0.051 0.042 0.040 0.030 0.083 0.077 0.041 0.064
   0.047 0.059 0.042 0.035 0.031 0.028 0.042 0.038 0.028 0.016
   0.020 0.019 0.013 0.007 0.057
* HDV4
 8 0.051 0.052 0.055 0.045 0.047 0.075 0.086 0.067 0.042 0.051
   0.041 0.047 0.025 0.024 0.024 0.030 0.036 0.023 0.022 0.020
   0.015 0.017 0.013 0.004 0.088
* HDV5
 9 0.051 0.052 0.055 0.045 0.047 0.075 0.086 0.067 0.042 0.051
   0.041 0.047 0.025 0.024 0.024 0.030 0.036 0.023 0.022 0.020
   0.015 0.017 0.013 0.004 0.088
* HDV6
10 0.051 0.052 0.055 0.045 0.047 0.075 0.086 0.067 0.042 0.051
   0.041 0.047 0.025 0.024 0.024 0.030 0.036 0.023 0.022 0.020
```

0.015 0.017 0.013 0.004 0.088
* HDV7
11 0.051 0.052 0.055 0.045 0.047 0.075 0.086 0.067 0.042 0.051
0.041 0.047 0.025 0.024 0.024 0.030 0.036 0.023 0.022 0.020
0.015 0.017 0.013 0.004 0.088
* HDV8a
12 0.037 0.037 0.030 0.033 0.032 0.049 0.063 0.059 0.048 0.049
0.054 0.060 0.048 0.038 0.030 0.031 0.040 0.042 0.034 0.029
0.026 0.021 0.017 0.007 0.084
* HDV8b
13 0.037 0.037 0.030 0.033 0.032 0.049 0.063 0.059 0.048 0.049
0.054 0.060 0.048 0.038 0.030 0.031 0.040 0.042 0.034 0.029
0.026 0.021 0.017 0.007 0.084
* HDBS
14 0.046 0.041 0.054 0.079 0.066 0.049 0.083 0.071 0.060 0.049
0.014 0.095 0.030 0.040 0.014 0.034 0.025 0.019 0.024 0.021
0.009 0.015 0.004 0.001 0.056
* HDBT
15 0.010 0.010 0.020 0.096 0.072 0.046 0.069 0.022 0.069 0.059
0.025 0.008 0.022 0.039 0.029 0.031 0.037 0.029 0.034 0.007
0.012 0.009 0.043 0.017 0.184
* Motorcycles
16 0.089 0.090 0.072 0.122 0.116 0.076 0.061 0.038 0.029 0.024
0.022 0.018 0.016 0.016 0.014 0.014 0.013 0.011 0.010 0.013
0.017 0.015 0.011 0.013 0.081

Basic I/M Performance Modeling Files

Mobile 6 Input and Output Files

Registration Distribution Files

San Joaquin Valley Federal Nonattainment Area

```
*
* San Joaquin Valley Air Basin
* Calendar Year 2002
* No  I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02SJV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02SJV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 71.3 76.2 81.2   85.3 88.7 91.5 93.7 95.4 96.5
96.7 95.9 93.6
89.7 84.9 81.6 79.2 77.0 75.3 73.9 72.6 71.6 70.7 69.6 69.2

REG DISTRIBUTION  : ReSJV02.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoSJV02
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 40.6 36.9 32.6 28.9 26.1 24.1 22.5 21.2 20.3 20.0 20.3
21.5
24.2 28.0 30.7 32.7 34.6 36.2 37.6 38.3 39.2 40.2 41.2 41.6

END OF RUN        :
```

```
*
*  San Joaquin Valley Air Basin
*  Calendar Year 2002
*  No I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: NO02SJV.IN (file 1, run 1).                           *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: RESJV02.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)

* ##########################
* NoSJV02
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
          there are no sales for vehicle class HDGV8b
```

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 69.2 (F)
Maximum Temperature: 96.7 (F)
Minimum Rel. Hum.: 20.0 (%)
Maximum Rel. Hum.: 41.6 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4587	0.3051	0.1227		0.0315	0.0010	0.0020	0.0740	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.056	2.114	2.113	2.114	3.594	0.938	0.994	0.794	4.12	2.043
Composite CO :	21.36	23.89	24.87	24.17	44.25	2.002	1.729	4.284	20.57	21.955
Composite NOX :	1.512	1.585	1.748	1.632	5.623	1.774	1.674	16.828	1.32	2.826

Exhaust emissions (g/mi):

VOC Start:	0.586	0.616	0.535	0.592		0.414	0.437	0.821		
VOC Running:	0.587	0.672	0.745	0.693		0.524	0.557	1.721		
VOC Total Exhaust:	1.173	1.288	1.280	1.285	1.540	0.938	0.994	0.794	2.54	1.211
CO Start:	5.83	8.65	9.16	8.80		1.014	0.866	5.198		

CO Running: 15.53 15.24 15.71 15.37 0.988 0.863
15.369
CO Total Exhaust: 21.36 23.89 24.87 24.17 44.25 2.002
1.729 4.284 20.57 21.955

NOx Start: 0.339 0.335 0.303 0.326 0.096 0.084
0.479
NOx Running: 1.173 1.250 1.444 1.306 1.678 1.591
0.838
NOx Total Exhaust: 1.512 1.585 1.748 1.632 5.623 1.774
1.674 16.828 1.32 2.826

```
*
* San Joaquin Valley Air Basin
* Calendar Year 2002
* Federal Basic I/M Program
*

MOBILE6 INPUT FILE


REPORT FILE      : FBa02SJV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : FBa02SJV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 71.3 76.2 81.2   85.3 88.7 91.5 93.7 95.4 96.5
96.7 95.9 93.6
89.7 84.9 81.6 79.2 77.0 75.3 73.9 72.6 71.6 70.7 69.6 69.2

REG DISTRIBUTION  : ReSJV02.d
FUEL RVP          : 6.8

ANTI-TAMP PROG    : 07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1994 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 2050
I/M VEHICLES      : 1 21111 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1

SCENARIO REC      : FBa02SJV
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 40.6 36.9 32.6 28.9 26.1 24.1 22.5 21.2 20.3 20.0 20.3
21.5
24.2 28.0 30.7 32.7 34.6 36.2 37.6 38.3 39.2 40.2 41.2 41.6

END OF RUN
```

```
*
*  San Joaquin Valley Air Basin
*  Calendar Year 2002
*  Federal Basic I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: FBA02SJV.IN (file 1, run 1).                          *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: RESJV02.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)

* ##########################
* FBa02SJV
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 69.2 (F)
Maximum Temperature: 96.7 (F)
Minimum Rel. Hum.: 20.0 (%)
Maximum Rel. Hum.: 41.6 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4587	0.3051	0.1227		0.0315	0.0010	0.0020	0.0740	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.842	2.114	2.113	2.114	3.594	0.938	0.994	0.794	4.12	1.945
Composite CO :	18.55	23.89	24.87	24.17	44.25	2.002	1.729	4.284	20.57	20.666
Composite NOX :	1.492	1.585	1.748	1.632	5.623	1.774	1.674	16.828	1.32	2.817

Exhaust emissions (g/mi):

VOC Start:	0.470	0.616	0.535	0.592		0.414	0.437	0.821		
VOC Running:	0.488	0.672	0.745	0.693		0.524	0.557	1.721		
VOC Total Exhaust:	0.958	1.288	1.280	1.285	1.540	0.938	0.994	0.794	2.54	1.112

CO Start: 4.71 8.65 9.16 8.80 1.014 0.866
5.198
CO Running: 13.84 15.24 15.71 15.37 0.988 0.863
15.369
CO Total Exhaust: 18.55 23.89 24.87 24.17 44.25 2.002
1.729 4.284 20.57 20.666

NOx Start: 0.339 0.335 0.303 0.326 0.096 0.084
0.479
NOx Running: 1.154 1.250 1.444 1.306 1.678 1.591
0.838
NOx Total Exhaust: 1.492 1.585 1.748 1.632 5.623 1.774
1.674 16.828 1.32 2.817

---

*
* San Joaquin Valley Air Basin
* Calendar Year 2002
* Age Distribution by Vehicle Class
*

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.052 0.065 0.074 0.063 0.062 0.061 0.054 0.061 0.053 0.048
   0.045 0.049 0.046 0.044 0.036 0.032 0.026 0.022 0.017 0.010
   0.007 0.006 0.005 0.006 0.055
* LDT1
 2 0.103 0.106 0.079 0.078 0.039 0.050 0.036 0.041 0.037 0.034
   0.029 0.032 0.029 0.030 0.030 0.027 0.026 0.019 0.018 0.011
   0.009 0.007 0.006 0.008 0.117
* LDT2
 3 0.057 0.062 0.066 0.062 0.067 0.059 0.057 0.060 0.059 0.055
   0.046 0.050 0.042 0.042 0.035 0.030 0.030 0.020 0.016 0.009
   0.008 0.006 0.005 0.007 0.052
* LDT3
 4 0.085 0.087 0.055 0.057 0.083 0.090 0.062 0.067 0.060 0.042
   0.036 0.030 0.029 0.028 0.026 0.021 0.020 0.018 0.013 0.008
   0.005 0.005 0.007 0.014 0.051
* LDT4
 5 0.085 0.087 0.055 0.057 0.083 0.090 0.062 0.067 0.060 0.042
   0.036 0.030 0.029 0.028 0.026 0.021 0.020 0.018 0.013 0.008
   0.005 0.005 0.007 0.014 0.051
* HDV2B
 6 0.017 0.029 0.026 0.022 0.046 0.057 0.058 0.059 0.045 0.038
   0.039 0.044 0.055 0.068 0.048 0.037 0.046 0.044 0.029 0.019
   0.017 0.023 0.022 0.021 0.092
* HDV3
 7 0.018 0.027 0.079 0.091 0.036 0.071 0.058 0.075 0.054 0.049
   0.041 0.037 0.055 0.053 0.034 0.024 0.034 0.026 0.017 0.011
   0.008 0.008 0.013 0.012 0.068
* HDV4
 8 0.030 0.043 0.057 0.051 0.037 0.046 0.041 0.058 0.039 0.035
   0.031 0.042 0.049 0.036 0.032 0.029 0.027 0.026 0.025 0.013
   0.014 0.020 0.018 0.023 0.177
* HDV5
 9 0.030 0.043 0.057 0.051 0.037 0.046 0.041 0.058 0.039 0.035
   0.031 0.042 0.049 0.036 0.032 0.029 0.027 0.026 0.025 0.013
   0.014 0.020 0.018 0.023 0.177
* HDV6
10 0.030 0.043 0.057 0.051 0.037 0.046 0.041 0.058 0.039 0.035
   0.031 0.042 0.049 0.036 0.032 0.029 0.027 0.026 0.025 0.013
   0.014 0.020 0.018 0.023 0.177
```

* HDV7
11 0.030 0.043 0.057 0.051 0.037 0.046 0.041 0.058 0.039 0.035
0.031 0.042 0.049 0.036 0.032 0.029 0.027 0.026 0.025 0.013
0.014 0.020 0.018 0.023 0.177
* HDV8a
12 0.039 0.030 0.034 0.027 0.042 0.059 0.059 0.049 0.050 0.058
0.066 0.052 0.042 0.031 0.035 0.044 0.045 0.033 0.029 0.025
0.024 0.021 0.009 0.010 0.087
* HDV8b
13 0.039 0.030 0.034 0.027 0.042 0.059 0.059 0.049 0.050 0.058
0.066 0.052 0.042 0.031 0.035 0.044 0.045 0.033 0.029 0.025
0.024 0.021 0.009 0.010 0.087
* HDBS
14 0.011 0.044 0.044 0.064 0.052 0.035 0.023 0.053 0.036 0.064
0.017 0.056 0.094 0.031 0.050 0.048 0.054 0.026 0.009 0.007
0.008 0.011 0.012 0.006 0.146
* HDBT
15 0.000 0.057 0.051 0.083 0.070 0.121 0.027 0.072 0.094 0.052
0.015 0.051 0.066 0.026 0.018 0.018 0.043 0.009 0.012 0.012
0.006 0.002 0.012 0.012 0.071
* Motorcycles
16 0.139 0.119 0.083 0.057 0.044 0.037 0.033 0.029 0.025 0.023
0.020 0.019 0.020 0.017 0.016 0.024 0.034 0.033 0.026 0.027
0.029 0.023 0.021 0.018 0.086

```
*
* San Joaquin Valley Air Basin
* Calendar Year 2023
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No23SJV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No23SJV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 71.4 76.3 81.2 85.3 88.7 91.5 93.8 95.4 96.5 96.7
95.9 93.6
89.7 84.9 81.6 79.3 77.1 75.4 74.0 72.7 71.6 70.7 69.6 69.3


REG DISTRIBUTION  : ReSJV23.d
FUEL RVP          : 6.8

SCENARIO RECORD   : SJV
CALENDAR YEAR     : 2023
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 40.58 36.90 32.53 28.89 26.05 24.06 22.49 21.22 20.32
19.98 20.25 21.50
24.16 27.97 30.70 32.69 34.60 36.13 37.53 38.30 39.19 40.18 41.15 41.59

END OF RUN       :
```

```
*
*  San Joaquin Valley Air Basin
*  Calendar Year 2023
*  No I/M Program
*  Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: NO23SJV.IN (file 1, run 1).                           *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: RESJV23.D
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.01    MYR sum not = 1. (will normalize)
 M 49 Warning:
            1.00    MYR sum not = 1. (will normalize)

* ##########################
* SJV
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
         there are no sales for vehicle class HDGV8b
 M 48 Warning:
         there are no sales for vehicle class LDDT12

              Calendar Year:  2023
                    Month:  July
                 Altitude:  Low
         Minimum Temperature:  69.3 (F)
         Maximum Temperature:  96.7 (F)
          Minimum Rel. Hum.:  20.0 (%)
          Maximum Rel. Hum.:  41.6 (%)
           Nominal Fuel RVP:   6.8 psi
             Weathered RVP:   6.4 psi
         Fuel Sulfur Content:   30. ppm

         Exhaust I/M Program:  No
           Evap I/M Program:  No
```

ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2988	0.4150	0.1569		0.0383	0.0003	0.0023	0.0834	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.435	0.602	0.712	0.632	0.414	0.077	0.193	0.272	2.67	0.544
Composite CO :	6.18	7.80	9.01	8.13	7.57	0.686	0.446	0.517	19.50	6.929
Composite NOX :	0.363	0.544	0.755	0.602	0.369	0.090	0.226	1.845	1.30	0.628

Exhaust emissions (g/mi):

VOC Start:	0.109	0.179	0.211	0.188		0.029	0.074	0.547		
VOC Running:	0.105	0.152	0.214	0.169		0.049	0.119	1.446		
VOC Total Exhaust:	0.214	0.331	0.424	0.357	0.101	0.077	0.193	0.272	1.99	0.305
CO Start:	1.48	2.58	2.90	2.67		0.280	0.181	4.470		
CO Running:	4.70	5.22	6.11	5.46		0.406	0.265	15.031		
CO Total Exhaust:	6.18	7.80	9.01	8.13	7.57	0.686	0.446	0.517	19.50	6.929
NOx Start:	0.070	0.140	0.167	0.147		0.005	0.011	0.458		
NOx Running:	0.293	0.405	0.588	0.455		0.085	0.215	0.846		
NOx Total Exhaust:	0.363	0.544	0.755	0.602	0.369	0.090	0.226	1.845	1.30	0.628

```
*
* San Joaquin Valley Air Basin
* Calendar Year 2023
* California Basic Smog Check I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : CBa23SJV.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CBa23SJV.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 71.4 76.3 81.2 85.3 88.7 91.5 93.8 95.4 96.5 96.7
95.9 93.6
89.7 84.9 81.6 79.3 77.1 75.4 74.0 72.7 71.6 70.7 69.6 69.3
REG DISTRIBUTION  : ReSJV23.d
FUEL RVP         : 6.8
*********************************************************************


ANTI-TAMP PROG   :
74 73 50 22222 22222222 2 12 098. 22212222

**********************************************************************
**LDV I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 2 1984 2050 2 TRC GC
**HDV I/M programs below:
I/M PROGRAM      : 3 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 4 1984 2050 2 TRC GC

**********************************************************************

I/M MODEL YEARS  : 1 1978 2050
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1978 2050
I/M MODEL YEARS  : 4 1996 2050

**********************************************************************
```

```
I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 11111 22222222 2
I/M VEHICLES      : 4 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5

*********************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6

*********************************************************************
SCENARIO RECORD   : CalSJV23
CALENDAR YEAR     : 2023
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 40.58 36.90 32.53 28.89 26.05 24.06 22.49 21.22 20.32
19.98 20.25 21.50
24.16 27.97 30.70 32.69 34.60 36.13 37.53 38.30 39.19 40.18 41.15 41.59

END OF RUN        :
```

```
*
*  San Joaquin Valley Air Basin
*  Calendar Year 2023
*  California Basic Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CBA23SJV.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: RESJV23.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.01    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

*##########################
* CalSJV23
* File 1, Run 1, Scenario 1.
*##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

            Calendar Year:  2023
                  Month:  July
               Altitude:  Low
        Minimum Temperature:  69.3 (F)
        Maximum Temperature:  96.7 (F)
         Minimum Rel. Hum.:  20.0 (%)
         Maximum Rel. Hum.:  41.6 (%)
          Nominal Fuel RVP:   6.8 psi
            Weathered RVP:   6.4 psi
        Fuel Sulfur Content:   30. ppm
```

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2988	0.4150	0.1569		0.0383	0.0003	0.0023	0.0834	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.376	0.517	0.606	0.542	0.405	0.077	0.193	0.272	2.67	0.474
Composite CO :	4.92	6.34	7.27	6.60	7.06	0.686	0.446	0.517	19.50	5.656
Composite NOX :	0.363	0.544	0.755	0.602	0.369	0.090	0.226	1.845	1.30	0.628

Exhaust emissions (g/mi):

VOC Start:	0.088	0.146	0.175	0.154		0.029	0.074	0.547		
VOC Running:	0.071	0.106	0.149	0.118		0.049	0.119	1.446		
VOC Total Exhaust:	0.159	0.251	0.324	0.271	0.096	0.077	0.193	0.272	1.99	0.239
CO Start:	1.41	2.34	2.63	2.42		0.280	0.181	4.470		
CO Running:	3.52	4.00	4.65	4.17		0.406	0.265	15.031		
CO Total Exhaust:	4.92	6.34	7.27	6.60	7.06	0.686	0.446	0.517	19.50	5.656
NOx Start:	0.070	0.140	0.167	0.147		0.005	0.011	0.458		
NOx Running:	0.293	0.405	0.588	0.455		0.085	0.215	0.846		
NOx Total Exhaust:	0.363	0.544	0.755	0.602	0.369	0.090	0.226	1.845	1.30	0.628

*
* San Joaquin Valley Air Basin
* Calendar Year 2023
* Age Distribution by Vehicle Class
*

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.064 0.063 0.061 0.059 0.057 0.061 0.059 0.056 0.053 0.050
   0.049 0.043 0.037 0.032 0.027 0.026 0.025 0.025 0.021 0.021
   0.019 0.014 0.012 0.010 0.056
* LDT1
 2 0.060 0.060 0.060 0.059 0.057 0.051 0.046 0.041 0.037 0.034
   0.030 0.028 0.025 0.022 0.020 0.020 0.021 0.026 0.028 0.046
   0.034 0.033 0.019 0.018 0.125
* LDT2
 3 0.055 0.054 0.052 0.050 0.048 0.052 0.050 0.047 0.044 0.041
   0.043 0.039 0.036 0.032 0.034 0.032 0.039 0.034 0.036 0.026
   0.026 0.023 0.019 0.014 0.075
* LDT3
 4 0.054 0.052 0.050 0.047 0.045 0.049 0.046 0.043 0.040 0.037
   0.039 0.036 0.038 0.040 0.041 0.039 0.049 0.042 0.039 0.035
   0.022 0.022 0.018 0.016 0.061
* LDT4
 5 0.054 0.052 0.050 0.047 0.045 0.049 0.046 0.043 0.040 0.037
   0.039 0.036 0.038 0.040 0.041 0.039 0.049 0.042 0.039 0.035
   0.022 0.022 0.018 0.016 0.061
* HDV2B
 6 0.045 0.043 0.041 0.040 0.044 0.049 0.053 0.056 0.059 0.061
   0.062 0.064 0.062 0.060 0.057 0.046 0.050 0.035 0.021 0.006
   0.004 0.004 0.003 0.004 0.031
* HDV3
 7 0.054 0.054 0.052 0.048 0.048 0.051 0.050 0.046 0.045 0.041
   0.044 0.042 0.044 0.046 0.048 0.044 0.042 0.035 0.024 0.017
   0.020 0.021 0.009 0.014 0.062
* HDV4
 8 0.055 0.055 0.054 0.053 0.051 0.057 0.055 0.053 0.052 0.048
   0.045 0.040 0.036 0.031 0.028 0.027 0.028 0.024 0.018 0.020
   0.025 0.025 0.008 0.012 0.100
* HDV5
 9 0.055 0.055 0.054 0.053 0.051 0.057 0.055 0.053 0.052 0.048
   0.045 0.040 0.036 0.031 0.028 0.027 0.028 0.024 0.018 0.020
   0.025 0.025 0.008 0.012 0.100
* HDV6
10 0.055 0.055 0.054 0.053 0.051 0.057 0.055 0.053 0.052 0.048
   0.045 0.040 0.036 0.031 0.028 0.027 0.028 0.024 0.018 0.020
   0.025 0.025 0.008 0.012 0.100
```

* HDV7
11 0.055 0.055 0.054 0.053 0.051 0.057 0.055 0.053 0.052 0.048
0.045 0.040 0.036 0.031 0.028 0.027 0.028 0.024 0.018 0.020
0.025 0.025 0.008 0.012 0.100
* HDV8a
12 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039
0.039 0.039 0.020 0.020 0.020 0.020 0.000 0.020 0.000 0.059
0.039 0.039 0.059 0.020 0.216
* HDV8b
13 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039 0.039
0.039 0.039 0.020 0.020 0.020 0.020 0.000 0.020 0.000 0.059
0.039 0.039 0.059 0.020 0.216
* HDBS
14 0.031 0.031 0.026 0.031 0.031 0.031 0.031 0.031 0.036 0.031
0.031 0.031 0.026 0.026 0.020 0.020 0.005 0.010 0.010 0.015
0.015 0.061 0.020 0.010 0.393
* HDBT
15 0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.036
0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.036 0.000 0.000
0.000 0.000 0.000 0.036 0.321
* Motorcycles
16 0.100 0.098 0.090 0.083 0.076 0.075 0.068 0.060 0.053 0.046
0.042 0.036 0.031 0.027 0.023 0.020 0.013 0.018 0.016 0.007
0.005 0.002 0.002 0.002 0.008

Eastern Kern Federal Nonattainment Area

```
*
* Kern County (Mojave Desert Air Basin)
* Calendar Year 2002
* No I/M Program
*


MOBILE6 INPUT FILE

REPORT FILE      : No02EK.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02EK.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 74.0 78.7 83.4   87.6 91.1 93.5 95.5 96.7 96.8
95.9 94.3 91.3
87.5 83.4 81.0 79.2 77.9 76.9 76.0 74.8 73.8 72.5 71.2 70.9

REG DISTRIBUTION  : ReEK02.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoEK02
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.9 32.6 28.5 24.9 22.5 20.9 19.7 18.9 18.7 19.0 19.8
21.8
24.3 27.6 29.6 31.1 31.9 32.5 33.8 34.4 35.1 36.1 37.2 37.5

END OF RUN        :
```

```
*
*  Kern County (Mojave Desert Air Basin)
*  Calendar Year 2002
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02EK.IN (file 1, run 1).                                       *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REEK02.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* NoEK02
* File 1, Run 1, Scenario 1.
* ##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 70.9 (F)
Maximum Temperature: 96.8 (F)
Minimum Rel. Hum.: 18.7 (%)
Maximum Rel. Hum.: 37.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4574	0.2985	0.1305		0.0327	0.0010	0.0022	0.0730	0.0046	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.202	2.297	1.842	2.159	3.596	0.988	0.993	0.792	4.85	2.135
Composite CO :	22.65	25.66	21.59	24.42	45.55	2.069	1.739	4.328	22.02	22.751
Composite NOX :	1.562	1.669	1.633	1.658	5.521	1.813	1.658	16.940	1.38	2.854

Exhaust emissions (g/mi):

VOC Start:	0.661	0.702	0.445	0.624		0.440	0.452	0.982		
VOC Running:	0.626	0.721	0.656	0.701		0.548	0.541	1.937		
VOC Total Exhaust:	1.287	1.422	1.101	1.325	1.553	0.988	0.993	0.792	2.92	1.282

CO Start: 6.54 9.74 7.50 9.06 1.060 0.892
5.925
CO Running: 16.10 15.92 14.09 15.37 1.009 0.847
16.093
CO Total Exhaust: 22.65 25.66 21.59 24.42 45.55 2.069
1.739 4.328 22.02 22.751

NOx Start: 0.369 0.363 0.266 0.334 0.100 0.086
0.536
NOx Running: 1.193 1.306 1.367 1.324 1.713 1.572
0.841
NOx Total Exhaust: 1.562 1.669 1.633 1.658 5.521 1.813
1.658 16.940 1.38 2.854

```
*
* Kern County (Mojave Desert Air Basin)
* Calendar Year 2002
* Federal Basic I/M Program
*
MOBILE6 INPUT FILE

REPORT FILE      : Fed02EK.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Fed02EK.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 74.0 78.7 83.4   87.6 91.1 93.5 95.5 96.7 96.8
95.9 94.3 91.3
87.5 83.4 81.0 79.2 77.9 76.9 76.0 74.8 73.8 72.5 71.2 70.9

REG DISTRIBUTION  : ReEK02.d
FUEL RVP          : 6.8

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program

I/M PROGRAM       : 1 1994 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 2050
I/M VEHICLES      : 1 21111 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1

SCENARIO REC      : Fed02EK
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.9 32.6 28.5 24.9 22.5 20.9 19.7 18.9 18.7 19.0 19.8
21.8
24.3 27.6 29.6 31.1 31.9 32.5 33.8 34.4 35.1 36.1 37.2 37.5

END OF RUN
```

```
*
*  Kern County (Mojave Desert Air Basin)
*  Calendar Year 2002
*  Federal Basic I/M Program
*  Output File

************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                           *
* Input file: FBA02EK.IN (file 1, run 1).                              *
************************************************************************

* Reading Registration Distributions from the following external
* data file: REEK02.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* Fed02EK
* File 1, Run 1, Scenario 1.
* ##########################
```

*** I/M credits for Tech1&2 vehicles were read from the following external data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 70.9 (F)
Maximum Temperature: 96.8 (F)
Minimum Rel. Hum.: 18.7 (%)
Maximum Rel. Hum.: 37.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: No
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4574	0.2985	0.1305		0.0327	0.0010	0.0022	0.0730	0.0046	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.952	2.297	1.842	2.159	3.596	0.988	0.993	0.792	4.85	2.020
Composite CO :	19.39	25.66	21.59	24.42	45.55	2.069	1.739	4.328	22.02	21.263
Composite NOX :	1.544	1.669	1.633	1.658	5.521	1.813	1.658	16.940	1.38	2.846

Exhaust emissions (g/mi):

VOC Start:	0.521	0.702	0.445	0.624		0.440	0.452	0.982		
VOC Running:	0.515	0.721	0.656	0.701		0.548	0.541	1.937		
VOC Total Exhaust:	1.036	1.422	1.101	1.325	1.553	0.988	0.993	0.792	2.92	1.168

CO Start: 5.19 9.74 7.50 9.06 1.060 0.892 5.925

CO Running: 14.21 15.92 14.09 15.37 1.009 0.847 16.093

CO Total Exhaust: 19.39 25.66 21.59 24.42 45.55 2.069 1.739 4.328 22.02 21.263

NOx Start: 0.369 0.363 0.266 0.334 0.100 0.086 0.536

NOx Running: 1.175 1.306 1.367 1.324 1.713 1.572 0.841

NOx Total Exhaust: 1.544 1.669 1.633 1.658 5.521 1.813 1.658 16.940 1.38 2.846

---

*
* Kern County (Mojave Desert Air Basin)
* Calendar Year 2002
* Age Distribution by Vehicle Class
*

REG DIST

*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution
* of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.

```
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
********************************************************************** **************************
* LDV
 1 0.055 0.067 0.075 0.067 0.063 0.059 0.051 0.058 0.045 0.043
   0.039 0.046 0.042 0.043 0.038 0.033 0.028 0.024 0.018 0.011
   0.008 0.007 0.005 0.007 0.070
* LDT1
 2 0.065 0.066 0.052 0.060 0.043 0.048 0.044 0.041 0.042 0.041
   0.033 0.041 0.035 0.042 0.035 0.035 0.040 0.029 0.023 0.014
   0.012 0.009 0.008 0.011 0.131
* LDT2
 3 0.051 0.065 0.071 0.063 0.074 0.061 0.056 0.066 0.058 0.056
   0.041 0.044 0.036 0.038 0.030 0.025 0.027 0.019 0.014 0.008
   0.008 0.006 0.004 0.007 0.073
* LDT3
 4 0.117 0.108 0.076 0.069 0.073 0.084 0.053 0.061 0.052 0.037
   0.027 0.025 0.023 0.026 0.024 0.023 0.021 0.016 0.010 0.006
   0.003 0.005 0.004 0.011 0.043
* LDT4
 5 0.117 0.108 0.076 0.069 0.073 0.084 0.053 0.061 0.052 0.037
   0.027 0.025 0.023 0.026 0.024 0.023 0.021 0.016 0.010 0.006
   0.003 0.005 0.004 0.011 0.043
* HDV2B
 6 0.024 0.038 0.048 0.059 0.050 0.044 0.048 0.052 0.037 0.034
   0.032 0.062 0.046 0.058 0.034 0.041 0.041 0.050 0.022 0.016
   0.017 0.016 0.007 0.016 0.110
* HDV3
 7 0.016 0.024 0.046 0.063 0.033 0.088 0.074 0.071 0.050 0.037
   0.040 0.043 0.066 0.074 0.047 0.030 0.032 0.035 0.016 0.013
   0.003 0.008 0.008 0.012 0.070
* HDV4
 8 0.042 0.038 0.051 0.036 0.027 0.032 0.040 0.053 0.023 0.011
   0.013 0.021 0.055 0.053 0.044 0.038 0.021 0.027 0.027 0.006
   0.017 0.013 0.023 0.036 0.255
* HDV5
 9 0.042 0.038 0.051 0.036 0.027 0.032 0.040 0.053 0.023 0.011
   0.013 0.021 0.055 0.053 0.044 0.038 0.021 0.027 0.027 0.006
   0.017 0.013 0.023 0.036 0.255
* HDV6
10 0.042 0.038 0.051 0.036 0.027 0.032 0.040 0.053 0.023 0.011
   0.013 0.021 0.055 0.053 0.044 0.038 0.021 0.027 0.027 0.006
```

0.017 0.013 0.023 0.036 0.255
* HDV7
11 0.042 0.038 0.051 0.036 0.027 0.032 0.040 0.053 0.023 0.011
0.013 0.021 0.055 0.053 0.044 0.038 0.021 0.027 0.027 0.006
0.017 0.013 0.023 0.036 0.255
* HDV8a
12 0.040 0.030 0.033 0.028 0.042 0.059 0.059 0.049 0.050 0.058
0.066 0.053 0.043 0.031 0.035 0.045 0.045 0.033 0.030 0.025
0.024 0.021 0.009 0.010 0.080
* HDV8b
13 0.040 0.030 0.033 0.028 0.042 0.059 0.059 0.049 0.050 0.058
0.066 0.053 0.043 0.031 0.035 0.045 0.045 0.033 0.030 0.025
0.024 0.021 0.009 0.010 0.080
* HDBS
14 0.000 0.011 0.110 0.011 0.000 0.000 0.000 0.011 0.011 0.110
0.033 0.044 0.187 0.088 0.033 0.088 0.055 0.033 0.000 0.000
0.000 0.000 0.011 0.000 0.165
* HDBT
15 0.000 0.000 0.167 0.000 0.667 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.167 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.103 0.074 0.074 0.050 0.042 0.041 0.037 0.028 0.036 0.025
0.019 0.021 0.026 0.018 0.020 0.032 0.041 0.043 0.033 0.043
0.041 0.025 0.027 0.017 0.084

```
*
* Kern County (Mojave Desert Air Basin)
* Calendar Year 2013
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No13EK.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No13EK.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 74.0 78.7 83.4 87.6 91.1 93.5 95.5 96.7 96.8 95.9
94.3 91.3
87.5 83.4 81.0 79.2 77.9 76.9 76.0 74.8 73.8 72.5 71.2 70.9


REG DISTRIBUTION  : ReEK13.d
FUEL RVP          : 6.8

SCENARIO RECORD   : EK
CALENDAR YEAR     : 2013
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.9 32.6 28.5 24.9 22.5 20.9 19.7 18.9 18.7 19.0 19.8
21.8
24.3 27.6 29.6 31.1 31.9 32.5 33.8 34.4 35.1 36.1 37.2 37.5

END OF RUN        :
```

```
*
*  Kern County (Mojave Desert Air Basin)
*  Calendar Year 2013
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO13EK.IN (file 1, run 1).                                       *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REEK13.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)

* ##########################
* EK
* File 1, Run 1, Scenario 1.
* ##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2013
Month: July
Altitude: Low
Minimum Temperature: 70.9 (F)
Maximum Temperature: 96.8 (F)
Minimum Rel. Hum.: 18.7 (%)
Maximum Rel. Hum.: 37.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3312	0.3810	0.1517		0.0395	0.0003	0.0022	0.0890	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.750	1.032	0.998	1.022	0.748	0.136	0.352	0.346	2.60	0.867
Composite CO :	7.22	9.80	10.44	9.99	7.98	0.794	0.623	1.083	19.11	8.221
Composite NOX :	0.553	0.839	1.116	0.918	1.540	0.268	0.561	4.801	1.29	1.169

Exhaust emissions (g/mi):

VOC Start:	0.143	0.225	0.231	0.227		0.049	0.117	0.497		
VOC Running:	0.144	0.212	0.282	0.232		0.087	0.235	1.396		
VOC Total Exhaust:	0.288	0.437	0.513	0.459	0.188	0.136	0.352	0.346	1.89	0.388

CO Start: 1.63 3.34 3.16 3.29 0.314 0.243 4.162

CO Running: 5.59 6.47 7.28 6.70 0.479 0.380 14.949

CO Total Exhaust: 7.22 9.80 10.44 9.99 7.98 0.794 0.623 1.083 19.11 8.221

NOx Start: 0.104 0.211 0.217 0.213 0.012 0.021 0.439

NOx Running: 0.449 0.629 0.899 0.706 0.256 0.540 0.850

NOx Total Exhaust: 0.553 0.839 1.116 0.918 1.540 0.268 0.561 4.801 1.29 1.169

```
*
* Kern County (Mojave Desert Air Basin)
* Calendar Year 2013
* California Basic Smog Check I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : Cal13EK.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : Cal13EK.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 74.0 78.7 83.4 87.6 91.1 93.5 95.5 96.7 96.8 95.9
94.3 91.3
87.5 83.4 81.0 79.2 77.9 76.9 76.0 74.8 73.8 72.5 71.2 70.9

REG DISTRIBUTION  : ReEK13.d
FUEL RVP          : 6.8
**********************************************************************


ANTI-TAMP PROG    :
74 73 50 22222 22222222 2 12 098. 22212222

**********************************************************************
**LDV Basic I/M programs below:
I/M PROGRAM       : 1 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 2 1984 2050 2 TRC GC
**HDV I/M programs below:
I/M PROGRAM       : 3 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM       : 4 1984 2050 2 TRC GC

**********************************************************************

I/M MODEL YEARS   : 1 1978 2050
I/M MODEL YEARS   : 2 1996 2050
I/M MODEL YEARS   : 3 1978 2050
I/M MODEL YEARS   : 4 1996 2050


**********************************************************************
```

```
I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 11111 22222222 2
I/M VEHICLES      : 4 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5

*********************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6

*********************************************************************
SCENARIO RECORD   : CalEK13
CALENDAR YEAR     : 2013
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 35.9 32.6 28.5 24.9 22.5 20.9 19.7 18.9 18.7 19.0 19.8
21.8
24.3 27.6 29.6 31.1 31.9 32.5 33.8 34.4 35.1 36.1 37.2 37.5

END OF RUN        :
```

```
*
*  Kern County (Mojave Desert Air Basin)
*  Calendar Year 2013
*  California Basic Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CAL13EK.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REEK13.D
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)

* ##########################
* CalEK13
* File 1, Run 1, Scenario 1.
* ##########################
```

*** I/M credits for Tech1&2 vehicles were read from the following external data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2013
Month: July
Altitude: Low
Minimum Temperature: 70.9 (F)
Maximum Temperature: 96.8 (F)
Minimum Rel. Hum.: 18.7 (%)
Maximum Rel. Hum.: 37.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3312	0.3810	0.1517		0.0395	0.0003	0.0022	0.0890	0.0051	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.693	0.947	0.903	0.934	0.734	0.136	0.352	0.346	2.60	0.801
Composite CO :	6.00	8.19	8.78	8.36	7.49	0.794	0.623	1.083	19.11	6.932
Composite NOX :	0.551	0.827	1.106	0.907	1.535	0.268	0.561	4.801	1.29	1.161

Exhaust emissions (g/mi):

VOC Start:	0.126	0.199	0.206	0.201	0.049	0.117	0.497
VOC Running:	0.107	0.156	0.215	0.173	0.087	0.235	1.396

VOC Total Exhaust: 0.234 0.355 0.421 0.374 0.176 0.136 0.352 0.346 1.89 0.325

CO Start: 1.55 3.07 2.93 3.03 0.314 0.243 4.162

CO Running: 4.45 5.12 5.85 5.33 0.479 0.380 14.949

CO Total Exhaust: 6.00 8.19 8.78 8.36 7.49 0.794 0.623 1.083 19.11 6.932

NOx Start: 0.104 0.211 0.217 0.213 0.012 0.021 0.439

NOx Running: 0.446 0.616 0.889 0.694 0.256 0.540 0.850

NOx Total Exhaust: 0.551 0.827 1.106 0.907 1.535 0.268 0.561 4.801 1.29 1.161

---

*
* Kern County (Mojave Desert Air Basin)
* Calendar Year 2013
* Age Distribution by Vehicle Class
*

REG DIST

*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution
* of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.

```
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*****************************************************************************************
* LDV
 1 0.077 0.075 0.071 0.072 0.066 0.060 0.054 0.048 0.043 0.041
   0.043 0.044 0.042 0.041 0.033 0.027 0.023 0.018 0.018 0.013
   0.011 0.009 0.009 0.008 0.052
* LDT1
 2 0.051 0.048 0.044 0.041 0.039 0.037 0.034 0.032 0.030 0.025
   0.039 0.038 0.064 0.053 0.055 0.034 0.033 0.029 0.024 0.024
   0.022 0.018 0.020 0.016 0.148
* LDT2
 3 0.067 0.065 0.061 0.060 0.054 0.049 0.046 0.044 0.048 0.056
   0.055 0.052 0.038 0.039 0.033 0.032 0.025 0.021 0.023 0.020
   0.018 0.013 0.013 0.010 0.059
* LDT3
 4 0.062 0.059 0.055 0.055 0.051 0.046 0.050 0.054 0.057 0.076
   0.063 0.061 0.053 0.036 0.032 0.028 0.030 0.018 0.021 0.018
   0.009 0.007 0.008 0.006 0.046
* LDT4
 5 0.062 0.059 0.055 0.055 0.051 0.046 0.050 0.054 0.057 0.076
   0.063 0.061 0.053 0.036 0.032 0.028 0.030 0.018 0.021 0.018
   0.009 0.007 0.008 0.006 0.046
* HDV2B
 6 0.054 0.059 0.065 0.071 0.076 0.082 0.084 0.085 0.081 0.098
   0.056 0.034 0.012 0.013 0.013 0.009 0.012 0.007 0.010 0.006
   0.006 0.006 0.006 0.008 0.048
* HDV3
 7 0.070 0.069 0.065 0.066 0.060 0.054 0.052 0.048 0.049 0.050
   0.041 0.029 0.013 0.029 0.038 0.018 0.037 0.032 0.028 0.021
   0.015 0.014 0.013 0.022 0.066
* HDV4
 8 0.062 0.058 0.053 0.049 0.046 0.044 0.040 0.037 0.034 0.056
   0.023 0.038 0.034 0.060 0.041 0.026 0.021 0.019 0.034 0.008
   0.004 0.004 0.012 0.021 0.175
* HDV5
 9 0.062 0.058 0.053 0.049 0.046 0.044 0.040 0.037 0.034 0.056
   0.023 0.038 0.034 0.060 0.041 0.026 0.021 0.019 0.034 0.008
   0.004 0.004 0.012 0.021 0.175
* HDV6
10 0.062 0.058 0.053 0.049 0.046 0.044 0.040 0.037 0.034 0.056
   0.023 0.038 0.034 0.060 0.041 0.026 0.021 0.019 0.034 0.008
```

0.004 0.004 0.012 0.021 0.175
* HDV7
11 0.062 0.058 0.053 0.049 0.046 0.044 0.040 0.037 0.034 0.056
0.023 0.038 0.034 0.060 0.041 0.026 0.021 0.019 0.034 0.008
0.004 0.004 0.012 0.021 0.175
* HDV8a
12 0.068 0.062 0.056 0.052 0.053 0.050 0.046 0.042 0.038 0.028
0.033 0.026 0.038 0.051 0.047 0.035 0.034 0.036 0.037 0.027
0.020 0.013 0.013 0.017 0.078
* HDV8b
13 0.068 0.062 0.056 0.052 0.053 0.050 0.046 0.042 0.038 0.028
0.033 0.026 0.038 0.051 0.047 0.035 0.034 0.036 0.037 0.027
0.020 0.013 0.013 0.017 0.078
* HDBS
14 0.015 0.015 0.015 0.015 0.015 0.015 0.007 0.007 0.007 0.052
0.037 0.015 0.007 0.089 0.007 0.000 0.000 0.000 0.007 0.007
0.096 0.037 0.037 0.148 0.348
* HDBT
15 0.067 0.067 0.067 0.067 0.067 0.067 0.067 0.067 0.067 0.000
0.000 0.133 0.000 0.067 0.000 0.133 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.067
* Motorcycles
16 0.113 0.110 0.099 0.094 0.087 0.074 0.068 0.058 0.048 0.036
0.055 0.053 0.017 0.014 0.009 0.007 0.006 0.006 0.004 0.004
0.003 0.002 0.002 0.002 0.028

Sutter Buttes (Sutter County) Federal Nonattainment Area

```
*
* Sutter Buttes (Sutter County)
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02SSU.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02SSU.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.4 69.2 74.1 79 83.4 87.3 90.7 93.3 95.6 97.1
97.8 97.5
95.7 92 86.4 81.8 78.5 76 74.1 71.6 69.9 68.4 67.3 66.6

REG DISTRIBUTION  : Ssutter.d
FUEL RVP          : 6.8
**********************************************************************

SCENARIO RECORD   : South Sutter
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.5 45.6 41.6 37 32.4 28.8 25.7 23.5 21.7 20.3 19.7
19.6
20.5 22.9 27.2 31.5 34.7 37 38.7 41.4 43.2 44.7 45.9 46.7

END OF RUN
```

```
*
*  Sutter Buttes (Sutter County)
*  Calendar Year 2002
*  No I/M Program
*  Output File

*********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                    *
* Input file: NO02SSU.IN (file 1, run 1).                                       *
*********************************************************************************

* Reading Registration Distributions from the following external
* data file: SSUTTER.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* South Sutter
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

             Calendar Year:  2002
                   Month:  July
                Altitude:  Low
        Minimum Temperature:  66.4 (F)
        Maximum Temperature:  97.8 (F)
         Minimum Rel. Hum.:  19.6 (%)
         Maximum Rel. Hum.:  47.5 (%)
```

Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4559	0.3040	0.1281		0.0311	0.0010	0.0021	0.0728	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.158	2.206	1.964	2.134	3.916	0.947	0.978	0.825	4.57	2.114
Composite CO :	22.08	24.96	23.17	24.43	49.24	2.013	1.711	4.431	21.09	22.586
Composite NOX :	1.550	1.619	1.653	1.629	5.578	1.786	1.654	17.026	1.33	2.836

Exhaust emissions (g/mi):

VOC Start:	0.619	0.661	0.495	0.612		0.418	0.435	0.913		
VOC Running:	0.603	0.695	0.691	0.694		0.529	0.542	1.805		
VOC Total Exhaust:	1.223	1.357	1.185	1.306	1.680	0.947	0.978	0.825	2.72	1.250
CO Start:	6.32	9.43	8.56	9.17		1.022	0.863	5.577		
CO Running:	15.76	15.53	14.61	15.26		0.991	0.848	15.514		
CO Total Exhaust:	22.08	24.96	23.17	24.43	49.24	2.013	1.711	4.431	21.09	22.586
NOx Start:	0.354	0.345	0.279	0.326		0.097	0.083	0.488		
NOx Running:	1.197	1.273	1.374	1.303		1.689	1.571	0.840		

NOx Total Exhaust: 1.550 1.619 1.653 1.629 5.578 1.786 1.654 17.026 1.33 2.836

```
*
* Sutter Buttes (Sutter County)
* Calendar Year 2002
* Federal Basic I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : FBa02SSU.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : FBa02SSU.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.4 69.2 74.1 79 83.4 87.3 90.7 93.3 95.6 97.1
97.8 97.5
95.7 92 86.4 81.8 78.5 76 74.1 71.6 69.9 68.4 67.3 66.6

REG DISTRIBUTION  : Ssutter.d
FUEL RVP          : 6.8
*****************************************************************

  ANTI-TAMP PROG   : 07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1994 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 2050
I/M VEHICLES      : 1 21111 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1

*********************************************************************
SCENARIO RECORD   : South Sutter
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.5 45.6 41.6 37 32.4 28.8 25.7 23.5 21.7 20.3 19.7
19.6
20.5 22.9 27.2 31.5 34.7 37 38.7 41.4 43.2 44.7 45.9 46.7

END OF RUN
```

```
*
*  Sutter Buttes (Sutter County)
*  Calendar Year 2002
*  Federal Basic I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FBA02SSU.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SSUTTER.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* South Sutter
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

             Calendar Year:  2002
                    Month:  July
                 Altitude:  Low
        Minimum Temperature:  66.4 (F)
        Maximum Temperature:  97.8 (F)
```

Minimum Rel. Hum.: 19.6 (%)
Maximum Rel. Hum.: 47.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4559	0.3040	0.1281		0.0311	0.0010	0.0021	0.0728	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.933	2.206	1.964	2.134	3.916	0.947	0.978	0.825	4.57	2.011
Composite CO :	19.13	24.96	23.17	24.43	49.24	2.013	1.711	4.431	21.09	21.244
Composite NOX :	1.531	1.619	1.653	1.629	5.578	1.786	1.654	17.026	1.33	2.827

Exhaust emissions (g/mi):

VOC Start:	0.497	0.661	0.495	0.612		0.418	0.435	0.913		
VOC Running:	0.500	0.695	0.691	0.694		0.529	0.542	1.805		
VOC Total Exhaust:	0.998	1.357	1.185	1.306	1.680	0.947	0.978	0.825	2.72	1.148
CO Start:	5.14	9.43	8.56	9.17		1.022	0.863	5.577		
CO Running:	14.00	15.53	14.61	15.26		0.991	0.848	15.514		
CO Total Exhaust:	19.13	24.96	23.17	24.43	49.24	2.013	1.711	4.431	21.09	21.244
NOx Start:	0.354	0.345	0.279	0.326		0.097	0.083	0.488		

NOx Running: 1.177 1.273 1.374 1.303 1.689 1.571 0.840

NOx Total Exhaust: 1.531 1.619 1.653 1.629 5.578 1.786 1.654 17.026 1.33 2.827

---

*
* Sutter Buttes (Sutter County)
* Calendar Year 2002
* Age distribution by Vehicle Class

REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
********************************************************************************
* LDV
 1 0.044 0.066 0.072 0.061 0.060 0.060 0.049 0.057 0.051 0.046
   0.048 0.052 0.049 0.049 0.039 0.034 0.030 0.025 0.018 0.011
   0.007 0.006 0.005 0.006 0.056
* LDT1
 2 0.073 0.072 0.069 0.060 0.043 0.059 0.039 0.044 0.048 0.037
   0.037 0.042 0.037 0.040 0.036 0.034 0.035 0.025 0.023 0.015
   0.011 0.008 0.008 0.010 0.096
* LDT2
 3 0.056 0.063 0.068 0.069 0.066 0.063 0.056 0.065 0.056 0.053
   0.046 0.049 0.040 0.037 0.029 0.023 0.029 0.018 0.016 0.008
   0.007 0.007 0.006 0.008 0.063
* LDT3
 4 0.107 0.106 0.069 0.071 0.064 0.076 0.058 0.062 0.053 0.042
   0.030 0.031 0.023 0.029 0.022 0.023 0.023 0.017 0.013 0.006
   0.004 0.004 0.006 0.012 0.047
* LDT4
 5 0.107 0.106 0.069 0.071 0.064 0.076 0.058 0.062 0.053 0.042
   0.030 0.031 0.023 0.029 0.022 0.023 0.023 0.017 0.013 0.006
   0.004 0.004 0.006 0.012 0.047
* HDV2B
 6 0.026 0.053 0.015 0.024 0.027 0.058 0.053 0.046 0.021 0.046
   0.041 0.043 0.061 0.061 0.040 0.040 0.041 0.043 0.035 0.015
   0.018 0.014 0.015 0.026 0.140
* HDV3
 7 0.019 0.015 0.058 0.069 0.028 0.071 0.099 0.075 0.056 0.043
   0.062 0.043 0.056 0.060 0.028 0.021 0.041 0.034 0.011 0.013
   0.011 0.002 0.017 0.011 0.058
* HDV4
 8 0.031 0.040 0.065 0.040 0.031 0.028 0.035 0.050 0.030 0.028
   0.026 0.046 0.070 0.041 0.026 0.024 0.017 0.022 0.029 0.004
   0.012 0.022 0.022 0.024 0.237
* HDV5
 9 0.031 0.040 0.065 0.040 0.031 0.028 0.035 0.050 0.030 0.028
   0.026 0.046 0.070 0.041 0.026 0.024 0.017 0.022 0.029 0.004
   0.012 0.022 0.022 0.024 0.237
* HDV6
10 0.031 0.040 0.065 0.040 0.031 0.028 0.035 0.050 0.030 0.028
   0.026 0.046 0.070 0.041 0.026 0.024 0.017 0.022 0.029 0.004
   0.012 0.022 0.022 0.024 0.237
* HDV7
```

11 0.031 0.040 0.065 0.040 0.031 0.028 0.035 0.050 0.030 0.028
0.026 0.046 0.070 0.041 0.026 0.024 0.017 0.022 0.029 0.004
0.012 0.022 0.022 0.024 0.237
* HDV8a
12 0.042 0.030 0.033 0.026 0.042 0.057 0.058 0.049 0.049 0.057
0.067 0.055 0.042 0.029 0.035 0.042 0.045 0.032 0.028 0.024
0.024 0.021 0.009 0.010 0.094
* HDV8b
13 0.042 0.030 0.033 0.026 0.042 0.057 0.058 0.049 0.049 0.057
0.067 0.055 0.042 0.029 0.035 0.042 0.045 0.032 0.028 0.024
0.024 0.021 0.009 0.010 0.094
* HDBS
14 0.074 0.012 0.025 0.049 0.025 0.025 0.037 0.000 0.247 0.074
0.025 0.012 0.049 0.037 0.148 0.012 0.025 0.012 0.025 0.000
0.000 0.000 0.000 0.012 0.000 0.074
* HDBT
15 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 1.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.148 0.111 0.079 0.049 0.028 0.040 0.032 0.028 0.019 0.021
0.016 0.014 0.024 0.019 0.016 0.030 0.035 0.028 0.020 0.030
0.032 0.021 0.023 0.028 0.110

```
*
* Sutter Buttes (Sutter County)
* Calendar Year 2013
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No13SuB.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No13SuB.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.4 69.2 74.1 79. 83.4 87.3 90.7 93.3 95.6 97.1
97.8 97.5
95.7 92. 86.4 81.8 78.5 76. 74.1 71.6 69.9 68.4 67.3 66.6
REG DISTRIBUTION  : SutterB.d
FUEL RVP         : 6.8
*********************************************************************

SCENARIO RECORD   : Sutter Buttes County
CALENDAR YEAR     : 2013
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.5 45.6 41.6 37. 32.4 28.8 25.7 23.5 21.7 20.3 19.7
19.6
20.5 22.9 27.2 31.5 34.7 37. 38.7 41.4 43.2 44.7 45.9 46.7

END OF RUN       :
```

```
*
* Sutter Buttes (Sutter County)
* Calendar Year 2013
* No I/M Program
* Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: NO13SUB.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: SUTTERB.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.995    MYR sum not = 1. (will normalize)

*##########################
* Sutter Buttes County
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

             Calendar Year:  2013
                   Month:  July
                Altitude:  Low
```

Minimum Temperature: 66.4 (F)
Maximum Temperature: 97.8 (F)
Minimum Rel. Hum.: 19.6 (%)
Maximum Rel. Hum.: 47.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3285	0.3795	0.1519		0.0429	0.0003	0.0022	0.0894	0.0052	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.956	1.145	1.114	1.136	0.616	0.163	0.400	0.349	2.76	0.991
Composite CO :	8.46	10.94	11.62	11.13	7.76	0.858	0.691	1.146	19.18	9.234
Composite NOX :	0.652	0.925	1.230	1.012	1.318	0.336	0.639	5.109	1.29	1.274

Exhaust emissions (g/mi):

VOC Start:	0.176	0.254	0.262	0.256		0.060	0.136	0.521		
VOC Running:	0.172	0.236	0.311	0.257		0.103	0.264	1.403		
VOC Total Exhaust:	0.348	0.489	0.573	0.513	0.170	0.163	0.400	0.349	1.92	0.437
CO Start:	2.05	3.83	3.65	3.78		0.350	0.276	4.344		
CO Running:	6.41	7.11	7.97	7.35		0.508	0.415	14.833		
CO Total Exhaust:	8.46	10.94	11.62	11.13	7.76	0.858	0.691	1.146	19.18	9.234

NOx Start: 0.128 0.232 0.244 0.236 0.015 0.025 0.441

NOx Running: 0.524 0.693 0.986 0.777 0.321 0.615 0.852

NOx Total Exhaust: 0.652 0.925 1.230 1.012 1.318 0.336 0.639 5.109 1.29 1.274

```
*
* Sutter Buttes (Sutter County)
* Calendar Year 2013
* California Basic Smog Check I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : CBa13SuB.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CBa13SuB.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.4 69.2 74.1 79. 83.4 87.3 90.7 93.3 95.6 97.1
97.8 97.5
95.7 92. 86.4 81.8 78.5 76. 74.1 71.6 69.9 68.4 67.3 66.6
REG DISTRIBUTION  : SutterB.d
***Above SutterB.d is the modified reg dist
FUEL RVP         : 6.8
*****************************************************************


ANTI-TAMP PROG   :
74 73 50 22222 22222222 2 12 098. 22212222

*****************************************************************************
**LDV I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 2 1984 2050 2 TRC GC
**HDV I/M programs below:
I/M PROGRAM      : 3 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 4 1984 2050 2 TRC GC

*****************************************************************************

I/M MODEL YEARS  : 1 1978 2050
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1978 2050
I/M MODEL YEARS  : 4 1996 2050


*****************************************************************************
```

```
I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 11111 22222222 2
I/M VEHICLES      : 4 11111 22222222 2

*******************************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5

*******************************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0

*******************************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242

*******************************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6

*******************************************************************************
SCENARIO RECORD   : Sutter Buttes County
CALENDAR YEAR     : 2013
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.5 45.6 41.6 37. 32.4 28.8 25.7 23.5 21.7 20.3 19.7
19.6
20.5 22.9 27.2 31.5 34.7 37. 38.7 41.4 43.2 44.7 45.9 46.7

END OF RUN        :
```

```
*
*  Sutter Buttes (Sutter County)
*  Calendar Year 2013
*  California Basic Smog Check I/M Program
*  Output File

*****************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                *
* Input file: CBA13SUB.IN (file 1, run 1).                                  *
*****************************************************************************

* Reading Registration Distributions from the following external
* data file: SUTTERB.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.995    MYR sum not = 1. (will normalize)

* ##########################
* Sutter Buttes County
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

             Calendar Year:  2013
```

Month: July
Altitude: Low
Minimum Temperature: 66.4 (F)
Maximum Temperature: 97.8 (F)
Minimum Rel. Hum.: 19.6 (%)
Maximum Rel. Hum.: 47.5 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3285	0.3795	0.1519		0.0429	0.0003	0.0022	0.0894	0.0052	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.886	1.046	1.005	1.034	0.604	0.163	0.400	0.349	2.76	0.913
Composite CO :	7.00	9.11	9.75	9.29	7.32	0.858	0.691	1.146	19.18	7.755
Composite NOX :	0.648	0.911	1.217	0.999	1.315	0.336	0.639	5.109	1.29	1.265

Exhaust emissions (g/mi):

VOC Start:	0.156	0.223	0.232	0.226		0.060	0.136	0.521		
VOC Running:	0.126	0.172	0.235	0.190		0.103	0.264	1.403		
VOC Total Exhaust:	0.282	0.395	0.467	0.415	0.160	0.163	0.400	0.349	1.92	0.363
CO Start:	1.96	3.54	3.38	3.49		0.350	0.276	4.344		
CO Running:	5.04	5.57	6.37	5.80		0.508	0.415	14.833		

CO Total Exhaust: 7.00 9.11 9.75 9.29 7.32 0.858 0.691 1.146 19.18 7.755

NOx Start: 0.128 0.232 0.244 0.236 0.015 0.025 0.441

NOx Running: 0.520 0.679 0.974 0.763 0.321 0.615 0.852

NOx Total Exhaust: 0.648 0.911 1.217 0.999 1.315 0.336 0.639 5.109 1.29 1.265

---

*
* Sutter Buttes (Sutter County)
* Calendar Year 2013
* Age Presentation by Vehicle Class
*
REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
************************************************************************************************
*
* LDV
 1 0.078 0.071 0.063 0.058 0.053 0.048 0.044 0.041 0.037 0.039
0.044 0.041 0.047 0.048 0.038 0.035 0.031 0.024 0.023 0.017
0.015 0.012 0.012 0.012 0.069
* LDT1
 2 0.033 0.032 0.030 0.028 0.027 0.025 0.024 0.022 0.021 0.026
0.044 0.052 0.080 0.063 0.064 0.045 0.048 0.036 0.032 0.029
0.024 0.021 0.021 0.021 0.154
* LDT2
 3 0.064 0.061 0.058 0.054 0.051 0.049 0.046 0.043 0.040 0.051
0.051 0.056 0.043 0.046 0.043 0.037 0.034 0.024 0.025 0.021
0.018 0.015 0.014 0.010 0.049
* LDT3
 4 0.059 0.057 0.052 0.049 0.046 0.043 0.040 0.041 0.044 0.065
0.057 0.068 0.068 0.048 0.045 0.035 0.034 0.027 0.025 0.019
0.016 0.009 0.009 0.005 0.038
* LDT4
 5 0.059 0.057 0.052 0.049 0.046 0.043 0.040 0.041 0.044 0.065
0.057 0.068 0.068 0.048 0.045 0.035 0.034 0.027 0.025 0.019
0.016 0.009 0.009 0.005 0.038
* HDV2B
 6 0.068 0.073 0.078 0.083 0.086 0.087 0.087 0.085 0.077 0.089
0.062 0.040 0.012 0.008 0.006 0.005 0.007 0.006 0.006 0.003
0.003 0.004 0.003 0.004 0.020
* HDV3
 7 0.064 0.064 0.061 0.059 0.056 0.055 0.051 0.055 0.059 0.041
0.035 0.025 0.031 0.038 0.040 0.020 0.041 0.031 0.032 0.028
0.017 0.018 0.010 0.012 0.058
* HDV4
 8 0.064 0.059 0.054 0.050 0.045 0.042 0.039 0.036 0.033 0.035
0.030 0.035 0.046 0.069 0.045 0.021 0.023 0.017 0.027 0.013
0.006 0.014 0.020 0.020 0.157
* HDV5
 9 0.064 0.059 0.054 0.050 0.045 0.042 0.039 0.036 0.033 0.035
0.030 0.035 0.046 0.069 0.045 0.021 0.023 0.017 0.027 0.013
0.006 0.014 0.020 0.020 0.157
* HDV6
10 0.064 0.059 0.054 0.050 0.045 0.042 0.039 0.036 0.033 0.035
0.030 0.035 0.046 0.069 0.045 0.021 0.023 0.017 0.027 0.013
0.006 0.014 0.020 0.020 0.157
```

* HDV7
11 0.064 0.059 0.054 0.050 0.045 0.042 0.039 0.036 0.033 0.035
0.030 0.035 0.046 0.069 0.045 0.021 0.023 0.017 0.027 0.013
0.006 0.014 0.020 0.020 0.157
* HDV8a
12 0.057 0.053 0.048 0.045 0.044 0.045 0.044 0.044 0.042 0.030
0.035 0.029 0.041 0.055 0.052 0.039 0.036 0.039 0.040 0.030
0.022 0.014 0.015 0.018 0.085
* HDV8b
13 0.057 0.053 0.048 0.045 0.044 0.045 0.044 0.044 0.042 0.030
0.035 0.029 0.041 0.055 0.052 0.039 0.036 0.039 0.040 0.030
0.022 0.014 0.015 0.018 0.085
* HDBS
14 0.035 0.035 0.035 0.035 0.035 0.035 0.035 0.035 0.000 0.000
0.000 0.047 0.059 0.000 0.000 0.000 0.071 0.000 0.024 0.000
0.188 0.000 0.024 0.071 0.235
* HDBT
15 0.045 0.045 0.045 0.045 0.045 0.045 0.045 0.045 0.000 0.000
0.136 0.000 0.000 0.000 0.227 0.227 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.045
* Motorcycles
16 0.110 0.108 0.099 0.092 0.085 0.076 0.064 0.054 0.045 0.032
0.057 0.047 0.024 0.020 0.012 0.009 0.007 0.007 0.005 0.004
0.003 0.003 0.002 0.002 0.033

Western Nevada County Federal Nonattainment Area

```
*
* Western Nevada County
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No02Nev.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02Nev.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.0 67.5 71.3 76.4 81.6 85.6 88.4 89.7 90.6 90.7
90.1 88.4
85.9 82.1 77.6 74.1 72. 70.8 69.7 68.9 68.0 67.3 66.6 66.1
REG DISTRIBUTION  : Nevada.d
FUEL RVP         : 6.8
**********************************************************************

SCENARIO RECORD   : Western Nevada County
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 43.8 43.8 42. 37.6 32.3 28.4 25.6 24.5 23.7 23.3 23.7
25.
27.1 30.4 34.9 39.1 41.8 42.9 43.8 42.0 42.6 43.0 43.4 43.8

END OF RUN       :
```

```
*
* Western Nevada County
* Calendar Year 2002
* No I/M Program
* Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: NO02NEV.IN (file 1, run 1).                                     *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: NEVADA.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* Western Nevada County
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
```

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 66.0 (F)
Maximum Temperature: 90.7 (F)
Minimum Rel. Hum.: 23.3 (%)
Maximum Rel. Hum.: 43.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4438	0.3077	0.1333		0.0329	0.0011	0.0022	0.0742	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.396	2.052	1.633	1.925	3.410	1.044	0.919	0.799	4.50	2.109
Composite CO :	23.95	23.95	20.01	22.76	43.52	2.144	1.610	4.329	19.61	22.521
Composite NOX :	1.718	1.662	1.627	1.651	5.509	1.883	1.606	16.847	1.42	2.934

Exhaust emissions (g/mi):

VOC Start:	0.771	0.619	0.401	0.553		0.468	0.391	0.959		
VOC Running:	0.669	0.680	0.613	0.660		0.576	0.528	1.865		
VOC Total Exhaust:	1.441	1.299	1.014	1.213	1.579	1.044	0.919	0.799	2.82	1.302
CO Start:	7.83	8.85	6.65	8.18		1.110	0.780	5.503		

CO Running: 16.12 15.11 13.36 14.58 1.034 0.830
14.107
CO Total Exhaust: 23.95 23.95 20.01 22.76 43.52 2.144
1.610 4.329 19.61 22.521

NOx Start: 0.451 0.356 0.270 0.330 0.105 0.075
0.538
NOx Running: 1.267 1.306 1.357 1.321 1.778 1.531
0.886
NOx Total Exhaust: 1.718 1.662 1.627 1.651 5.509 1.883
1.606 16.847 1.42 2.934

```
*
* Western Nevada County
* Calendar Year 2002
* Federal Basic I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : FBa02Nev.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : FBa02Nev.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.0 67.5 71.3 76.4 81.6 85.6 88.4 89.7 90.6 90.7
90.1 88.4
85.9 82.1 77.6 74.1 72. 70.8 69.7 68.9 68.0 67.3 66.6 66.1
REG DISTRIBUTION  : Nevada.d
FUEL RVP         : 6.8
**********************************************************************


  ANTI-TAMP PROG    : 07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM      : 1 1994 2050 1 T/O IDLE
I/M MODEL YEARS  : 1 1968 2050
I/M VEHICLES     : 1 21111 11111111 1
I/M STRINGENCY   : 1 20.0
I/M COMPLIANCE   : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1

**********************************************************************
SCENARIO RECORD   : Western Nevada County
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY  : 43.8 43.8 42. 37.6 32.3 28.4 25.6 24.5 23.7 23.3 23.7
25.
27.1 30.4 34.9 39.1 41.8 42.9 43.8 42.0 42.6 43.0 43.4 43.8

END OF RUN       :
```

```
*
* Western Nevada County
* Calendar Year 2002
* Federal Basic I/M Program
* Output File

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                    *
* Input file: FBA02NEV.IN (file 1, run 1).                      *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: NEVADA.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* Western Nevada County
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 66.0 (F)
Maximum Temperature: 90.7 (F)
Minimum Rel. Hum.: 23.3 (%)
Maximum Rel. Hum.: 43.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4438	0.3077	0.1333		0.0329	0.0011	0.0022	0.0742	0.0048	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.108	2.052	1.633	1.925	3.410	1.044	0.919	0.799	4.50	1.981
Composite CO :	20.38	23.95	20.01	22.76	43.52	2.144	1.610	4.329	19.61	20.937
Composite NOX :	1.697	1.662	1.627	1.651	5.509	1.883	1.606	16.847	1.42	2.925

Exhaust emissions (g/mi):

VOC Start:	0.607	0.619	0.401	0.553		0.468	0.391	0.959		
VOC Running:	0.546	0.680	0.613	0.660		0.576	0.528	1.865		
VOC Total Exhaust:	1.152	1.299	1.014	1.213	1.579	1.044	0.919	0.799	2.82	1.174

CO Start: 6.26 8.85 6.65 8.18 1.110 0.780
5.503
CO Running: 14.12 15.11 13.36 14.58 1.034 0.830
14.107
CO Total Exhaust: 20.38 23.95 20.01 22.76 43.52 2.144
1.610 4.329 19.61 20.937

NOx Start: 0.451 0.356 0.270 0.330 0.105 0.075
0.538
NOx Running: 1.246 1.306 1.357 1.321 1.778 1.531
0.886
NOx Total Exhaust: 1.697 1.662 1.627 1.651 5.509 1.883
1.606 16.847 1.42 2.925

---

*
* Western Nevada County
* Calendar Year 2002
* Age distribution by Vehicle Class
*
REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.034 0.054 0.060 0.053 0.058 0.059 0.053 0.059 0.051 0.050
0.045 0.051 0.049 0.047 0.039 0.038 0.031 0.025 0.020 0.013
0.009 0.007 0.006 0.007 0.082
* LDT1
 2 0.044 0.067 0.056 0.062 0.052 0.056 0.046 0.043 0.045 0.043
0.036 0.041 0.041 0.044 0.039 0.037 0.043 0.030 0.024 0.015
0.011 0.008 0.007 0.011 0.100
* LDT2
 3 0.033 0.059 0.072 0.079 0.075 0.076 0.057 0.068 0.066 0.056
0.052 0.052 0.038 0.035 0.026 0.023 0.025 0.016 0.011 0.006
0.005 0.003 0.004 0.007 0.056
* LDT3
 4 0.088 0.111 0.079 0.090 0.072 0.081 0.064 0.069 0.053 0.057
0.027 0.035 0.022 0.028 0.018 0.016 0.017 0.016 0.007 0.004
0.002 0.002 0.002 0.006 0.035
* LDT4
 5 0.088 0.111 0.079 0.090 0.072 0.081 0.064 0.069 0.053 0.057
0.027 0.035 0.022 0.028 0.018 0.016 0.017 0.016 0.007 0.004
0.002 0.002 0.002 0.006 0.035
* HDV2B
 6 0.021 0.047 0.036 0.040 0.036 0.057 0.055 0.070 0.023 0.049
0.049 0.051 0.066 0.051 0.021 0.028 0.036 0.023 0.023 0.011
0.006 0.006 0.021 0.028 0.144
* HDV3
 7 0.012 0.035 0.049 0.062 0.029 0.085 0.086 0.068 0.069 0.055
0.058 0.033 0.053 0.061 0.027 0.019 0.050 0.046 0.009 0.006
0.005 0.004 0.006 0.017 0.056
* HDV4
 8 0.030 0.046 0.070 0.060 0.027 0.039 0.025 0.046 0.022 0.018
0.024 0.039 0.049 0.025 0.027 0.025 0.019 0.037 0.024 0.010
0.012 0.030 0.019 0.036 0.238
* HDV5
 9 0.030 0.046 0.070 0.060 0.027 0.039 0.025 0.046 0.022 0.018
0.024 0.039 0.049 0.025 0.027 0.025 0.019 0.037 0.024 0.010
0.012 0.030 0.019 0.036 0.238
* HDV6
10 0.030 0.046 0.070 0.060 0.027 0.039 0.025 0.046 0.022 0.018
0.024 0.039 0.049 0.025 0.027 0.025 0.019 0.037 0.024 0.010
0.012 0.030 0.019 0.036 0.238
* HDV7
```

11 0.030 0.046 0.070 0.060 0.027 0.039 0.025 0.046 0.022 0.018
0.024 0.039 0.049 0.025 0.027 0.025 0.019 0.037 0.024 0.010
0.012 0.030 0.019 0.036 0.238
* HDV8a
12 0.038 0.028 0.033 0.028 0.042 0.058 0.058 0.048 0.048 0.058
0.065 0.053 0.041 0.034 0.038 0.044 0.044 0.034 0.030 0.025
0.023 0.020 0.009 0.010 0.089
* HDV8b
13 0.038 0.028 0.033 0.028 0.042 0.058 0.058 0.048 0.048 0.058
0.065 0.053 0.041 0.034 0.038 0.044 0.044 0.034 0.030 0.025
0.023 0.020 0.009 0.010 0.089
* HDBS
14 0.000 0.113 0.000 0.000 0.000 0.099 0.000 0.028 0.000 0.225
0.000 0.014 0.085 0.000 0.042 0.085 0.042 0.085 0.028 0.000
0.014 0.000 0.000 0.000 0.141
* HDBT
15 0.000 0.000 0.000 0.333 0.333 0.000 0.000 0.000 0.000 0.000
0.238 0.095 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.090 0.103 0.081 0.055 0.049 0.036 0.038 0.033 0.024 0.025
0.023 0.020 0.020 0.021 0.020 0.027 0.035 0.036 0.029 0.040
0.029 0.028 0.022 0.018 0.099

```
*
* Western Nevada County
* Calendar Year 2013
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No13Nev.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No13Nev.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.0 67.5 71.3 76.4 81.6 85.6 88.4 89.7 90.6 90.7
90.1 88.4
85.9 82.1 77.6 74.1 72. 70.8 69.7 68.9 68.0 67.3 66.6 66.1
REG DISTRIBUTION  : Nevada.d
FUEL RVP         : 6.8
*********************************************************************

SCENARIO RECORD   : Western Nevada County
CALENDAR YEAR     : 2013
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 43.8 43.8 42. 37.6 32.3 28.4 25.6 24.5 23.7 23.3 23.7
25.0
27.1 30.4 34.9 39.1 41.8 42.9 43.8 42.0 42.6 43.0 43.4 43.8

END OF RUN       :
```

```
*
* Western Nevada County
* Calendar Year 2013
* No I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO13NEV.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: NEVADA.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.995    MYR sum not = 1. (will normalize)

* ##########################
* Western Nevada County
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

             Calendar Year:  2013
                   Month:  July
                Altitude:  Low
```

Minimum Temperature: 66.0 (F)
Maximum Temperature: 90.7 (F)
Minimum Rel. Hum.: 23.3 (%)
Maximum Rel. Hum.: 43.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
VMT Distribution:	0.3285	0.3795	0.1519		0.0429	0.0003	0.0022	0.0894	0.0052	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.915	1.101	1.075	1.093	0.579	0.163	0.400	0.349	2.57	0.952
Composite CO :	8.48	11.05	11.70	11.23	7.71	0.858	0.691	1.146	17.21	9.280
Composite NOX :	0.643	0.924	1.227	1.011	1.316	0.336	0.639	5.109	1.36	1.270

Exhaust emissions (g/mi):

VOC Start:	0.178	0.257	0.265	0.259		0.060	0.136	0.517		
VOC Running:	0.171	0.236	0.311	0.257		0.103	0.264	1.381		
VOC Total Exhaust:	0.350	0.492	0.576	0.516	0.170	0.163	0.400	0.349	1.90	0.439
CO Start:	2.18	3.99	3.78	3.93		0.350	0.276	4.051		
CO Running:	6.29	7.06	7.92	7.31		0.508	0.415	13.164		
CO Total Exhaust:	8.48	11.05	11.70	11.23	7.71	0.858	0.691	1.146	17.21	9.280

NOx Start: 0.130 0.236 0.247 0.239 0.015 0.025 0.462

NOx Running: 0.513 0.688 0.980 0.772 0.321 0.615 0.897

NOx Total Exhaust: 0.643 0.924 1.227 1.011 1.316 0.336 0.639 5.109 1.36 1.270

```
*
* Western Nevada County
* Calendar Year 2013
* California Basic Smog Check I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : CBa13Nev.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CBa13Nev.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 66.0 67.5 71.3 76.4 81.6 85.6 88.4 89.7 90.6 90.7
90.1 88.4
85.9 82.1 77.6 74.1 72. 70.8 69.7 68.9 68.0 67.3 66.6 66.1
REG DISTRIBUTION  : Nevada.d
FUEL RVP         : 6.8
*****************************************************************


ANTI-TAMP PROG   :
74 73 50 22222 22222222 2 12 098. 22212222

*********************************************************************
**LDV Basic I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 2 1984 2050 2 TRC GC
**HDV I/M programs below:
I/M PROGRAM      : 3 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 4 1984 2050 2 TRC GC

*********************************************************************

I/M MODEL YEARS  : 1 1978 2050
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1978 2050
I/M MODEL YEARS  : 4 1996 2050


*********************************************************************
```

```
I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 11111 22222222 2
I/M VEHICLES      : 4 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5

*********************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6

*********************************************************************
SCENARIO RECORD   : Western Nevada County
CALENDAR YEAR     : 2013
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 43.8 43.8 42. 37.6 32.3 28.4 25.6 24.5 23.7 23.3 23.7
25.0
27.1 30.4 34.9 39.1 41.8 42.9 43.8 42.0 42.6 43.0 43.4 43.8

END OF RUN        :
```

```
*
* Western Nevada County
* Calendar Year 2013
* California Basic Smog Check I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CBA13NEV.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: NEVADA.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.995    MYR sum not = 1. (will normalize)

*##########################
* Western Nevada County
* File 1, Run 1, Scenario 1.
*##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
 M 48 Warning:
        there are no sales for vehicle class LDDT12

             Calendar Year:  2013
```

Month: July
Altitude: Low
Minimum Temperature: 66.0 (F)
Maximum Temperature: 90.7 (F)
Minimum Rel. Hum.: 23.3 (%)
Maximum Rel. Hum.: 43.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.6 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:	<6000	>6000	(All)							
VMT Distribution:	0.3285	0.3795	0.1519		0.0429	0.0003	0.0022	0.0894	0.0052	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.846	1.003	0.966	0.992	0.568	0.163	0.400	0.349	2.57	0.875
Composite CO :	6.99	9.20	9.80	9.37	7.27	0.858	0.691	1.146	17.21	7.782
Composite NOX :	0.639	0.910	1.215	0.997	1.313	0.336	0.639	5.109	1.36	1.262

Exhaust emissions (g/mi):

VOC Start:	0.158	0.226	0.235	0.229		0.060	0.136	0.517		
VOC Running:	0.125	0.171	0.234	0.189		0.103	0.264	1.381		
VOC Total Exhaust:	0.283	0.397	0.469	0.418	0.160	0.163	0.400	0.349	1.90	0.364
CO Start:	2.09	3.69	3.50	3.64		0.350	0.276	4.051		
CO Running:	4.90	5.50	6.30	5.73		0.508	0.415	13.164		

CO Total Exhaust: 6.99 9.20 9.80 9.37 7.27 0.858 0.691 1.146 17.21 7.782

NOx Start: 0.130 0.236 0.247 0.239 0.015 0.025 0.462

NOx Running: 0.509 0.674 0.967 0.758 0.321 0.615 0.897

NOx Total Exhaust: 0.639 0.910 1.215 0.997 1.313 0.336 0.639 5.109 1.36 1.262

---

*
* Western Nevada County
* Calendar Year 2013
* Age distribution by Vehicle Class
*
REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution * of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.078 0.071 0.063 0.058 0.053 0.048 0.044 0.041 0.037 0.039
0.044 0.041 0.047 0.048 0.038 0.035 0.031 0.024 0.023 0.017
0.015 0.012 0.012 0.012 0.069
* LDT1
 2 0.033 0.032 0.030 0.028 0.027 0.025 0.024 0.022 0.021 0.026
0.044 0.052 0.080 0.063 0.064 0.045 0.048 0.036 0.032 0.029
0.024 0.021 0.021 0.021 0.154
* LDT2
 3 0.064 0.061 0.058 0.054 0.051 0.049 0.046 0.043 0.040 0.051
0.051 0.056 0.043 0.046 0.043 0.037 0.034 0.024 0.025 0.021
0.018 0.015 0.014 0.010 0.049
* LDT3
 4 0.059 0.057 0.052 0.049 0.046 0.043 0.040 0.041 0.044 0.065
0.057 0.068 0.068 0.048 0.045 0.035 0.034 0.027 0.025 0.019
0.016 0.009 0.009 0.005 0.038
* LDT4
 5 0.059 0.057 0.052 0.049 0.046 0.043 0.040 0.041 0.044 0.065
0.057 0.068 0.068 0.048 0.045 0.035 0.034 0.027 0.025 0.019
0.016 0.009 0.009 0.005 0.038
* HDV2B
 6 0.068 0.073 0.078 0.083 0.086 0.087 0.087 0.085 0.077 0.089
0.062 0.040 0.012 0.008 0.006 0.005 0.007 0.006 0.006 0.003
0.003 0.004 0.003 0.004 0.020
* HDV3
 7 0.064 0.064 0.061 0.059 0.056 0.055 0.051 0.055 0.059 0.041
0.035 0.025 0.031 0.038 0.040 0.020 0.041 0.031 0.032 0.028
0.017 0.018 0.010 0.012 0.058
* HDV4
 8 0.064 0.059 0.054 0.050 0.045 0.042 0.039 0.036 0.033 0.035
0.030 0.035 0.046 0.069 0.045 0.021 0.023 0.017 0.027 0.013
0.006 0.014 0.020 0.020 0.157
* HDV5
 9 0.064 0.059 0.054 0.050 0.045 0.042 0.039 0.036 0.033 0.035
0.030 0.035 0.046 0.069 0.045 0.021 0.023 0.017 0.027 0.013
0.006 0.014 0.020 0.020 0.157
* HDV6
10 0.064 0.059 0.054 0.050 0.045 0.042 0.039 0.036 0.033 0.035
0.030 0.035 0.046 0.069 0.045 0.021 0.023 0.017 0.027 0.013
0.006 0.014 0.020 0.020 0.157
* HDV7
```

11 0.064 0.059 0.054 0.050 0.045 0.042 0.039 0.036 0.033 0.035
0.030 0.035 0.046 0.069 0.045 0.021 0.023 0.017 0.027 0.013
0.006 0.014 0.020 0.020 0.157
* HDV8a
12 0.057 0.053 0.048 0.045 0.044 0.045 0.044 0.044 0.042 0.030
0.035 0.029 0.041 0.055 0.052 0.039 0.036 0.039 0.040 0.030
0.022 0.014 0.015 0.018 0.085
* HDV8b
13 0.057 0.053 0.048 0.045 0.044 0.045 0.044 0.044 0.042 0.030
0.035 0.029 0.041 0.055 0.052 0.039 0.036 0.039 0.040 0.030
0.022 0.014 0.015 0.018 0.085
* HDBS
14 0.035 0.035 0.035 0.035 0.035 0.035 0.035 0.035 0.000 0.000
0.000 0.047 0.059 0.000 0.000 0.000 0.071 0.000 0.024 0.000
0.188 0.000 0.024 0.071 0.235
* HDBT
15 0.045 0.045 0.045 0.045 0.045 0.045 0.045 0.045 0.000 0.000
0.136 0.000 0.000 0.000 0.227 0.227 0.000 0.000 0.000 0.000
0.000 0.000 0.000 0.000 0.045
* Motorcycles
16 0.110 0.108 0.099 0.092 0.085 0.076 0.064 0.054 0.045 0.032
0.057 0.047 0.024 0.020 0.012 0.009 0.007 0.007 0.005 0.004
0.003 0.003 0.002 0.002 0.033

Western Mojave Desert Federal Nonattainment Area

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2002
* No I/M Program
*
*
MOBILE6 INPUT FILE

REPORT FILE      : No02MDS.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No02MDS.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.0 81.1 86.3   90.4 93.5 95.7 97.2 98.1 97.9
97.5 95.8 93.2
89.1 85.3 82.5 80.3 78.3 76.8 75.9 74.6 73.3 72.1 71.2 71.3

REG DISTRIBUTION  : ReMDSB02.d
FUEL RVP          : 6.8

SCENARIO RECORD   : NoMDS02
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 36.1 31.2 26.6 23.4 21.4 20.0 19.3 18.8 18.8 19.0 20.1
21.9
24.8 27.9 30.2 32.0 33.4 34.4 35.4 35.9 36.8 37.7 38.4 38.4

END OF RUN        :
```

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2002
* No I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02MDSB.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDSB02.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)

* ##########################
* NoMDS02
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year:  2002
```

Month: July
Altitude: Low
Minimum Temperature: 71.2 (F)
Maximum Temperature: 98.1 (F)
Minimum Rel. Hum.: 18.8 (%)
Maximum Rel. Hum.: 38.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4522	0.3044	0.1293		0.0325	0.0010	0.0022	0.0735	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.173	2.142	1.862	2.059	3.427	0.973	0.944	0.778	4.13	2.068
Composite CO :	22.66	24.22	21.90	23.53	41.87	2.048	1.658	4.262	21.52	22.237
Composite NOX :	1.534	1.586	1.619	1.596	5.521	1.790	1.620	16.746	1.30	2.808

Exhaust emissions (g/mi):

VOC Start:	0.636	0.635	0.448	0.579		0.433	0.420	0.810		
VOC Running:	0.619	0.678	0.657	0.672		0.540	0.524	1.734		
VOC Total Exhaust:	1.255	1.313	1.105	1.251	1.429	0.973	0.944	0.778	2.54	1.229
CO Start:	6.33	8.86	7.69	8.51		1.045	0.832	5.302		
CO Running:	16.34	15.36	14.21	15.02		1.003	0.826	16.214		

CO Total Exhaust: 22.66 24.22 21.90 23.53 41.87 2.048 1.658 4.262 21.52 22.237

NOx Start: 0.349 0.329 0.258 0.308 0.098 0.080 0.481

NOx Running: 1.185 1.257 1.361 1.288 1.692 1.539 0.824

NOx Total Exhaust: 1.534 1.586 1.619 1.596 5.521 1.790 1.620 16.746 1.30 2.808

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2002
* Federal Basic I/M Program


MOBILE6 INPUT FILE


REPORT FILE      : FBa02MDS.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : FBa02MDS.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.0 81.1 86.3   90.4 93.5 95.7 97.2 98.1 97.9
97.5 95.8 93.2
89.1 85.3 82.5 80.3 78.3 76.8 75.9 74.6 73.3 72.1 71.2 71.3

REG DISTRIBUTION  : ReMDSB02.d
FUEL RVP          : 6.8

ANTI-TAMP PROG    :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1994 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 2050
I/M VEHICLES      : 1 21111 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1

SCENARIO REC      : FBa02MDS
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 36.1 31.2 26.6 23.4 21.4 20.0 19.3 18.8 18.8 19.0 20.1
21.9
24.8 27.9 30.2 32.0 33.4 34.4 35.4 35.9 36.8 37.7 38.4 38.4

END OF RUN
```

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2002
* Federal Basic I/M Program
* Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: FBA02MDS.IN (file 1, run 1).                          *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: REMDSB02.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)

* ##########################
* FBa02MDS
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
          there are no sales for vehicle class HDGV8b
```

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 71.2 (F)
Maximum Temperature: 98.1 (F)
Minimum Rel. Hum.: 18.8 (%)
Maximum Rel. Hum.: 38.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: No
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4522	0.3044	0.1293		0.0325	0.0010	0.0022	0.0735	0.0050	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.931	2.142	1.862	2.059	3.427	0.973	0.944	0.778	4.13	1.958
Composite CO :	19.46	24.22	21.90	23.53	41.87	2.048	1.658	4.262	21.52	20.790
Composite NOX :	1.516	1.586	1.619	1.596	5.521	1.790	1.620	16.746	1.30	2.800

Exhaust emissions (g/mi):

VOC Start:	0.504	0.635	0.448	0.579		0.433	0.420	0.810		
VOC Running:	0.509	0.678	0.657	0.672		0.540	0.524	1.734		
VOC Total Exhaust:	1.013	1.313	1.105	1.251	1.429	0.973	0.944	0.778	2.54	1.120
CO Start:	5.03	8.86	7.69	8.51		1.045	0.832	5.302		

CO Running: 14.43 15.36 14.21 15.02 1.003 0.826
16.214
CO Total Exhaust: 19.46 24.22 21.90 23.53 41.87 2.048
1.658 4.262 21.52 20.790

NOx Start: 0.349 0.329 0.258 0.308 0.098 0.080
0.481
NOx Running: 1.166 1.257 1.361 1.288 1.692 1.539
0.824
NOx Total Exhaust: 1.516 1.586 1.619 1.596 5.521 1.790
1.620 16.746 1.30 2.800

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar year 2002
* Age Distribution by Vehicle Class

REG DIST
*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
*  1  LDV    Light-Duty Vehicles (Passenger Cars)
*  2  LDT1   Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
*  3  LDT2   Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
*  4  LDT3   Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
*  5  LDT4   Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
*  6  HDV2B  Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
*  7  HDV3   Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
*  8  HDV4   Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
*  9  HDV5   Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10  HDV6   Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11  HDV7   Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12  HDV8A  Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13  HDV8B  Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14  HDBS   School Busses
* 15  HDBT   Transit and Urban Busses
* 16  MC     Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
```

```
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
********************************************************************************
* LDV
 1 0.060 0.070 0.072 0.064 0.061 0.060 0.052 0.058 0.050 0.045
   0.042 0.045 0.041 0.044 0.037 0.033 0.026 0.022 0.017 0.011
   0.007 0.006 0.005 0.007 0.065
* LDT1
 2 0.075 0.072 0.063 0.062 0.046 0.053 0.042 0.046 0.047 0.042
   0.033 0.035 0.035 0.039 0.036 0.035 0.035 0.026 0.021 0.012
   0.010 0.008 0.007 0.010 0.111
* LDT2
 3 0.067 0.073 0.077 0.074 0.071 0.063 0.055 0.064 0.057 0.049
   0.040 0.037 0.036 0.034 0.027 0.024 0.025 0.017 0.013 0.008
   0.007 0.005 0.005 0.007 0.066
* LDT3
 4 0.114 0.124 0.080 0.069 0.079 0.082 0.054 0.058 0.044 0.035
   0.025 0.023 0.021 0.029 0.021 0.021 0.019 0.017 0.011 0.006
   0.005 0.004 0.005 0.010 0.046
* LDT4
 5 0.114 0.124 0.080 0.069 0.079 0.082 0.054 0.058 0.044 0.035
   0.025 0.023 0.021 0.029 0.021 0.021 0.019 0.017 0.011 0.006
   0.005 0.004 0.005 0.010 0.046
* HDV2B
 6 0.036 0.050 0.046 0.039 0.034 0.053 0.050 0.050 0.040 0.031
   0.028 0.034 0.058 0.076 0.049 0.052 0.056 0.037 0.028 0.014
   0.013 0.015 0.013 0.019 0.080
* HDV3
 7 0.014 0.025 0.056 0.087 0.041 0.082 0.066 0.071 0.052 0.047
   0.041 0.039 0.057 0.074 0.040 0.017 0.038 0.029 0.016 0.007
   0.008 0.007 0.009 0.012 0.067
* HDV4
 8 0.037 0.034 0.070 0.043 0.033 0.051 0.034 0.070 0.031 0.026
   0.023 0.029 0.051 0.037 0.027 0.035 0.022 0.026 0.028 0.010
   0.017 0.014 0.027 0.026 0.198
* HDV5
 9 0.037 0.034 0.070 0.043 0.033 0.051 0.034 0.070 0.031 0.026
   0.023 0.029 0.051 0.037 0.027 0.035 0.022 0.026 0.028 0.010
   0.017 0.014 0.027 0.026 0.198
* HDV6
10 0.037 0.034 0.070 0.043 0.033 0.051 0.034 0.070 0.031 0.026
   0.023 0.029 0.051 0.037 0.027 0.035 0.022 0.026 0.028 0.010
   0.017 0.014 0.027 0.026 0.198
* HDV7
11 0.037 0.034 0.070 0.043 0.033 0.051 0.034 0.070 0.031 0.026
```

0.023 0.029 0.051 0.037 0.027 0.035 0.022 0.026 0.028 0.010
0.017 0.014 0.027 0.026 0.198
* HDV8a
12 0.040 0.029 0.034 0.027 0.042 0.060 0.060 0.050 0.050 0.059
0.066 0.053 0.043 0.031 0.036 0.045 0.045 0.034 0.029 0.025
0.024 0.021 0.009 0.010 0.078
* HDV8b
13 0.040 0.029 0.034 0.027 0.042 0.060 0.060 0.050 0.050 0.059
0.066 0.053 0.043 0.031 0.036 0.045 0.045 0.034 0.029 0.025
0.024 0.021 0.009 0.010 0.078
* HDBS
14 0.025 0.016 0.067 0.027 0.031 0.022 0.049 0.055 0.029 0.045
0.041 0.043 0.115 0.078 0.039 0.043 0.057 0.033 0.014 0.008
0.010 0.014 0.012 0.016 0.110
* HDBT
15 0.000 0.129 0.000 0.032 0.113 0.129 0.016 0.177 0.113 0.097
0.032 0.032 0.032 0.016 0.000 0.016 0.016 0.016 0.000 0.000
0.000 0.016 0.016 0.000 0.000
* Motorcycles
16 0.129 0.096 0.089 0.063 0.049 0.044 0.040 0.030 0.027 0.026
0.020 0.019 0.020 0.016 0.017 0.029 0.035 0.038 0.027 0.030
0.031 0.019 0.021 0.013 0.072

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* No I/M Program
*


MOBILE6 INPUT FILE

REPORT FILE      : No20MDSB.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No20MDSB.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.0 81.1 86.3 90.4 93.5 95.7 97.2 98.1 97.9 97.5
95.8 93.2
89.1 85.3 82.5 80.3 78.3 76.8 75.9 74.6 73.8 72.1 71.2 71.3



REG DISTRIBUTION  : ReMDSB20.d
FUEL RVP          : 6.8

SCENARIO RECORD   : MDSB
CALENDAR YEAR     : 2020
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 36.1 31.2 26.6 23.4 21.4 20.0 19.3 18.8 18.8 19.0 20.1
21.9
24.8 27.9 30.2 32.0 33.4 34.4 35.4 35.9 36.8 37.7 38.4 38.4

END OF RUN        :
```

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* No I/M Program
* Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO20MDSB.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: REMDSB20.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)

*##########################
* MDSB
* File 1, Run 1, Scenario 1.
*##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b
```

M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2020
Month: July
Altitude: Low
Minimum Temperature: 71.2 (F)
Maximum Temperature: 98.1 (F)
Minimum Rel. Hum.: 18.8 (%)
Maximum Rel. Hum.: 38.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2865	0.4127	0.1577		0.0385	0.0003	0.0023	0.0971	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.552	0.695	0.752	0.710	0.456	0.094	0.220	0.267	2.63	0.620
Composite CO :	6.47	7.76	8.91	8.08	7.59	0.725	0.472	0.449	20.13	6.898
Composite NOX :	0.413	0.573	0.792	0.634	0.533	0.134	0.278	1.679	1.27	0.670

Exhaust emissions (g/mi):

VOC Start:	0.118	0.180	0.204	0.187		0.036	0.083	0.524		
VOC Running:	0.115	0.155	0.218	0.173		0.058	0.137	1.428		
VOC Total Exhaust:	0.233	0.335	0.423	0.359	0.111	0.094	0.220	0.267	1.95	0.312

CO Start: 1.49 2.50 2.78 2.58 0.300 0.190
4.421
CO Running: 4.98 5.27 6.13 5.50 0.426 0.282
15.709
CO Total Exhaust: 6.47 7.76 8.91 8.08 7.59 0.725 0.472
0.449 20.13 6.898

NOx Start: 0.080 0.144 0.167 0.150 0.008 0.013
0.444
NOx Running: 0.333 0.429 0.626 0.483 0.126 0.264
0.831
NOx Total Exhaust: 0.413 0.573 0.792 0.634 0.533 0.134
0.278 1.679 1.27 0.670

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* California Basic Smog Check I/MProgram
*

MOBILE6 INPUT FILE

REPORT FILE      : CBa20MDS.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CBa20MDS.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 75.0 81.1 86.3 90.4 93.5 95.7 97.2 98.1 97.9 97.5
95.8 93.2
89.1 85.3 82.5 80.3 78.3 76.8 75.9 74.6 73.8 72.1 71.2 71.3

REG DISTRIBUTION  : ReMDSB20.d
FUEL RVP          : 6.8
**********


ANTI-TAMP PROG   :
74 73 50 22222 22222222 2 12 098. 22212222

**********
**LDV Basic I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 2 1984 2050 2 TRC GC
**HDV I/M programs below:
I/M PROGRAM      : 3 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 4 1984 2050 2 TRC GC

**********

I/M MODEL YEARS  : 1 1978 2050
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1978 2050
I/M MODEL YEARS  : 4 1996 2050


**********
```

```
I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 11111 22222222 2
I/M VEHICLES      : 4 11111 22222222 2

*********************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5

*********************************************************************

I/M COMPLIANCE    : 1 97.0
I/M COMPLIANCE    : 2 97.0
I/M COMPLIANCE    : 3 97.0
I/M COMPLIANCE    : 4 97.0

*********************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242

*********************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6

*********************************************************************
SCENARIO RECORD   : CBaMDS20
CALENDAR YEAR     : 2020
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 36.1 31.2 26.6 23.4 21.4 20.0 19.3 18.8 18.8 19.0 20.1
21.9
24.8 27.9 30.2 32.0 33.4 34.4 35.4 35.9 36.8 37.7 38.4 38.4

END OF RUN        :
```

```
*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* California Basic Smog Check I/M Program
* Output File

*********************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                        *
* Input file: CBA20MDS.IN (file 1, run 1).                          *
*********************************************************************

* Reading Registration Distributions from the following external
* data file: REMDSB20.D
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
        0.999    MYR sum not = 1. (will normalize)

* ##########################
* CBaMDS20
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
    data file: TECH12.D
```

M 48 Warning:
there are no sales for vehicle class HDGV8b
M 48 Warning:
there are no sales for vehicle class LDDT12

Calendar Year: 2020
Month: July
Altitude: Low
Minimum Temperature: 71.2 (F)
Maximum Temperature: 98.1 (F)
Minimum Rel. Hum.: 18.8 (%)
Maximum Rel. Hum.: 38.4 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.2865	0.4127	0.1577		0.0385	0.0003	0.0023	0.0971	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.490	0.612	0.653	0.623	0.446	0.094	0.220	0.267	2.63	0.552
Composite CO :	5.18	6.37	7.27	6.62	7.11	0.725	0.472	0.449	20.13	5.677
Composite NOX :	0.413	0.573	0.792	0.634	0.533	0.134	0.278	1.679	1.27	0.670

Exhaust emissions (g/mi):

VOC Start:	0.097	0.148	0.172	0.155		0.036	0.083	0.524		
VOC Running:	0.080	0.111	0.157	0.123		0.058	0.137	1.428		
VOC Total Exhaust:	0.177	0.259	0.330	0.278	0.106	0.094	0.220	0.267	1.95	0.250

CO Start: 1.41 2.28 2.53 2.35 0.300 0.190
4.421
CO Running: 3.78 4.09 4.74 4.27 0.426 0.282
15.709
CO Total Exhaust: 5.18 6.37 7.27 6.62 7.11 0.725 0.472
0.449 20.13 5.677

NOx Start: 0.080 0.144 0.167 0.150 0.008 0.013
0.444
NOx Running: 0.333 0.429 0.626 0.483 0.126 0.264
0.831
NOx Total Exhaust: 0.413 0.573 0.792 0.634 0.533 0.134
0.278 1.679 1.27 0.670

---

*
* Western Mojave Desert - San Bernardino County (Mojave Desert Air Basin)
* Calendar Year 2020
* Age Distribution by Vehicle Class

REG DIST

*
* This file contains the default MOBILE6 values for the distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
*******************************************************************************
* LDV
 1 0.066 0.065 0.062 0.060 0.058 0.056 0.054 0.054 0.051 0.048
   0.048 0.042 0.037 0.032 0.032 0.031 0.029 0.027 0.022 0.018
   0.017 0.012 0.010 0.009 0.062
* LDT1
 2 0.059 0.059 0.058 0.057 0.055 0.056 0.052 0.047 0.042 0.038
   0.035 0.031 0.028 0.025 0.025 0.026 0.019 0.022 0.021 0.036
   0.030 0.026 0.016 0.016 0.120
* LDT2
 3 0.061 0.059 0.057 0.054 0.052 0.053 0.050 0.050 0.047 0.043
   0.038 0.035 0.036 0.038 0.037 0.036 0.036 0.032 0.029 0.020
   0.022 0.018 0.015 0.011 0.070
* LDT3
 4 0.060 0.057 0.054 0.051 0.048 0.050 0.047 0.047 0.043 0.040
   0.041 0.044 0.045 0.046 0.044 0.042 0.045 0.034 0.032 0.027
   0.018 0.014 0.013 0.012 0.046
* LDT4
 5 0.060 0.057 0.054 0.051 0.048 0.050 0.047 0.047 0.043 0.040
   0.041 0.044 0.045 0.046 0.044 0.042 0.045 0.034 0.032 0.027
   0.018 0.014 0.013 0.012 0.046
* HDV2B
 6 0.055 0.053 0.049 0.046 0.047 0.052 0.057 0.061 0.063 0.065
   0.066 0.068 0.066 0.063 0.047 0.035 0.033 0.019 0.010 0.005
   0.004 0.003 0.002 0.003 0.026
* HDV3
 7 0.064 0.063 0.059 0.056 0.054 0.052 0.050 0.046 0.044 0.047
   0.050 0.047 0.046 0.049 0.042 0.035 0.032 0.022 0.015 0.010
   0.018 0.020 0.008 0.013 0.058
* HDV4
 8 0.056 0.055 0.052 0.050 0.054 0.059 0.057 0.050 0.051 0.055
   0.058 0.052 0.046 0.040 0.036 0.032 0.030 0.021 0.011 0.010
   0.018 0.016 0.009 0.010 0.071
* HDV5
 9 0.056 0.055 0.052 0.050 0.054 0.059 0.057 0.050 0.051 0.055
   0.058 0.052 0.046 0.040 0.036 0.032 0.030 0.021 0.011 0.010
   0.018 0.016 0.009 0.010 0.071
* HDV6
10 0.056 0.055 0.052 0.050 0.054 0.059 0.057 0.050 0.051 0.055
   0.058 0.052 0.046 0.040 0.036 0.032 0.030 0.021 0.011 0.010
   0.018 0.016 0.009 0.010 0.071
* HDV7
```

11 0.056 0.055 0.052 0.050 0.054 0.059 0.057 0.050 0.051 0.055
0.058 0.052 0.046 0.040 0.036 0.032 0.030 0.021 0.011 0.010
0.018 0.016 0.009 0.010 0.071
* HDV8a
12 0.061 0.061 0.060 0.060 0.061 0.066 0.062 0.057 0.052 0.048
0.044 0.040 0.036 0.032 0.029 0.025 0.017 0.019 0.014 0.019
0.023 0.020 0.014 0.012 0.069
* HDV8b
13 0.061 0.061 0.060 0.060 0.061 0.066 0.062 0.057 0.052 0.048
0.044 0.040 0.036 0.032 0.029 0.025 0.017 0.019 0.014 0.019
0.023 0.020 0.014 0.012 0.069
* HDBS
14 0.036 0.034 0.030 0.028 0.026 0.024 0.023 0.020 0.019 0.018
0.016 0.014 0.013 0.011 0.011 0.010 0.048 0.061 0.026 0.010
0.039 0.018 0.025 0.016 0.425
* HDBT
15 0.046 0.046 0.046 0.037 0.037 0.037 0.037 0.046 0.046 0.046
0.046 0.055 0.055 0.055 0.055 0.046 0.000 0.018 0.009 0.046
0.000 0.009 0.018 0.028 0.138
* Motorcycles
16 0.107 0.104 0.094 0.086 0.079 0.075 0.066 0.062 0.051 0.042
0.034 0.033 0.031 0.029 0.025 0.021 0.015 0.017 0.013 0.003
0.003 0.002 0.001 0.001 0.005

San Diego Federal Nonattainment Area

```
*
* San Diego County
* Calendar Year 2002
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : NoB02SD.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : NoB02SD.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 62.7 65.6 71.1 76.7 81.2 83.9 85.1 85.3 85.3 84.4
83.5 81.5
78.6 75.2 72.3 70.3 69. 67.9 67.2 64.4 63.8 63.3 62.9 62.4
REG DISTRIBUTION  : Sandgo.d
FUEL RVP         : 6.8
**********************************************************************

SCENARIO RECORD   : San Diego County
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.8 45.9 41.5 34.8 30.2 27.6 27. 26.7 26.5 27.1 28.
29.8
33.1 37.9 42.2 44.7 45.8 46. 46.1 48.8 48.2 48.2 48. 48.4

END OF RUN       :
```

```
*
*  San Diego County
*  Calendar Year 2002
*  No I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NOB02SD.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SANDGO.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* San Diego County
* File 1, Run 1, Scenario 1.
* ##########################
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

             Calendar Year:  2002
                   Month:  July
                Altitude:  Low
```

Minimum Temperature: 62.4 (F)
Maximum Temperature: 85.3 (F)
Minimum Rel. Hum.: 26.5 (%)
Maximum Rel. Hum.: 48.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4423	0.3187	0.1253		0.0315	0.0008	0.0020	0.0745	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.738	1.465	1.595	1.502	2.437	0.886	0.737	0.788	3.62	1.591
Composite CO :	18.43	18.42	19.38	18.69	27.52	1.930	1.314	4.182	17.07	17.717
Composite NOX :	1.428	1.417	1.583	1.464	5.476	1.711	1.467	15.993	1.44	2.658

Exhaust emissions (g/mi):

VOC Start:	0.515	0.399	0.415	0.403		0.387	0.271	0.769		
VOC Running:	0.511	0.524	0.601	0.546		0.498	0.465	1.618		
VOC Total Exhaust:	1.026	0.923	1.016	0.949	1.102	0.886	0.737	0.788	2.39	0.982
CO Start:	5.56	6.08	6.83	6.29		0.965	0.558	4.592		
CO Running:	12.88	12.34	12.54	12.40		0.965	0.756	12.481		
CO Total Exhaust:	18.43	18.42	19.38	18.69	27.52	1.930	1.314	4.182	17.07	17.717

NOx Start: 0.335 0.271 0.262 0.269 0.091 0.054 0.517

NOx Running: 1.094 1.146 1.321 1.195 1.620 1.412 0.926

NOx Total Exhaust: 1.428 1.417 1.583 1.464 5.476 1.711 1.467 15.993 1.44 2.658

```
*
* San Diego County
* Calendar Year 2002
* Federal Basic I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE       : FBa02SD.out
DATABASE OUTPUT   :
WITH FIELDNAMES   :
EMISSIONS TABLE   : FBa02SD.tb1
POLLUTANTS        : HC NOX CO
RUN DATA

EXPAND EXHAUST    :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 62.7 65.6 71.1 76.7 81.2 83.9 85.1 85.3 85.3 84.4
83.5 81.5
78.6 75.2 72.3 70.3 69. 67.9 67.2 64.4 63.8 63.3 62.9 62.4
REG DISTRIBUTION  : Sandgo.d
FUEL RVP          : 6.8
**********************************************************************

  ANTI-TAMP PROG    : 07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM       : 1 1994 2050 1 T/O IDLE
I/M MODEL YEARS   : 1 1968 2050
I/M VEHICLES      : 1 21111 11111111 1
I/M STRINGENCY    : 1 20.0
I/M COMPLIANCE    : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1
**********************************************************************
SCENARIO RECORD   : San Diego County
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.8 45.9 41.5 34.8 30.2 27.6 27. 26.7 26.5 27.1 28.
29.8
33.1 37.9 42.2 44.7 45.8 46. 46.1 48.8 48.2 48.2 48. 48.4

END OF RUN        :
```

```
*
*  San Diego County
*  Calendar Year 2002
*  Federal Basic I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: FBA02SD.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SANDGO.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* San Diego County
* File 1, Run 1, Scenario 1.
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
         there are no sales for vehicle class HDGV8b

              Calendar Year:  2002
```

Month: July
Altitude: Low
Minimum Temperature: 62.4 (F)
Maximum Temperature: 85.3 (F)
Minimum Rel. Hum.: 26.5 (%)
Maximum Rel. Hum.: 48.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: Yes
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4423	0.3187	0.1253		0.0315	0.0008	0.0020	0.0745	0.0049	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.563	1.465	1.595	1.502	2.437	0.886	0.737	0.788	3.62	1.514
Composite CO :	16.22	18.42	19.38	18.69	27.52	1.930	1.314	4.182	17.07	16.739
Composite NOX :	1.410	1.417	1.583	1.464	5.476	1.711	1.467	15.993	1.44	2.650

Exhaust emissions (g/mi):

VOC Start:	0.422	0.399	0.415	0.403		0.387	0.271	0.769		
VOC Running:	0.429	0.524	0.601	0.546		0.498	0.465	1.618		
VOC Total Exhaust:	0.851	0.923	1.016	0.949	1.102	0.886	0.737	0.788	2.39	0.905
CO Start:	4.70	6.08	6.83	6.29		0.965	0.558	4.592		
CO Running:	11.52	12.34	12.54	12.40		0.965	0.756	12.481		

CO Total Exhaust: 16.22 18.42 19.38 18.69 27.52 1.930 1.314 4.182 17.07 16.739

NOx Start: 0.335 0.271 0.262 0.269 0.091 0.054 0.517

NOx Running: 1.076 1.146 1.321 1.195 1.620 1.412 0.926

NOx Total Exhaust: 1.410 1.417 1.583 1.464 5.476 1.711 1.467 15.993 1.44 2.650

---

*
* San Diego County
* Calendar Year 2002
* Age distribution by Vehicle Class

REG DIST
*
* This file contains the default values derived from EMFAC 2007 V2.3 (Nov06) for the
* distribution of * vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*

```
* If all 28 vehicle classes do not need to be altered from the default
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
************************************************************************************************
* LDV
 1 0.063 0.071 0.075 0.066 0.064 0.064 0.056 0.063 0.053 0.049
0.043 0.046 0.045 0.042 0.034 0.032 0.025 0.020 0.015 0.009
0.007 0.005 0.004 0.005 0.046
* LDT1
 2 0.139 0.130 0.117 0.106 0.056 0.043 0.040 0.037 0.032 0.032
0.021 0.022 0.020 0.021 0.019 0.019 0.018 0.015 0.011 0.006
0.006 0.004 0.003 0.004 0.079
* LDT2
 3 0.068 0.075 0.084 0.076 0.084 0.073 0.063 0.067 0.062 0.057
0.042 0.041 0.035 0.035 0.028 0.025 0.024 0.015 0.011 0.005
0.004 0.003 0.002 0.002 0.021
* LDT3
 4 0.123 0.113 0.082 0.072 0.079 0.091 0.051 0.058 0.048 0.033
0.027 0.023 0.023 0.026 0.025 0.019 0.019 0.015 0.011 0.006
0.004 0.003 0.004 0.009 0.035
* LDT4
 5 0.123 0.113 0.082 0.072 0.079 0.091 0.051 0.058 0.048 0.033
0.027 0.023 0.023 0.026 0.025 0.019 0.019 0.015 0.011 0.006
0.004 0.003 0.004 0.009 0.035
* HDV2B
 6 0.016 0.033 0.033 0.033 0.053 0.074 0.058 0.071 0.048 0.040
0.043 0.039 0.059 0.071 0.048 0.043 0.048 0.044 0.027 0.016
0.013 0.015 0.013 0.014 0.048
* HDV3
 7 0.014 0.028 0.098 0.116 0.049 0.084 0.059 0.062 0.055 0.046
0.036 0.035 0.051 0.052 0.034 0.021 0.039 0.025 0.017 0.008
0.007 0.004 0.006 0.007 0.048
* HDV4
 8 0.049 0.073 0.092 0.097 0.058 0.058 0.038 0.056 0.039 0.030
0.026 0.031 0.044 0.038 0.034 0.027 0.020 0.018 0.016 0.008
0.008 0.010 0.014 0.015 0.099
* HDV5
 9 0.049 0.073 0.092 0.097 0.058 0.058 0.038 0.056 0.039 0.030
0.026 0.031 0.044 0.038 0.034 0.027 0.020 0.018 0.016 0.008
0.008 0.010 0.014 0.015 0.099
* HDV6
10 0.049 0.073 0.092 0.097 0.058 0.058 0.038 0.056 0.039 0.030
0.026 0.031 0.044 0.038 0.034 0.027 0.020 0.018 0.016 0.008
0.008 0.010 0.014 0.015 0.099
```

* HDV7
11 0.049 0.073 0.092 0.097 0.058 0.058 0.038 0.056 0.039 0.030
0.026 0.031 0.044 0.038 0.034 0.027 0.020 0.018 0.016 0.008
0.008 0.010 0.014 0.015 0.099
* HDV8a
12 0.037 0.035 0.036 0.031 0.041 0.050 0.054 0.044 0.043 0.050
0.053 0.044 0.042 0.038 0.047 0.044 0.042 0.035 0.033 0.028
0.021 0.019 0.013 0.015 0.105
* HDV8b
13 0.037 0.035 0.036 0.031 0.041 0.050 0.054 0.044 0.043 0.050
0.053 0.044 0.042 0.038 0.047 0.044 0.042 0.035 0.033 0.028
0.021 0.019 0.013 0.015 0.105
* HDBS
14 0.026 0.046 0.072 0.060 0.070 0.080 0.124 0.050 0.031 0.034
0.017 0.044 0.055 0.037 0.035 0.039 0.045 0.017 0.010 0.006
0.007 0.004 0.002 0.004 0.086
* HDBT
15 0.000 0.096 0.169 0.054 0.025 0.022 0.000 0.021 0.008 0.069
0.040 0.149 0.019 0.039 0.006 0.019 0.006 0.024 0.009 0.066
0.017 0.030 0.000 0.000 0.112
* Motorcycles
16 0.137 0.103 0.085 0.064 0.053 0.042 0.045 0.038 0.031 0.027
0.022 0.020 0.019 0.019 0.016 0.021 0.032 0.034 0.023 0.028
0.030 0.018 0.016 0.012 0.067

```
*
* San Diego County
* Calendar Year 2008
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : NO08SD.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : NO08SD.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 62.7 65.6 71.1 76.7 81.2 83.9 85.1 85.3 85.3 84.4
83.5 81.5
78.6 75.2 72.3 70.3 69. 67.9 67.2 64.4 63.8 63.3 62.9 62.4
REG DISTRIBUTION  : Sandgo.d
FUEL RVP         : 6.8
*********************************************************************

SCENARIO RECORD   : San Diego County
CALENDAR YEAR     : 2008
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.8 45.9 41.5 34.8 30.2 27.6 27. 26.7 26.5 27.1 28.
29.8
33.1 37.9 42.2 44.7 45.8 46. 46.1 48.8 48.2 48.2 48. 48.4

END OF RUN       :
```

```
*
*  San Diego County
*  Calendar Year 2008
*  No I/M Program
*  Output File

*****************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                    *
* Input file: NO08SD.IN (file 1, run 1).                        *
*****************************************************************************

* Reading Registration Distributions from the following external
* data file: SANDGO.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* San Diego County
* File 1, Run 1, Scenario 1.
* ##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2008
Month: July
Altitude: Low
Minimum Temperature: 62.4 (F)
Maximum Temperature: 85.3 (F)
Minimum Rel. Hum.: 26.5 (%)
Maximum Rel. Hum.: 48.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3635	0.3639	0.1453		0.0384	0.0004	0.0022	0.0812	0.0052	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.059	0.966	0.987	0.972	1.041	0.466	0.469	0.473	2.65	0.973
Composite CO :	10.25	11.60	11.62	11.61	11.22	1.383	0.788	2.439	15.92	10.348
Composite NOX :	0.828	1.024	1.281	1.098	2.790	1.011	0.889	9.407	1.40	1.740

Exhaust emissions (g/mi):

VOC Start:	0.229	0.243	0.246	0.244		0.203	0.144	0.517		
VOC Running:	0.232	0.263	0.313	0.277		0.263	0.325	1.416		
VOC Total Exhaust:	0.460	0.506	0.559	0.521	0.371	0.466	0.469	0.473	1.93	0.497

CO Start: 2.76 3.98 3.75 3.92 0.661 0.295
3.762
CO Running: 7.48 7.62 7.87 7.69 0.721 0.493
12.160
CO Total Exhaust: 10.25 11.60 11.62 11.61 11.22 1.383
0.788 2.439 15.92 10.348

NOx Start: 0.150 0.195 0.205 0.198 0.057 0.029
0.469
NOx Running: 0.678 0.829 1.076 0.900 0.955 0.860
0.933
NOx Total Exhaust: 0.828 1.024 1.281 1.098 2.790 1.011
0.889 9.407 1.40 1.740

```
*
* San Diego County
* Calendar Year 2008
* California Basic Smog Check I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : CBa08SD.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CBa08SD.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 62.7 65.6 71.1 76.7 81.2 83.9 85.1 85.3 85.3 84.4
83.5 81.5
78.6 75.2 72.3 70.3 69. 67.9 67.2 64.4 63.8 63.3 62.9 62.4
REG DISTRIBUTION  : Sandgo.d
FUEL RVP         : 6.8
**********

ANTI-TAMP PROG   :
74 73 50 22222 22222222 2 12 098. 22212222

**********
**LDV Basic I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 2 1984 2050 2 TRC GC
**HDV I/M programs below:
I/M PROGRAM      : 3 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 4 1984 2050 2 TRC GC

**********

I/M MODEL YEARS  : 1 1978 2050
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1978 2050
I/M MODEL YEARS  : 4 1996 2050

**********
```

```
I/M VEHICLES      : 1 22222 11111111 1
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 11111 22222222 2
I/M VEHICLES      : 4 11111 22222222 2

*******************************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5

*******************************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0

*******************************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242

*******************************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6

*******************************************************************************
SCENARIO RECORD   : San Diego County
CALENDAR YEAR     : 2008
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 47.8 45.9 41.5 34.8 30.2 27.6 27. 26.7 26.5 27.1 28.
29.8
33.1 37.9 42.2 44.7 45.8 46. 46.1 48.8 48.2 48.2 48. 48.4

END OF RUN        :
```

```
*
*  San Diego County
*  Calendar Year 2008
*  California Basic Smog Check I/M Program
*  Output File

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CBA08SD.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: SANDGO.D
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)

* ##########################
* San Diego County
* File 1, Run 1, Scenario 1.
* ##########################
```

*** I/M credits for Tech1&2 vehicles were read from the following external data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2008
Month: July
Altitude: Low
Minimum Temperature: 62.4 (F)
Maximum Temperature: 85.3 (F)
Minimum Rel. Hum.: 26.5 (%)
Maximum Rel. Hum.: 48.8 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.7 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3635	0.3639	0.1453		0.0384	0.0004	0.0022	0.0812	0.0052	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	0.972	0.876	0.908	0.885	1.013	0.466	0.469	0.473	2.65	0.896
Composite CO :	8.54	9.97	10.25	10.05	10.51	1.383	0.788	2.439	15.92	8.906
Composite NOX :	0.818	0.997	1.261	1.072	2.772	1.011	0.889	9.407	1.40	1.723

Exhaust emissions (g/mi):

VOC Start:	0.204	0.219	0.227	0.221		0.203	0.144	0.517		
VOC Running:	0.171	0.198	0.254	0.214		0.263	0.325	1.416		
VOC Total Exhaust:	0.375	0.417	0.481	0.435	0.345	0.466	0.469	0.473	1.93	0.421

CO Start: 2.62 3.74 3.56 3.69 0.661 0.295 3.762

CO Running: 5.92 6.23 6.69 6.36 0.721 0.493 12.160

CO Total Exhaust: 8.54 9.97 10.25 10.05 10.51 1.383 0.788 2.439 15.92 8.906

NOx Start: 0.150 0.195 0.205 0.198 0.057 0.029 0.469

NOx Running: 0.667 0.802 1.056 0.875 0.955 0.860 0.933

NOx Total Exhaust: 0.818 0.997 1.261 1.072 2.772 1.011 0.889 9.407 1.40 1.723

---

*
* San Diego County
* Calendar Year 2008
* Age distribution by Vehicle Class
*
REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution *of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
************************************************************************************************
***
* LDV
 1 0.0575 0.0559 0.0574 0.0625 0.0612 0.0655 0.0642 0.0660 0.0668 0.0552
0.0509 0.0461 0.0379 0.0400 0.0314 0.0269 0.0220 0.0214 0.0184 0.0158
0.0119 0.0106 0.0082 0.0068 0.0395
* LDT1
 2 0.0469 0.0448 0.0456 0.0497 0.0536 0.0649 0.0688 0.1154 0.1049 0.0926
0.0462 0.0341 0.0301 0.0254 0.0220 0.0189 0.0128 0.0129 0.0108 0.0105
0.0090 0.0087 0.0082 0.0068 0.0563
* LDT2
 3 0.0533 0.0583 0.0619 0.0656 0.0795 0.0746 0.0762 0.0604 0.0671 0.0573
0.0556 0.0451 0.0367 0.0363 0.0314 0.0270 0.0189 0.0179 0.0137 0.0131
0.0097 0.0088 0.0080 0.0050 0.0185
* LDT3
 4 0.0612 0.0657 0.0686 0.0715 0.1017 0.0873 0.0829 0.0771 0.0587 0.0480
0.0466 0.0489 0.0269 0.0290 0.0226 0.0146 0.0111 0.0091 0.0091 0.0096
0.0082 0.0066 0.0059 0.0045 0.0248
* LDT4
 5 0.0612 0.0657 0.0686 0.0715 0.1017 0.0873 0.0829 0.0771 0.0587 0.0480
0.0466 0.0489 0.0269 0.0290 0.0226 0.0146 0.0111 0.0091 0.0091 0.0096
0.0082 0.0066 0.0059 0.0045 0.0248
* HDV2B
 6 0.0857 0.0898 0.0930 0.0935 0.1068 0.0840 0.0505 0.0289 0.0244 0.0209
0.0251 0.0333 0.0263 0.0305 0.0198 0.0157 0.0168 0.0144 0.0210 0.0235
0.0152 0.0124 0.0144 0.0125 0.0415
* HDV3
 7 0.0520 0.0574 0.0619 0.0658 0.0811 0.0564 0.0498 0.0277 0.0727 0.0835
0.0316 0.0505 0.0363 0.0386 0.0322 0.0241 0.0194 0.0176 0.0290 0.0273
0.0154 0.0093 0.0166 0.0096 0.0341
* HDV4
 8 0.0477 0.0529 0.0579 0.0624 0.0629 0.0585 0.0506 0.0605 0.0750 0.0749
0.0418 0.0394 0.0269 0.0351 0.0249 0.0188 0.0165 0.0182 0.0247 0.0219
0.0186 0.0144 0.0114 0.0086 0.0757
* HDV5
 9 0.0477 0.0529 0.0579 0.0624 0.0629 0.0585 0.0506 0.0605 0.0750 0.0749
0.0418 0.0394 0.0269 0.0351 0.0249 0.0188 0.0165 0.0182 0.0247 0.0219
0.0186 0.0144 0.0114 0.0086 0.0757
* HDV6
10 0.0477 0.0529 0.0579 0.0624 0.0629 0.0585 0.0506 0.0605 0.0750 0.0749
0.0418 0.0394 0.0269 0.0351 0.0249 0.0188 0.0165 0.0182 0.0247 0.0219
0.0186 0.0144 0.0114 0.0086 0.0757
```

* HDV7
11 0.0477 0.0529 0.0579 0.0624 0.0629 0.0585 0.0506 0.0605 0.0750 0.0749
0.0418 0.0394 0.0269 0.0351 0.0249 0.0188 0.0165 0.0182 0.0247 0.0219
0.0186 0.0144 0.0114 0.0086 0.0757
* HDV8a
12 0.0488 0.0488 0.0434 0.0397 0.0314 0.0325 0.0289 0.0429 0.0560 0.0552
0.0485 0.0434 0.0482 0.0555 0.0437 0.0331 0.0252 0.0255 0.0378 0.0354
0.0278 0.0214 0.0184 0.0198 0.0886
* HDV8b
13 0.0488 0.0488 0.0434 0.0397 0.0314 0.0325 0.0289 0.0429 0.0560 0.0552
0.0485 0.0434 0.0482 0.0555 0.0437 0.0331 0.0252 0.0255 0.0378 0.0354
0.0278 0.0214 0.0184 0.0198 0.0886
* HDBS
14 0.0185 0.0185 0.0189 0.0185 0.0136 0.0636 0.0928 0.0418 0.0719 0.0559
0.0593 0.0699 0.0826 0.0340 0.0175 0.0272 0.0146 0.0379 0.0461 0.0316
0.0243 0.0267 0.0282 0.0102 0.0763
* HDBT
15 0.0128 0.0116 0.0105 0.0116 0.0105 0.0267 0.0349 0.0942 0.1674 0.0512
0.0244 0.0198 0.0000 0.0128 0.0047 0.0663 0.0360 0.1209 0.0163 0.0349
0.0058 0.0174 0.0012 0.0233 0.1849
* Motorcycles
16 0.0932 0.0923 0.0947 0.0979 0.0933 0.1399 0.1204 0.0452 0.0335 0.0225
0.0177 0.0139 0.0142 0.0117 0.0091 0.0078 0.0063 0.0059 0.0054 0.0049
0.0043 0.0060 0.0086 0.0086 0.0427

Chico (Butte County) Federal Nonattainment Area

```
*
* Chico (Butte County)
* Calendar Year 2002
* No I/M Program
*
MOBILE6 INPUT FILE

REPORT FILE       : No02But.out
DATABASE OUTPUT   :
WITH FIELDNAMES   :
EMISSIONS TABLE   : No02But.tb1
POLLUTANTS        : HC NOX CO
RUN DATA

EXPAND EXHAUST    :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 67.6 69.6 74.4 79.4 83.5 87.0 90.0 92.5 94.3 95.6
96.4 96.3
94.9 91.4 86.2 81.9 79.5 77.7 76.1 72.7 71.6 70.7 69.6 69.3
REG DISTRIBUTION  : Butte.d
FUEL RVP          : 6.8
**********************************************************************

SCENARIO RECORD   : Butte County
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 45.1 44.3 40.9 36.6 32.7 29.5 26.7 24.5 23.0 21.7 20.9
20.6
21.4 23.9 28.2 32.3 33.9 35.1 36.3 38.8 40.0 41.7 42.8 44.5 45.1

END OF RUN        :
```

```
*
*  Chico (Butte County)
*  Calendar Year 2002
*  No I/M Program
*  Output File
*
********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO02BUT.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: BUTTE.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)

* ##########################
* Butte County
* File 1, Run 1, Scenario 1.
* ##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2002
Month: July
Altitude: Low
Minimum Temperature: 67.6 (F)
Maximum Temperature: 96.4 (F)
Minimum Rel. Hum.: 20.6 (%)
Maximum Rel. Hum.: 45.1 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 279. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.4606	0.2993	0.1260		0.0320	0.0013	0.0022	0.0740	0.0047	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	2.631	2.651	2.413	2.581	4.470	1.045	1.166	0.851	5.57	2.546
Composite CO :	25.87	29.12	28.39	28.90	58.48	2.150	2.012	4.540	22.58	26.529
Composite NOX :	1.756	1.769	1.817	1.783	5.757	1.906	1.806	17.488	1.40	3.057

Exhaust emissions (g/mi):

VOC Start:	0.809	0.843	0.651	0.786		0.468	0.557	1.149		
VOC Running:	0.717	0.808	0.825	0.813		0.577	0.609	2.095		
VOC Total Exhaust:	1.526	1.652	1.475	1.599	1.979	1.045	1.166	0.851	3.24	1.528

CO Start: 8.08 11.85 11.65 11.79 1.117 1.087
6.536
CO Running: 17.79 17.27 16.74 17.11 1.033 0.925
16.045
CO Total Exhaust: 25.87 29.12 28.39 28.90 58.48 2.150
2.012 4.540 22.58 26.529

NOx Start: 0.443 0.410 0.338 0.389 0.107 0.104
0.557
NOx Running: 1.313 1.359 1.478 1.394 1.799 1.702
0.839
NOx Total Exhaust: 1.756 1.769 1.817 1.783 5.757 1.906
1.806 17.488 1.40 3.057

```
*
* Chico (Butte County)
* Calendar Year 2002
* Federal Basic I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : FBa02But.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : FBa02But.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 67.6 69.6 74.4 79.4 83.5 87.0 90.0 92.5 94.3 95.6
96.4 96.3
94.9 91.4 86.2 81.9 79.5 77.7 76.1 72.7 71.6 70.7 69.6 69.3
REG DISTRIBUTION  : Butte.d
FUEL RVP         : 6.8
*********************************************************************
ANTI-TAMP PROG   :
07 84 50 22222 11111111 1 11 096. 12211111
*
*
* First I/M program
I/M PROGRAM      : 1 1994 2050 1 T/O IDLE
I/M MODEL YEARS  : 1 1968 2050
I/M VEHICLES     : 1 21111 11111111 1
I/M STRINGENCY   : 1 20.0
I/M COMPLIANCE   : 1 96.0
I/M WAIVER RATES  : 1 3.0 3.0
NO I/M TTC CREDITS : 1

*********************************************************************
SCENARIO RECORD   : Butte County
CALENDAR YEAR     : 2002
EVALUATION MONTH  : 7
RELATIVE HUMIDITY  : 45.1 44.3 40.9 36.6 32.7 29.5 26.7 24.5 23.0 21.7 20.9
20.6
21.4 23.9 28.2 32.3 33.9 35.1 36.3 38.8 40.0 41.7 42.8 44.5 45.1
END OF RUN       :
```

```
*
*  Chico (Butte County)
*  Calendar Year 2002
*  Federal Basic I/M Program
*  Output File
*

*******************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                  *
* Input file: FBA02BUT.IN (file 1, run 1).                                    *
*******************************************************************************

* Reading Registration Distributions from the following external
* data file: BUTTE.D
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
           1.00    MYR sum not = 1. (will normalize)

* ##########################
* Butte County
* File 1, Run 1, Scenario 1.
```

```
* ##########################
*** I/M credits for Tech1&2 vehicles were read from the following external
   data file: TECH12.D
 M 48 Warning:
        there are no sales for vehicle class HDGV8b

            Calendar Year:  2002
                   Month:  July
                Altitude:  Low
        Minimum Temperature:  67.6 (F)
        Maximum Temperature:  96.4 (F)
         Minimum Rel. Hum.:  20.6 (%)
         Maximum Rel. Hum.:  45.1 (%)
          Nominal Fuel RVP:  6.8 psi
            Weathered RVP:  6.4 psi
        Fuel Sulfur Content:  279. ppm

        Exhaust I/M Program:  Yes
          Evap I/M Program:  No
             ATP Program:  No
          Reformulated Gas:  No

    Vehicle Type:     LDGV   LDGT12   LDGT34     LDGT     HDGV     LDDV
LDDT     HDDV       MC  All Veh
          GVWR:           <6000    >6000    (All)
                ------   ------   ------   ------   ------   ------   ------   ------   ------   ----
--
  VMT Distribution:   0.4606   0.2993   0.1260          0.0320   0.0013
0.0022   0.0740   0.0047   1.0000
 ---------------------------------------------------------------------------------------------------
-----------
 Composite Emission Factors (g/mi):
    Composite VOC :     2.322    2.651    2.413    2.581    4.470    1.045
1.166    0.851     5.57    2.403
    Composite CO  :    21.92    29.12    28.39    28.90    58.48    2.150
2.012    4.540    22.58   24.709
    Composite NOX :     1.733    1.769    1.817    1.783    5.757    1.906
1.806   17.488     1.40    3.047
 ---------------------------------------------------------------------------------------------------
-----------
Exhaust emissions (g/mi):
      VOC  Start:    0.635    0.843    0.651    0.786          0.468    0.557
1.149
    VOC  Running:    0.582    0.808    0.825    0.813          0.577    0.609
2.095
```

VOC Total Exhaust: 1.217 1.652 1.475 1.599 1.979 1.045 1.166 0.851 3.24 1.386

CO Start: 6.38 11.85 11.65 11.79 1.117 1.087 6.536

CO Running: 15.54 17.27 16.74 17.11 1.033 0.925 16.045

CO Total Exhaust: 21.92 29.12 28.39 28.90 58.48 2.150 2.012 4.540 22.58 24.709

NOx Start: 0.443 0.410 0.338 0.389 0.107 0.104 0.557

NOx Running: 1.291 1.359 1.478 1.394 1.799 1.702 0.839

NOx Total Exhaust: 1.733 1.769 1.817 1.783 5.757 1.906 1.806 17.488 1.40 3.047

---

*
* Chico (Butte County)
* Calendar Year 2002
* Age Distribution by Vehicle Class
*
REG DIST
*
* This file contains values derived from EMFAC 2007 v2.3 (Nov06) for the
*distribution of
* vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
********************************************************************************************
**
* LDV
 1 0.037 0.049 0.053 0.050 0.051 0.054 0.048 0.055 0.050 0.049
   0.046 0.059 0.050 0.052 0.044 0.038 0.035 0.029 0.022 0.014
   0.010 0.009 0.007 0.008 0.080
* LDT1
 2 0.058 0.060 0.049 0.049 0.037 0.043 0.041 0.038 0.044 0.039
0.037 0.043 0.039 0.042 0.041 0.035 0.043 0.031 0.028 0.017
0.012 0.011 0.010 0.012 0.139
* LDT2
 3 0.040 0.044 0.053 0.058 0.061 0.058 0.055 0.061 0.060 0.055
0.050 0.053 0.045 0.041 0.035 0.031 0.036 0.021 0.020 0.010
0.009 0.007 0.007 0.009 0.082
* LDT3
 4 0.078 0.080 0.051 0.061 0.063 0.083 0.054 0.061 0.055 0.050
0.030 0.033 0.028 0.040 0.031 0.028 0.026 0.025 0.015 0.006
0.005 0.005 0.006 0.017 0.071
* LDT4
 5 0.078 0.080 0.051 0.061 0.063 0.083 0.054 0.061 0.055 0.050
0.030 0.033 0.028 0.040 0.031 0.028 0.026 0.025 0.015 0.006
0.005 0.005 0.006 0.017 0.071
* HDV2B
 6 0.019 0.027 0.023 0.013 0.027 0.044 0.054 0.055 0.037 0.040
0.039 0.043 0.053 0.064 0.052 0.026 0.056 0.043 0.024 0.018
0.012 0.017 0.021 0.023 0.170
* HDV3
 7 0.004 0.007 0.052 0.051 0.029 0.090 0.067 0.055 0.044 0.057
0.041 0.040 0.063 0.055 0.047 0.026 0.045 0.028 0.017 0.013
0.012 0.009 0.020 0.024 0.102
* HDV4
 8 0.026 0.030 0.031 0.049 0.020 0.036 0.035 0.049 0.034 0.025
0.025 0.034 0.048 0.033 0.031 0.027 0.021 0.038 0.025 0.015
0.010 0.022 0.017 0.028 0.294
* HDV5
 9 0.026 0.030 0.031 0.049 0.020 0.036 0.035 0.049 0.034 0.025
0.025 0.034 0.048 0.033 0.031 0.027 0.021 0.038 0.025 0.015
0.010 0.022 0.017 0.028 0.294
* HDV6
10 0.026 0.030 0.031 0.049 0.020 0.036 0.035 0.049 0.034 0.025
0.025 0.034 0.048 0.033 0.031 0.027 0.021 0.038 0.025 0.015
0.010 0.022 0.017 0.028 0.294
```

* HDV7
11 0.026 0.030 0.031 0.049 0.020 0.036 0.035 0.049 0.034 0.025
0.025 0.034 0.048 0.033 0.031 0.027 0.021 0.038 0.025 0.015
0.010 0.022 0.017 0.028 0.294
* HDV8a
12 0.038 0.030 0.034 0.026 0.044 0.058 0.057 0.047 0.048 0.054
0.062 0.056 0.042 0.028 0.033 0.044 0.047 0.034 0.028 0.023
0.022 0.020 0.010 0.011 0.106
* HDV8b
13 0.038 0.030 0.034 0.026 0.044 0.058 0.057 0.047 0.048 0.054
0.062 0.056 0.042 0.028 0.033 0.044 0.047 0.034 0.028 0.023
0.022 0.020 0.010 0.011 0.106
* HDBS
14 0.000 0.074 0.025 0.043 0.061 0.055 0.018 0.074 0.061 0.049
0.018 0.031 0.086 0.012 0.037 0.049 0.031 0.049 0.006 0.000
0.006 0.012 0.018 0.000 0.184
* HDBT
15 0.000 0.042 0.000 0.000 0.000 0.000 0.042 0.208 0.000 0.000
0.292 0.000 0.000 0.208 0.000 0.042 0.083 0.000 0.083 0.000
0.000 0.000 0.000 0.000 0.000
* Motorcycles
16 0.099 0.080 0.058 0.038 0.036 0.029 0.027 0.030 0.026 0.021
0.022 0.022 0.025 0.018 0.021 0.030 0.043 0.055 0.031 0.044
0.042 0.032 0.034 0.023 0.115

```
*
* Chico (Butte County)
* Calendar Year 2008
* No I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : No08But.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : No08But.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 67.6 69.6 74.4 79.4 83.5 87.0 90.0 92.5 94.3 95.6
96.4 96.3
94.9 91.4 86.2 81.9 79.5 77.7 76.1 73.3 71.9 70.2 69.2 67.9
REG DISTRIBUTION  : Butte.d
FUEL RVP         : 6.8
**********************************************************************

SCENARIO RECORD   : Butte County
CALENDAR YEAR     : 2008
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 45.1 44.3 40.9 36.6 32.7 29.5 26.7 24.5 23 21.7 20.9
20.6
21.4 23.9 28.2 32.3 33.9 35.1 36.3 38.8 40 41.7 42.8 44.5

END OF RUN       :
```

```
*
*  Chico (Butte County)
*  Calendar Year 2008
*  No I/M Program
*  Output File
*
********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: NO08BUT.IN (file 1, run 1).                                      *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: BUTTE.D
 M 49 Warning:
          0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00     MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
          0.999    MYR sum not = 1. (will normalize)

* ##########################
* Butte County
* File 1, Run 1, Scenario 1.
* ##########################
```

M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2008
Month: July
Altitude: Low
Minimum Temperature: 67.6 (F)
Maximum Temperature: 96.4 (F)
Minimum Rel. Hum.: 20.6 (%)
Maximum Rel. Hum.: 45.1 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: No
Evap I/M Program: No
ATP Program: No
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3682	0.3493	0.1461		0.0449	0.0005	0.0022	0.0833	0.0055	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.563	1.538	1.353	1.483	1.149	0.632	0.603	0.488	3.13	1.422
Composite CO :	12.53	14.67	13.81	14.42	13.75	1.660	1.005	2.543	19.07	12.693
Composite NOX :	1.060	1.207	1.450	1.278	2.515	1.328	1.056	9.853	1.30	1.967

Exhaust emissions (g/mi):

VOC Start:	0.300	0.357	0.305	0.342		0.287	0.218	0.577		
VOC Running:	0.303	0.337	0.377	0.349		0.344	0.385	1.479		
VOC Total Exhaust:	0.603	0.694	0.682	0.691	0.434	0.632	0.603	0.488	2.06	0.637

CO Start: 3.07 5.59 4.46 5.25 0.849 0.436
4.376
CO Running: 9.46 9.08 9.36 9.16 0.812 0.569
14.697
CO Total Exhaust: 12.53 14.67 13.81 14.42 13.75 1.660
1.005 2.543 19.07 12.693

NOx Start: 0.192 0.255 0.241 0.251 0.080 0.044
0.445
NOx Running: 0.867 0.951 1.209 1.027 1.249 1.012
0.852
NOx Total Exhaust: 1.060 1.207 1.450 1.278 2.515 1.328
1.056 9.853 1.30 1.967

```
*
* Chico (Butte County)
* Calendar Year 2008
* California Basic Smog Check I/M Program
*

MOBILE6 INPUT FILE

REPORT FILE      : CBa08But.out
DATABASE OUTPUT  :
WITH FIELDNAMES  :
EMISSIONS TABLE  : CBa08But.tb1
POLLUTANTS       : HC NOX CO
RUN DATA

EXPAND EXHAUST   :
EXPRESS HC AS VOC :
HOURLY TEMPERATURES: 67.6 69.6 74.4 79.4 83.5 87.0 90.0 92.5 94.3 95.6
96.4 96.3
94.9 91.4 86.2 81.9 79.5 77.7 76.1 73.3 71.9 70.2 69.2 67.9
REG DISTRIBUTION  : Butte.d
FUEL RVP         : 6.8
*****************************************************************

ANTI-TAMP PROG   :
74 73 50 22222 22222222 2 12 098. 22212222

*****************************************************************
**LDV Basic I/M programs below:
I/M PROGRAM      : 1 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 2 1984 2050 2 TRC GC
**HDV I/M programs below:
I/M PROGRAM      : 3 1984 2050 2 TRC 2500/IDLE
I/M PROGRAM      : 4 1984 2050 2 TRC GC

*****************************************************************

I/M MODEL YEARS  : 1 1978 2050
I/M MODEL YEARS  : 2 1996 2050
I/M MODEL YEARS  : 3 1978 2050
I/M MODEL YEARS  : 4 1996 2050


*****************************************************************

I/M VEHICLES     : 1 22222 11111111 1
```

```
I/M VEHICLES      : 2 22222 11111111 1
I/M VEHICLES      : 3 11111 22222222 2
I/M VEHICLES      : 4 11111 22222222 2

*******************************************************************************

I/M STRINGENCY    : 1 30.5
I/M STRINGENCY    : 2 30.5
I/M STRINGENCY    : 3 30.5
I/M STRINGENCY    : 4 30.5

*******************************************************************************

I/M COMPLIANCE    : 1 98.0
I/M COMPLIANCE    : 2 98.0
I/M COMPLIANCE    : 3 98.0
I/M COMPLIANCE    : 4 98.0

*******************************************************************************

I/M WAIVER RATES  : 1 0.242 0.242
I/M WAIVER RATES  : 2 0.242 0.242
I/M WAIVER RATES  : 3 0.242 0.242
I/M WAIVER RATES  : 4 0.242 0.242

*******************************************************************************

I/M GRACE PERIOD  : 1 6
I/M GRACE PERIOD  : 2 6
I/M GRACE PERIOD  : 3 6
I/M GRACE PERIOD  : 4 6

*******************************************************************************
SCENARIO RECORD   : Butte County
CALENDAR YEAR     : 2008
EVALUATION MONTH  : 7
RELATIVE HUMIDITY : 45.1 44.3 40.9 36.6 32.7 29.5 26.7 24.5 23 21.7 20.9
20.6
21.4 23.9 28.2 32.3 33.9 35.1 36.3 38.8 40 41.7 42.8 44.5

END OF RUN        :
```

```
* Chico (Butte County)
* Calendar Year 2008
* California Basic Smog Check I/M Program
* Output File
*

********************************************************************************
* MOBILE6.2.03 (24-Sep-2003)                                                   *
* Input file: CBA08BUT.IN (file 1, run 1).                                     *
********************************************************************************

* Reading Registration Distributions from the following external
* data file: BUTTE.D
 M 49 Warning:
         0.997    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
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          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
          1.00    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.998    MYR sum not = 1. (will normalize)
 M 49 Warning:
         0.999    MYR sum not = 1. (will normalize)

* ##########################
* Butte County
* File 1, Run 1, Scenario 1.
* ##########################
```

*** I/M credits for Tech1&2 vehicles were read from the following external data file: TECH12.D
M 48 Warning:
there are no sales for vehicle class HDGV8b

Calendar Year: 2008
Month: July
Altitude: Low
Minimum Temperature: 67.6 (F)
Maximum Temperature: 96.4 (F)
Minimum Rel. Hum.: 20.6 (%)
Maximum Rel. Hum.: 45.1 (%)
Nominal Fuel RVP: 6.8 psi
Weathered RVP: 6.4 psi
Fuel Sulfur Content: 30. ppm

Exhaust I/M Program: Yes
Evap I/M Program: Yes
ATP Program: Yes
Reformulated Gas: No

Vehicle Type:	LDGV	LDGT12	LDGT34	LDGT	HDGV	LDDV	LDDT	HDDV	MC	All Veh
GVWR:		<6000	>6000	(All)						
VMT Distribution:	0.3682	0.3493	0.1461		0.0449	0.0005	0.0022	0.0833	0.0055	1.0000

Composite Emission Factors (g/mi):

Composite VOC :	1.441	1.412	1.248	1.364	1.123	0.632	0.603	0.488	3.13	1.316
Composite CO :	10.32	12.58	12.05	12.43	12.85	1.660	1.005	2.543	19.07	10.852
Composite NOX :	1.044	1.161	1.417	1.236	2.503	1.328	1.056	9.853	1.30	1.940

Exhaust emissions (g/mi):

VOC Start:	0.265	0.324	0.280	0.311		0.287	0.218	0.577		
VOC Running:	0.218	0.247	0.298	0.262		0.344	0.385	1.479		
VOC Total Exhaust:	0.483	0.571	0.578	0.573	0.408	0.632	0.603	0.488	2.06	0.534

CO Start: 2.84 5.22 4.19 4.91 0.849 0.436
4.376
CO Running: 7.47 7.36 7.87 7.51 0.812 0.569
14.697
CO Total Exhaust: 10.32 12.58 12.05 12.43 12.85 1.660
1.005 2.543 19.07 10.852

NOx Start: 0.192 0.255 0.241 0.251 0.080 0.044
0.445
NOx Running: 0.852 0.905 1.176 0.985 1.249 1.012
0.852
NOx Total Exhaust: 1.044 1.161 1.417 1.236 2.503 1.328
1.056 9.853 1.30 1.940

---

*
* Chico (Butte County)
* Calendar Year 2008
* Age Distribution by Vehicle Class
*
REG DIST
*
* This file contains the values derived from EMFAC 2007 V2.3 (Nov06) for the distribution
* of vehicles by age for July of any calendar year. There are sixteeen (16)
* sets of values representing 16 combined gasoline/diesel vehicle class
* distributions. These distributions are split for gasoline and diesel
* using the separate input (or default) values for diesel sales fractions.
* Each distribution contains 25 values which represent the fraction of
* all vehicles in that class (gasoline and diesel) of that age in July.
* The first number is for age 1 (calendar year minus model year plus one)
* and the last number is for age 25. The last age includes all vehicles
* of age 25 or older. The first number in each distribution is an integer
* which indicates which of the 16 vehicle classes are represented by the
* distribution. The sixteen vehicle classes are:
*
* 1 LDV Light-Duty Vehicles (Passenger Cars)
* 2 LDT1 Light-Duty Trucks 1 (0-6,000 lbs. GVWR, 0-3750 lbs. LVW)
* 3 LDT2 Light Duty Trucks 2 (0-6,001 lbs. GVWR, 3751-5750 lbs. LVW)
* 4 LDT3 Light Duty Trucks 3 (6,001-8500 lbs. GVWR, 0-3750 lbs. LVW)
* 5 LDT4 Light Duty Trucks 4 (6,001-8500 lbs. GVWR, 3751-5750 lbs. LVW)
* 6 HDV2B Class 2b Heavy Duty Vehicles (8501-10,000 lbs. GVWR)
* 7 HDV3 Class 3 Heavy Duty Vehicles (10,001-14,000 lbs. GVWR)
* 8 HDV4 Class 4 Heavy Duty Vehicles (14,001-16,000 lbs. GVWR)
* 9 HDV5 Class 5 Heavy Duty Vehicles (16,001-19,500 lbs. GVWR)
* 10 HDV6 Class 6 Heavy Duty Vehicles (19,501-26,000 lbs. GVWR)
* 11 HDV7 Class 7 Heavy Duty Vehicles (26,001-33,000 lbs. GVWR)
* 12 HDV8A Class 8a Heavy Duty Vehicles (33,001-60,000 lbs. GVWR)
* 13 HDV8B Class 8b Heavy Duty Vehicles (>60,000 lbs. GVWR)
* 14 HDBS School Busses
* 15 HDBT Transit and Urban Busses
* 16 MC Motorcycles (All)
*
* The 25 age values are arranged in two rows of 10 values followed by a row
* with the last 5 values. Comments (such as this one) are indicated by
* an asterisk in the first column. Empty rows are ignored. Values are
* read "free format," meaning any number may appear in any row with as
* many characters as needed (including a decimal) as long as 25 values
* follow the initial integer value separated by a space.
*
* If all 28 vehicle classes do not need to be altered from the default

```
* values, then only the vehicle classes that need to be changed need to
* be included in this file.  The order in which the vehicle classes are
* read does not matter, however each vehicle class set must contain 25
* values and be in the proper age order.
************************************************************** ************************
* LDV
 1 0.046 0.043 0.039 0.036 0.045 0.053 0.057 0.060 0.064 0.055
0.051 0.051 0.042 0.044 0.037 0.034 0.030 0.032 0.026 0.023
0.018 0.016 0.014 0.011 0.070
* LDT1
 2 0.038 0.035 0.032 0.030 0.034 0.038 0.046 0.069 0.061 0.058
0.041 0.044 0.040 0.036 0.037 0.032 0.029 0.031 0.028 0.029
0.025 0.020 0.025 0.018 0.125
* LDT2
 3 0.056 0.052 0.046 0.042 0.055 0.059 0.062 0.046 0.055 0.054
0.052 0.046 0.043 0.043 0.041 0.034 0.028 0.030 0.022 0.020
0.016 0.013 0.014 0.008 0.062
* LDT3
 4 0.047 0.049 0.053 0.058 0.079 0.075 0.084 0.074 0.051 0.053
0.044 0.054 0.036 0.039 0.032 0.025 0.016 0.015 0.014 0.017
0.013 0.011 0.010 0.008 0.046
* LDT4
 5 0.047 0.049 0.053 0.058 0.079 0.075 0.084 0.074 0.051 0.053
0.044 0.054 0.036 0.039 0.032 0.025 0.016 0.015 0.014 0.017
0.013 0.011 0.010 0.008 0.046
* HDV2B
 6 0.113 0.116 0.117 0.113 0.144 0.092 0.071 0.019 0.015 0.011
0.009 0.014 0.014 0.015 0.009 0.010 0.009 0.008 0.012 0.015
0.009 0.007 0.009 0.007 0.042
* HDV3
 7 0.064 0.061 0.059 0.060 0.052 0.041 0.033 0.016 0.051 0.055
0.024 0.069 0.049 0.043 0.029 0.037 0.029 0.022 0.038 0.033
0.022 0.013 0.022 0.011 0.067
* HDV4
 8 0.037 0.035 0.033 0.031 0.037 0.036 0.029 0.036 0.043 0.059
0.024 0.035 0.036 0.040 0.027 0.025 0.021 0.024 0.041 0.027
0.031 0.024 0.018 0.025 0.228
* HDV5
 9 0.037 0.035 0.033 0.031 0.037 0.036 0.029 0.036 0.043 0.059
0.024 0.035 0.036 0.040 0.027 0.025 0.021 0.024 0.041 0.027
0.031 0.024 0.018 0.025 0.228
* HDV6
10 0.037 0.035 0.033 0.031 0.037 0.036 0.029 0.036 0.043 0.059
0.024 0.035 0.036 0.040 0.027 0.025 0.021 0.024 0.041 0.027
0.031 0.024 0.018 0.025 0.228
* HDV7
```

11 0.037 0.035 0.033 0.031 0.037 0.036 0.029 0.036 0.043 0.059
0.024 0.035 0.036 0.040 0.027 0.025 0.021 0.024 0.041 0.027
0.031 0.024 0.018 0.025 0.228
* HDV8a
12 0.045 0.043 0.040 0.038 0.028 0.035 0.029 0.044 0.062 0.058
0.051 0.050 0.053 0.059 0.045 0.035 0.024 0.029 0.036 0.033
0.024 0.020 0.018 0.016 0.086
* HDV8b
13 0.045 0.043 0.040 0.038 0.028 0.035 0.029 0.044 0.062 0.058
0.051 0.050 0.053 0.059 0.045 0.035 0.024 0.029 0.036 0.033
0.024 0.020 0.018 0.016 0.086
* HDBS
14 0.021 0.021 0.016 0.016 0.036 0.047 0.041 0.052 0.021 0.036
0.057 0.052 0.021 0.052 0.026 0.067 0.021 0.036 0.073 0.005
0.031 0.041 0.021 0.041 0.150
* HDBT
15 0.024 0.024 0.024 0.000 0.024 0.195 0.195 0.098 0.000 0.000
0.000 0.000 0.024 0.073 0.000 0.000 0.122 0.000 0.000 0.098
0.000 0.024 0.024 0.000 0.049
* Motorcycles
16 0.112 0.108 0.092 0.081 0.069 0.111 0.096 0.039 0.033 0.020
0.017 0.014 0.013 0.011 0.010 0.008 0.008 0.008 0.008 0.006
0.007 0.011 0.014 0.016 0.087

0421 - BAR Vehicle Inspection and Repair Fund
Analysis of Fund Condition

Prepared 4/2/2009

(Dollars in Thousands)

2009-10 Governor's Budget

	2005-06	2006-07	2007-08	2008-09	Proposed 2009-10
BEGINNING BALANCE	$ 46,263	$ 53,333	$ 62,133	$ 70,365	$ 31,582
Prior Year Adjustment	$ 2,737	$ 9,547	$ 14,605	$ -	$ -
Adjusted Beginning Balance	$ 49,000	$ 62,880	$ 76,738	$ 70,365	$ 31,582
REVENUES AND TRANSFERS					
Revenues:					
Other regulatory fees	$ 1,672	$ 1,698	$ 1,699	$ 1,668	$ 1,701
Other regulatory licenses and permits	$ 99,961	$ 100,617	$ 99,736	$ 102,028	$ 103,335
Renewal fees	$ 7,450	$ 7,400	$ 7,389	$ 7,379	$ 7,527
Delinquent fees	$ 284	$ 251	$ 258	$ 268	$ 273
Sales of documents	$ 56	$ 42	$ 30	$ 36	$ 37
Miscellaneous services to the public	$ 16	$ 39	$ 8	$ 20	$ 21
Income from surplus money investments	$ 2,361	$ 3,708	$ 3,297	$ 1,492	$ 797
Interest Income from interfund loans	$ 10	$ 4	$ -	$ 55	
Sale of fixed assets	$ -	$ -	$ 24	$ -	$ -
Escheat of unclaimed checks and warrants	$ 8	$ 7	$ 11	$ 8	$ 8
Miscellaneous revenues	$ 7	$ 7	$ 7	$ 7	$ 7
Totals, Revenues	$ 111,825	$ 113,773	$ 112,459	$ 112,961	$ 113,706
Transfers from Other Funds					
Athletic Commission loan repayment per Item 1111-011-0421, BA of 2004	$ 160	$ 160	$ -	$ -	$ -
Teale Data Center (CS 15.00, Bud Act of 2005)	$ -	$ -	$ -	$ -	$ -
Naturopathic loan repayment per SC 14.00, BA of 2004	$ 92	$ -	$ -	$ -	$ -
Fiduciary Bureau Loan repayment per CS 14.00, BA of 2006	$ -	$ -	$ -	$ 1,110	$ -
Transfers to Other Funds					
Fiduciary Bureau Loan per CS 14.00, BA of 2006	$ -	$ -	$ (1,055)	$ -	$ -
Fiduciary Bureau Loan per CS 14.00, BA of 2007			$ -	$ (200)	$ -
GF loan per item 1111-011-0421, BA of 2008	$ -	$ -	$ -	$ (25,000)	$ -
	$ -	$ -	$ -	$ -	$ -
Totals Transfers	$ 252	$ 160	$ (1,055)	$ (24,090)	$ -
Totals, Revenues and Transfers	$ 112,077	$ 113,933	$ 111,404	$ 88,871	$ 113,706
Totals, Resources	$ 161,077	$ 176,813	$ 188,142	$ 159,236	$ 145,288
EXPENDITURES					
Disbursements:					
0840 State Controllers (State Operations)	$ 50	$ 127	$ 131	$ 105	$ -
3900 Air Resources Board (State Operations)	$ 12,393	$ 13,259	$ 14,038	$ 14,699	$ 15,130
9670 Equity Claims / Board of Control (State Operations)	$ 3	$ -	$ -	$ -	$ -
1111 Program Expenditures (State Operations)	$ 95,298	$ 101,294	$ 103,608	$ 112,850	$ 115,366
Total Disbursements	$ 107,744	$ 114,680	$ 117,777	$ 127,654	$ 130,496
FUND BALANCE					
Reserve for economic uncertainties	$ 53,333	$ 62,133	$ 70,365	$ 31,582	$ 14,792

NOTES:

WORKLOAD AND REVENUE ARE PROJECTED IN FY2009-10

0582 - BAR High Polluter Repair or Removal Account

Prepared 4/2/2009

Analysis of Fund Condition

(Dollars in Thousands)

2009-10 Governor's Budget

		Actual 2005-06	Actual 2006-07	ACTUAL 2007-08	CY 2008-09	Governor's Budget BY 2009-10
BEGINNING BALANCE		$ 28,764	$ 43,943	$ 49,589	$ 51,481	$ 24,839
Prior Year Adjustment		$ 196	$ (2,280)	$ 12,775	$ -	$ -
Adjusted Beginning Balance		$ 28,960	$ 41,663	$ 62,364	$ 51,481	$ 24,839
REVENUES AND TRANSFERS						
Revenues:						
125600	Other regulatory fees	$ -	$ -	$ -	$ -	$ -
125700	Other regulatory licenses and permits	$ 48,281	$ 47,079	$ 44,900	$ 44,451	$ 44,896
125800	Renewal fees	$ -	$ -	$ -	$ -	$ -
125900	Delinquent fees	$ -	$ -	$ -	$ -	$ -
131700	Misc revenue from local agencies	$ 69	$ 136	$ 76	$ 76	$ 76
141200	Sales of documents	$ -	$ -	$ -	$ -	$ -
142500	Miscellaneous services to the public	$ -	$ -	$ -	$ -	$ -
150300	Income from surplus money investments	$ 1,576	$ 2,717	$ 2,483	$ 2,168	$ 606
160400	Sale of fixed assets	$ -	$ -	$ -	$ -	$ -
161000	Escheat of unclaimed checks and warrants	$ -	$ -	$ -	$ -	$ -
161400	Miscellaneous revenues	$ -	$ -	$ -	$ -	$ -
Totals, Revenues		$ 49,926	$ 49,932	$ 47,459	$ 46,695	$ 45,578
Transfers from Other Funds						
F00942	Special Deposit Fund per GC 8627,8645,8649	$ -	$ -	$ -	$ -	$ -
Transfers to Other Funds						
T00421	VIRF loan repay per CS 14.00, BA of 2002	$ -	$ -	$ -	$ -	$ -
	GF loan per item 1111-011-0582, BA of 2008			$ -	$ (20,000)	$ -
Totals, Revenues and Transfers		$ 49,926	$ 49,932	$ 47,459	$ 26,695	$ 45,578
Totals, Resources		$ 78,886	$ 91,595	$ 109,823	$ 78,176	$ 70,417
EXPENDITURES						
Disbursements:						
0840	State Controller (State Operations)	$ 6	$ 47	$ 13	$ 56	$ -
1111	Program Expenditures (State Operations)	$ 34,937	$ 41,959	$ 58,329	$ 71,281	$ 67,997
	Estimated Savings (Vehicle Retirement)				$ (18,000)	
Total Disbursements		$ 34,943	$ 42,006	$ 58,342	$ 53,337	$ 67,997
FUND BALANCE						
Reserve for economic uncertainties		$ 43,943	$ 49,589	$ 51,481	$ 24,839	$ 2,420

NOTES:

WORKLOAD AND REVENUE ARE PROJECTED IN FY2009-10

Vehicle Model Years Subject to Smog Check

How To Use These Charts

1) In the upper chart, locate the "Calendar Year" column your vehicle is due for Smog Check (gray colored).

2) Next, locate your vehicle's model year row in the "Vehicle Model Year" column (white colored).

3) Locate the box that corresponds to steps 1 and 2.

4) Observe the color or letter located in step 3.

5) Match the box color or letter located in step 4 to the same color in the lower chart.

6) In the lower chart, observe the aspects of the Smog Check requirements for the color or letter located in step 5.

Vehicle Model Year	Calendar Year				
	2005	2006	2007	2008	2009
2010	NA	NA	NA	NA	A
2009	NA	NA	NA	A	A
2008	NA	NA	A	A	A
2007	NA	A	A	A	A
2006	A	A	A	A	A
2005	A	A	A	A	B
2004	A	A	A	B	B
2003	A	A	B	B	C
2002	A	B	B	C	C
2001	B	B	C	C	C
2000	B	C	C	C	C
1999	C	C	C	C	C
1998	C	C	C	C	C
1997	C	C	C	C	C
1996	C	C	C	C	C
1995	C	C	C	C	C
1994	C	C	C	C	C
1993	C	C	C	C	C
1992	C	C	C	C	C
1991	C	C	C	C	C
1990	C	C	C	C	C
1989	C	C	C	C	C
1988	C	C	C	C	C
1987	C	C	C	C	C
1986	C	C	C	C	C
1985	C	C	C	C	C
1984	C	C	C	C	C
1983	C	C	C	C	C
1982	C	C	C	C	C
1981	C	C	C	C	C
1980	C	C	C	C	C
1979	C	C	C	C	C
1978	C	C	C	C	C
1977	C	C	C	C	C
1976	C(1)	C	C	C	C

The colored boxes above correlate to the chart below.
Table is effective 1/1/2005
(1) Model year 1976 is exempt until 4/1/2005

Definitions

Biennial Smog Check
Requires affected vehicles to be tested every other year.

Change of Ownership
Requires affected vehicles to receive a Smog Check before being sold.

Initial Registration
Requires out of state vehicles registering in California for the first time, and other initial registration events determined by the Department of Motor Vehicles to receive a Smog Check.

Background

Legislation enacted in 2004 (SB1107 and AB2683) changed the Smog Check program in the following three ways:

1) The 30-year rolling exemption was eliminated. 1976 model year vehicles remain in the program and are required to obtain biennial Smog Check inspections.

2) Vehicles the first six model years or less are exempt from Biennial Smog Check inspections.

3) Vehicles the first four model years or less are exempt from the Change-of-Ownership Smog Check inspection requirement.

	Smog Check Required		
	Biennial	Change of Ownership	Initial Registration
A) The First 4 Model Years Old	No	No	Yes
B) 5 to 6 Model Years Old	No	Yes	Yes
C) 7 Model Years Old to 1976 Model Year	Yes	Yes	Yes

Estimate of California Fleet Subject to Smog Check Program in 2008

By Program Area

Attachment 8

Model Year	Basic	Change of Ownership	Fully Enhanced	Partial Enhanced
1976	4,100	3,500	21,900	1,700
1977	5,600	4,600	30,500	2,500
1978	6,200	5,200	34,800	2,700
1979	6,600	5,400	38,100	3,000
1980	4,000	3,200	23,900	1,800
1981	4,600	3,200	27,800	2,200
1982	5,300	3,500	32,500	2,200
1983	7,400	4,800	44,900	3,000
1984	13,400	8,200	80,700	5,600
1985	18,000	10,400	110,700	7,500
1986	25,700	14,100	155,700	10,500
1987	28,200	14,200	184,400	12,100
1988	33,400	16,500	223,800	15,100
1989	43,800	19,700	302,700	20,000
1990	49,000	20,500	359,100	23,100
1991	56,100	22,700	419,500	26,700
1992	54,500	21,400	420,000	27,500
1993	64,300	25,400	508,100	32,400
1994	75,100	28,700	603,700	39,400
1995	88,200	32,000	744,400	46,300
1996	83,500	30,400	707,100	43,800
1997	104,500	36,300	909,800	56,400
1998	109,100	38,000	993,300	59,200
1999	126,700	42,200	1,168,200	70,600
2000	140,200	46,500	1,349,600	79,400
2001	147,900	46,900	1,426,900	84,800
2002	136,000	44,600	1,361,800	79,700
2003	138,400	43,100	1,451,000	84,500
2004	132,300	41,800	1,447,800	83,300
2005	122,900	40,000	1,366,200	81,500
2006	114,300	36,500	1,357,200	76,400
2007	101,800	32,000	1,345,500	70,400
2008	67,200	20,700	1,112,900	44,400
2009	10,600	3,100	251,600	7,600
Total	2,128,900	769,300	20,616,100	1,207,300
%	8.61%	3.11%	83.39%	4.88%

Data source: DMVVEHICLE table from NGET as of December 30, 2008
The total estimate are rounded to the nearest hundredth.

Chapter 21
Handbook of Registration Procedures

Smog Certifications

21.000 Introduction

The California Air Resources Board develops and regulates air pollution standards at the state level. The Bureau of Automotive Repair regulates the smog inspection and referee stations. The Department of Motor Vehicles ensures that the smog inspection requirements are satisfied before the registration of a vehicle subject to smog inspection can be completed. Statutes require that the Department of Motor Vehicles refuse an application for registration, transfer of ownership, or renewal, if a smog certification is required and not submitted.

References: VC §§4000b, 4000.1, 4750, 24007, 27156, and 27157

21.005 Smog Certifications (VC §§4000.1, 4000.2, 4000.3, 24007, 27156, 27157; H&SC §44015)

A valid smog certification **is required** for original/initial California registration, for transfer of registered ownership, and every two years (biennially) for renewal of registration of vehicles registered in areas of the state subject to the Biennial Motor Vehicle Inspection Program.

EXCEPTION: A smog certification is **not** required for new vehicles sold by a California dealer who has completed the compliance certification statement on the Application for Registration of New Vehicle (REG 397) submitted to register the vehicle.

Smog test results are electronically transmitted by the smog station to the department, stored in the department's records, and programmatically verified during the processing of an application.

A smog certification issued to...	*is valid for...*
a licensed dealer	two years **or** until the vehicle is sold and registered to a retail buyer, whichever occurs first.
someone other than a licensed dealer	90 days.
NOTE: A Report of Deposit of Fees (RDF) **does not** have to be on file for the smog certification to remain valid.	

Attachment 9

21.010 Prohibited Transactions (H&SC §§43150 through 43156)

Only new motor vehicles and new motor vehicle engines certified by the California Air Resources Board (ARB) to meet California's stringent emission standards and test procedures can to be used and/or registered in California.

By law, no person who is a resident of, or who operates an established place of business within this state shall import, deliver, purchase, rent, lease, acquire, or receive a new motor vehicle, new motor vehicle engine, or motor vehicle with a new motor vehicle engine, for use and registration, or resale within this state unless such motor vehicle engine or motor vehicle has been certified to comply with existing California emission standards. No person shall attempt to assist in any such action.

21.015 Emission Control Standards

Used Vehicles—Used vehicles are defined as vehicles with 7,500 or more odometer miles. A smog certification is acceptable as evidence of compliance.

New Vehicles—For emission control purposes, California law defines a new vehicle, **other than** a direct import, as a vehicle having less than 7,500 odometer miles. This applies to **all** motorcycles, **including** a direct import. These vehicles **must be** factory-equipped with an emission system approved by the California Air Resources Board (ARB) and have a California Emission Control Label affixed by the manufacturer.

The compliance certification on the Application for Registration of New Vehicle (REG 397) indicates the vehicle meets this requirement. A smog certification is required on original applications that are **not** reported on a REG 397.

21.020 Emission Control Standards for Foreign Vehicles

For registration purposes, foreign vehicles are defined as follows:

California Only Vehicle—These vehicles have emission labels indicating compliance with California emission regulations and may be registered regardless of odometer mileage.

Vehicles That Meet U.S. EPA and California Emission Standards (50-state vehicles) and Are So Labeled—These vehicles meet federal and California emission and safety standards and may be registered regardless of odometer mileage.

49-State Vehicle—These vehicles meet U.S. EPA emission requirements and are so labeled. These vehicles cannot be registered to a California resident who acquired or purchased the vehicle with less than 7500 odometer miles unless the owner qualifies for an exemption, as explained in the **Exemptions** portion of this section.

Direct Import Vehicle—These vehicles were not originally manufactured to meet federal safety requirements or emission standards and not intended by the manufacturer to be used or sold in the United States.

21.020 Emission Control Standards for Foreign Vehicles, continued

Exemptions (H&SC §43151[b & c])—The transactions shown are not prohibited.

Transaction	*Requirements*
A vehicle is acquired by a California resident for the purpose of replacing a vehicle registered to him/her which was damaged or became inoperative beyond reasonable repair or was stolen while located in the other state *provided* the replacement vehicle is acquired at the time of the occurrence.	The usual registration requirements **and**: • A Statement of Facts (REG 256F) completed by the owner. • Documented evidence of exemption, as described on the REG 256F.
NOTE: This exemption applies to **new** 49-state vehicles and direct import vehicles titled in another state and converted to meet federal EPA/DOT requirements prior to entering California. It **does not** extend to direct import vehicles imported from a foreign country.	
A vehicle is acquired by a California resident as a result of inheritance, divorce, dissolution, or legal separation.	The usual registration requirements **and**: • A REG 256F completed by the owner. • Copies of the court documents.
NOTE: This exemption applies only to the ARB certification. Evidence of federal conversion **is required** if one of the above exemptions is requested for a new direct import vehicle.	
The owner/resident of another state brings a vehicle registered to him/her in the other state into California.	The usual registration requirements **and** a REG 256F completed by the owner.
A military person brings a vehicle into California which was registered to that military person in the state of his/her last active duty station. **NOTE:** For registration purposes, the military person is considered a resident of the state where stationed on active duty.	

NOTE: For questions regarding 49-state vehicle policies, contact the California Air Resources Board (ARB) Public Inquiry Unit at 1-800-242-4450.

The California Air Resources Board requires 1975 and newer year model direct import vehicles to meet California emission standards. The **exception** is vehicles exempt under Health and Safety Codes §§43151(b), 43151(c), and 44210).

21.025 Determining the Age of a Direct Import

A direct import vehicle is considered "new" if it enters California or is obtained by a California resident before it is two years old and is considered "used" if it is obtained by a California resident or brought into California by a nonresident after it is two years old. The methods by which the *age* (**not** the year model) of a direct import vehicle is determined are as follows:

- **First**—By the year model indicated in the vehicle identification number (VIN).
- **Second**—If the VIN does **not** indicate the year model, the date the manufacturer delivered the vehicle as shown on the foreign titling document is used.
- **Third**—If the first and second methods **cannot be** used, the year shown on the foreign titling document is used.
- **Last**—If **none** of the options shown above can be applied, the calendar year in which the foreign titling document was issued is used.

21.030 Air Resources Board Documentation of Compliance for New Direct Import Vehicles

All **new** direct import vehicles **must** be issued the Non-USA Vehicle Certification. by a facility authorized by the California Air Resources Board (ARB). A smog certification **is not** required when the Non-USA Vehicle Certification is submitted.

21.035 "Title Only" on Direct Import Vehicles

The same documentation is required to "title only" a direct import vehicle as is required to register it.

21.040 Direct Import Motorcycles

New direct import motorcycles **cannot** be registered for street or off highway use.

- 1978 and newer year model used direct import motorcycles may be registered as off highway vehicles without evidence of emission and safety compliance, but **cannot** be converted to street registration.
- 1977 and older year model motorcycles may be registered in California without special testing or modifications.

21.045 Non-USA Title Branding of Direct Import Vehicles

The department is required to mark the registration and title as "Non-USA" whenever it can determine the vehicle is a direct import, regardless of the year model, and a "Non-USA" notation will appear on the certificates issued.

21.050 Other Agency Contacts

Further information can be obtained from the agencies listed. Have the vehicle make, year model, VIN, port of entry, date of entry, and Custom's entry number available when contacting one of these agencies. When writing, include your daytime telephone number and area code.

U.S. Environmental Protection Agency (EPA)
Investigation/Imports Section
MOD (EN-340F)
401 M. Street, SW
Washington, DC 20460
Telephone: (202) 233-9660

U.S. Department of Transportation (DOT)
400 7th. Street, SW, Room 6115
Washington, DC 20590
Telephone: (202) 366-5313

California Air Resources Board *(ARB)*
9528 Telstar Avenue
El Monte, CA 91731
Telephone: (818) 575-6800 **or** Haagen-Smit Laboratory @ 1- (800) 242-4450

21.055 Direct Import Vehicle Registration Applications

The registration requirements for a direct import vehicle are:

- A completed Application for Title or Registration (REG 343).
- The titling document **or** a Motor Vehicle Bond.
- A vehicle verification (completed on the back of the REG 343).
- The Customs Entry Summary (if vehicle entered the U.S. prior to July 1, 1988).
- Bill(s) of sale to the importer of record and all subsequent owners.
- The Non-USA Vehicle Certification for vehicles less than two years old, **or**

  The Certificate of Conformance for 1975 or newer year models up to two years old, **or**

  The EPA/DOT clearance letters for 1975 or newer year models exempt from the ARB certification.
- A Statement of Facts, New, Nonresident, or Imported Vehicle (REG 256F) is required if qualifying for one of the exemptions **and** the application **does not** contain a Non-USA Vehicle Certification (all used direct imports).
- The fees due.

21.060 Refusal of Registration for Noncompliance with Emission Standards

It is unlawful for a dealer to sell a vehicle that is not certified to comply with California emission requirements **unless** it is being sold for the purpose of being legally wrecked or dismantled. (VC §24007)

The department must refuse registration of a 1975 or newer year model direct import vehicle which unless the appropriate Air Resources Board (ARB) certification is submitted.

21.065 Propane (LPG) or Natural Gas (LNG) Conversion

A smog certification is required for original registration, transfer, and biennial renewal of a vehicle converted to liquid propane gas (LPG), liquid natural gas (LNG), or compressed natural gas (CNG). Conversion may be complete or dual with gas.

Correction (GVWR)

EXCEPTION: The Bureau of Automotive Repair (BAR) exempts heavy-duty vehicles weighing 14,001 pounds or more **GVWR** (gross vehicle weight rating) powered by natural gas (fuel code "N") from all smog certification requirements.

21.070 Smog Certifications for Originals/Transfers (VC §4000.1)

A smog certification is required for original registration and any registered owner transfer of motor vehicles **less than 30** model years old **unless** the vehicle or transaction is exempt from the requirement by law or by resolution of the California Air Resources Board (ARB). Refer to Section 21.075 for additional information.

Exceptions—A smog certification **is not** required for:

- Original, transfer, or renewal of a motor vehicle 30 model years old or older. Determine the exempt year model by subtracting 29 from the current calendar year.
- Original registration of a new motor vehicle sold by a California-licensed dealer. The dealer must complete the certification portion on the California Application for Registration of New Vehicle (REG 397).
- Original registration of a new direct import vehicle submitted with the ARB "NON-USA Vehicle" certification.

Statement of Facts Required for Exemption—The following transactions are exempt from the smog certification requirement when a completed Smog Exemption Statement (REG 256) is submitted with the application.

- Transfer of ownership application is submitted within the 90-day validity period of the last smog certification submitted to the department.
- The transferor is the parent, grandparent, child, grandchild, brother, sister, or spouse of the transferee. A smog certification **is required** on all multiple transfers unless **each** transfer is between relatives who are eligible for exemption.
- Transfer is from a sole proprietorship to the proprietor as owner.

21.070 Smog Certifications for Originals/Transfers, continued

- Transfer is between companies whose principal business is leasing vehicles **provided** there is no change in the lessee or operator of the vehicle.
- Transfer is between the lessor and the person who has been, for at least one year, the lessee's operator of the vehicle.
- The registered owner of the vehicle is adding a co-owner.
- Registration of a vehicle owned by a bonafide California resident **and** located in another state. The REG 256 must state that the vehicle will be equipped with all the smog control devices required by law upon entry into California.

Transfers Involving a Trust or Guardianship—May be exempt from the smog certification if the transaction is otherwise exempt. For example, transfers involving family members who are exempt. Indicators might be a trustee with the same last name as the transferor or the word "family" in the trust name. If this is the case, the trustee can complete the REG 256 regarding exemption from the smog requirement.

Dealer Rollbacks—Refer to Section 21.090.

21.075 Smog Inspection Exemptions

Evidence of compliance or exemption **is not** required for the following classes of vehicle applications/transactions (**except** direct imports) which are exempt from the provisions of the law or by resolution of the California Air Resources Board (ARB).

- Vehicles 30 or more model years old. (VC §§4000.1 and H&SC §44011)
- "Title Only" or "Transfer Only" applications. A smog certification is required upon registration or renewal of registration.
- Vehicles sold between California dealers **if** the vehicle **is not** registered/transferred to the dealership name.
- Vehicles being transferred for the purpose of being wrecked or dismantled.
- Motor-driven cycles and motorcycles. (H&SC §§43001 and 44011)

EXCEPTION: ARB regulations require emission label inspection for all 1998 and newer off-highway (OHV) motorcycles and all-terrain vehicles (ATV) with an engine displacement of 90cc or more.

- Any two-cycle powered vehicle or any two-cycle vehicle.
- Implements of husbandry. (H&SC §43013)
- Diesel-powered vehicles.
- Forklifts. (H&SC §43013)
- Horseless Carriages and Historical Vehicles as defined in VC §5004. (H&SC §43002)

21.075 Smog Inspection Exemptions, continued

- Vehicles altered prior to August 31, 1969 to use a fuel other than gasoline or diesel. (H&SC §43005) A Statement of Facts (REG 256) regarding the alteration date and fuel **is** required.
- Special Construction Equipment as defined in VC §565 (**excludes** dump trucks).
- Vehicles of a body type that present prohibitive inspection problems as determined by the Bureau of Automotive Repair (H&SC §44011[d]), including:
  - **Concrete/Transit Mix/Cement Mixers**—Vehicles originally manufactured and totally dedicated to the purpose of transporting and mixing cement.
  - **Cranes**—Vehicles equipped with a device that unfolds to various heights. This **does not include** vehicles designed or used to transport property and/or vehicles, such as tow trucks.
  - **Golf Carts**—Vehicles designed to carry golf equipment and not more than two persons, including the driver, which have not less than 3 wheels in contact with the ground, an unladen weight of less than 1,300 pounds, and are designed and operated at no more than 15 mph.
  - **Street Sweepers**—Vehicles originally manufactured and totally dedicated to the purpose of street sweeping and incapable of use for any other purpose. This category **shall not include** pickups and other light-duty vehicles that have been converted and/or retrofitted with a vacuum or sweeper.
- Any vehicle powered solely by electrical energy (solar power is considered electric).
- Heavy-duty vehicles weighing 14,001 unladen pounds or more and powered by natural gas. (These vehicles are also exempt from the biennial renewal smog certification requirement.)

21.080 Remanufactured and Specially Constructed Vehicles

All remanufactured or specially constructed motor vehicles of the size and type required to be equipped with a emission control device(s) **must be** equipped with devices that meet the standards for the make and year model of the engine **or** the department must refuse registration of the vehicle.

21.085 Lost Smog Certification

When a Certification of Compliance is lost prior to the application's acceptance by the department, the dealer may apply to the BAR for a duplicate or the vehicle may be taken to an inspection station for a second certification.

21.090 Dealer Rollbacks

Dealers **are not** required to obtain a new smog certification for a new/used vehicle returned to the dealer **prior to** the registration application being submitting to the DMV. This **does not** exempt the dealer from the provisions of VC §24007.

21.095 Dealer Certification of Compliance Requirements for New Vehicles

If manufactured for...	*and...*	*then...*
California	the odometer mileage is less than 7,500 miles	the dealer completes the compliance certification on the Application for Registration of New Vehicle (REG 397) **or** a smog certification is required. Refer to Section 21.070 for Exemptions.
the other 49 states		a Smog Certification of Noncompliance is required. **NOTE:** May only be transferred from dealer to dealer **if** the owner registered in California under H&SC §43151(a,b, or c) exemptions.
for foreign country	vehicle is less than two years old on date of entry	A non-USA vehicle certification issued by a facility authorized by the Air Resources Board (ARB) is required.

21.100 Alternative Fuel Vehicles (R&TC §10759.5)

New, light-duty (up to 6,000 pounds gross vehicle weight), alternative fuel vehicles (AFV) are assessed a reduced vehicle license fee (VLF) based on a modified sales price. The California Energy Commission (CEC) defines which vehicles are AFVs and determines the incremental cost. The CEC also provides dealers with instructions for calculating the modified VLF. Refer to Section 2.010 for instructions.

21.105 Smog Abatement Fee Program (H&SC §§44011[a,4,A&B] and 44060[d,1])

The Smog Abatement Program provides an exemption from the biennial renewal smog inspection requirement for motor vehicles four model years old and newer registered in a biennial inspection county. A smog abatement fee is assessed in addition to the renewal fees for each year during the exclusion period.

Effective January 1, 2004, motor vehicles six or less model years old **and** registered in one of the counties listed in this section (**Full Counties** or **Partial Counties**) are exempt from the biennial renewal smog inspection requirement, but are not assessed the smog abatement fee for the fifth and sixth years.

EXCEPTION: Motorcycles, trailers, gross polluter vehicles, vehicles that require a Test Only inspection, and vehicles covered by a Certificate of Planned Nonoperation (PNO) for the whole year during the exclusion period are not included in either program.

Full Counties—Vehicles six or less model years old which are registered in one of the following counties are exempt from the biennial smog inspection requirement.

Butte	Glenn	Nevada	San Luis Obispo	Santa Cruz	Tehama
Colusa	Monterey	San Benito	Santa Barbara	Shasta	Yuba

21.105 Smog Abatement Fee Program, continued

Partial Counties—Vehicles six or less model years old which are registered in one of the zip codes shown for the counties below are exempt from the biennial smog inspection requirement.

Kern	*Marin*	*Napa*	*San Diego*	*San Mateo*	*Santa Clara*	*Sonoma*	*Sutter*
93501	94924	94503	91917	94018	94550	94515	95622
93505	94929	94508	91935	94019	95023	94972	95950
93519	94933	94515	92035	94020	95076	95416	95953
93523	94937	94562	92061	94021	95140	95431	95957
93524	94938	94567	92065	94037		95433	95982
93527	94940	94573	92982	94038		95442	95991
93528	94946	94574		94060		95452	95992
93554	94950	94576		94074		95476	95993
93555	94956					95487	
	94963						
	94970						
	94971						

Transfers—Vehicles in the Smog Abatement Program **are** subject to the transfer smog certification requirement unless the specific transfer transaction is exempt.

If...	*then...*
renewal fees **are** paid on the transfer	a smog certification **is** required and the smog abatement fee **is** due.
renewal fees **are not** paid on the transfer	a smog certification **is** required and the smog abatement fee **is not** due.
the application is a nonresident application **or** a miscellaneous original registration application	The smog abatement fee will be included with subsequent renewal(s) within the exclusion period.

Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

BAR-97 Revised EMISSION INSPECTION SYSTEM SPECIFICATIONS

DECEMBER 2002

DESIGN GUIDELINES AND PERFORMANCE CRITERIA FOR THE AUTOMATED BAR-97 ACCELERATION SIMULATION MODE (ASM) EMISSION INSPECTION SYSTEM (EIS) FOR USE IN GARAGES LICENSED TO TEST AND / OR REPAIR VEHICLES SUBJECT TO CALIFORNIA'S ENHANCED INSPECTION AND MAINTENANCE (I/M) PROGRAM.

Engineering Clean Air

BAR-97 ACCELERATION SIMULATION MODE (ASM) SPECIFICATION

ORGANIZATION OF SPECIFICATION

This document provides the specifications for the BAR-97 equipment and procedures to be used for performing inspections required by Sections 4000.1, 4000.2 and 4000.3 of the California Vehicle Code in accordance with the provisions contained in Division 26, Part 5, Chapter 5 (§44000 et. seq.) of the Health and Safety Code.

Section 1 — This section is an introduction, providing background about emission testing equipment, summarizing the BAR-90ET and the enhancements added to the BAR-97. System security and integrity are also included in this section.

Section 2 — This section gives the specifications, including performance standards, for all test-related hardware such as the computer, the analyzer, the dynamometer, the fuel cap tester, the low pressure fuel evaporative tester, the analyzer cabinet, and the bar code scanner.

Section 3 — This section describes in detail the software specification, including data storage; the form, manner and frequency of electronic transmission including transmission of test, calibration and vehicle records, sequences and procedures for performing required tests.

Section 4 — This section outlines the warranty requirements, certification terms, EIS in-use performance measures, and gas audit procedures.

Section 5 — This section defines the certification procedures.

Section 6 — This section describes aftermarket parts approval, warranty, and in-use performance requirements.

The Appendices contain items referred to in the Specification such as the emissions standards table, and the test record format as well as highly technical and strictly confidential items.

SECTION 1. INTRODUCTION

1.1 BACKGROUND INFORMATION

The Bureau of Automotive Repair (BAR) has been developing specifications and certifying analyzers since the early 70s. Each generation of analyzers has been more reliable, accurate and complex. The first analyzer specifications were published in 1974. Subsequent specifications were published in 1980, 1984, 1990, and in 1996. Analyzers meeting the appropriate specifications were granted a BAR-74©, BAR-80©, BAR-84©, BAR-90© or BAR-90ET©, BAR-97©certificate.

The BAR-74 and BAR-80 analyzers were required to measure only hydrocarbons (HC) and carbon monoxide (CO). The BAR-80 was substantially more accurate than the BAR-74 because of improvements in the design of the infrared optical bench, rudimentary self-diagnostics and an on-board calibration gas cylinder. However, it was not until the BAR-84 specifications were developed that the analyzers became computerized. BAR-84 analyzers also had to be gas-calibrated once every seven days or be prevented from further testing. Computerization also allowed the analyzer to make the pass/fail decision automatically and allowed the BAR to require a number of other features to detect analyzer tampering, alleviate some pattern-failure problems, and give special instructions to the customer regarding warranty coverage.

The BAR-90 was the first Inspection and Maintenance (I/M) emissions analyzer designed around a personal computer system. This gave the BAR the ability to greatly refine the test procedure. Special testing and preconditioning procedures were programmed to minimize pattern failures, thereby improving the correlation of the Smog Check test procedure with the federal certification test procedure. The BAR-90 Test Analyzer System (TAS) has been used to perform uniform and consistent tests for California's biennial motor vehicle I/M Program since January 1, 1990, and, as of March 6, 2002, is still used in rural change of ownership areas.

Features of the BAR-90 TAS included: (a) vehicular emission measurements of HC, CO, CO_2 and O_2; (b) engine RPM measurements; (c) exhaust dilution determinations; (d) the capability to add a bar code scanner for more convenient and accurate data entry; (e) a dedicated printer for vehicle inspection reports and other general purpose printouts; (f) data recording on standard 1.44Mb 3.5" floppy diskettes and on a 40-megabyte hard disk; (g) information display to the TAS operator; (h) bidirectional communications via dial-up telephone line and modem; and (i) fully menu driven, interactive, simple microprocessor-controlled operation. The TAS was designed and constructed to provide reliable and accurate service in the automotive repair and service center environment and to maximize man/machine interface simplicity.

The BAR-90 developed and certified by California has been used *de facto* for performing no-load, two-speed emissions tests not only throughout the United States, but in other nations (e.g., Canada, Germany, Mexico, Sweden, Taiwan) as well.

On March 30, 1994, urgency legislation defined California's enhanced Smog Check II program. The new program is designed to clean the air and to meet the requirements of the federal Clean Air Act while meeting the special needs of the state. Key elements of the program were outlined in the revised State Implementation Plan (SIP) submitted to the U.S. Environmental Protection Agency (USEPA) on June 30, 1995. The key elements include:

a) Acceleration Simulation Mode (ASM) loaded-mode testing using a dynamometer at licensed Smog Check Stations in the enhanced program areas[1]

b) Continued use of the BAR-90 no-load, two-speed idle test in basic areas where biennial testing is required, in change of ownership areas where testing is only required for vehicle sales or purchases, and when statewide testing heavy duty vehicles.

c) More stringent certification standards, prerequisites and examinations for Smog Check Technicians.

d) Targeting of high-emitting vehicles for inspection at state-contracted test-only facilities.

e) Identification of gross polluting vehicles using results of initial emissions tests, remote sensing devices (RSDs) and a high emitter profile which is based on such factors as vehicle age make, engine size, type of emissions control system, the vehicle's individual Smog Check history, and previous RSD readings.

f) Automatic electronic transmission of vehicle identification information for vehicles being tested, inspection data and inspection certification status from the Smog Check Stations to a central host computer system and to the Department of Motor Vehicles (DMV).

g) Revised repair cost minimum and revised criteria for issuing emissions cost waivers; added an optional, one-time only, economic hardship extension.

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[1] **Enhanced Areas:** These areas do not meet federal or state air quality standards for ozone and are California's smoggiest urbanized areas. Biennial Smog Checks are required here. Thirty six percent (36%) of the vehicles in these areas must have their biennial Smog Checks performed at Test-Only stations.

Partially Enhanced Areas: These areas were opted into the enhanced program by the local air pollution control district/air quality management district. Although similar to the Enhanced areas, no vehicles in a Partially Enhanced area are directed to have their biennial Smog Checks performed at Test-Only stations.

Basic areas: Vehicles in these less-smoggy or less populated areas must have biennial testing at licensed test-and-repair stations.

Change of Ownership areas: These more rural areas of the state require emissions testing only when a vehicle changes ownership or is registered for the first time in California.

As a result of the 1994 amendments, software modifications were made to the BAR-90 analyzer in 1996 to incorporate mandatory program changes. A name change to BAR-90ET was also made to differentiate the old from the new. The BAR-90ET incorporates the ability to identify the vehicle being tested and verify that the vehicle is at the proper test facility, electronically transmit inspection, repair and certification data, the use of the bar code scanner, and the revised emissions and gross polluter standards. Effective July 1, 1996, the BAR-90ET is the only TAS authorized to perform required Smog Check inspections in the basic and change-of-ownership only areas and, in the enhanced areas, is authorized to perform inspections on vehicles with greater than 8,500 pounds GVWR.

The 1994 amendments also required significant modifications to the BAR-90ET for use in the enhanced program areas. Again, a name change to BAR-97 was made to differentiate the BAR-90ET from the BAR-97. Thus, *in addition to the requirements for BAR-90ET*, the BAR-97 incorporates as mandatory components an NO channel and a dynamometer capable of performing the ASM steady-state test and/or transient tests, as well as a fuel cap test and other lane features.

Recent additions resulted in a name change to BAR-97 Revised. The additions include previous requirements outlined in Addendum 1 through Addendum 8 plus several new requirements.

1.2 Common Terms

The following words may have been used interchangeably within this document:

analyzer	software
BAR-97	EIS
EIS	unit
instrument	

1.3 Electronic Transmission

1.3.1 Electronic Transmission (ET) Overview

A required component of the enhanced program is the electronic transmission of data -- information about the vehicle under test and the test results. Electronic Transmission (ET) is the name that BAR has given to the electronic network that enables the EIS to automatically connect to the BAR's centralized Vehicle Information Database (VID) via the modem and dial-up connection. The majority of the software protocols are confidential; however, the protocols that are not confidential are provided in greater detail in §3 of this Specification.

a) **Mandatory ET Service:**
In order to comply with the ET mandate, each Smog Check station shall obtain and maintain ET services through BAR's designated ET contractor. Effective July 1, 1996, the following criteria shall be met before an EIS is used for I/M test certification: (1) the EIS shall be connected to, and shall be fully functional with the ET service and (2) the EIS shall possess, and be operational with the current software or hardware update.

b) **ET Service Description:**
At the beginning of the test, following the technician's entry of the vehicle license plate number and VIN into the EIS using a bar code scanner, the ET software (via the modem and dial-up connection) initiates an automated call (initial call) to the VID. Vehicle-specific information (previous failed test results, waiver or extension data, emissions recall information, technical service bulletins, gross polluter status, test-only requirement) and test requirements are electronically returned from the VID. Information that the technician previously filled in manually will be automatically entered into the EIS and the technician will be responsible for verifying that the information is correct. If the vehicle information does not result in a matched VID record, a second call may be necessary.

At the conclusion of the Smog Check inspection, test results, repair results (when required), and smog check certificate number for passed tests, are transmitted electronically to the VID (end-of-test call). For valid passing tests, the VID immediately transmits the certificate number to DMV. The Vehicle Inspection Report (VIR) serves as the customer's record.

Using the ET system, the BAR is also able to send electronic messages to technicians and Smog Check Station owners.

c) **Optional ACH Debit Transaction Authorization:**
The ET software update also enables Smog Check stations to automatically order a block of fifty Smog Check Certificates. However, this requires completion of the Automated Clearing House (ACH) Debit Transaction form and is an optional service provided by the BAR's ET contractor. Once the VID has authorized the order, the certificate numbers will be electronically transmitted to the EIS and the EIS will print out a receipt for certificate numbers received.

d) **Optional Diagnostic and Repair Information:**
The ET service provides immediate electronic access to diagnostic and repair information for a fee. However, these services are not a substitute for the required set of current manuals or authorized CD-ROM system, which must be maintained on the shop's premises.

e) **Charges for ET Services:**
Smog Check stations must maintain ET service in accordance with the terms specified by the BAR's ET contractor.

1.3.2 **Form, Manner and Frequency of Data Transmittals for ET**

a) Form: For each inspection, the data transmittal shall consist of the vehicle's test record, calibration record and, when required, repair record (and other records) as described in Confidential Appendix C-2.

b) Manner: The manner of the data transmittal shall be using the EIS modem via a dial-up connection. The EIS must be maintained to ensure proper operation and shall be connected to a fully operational and dial-up connection during all times of operation.

c) Frequency: The data shall be transmitted for inspection and repair (when required) and shall include at least two transmissions per inspection, one for the initial call and another for the end-of-test call. If the initial contact results in no match being found, an additional transmission may be required.

1.4 **TAMPER RESISTANCE**

Controlled access design shall be the responsibility of the manufacturer. All security measures shall be submitted for approval by the BAR. Analyzer operators, State field representatives and manufacturer's representatives shall be prevented, to the BAR's satisfaction, from creating or changing any test results, BAR programs or BAR data files contained in the EIS as called for in this specification. Manufacturers shall utilize special computer BIOS, partitions (or equivalent approved by the BAR), as well as other appropriate software and hardware provisions deemed necessary by the BAR to protect the I/M files and programs. File and program protection may consist of mechanical systems in combination with electronic/software systems. The protection features shall

prevent access to the secured disk drives and portions of the hard disk containing I/M programs and test data. The "control" key, or its functional equivalent giving access to the operating system (OS), shall not be activated except through the use of a special password and a dual entry method on the STATE MENU. The password shall be chosen by the BAR's Engineering Section at the time of certification testing. Access to the OS shall not be available to the manufacturer's service technicians. Other security or protection alternatives, such as more sophisticated BIOS limitations and LPT port key, may be proposed by the manufacturer for approval by the BAR.

In addition, the emission analyzer and the sampling system shall be made tamper-resistant to the BAR's satisfaction. At a minimum, the manufacturer shall develop tamper-resistant features to prevent unauthorized access through the cabinet. Microswitches, keyed locks, software-controlled locks, and software algorithms requiring the use of an access code shall all be utilized where appropriate. Access codes for STATE/QA functions shall be changed daily based on an algorithm provided by the BAR. Service access codes shall be changed daily based on a unique algorithm provided by the manufacturer. Both algorithms must be changed as part of any software update. Manufacturers may utilize a combination lock on the doors securing the disk drives as long as the locks are built-in, good quality and the combination can be easily changed by authorized personnel when a security problem is identified. The following examples illustrate ineffective and unacceptable security measures: A mercury switch would not be effective if the analyzer can be tipped over to one side to trigger the switch. A keyed lock would not be effective if it is placed in a position that allows the analyzer cabinet to be flexed slightly to bypass the lock. If there is a dynamometer control cabinet separate from the secured area of the analyzer cabinet, it shall be secured in a manner approved by the BAR.

The Smog Check technician shall have access to the required compact disc (CD) drive. However, access security to the BIOS, I/M related programs and data must be secured from this drive when accessed by a technician. The manufacturer shall provide security for the CD drive to prevent unauthorized read/writes (to memory, ROM, hard drive, etc.). This security shall guard against unauthorized executables that are executed from the CD. The manufacturer shall submit their method for providing this security to BAR for approval.

A software-controlled solenoid lock shall be used on the secured drive door of all EIS units submitted for certification. This solenoid lock may be used instead of, or in addition to, any key or combination lock that may be provided. The solenoid lock shall be controlled by the EIS software, unlatching the doors in response to authorized requests from the STATE MENU, always maintaining the appropriate levels of security. All BAR-97 EIS units shall have sensors, such as microswitches, to detect the open/closed state of the doors, as well as other secured areas of the EIS. The EIS shall monitor these sensors and shall define an inappropriate state as a tamper.

Manufacturers may offer analyzers with additional disk drives that can run optional software application programs. However, the optional disk drives shall be secured from the BIOS, operating system and all other I/M related programs and test data (or equivalent acceptable to the BAR).

If tampering occurs, a software lockout algorithm shall be activated which aborts any existing test sequence and prevents further I/M testing until the lockout is cleared by a BAR field representative (or other representatives authorized by BAR such as QAs). In addition, manufacturers must describe, to the BAR's satisfaction, what security measures will be taken to prevent the unauthorized use of access codes, keys and combinations to the secured areas of the analyzer under each of the following circumstances:

a. Tampering has occurred.

b. A manufacturer's service technician quits or is fired.

c. A combination, key or critical access code is obtained by an unauthorized person(s) such as a Smog Check technician.

Neither BAR field representatives (or other representatives authorized by the BAR such as contractor quality assurance personnel (QAs)) nor manufacturer's service representatives may have access to the analyzer's OS or be able to modify files on the hard disk. At no point shall technicians have access to either the OS or the BIOS.

The use of microswitches to detect unauthorized entry is acceptable. However, unauthorized access to the secured areas of the analyzer shall be detected even when the power is off. The analyzer shall record the type and location of each tamper (excluding the underhood tamper flag). The tamper attempts shall be recorded in a tamper file which includes the date of the tamper-caused lockout, the type and location of the lockout, the date the lockout was cleared and who it was cleared by (State or manufacturer's service representative). The specific tamper type and location shall only be accessible through the STATE MENU - LOCKOUT EIS function.

The lockout system shall be designed so that it can be activated by a BAR field representative from the STATE MENU. Only BAR field representatives (or other representatives authorized by BAR) may remove lockouts put in place from the STATE MENU. Manufacturers shall develop a system by which their service technicians shall be prevented, by some method approved by the BAR, from clearing BAR installed lockouts.

In particular, the following policies shall apply to the manufacturers' field representatives:

a) They shall <u>not</u> be capable of

   1). clearing a State/QA-installed lockout, or
   2). clearing a lockout due to a requirement for a three-day gas calibration/leak check.

b) They shall <u>not</u> add, delete or modify the station or technician license number.

c) They shall <u>not</u> be capable of altering the calibration gas values.

d) They shall <u>not</u> clear a lockout when there is evidence of physical tampering. Furthermore, they shall report this, or any other type of lockout, to a BAR field office by the end of the next working day following the lockout.

e) They shall <u>not</u> have access to the OS under <u>any</u> circumstances.

The access codes used by the manufacturer's service representatives shall be changed automatically by the EIS on a daily basis. The algorithm must not be available to manufacturer's field service personnel. The daily service access codes may only be given to authorized field service representatives and may not be provided more than one week in advance.

The tamper resistance features shall be designed so that software programs, especially those which deal with repair and diagnostics of vehicles, can be added at a later date.

Optional software packages, supplied by the manufacturer, shall not interfere with the normal operation of the I/M inspection and testing software, shall not compromise the tamper-resistance of the analyzer (such as giving the technician access to the OS) and shall be approved by the BAR before they are delivered or installed in any BAR-97 analyzers.

Access to and from all required and mandatory-option programs shall be "seamless." These programs shall be accessed from the Main Menu or a submenu, and, when exited, shall return directly to the menu or submenu from which they were accessed, without requiring the EIS to reboot.

SECTION 2. HARDWARE SPECIFICATIONS

2.1 OVERVIEW

Section 2 discusses the hardware performance requirements (and design requirements where necessary) for the BAR-97 Emission Inspection System (EIS) needed to perform emissions testing on the vehicles subject to California's I/M program.

This section covers the computer and its peripherals, the emissions analytical train and its sample conditioning system, the dynamometer, the cabinet and its security, bar code scanning, engine speed measurement, and other equipment.

The EIS comprises an IBM-compatible personal computer (PC), printer, modem, software facilitating both two-speed idle and loaded-mode testing, five-gas analyzer with sample system, zero air and calibration gases, dynamometer, dynamometer control interface, engine cooling fan, bar code reader, fuel cap tester, tachometer, OBDII interface, opacity measurement system (optional), and cabinet.

2.1.1 Computer/Peripheral Compatibility

Computers shall be IBM-PC-compatible. They shall be able to reliably read and/or write IBM-compatible 1.44Mb 3.5" diskettes, CDs and DVDs.

Systems must be capable of producing graphic output on monitors and printers. The computer and printer shall be capable of printing graphics and text displayed on the monitor.

Systems must be capable of communicating with computers using modems and a dial-up connection. The power supply must have the potential to handle at least 100 watts of additional BAR upgrade devices.

2.2 GENERAL REQUIREMENTS

2.2.1 Availability of Circuitry

All components including circuit board and integrated circuits used in the EIS shall be types and brands that are presently in common usage. Custom ROM programs developed by the manufacturer for building the analyzer are allowed. Deviations may be allowed upon approval by BAR.

2.2.2 Clock/Calendar

The EIS shall have a real time clock and calendar that shall make available the current date and time. Both time and date shall be in standard IBM PC format and used to set the computer's date and time on power up.

The EIS shall store the date and time in the *Date of Test, Test Start Time* and *Test End Time* fields of the test record and, when appropriate, on the repair record in the *Current Date* and *Current Time* fields.

The communication software shall reset the current EIS date/time settings each time contact is made with the VID except during communication diagnostics. The EIS clock shall be reset to the VID clock at the beginning of each test. If the VID determines that the EIS clock is not keeping correct time, the VID shall set a lockout and a message shall be displayed indicating that service is required.

Resetting the clock after a lockout shall require controlled access available only to the quality assurance contractor (QA), State Representatives and the manufacturer's service technician. The access mechanism or procedures shall be approved by the BAR.

The analyzer clock/calendar shall be equipped with a battery backup feature that has a battery with at least a five-year expectancy. The calendar shall handle the year rollover from 1999 to 2000. All software updates shall be activated by the clock/calendar as directed by the BAR.

2.2.3 Data and File Transfer

All calibration, vehicle test records and other EIS files shall be capable of being transferred from the EIS in three ways:

a) Via an IBM PC compatible modem, [optional: digital subscriber line (DSL), cable modem, wireless, or other similar new technology (located inside the cabinet)] and connection to a telephone line, electronically receiving and/or transmitting data from the VID whenever the EIS connects to the VID.

b) By use of the standard 3.5" IBM 1.44Mb compatible floppy disk on which data is stored.

c) By means of a standard IBM PC fully compatible DB25 enhanced bi-directional parallel port.

2.2.4 Capability To Access OBD Fault Codes

The EIS shall have a port to connect to the OBD II SAE Standardized Link. The link shall enable the EIS to access engine RPM and fault codes for all OBD II equipped vehicles. For certification purposes, BAR requires a description of the OBD II hardware, including its plug and play capability.

Analyzer manufacturers shall incorporate provisions for reading fault codes from vehicles with on-board diagnostics II (OBD II). The CAN protocol is recommended. The SAE Standardized Link shall connect to the vehicle's on-board diagnostics port to automatically interrogate and retrieve fault codes. See section 3 for details.

2.2.5 Analyzer Compatibility

The EIS shall be compatible with all types of automotive service operating environments. The analyzer shall operate under the conditions and performance requirements of this specification.

2.2.6 **Testing Throughput Capability**
The emissions analyzer shall be designed so that it is capable of performing at least 10 tests per hour for eight consecutive hours without experiencing excessive hangup or other deleterious effects.

2.2.7 **EIS Compatibility and Universal Software**
As stated in Section 3.2.3.a, 'If BAR initiates development of a software update, manufacturers shall cooperate with the BAR and/or BAR-approving third party.' If universal software is used, EIS manufacturers shall not make any change in hardware or software that would make the universal software ineffective. This requirement shall include manufacturer submittal of all device drivers for major components and peripherals. The BAR and /or a third party contractor will compile these drivers, communication protocols, and any algorithms, calculations, adjustments, required to facilitate EIS performance per BAR-97 Specification into a Standard Drivers List.

2.3 **COMPUTERS & PERIPHERAL REQUIREMENTS**
An IBM PC compatible computer shall control EIS operation. Each EIS must include the hardware and software needed to perform all functions required by this specification. The computer shall be capable of the following tasks:

1. Collect, operate on, and record second-by-second readings for HC, CO, CO_2, O_2, NO, dynamometer speed and load, and engine RPM.
2. Monitor and control dynamometer functions.
3. Transmit test, calibration, and second by second (at BAR request) records to the VID.
4. Read and interpret bar code labels from DMV registration documents, technician identification cards, testing facility and technician licenses, referee labels and VIN labels, and zero and calibration gas cylinder bar code labels
5. Read data from compact discs (CDs) and digital video disks (DVDs).
6. Provide storage for archived test and graphic files.
7. Access engine RPM on OBD II equipped vehicles and interface with OBD and OBD II scan tools.
8. Recall as well as provide vehicle inspection report (VIR) reprint capability for at least 100 emission test records.
9. Interface with an optional partial-flow opacity-measuring device, display and record to the test record.

10. Optionally provide multimedia functionality, with audio/video (AVI) capability for video presentations and teleconferencing, and internal hardware for graphic frame capture.

The BAR reserves the right to add additional programs and functional performance requirements, up to the technical limits of the hardware, to improve the Smog Check program.

Manufacturers may offer analyzers with additional disk drives that can run optional software/hardware application programs; however, the computer shall not be bootable from any additional drive, nor shall any program run from one of these drives have access to the computers operating system. Programs run from an additional drive shall not be capable of interfering with, modifying, corrupting or interrupting any inspection-related program, procedure, or file.

2.3.1 **Minimum Required Microcomputer Configuration**
Computers meeting this specification shall be backward compatible; i.e., be capable of running previous versions of EIS software and hardware.

a) **Operating System**
Each unit must be supplied with an IBM PC-compatible, multi-tasking operating system, which provides transmission control protocol / internet protocol (TCP/IP) capability such as OS/2 connect or a MS Windows™ variant. The BAR may approve other systems, which do not initially have full TCP/IP and multi-tasking capabilities if the manufacturer agree to meet the requirements upon the first software update. This upgrade shall be provided at no additional cost to the purchaser.

b) **Processor**
The processor shall be IBM PC-compatible. Processing speed shall be equivalent to, or faster than, a computer equipped with a 750 MHz or greater.

c) **Random Access Memory (RAM)**
The system must contain at least 256Mb of user-available RAM and must be expandable to at least 512 Mb.

d) **Basic Input Output System (BIOS)**
Upon power up, the system must include a ROM BIOS (basic input/output system) that provides a self diagnostic routine to check the performance of critical PC components (including, at a minimum, the processor, firmware, ROM, hard disk, keyboard, clock, set-up RAM and memory), and enable full use of the operating system. The BIOS must fully support all supplied components (an alternative may be approved by the BAR upon request).

e) **Cache Memory**
The processor must use at least 128K cache memory. If more than one processor is used for the central processing, then for each additional processor, 128K more cache memory must be added.

f) **Bus**
When equipped with all BAR specified options, each unit must provide two slots for future expansion, include at least 1 free PCI slot for future expansion. The PCI expansion slot or slots must be fully PCI-compliant ("plug-and-play") and be capable of mapping IRQ 14 & 15. If the video or hard drive interfaces are provided by the motherboard, it shall be capable of being disabled.

g) **Monitors: Display Screen & Drive Trace**
The active screen area must be in color, of .28 dot pitch or less, and measure at least 13" diagonally. The monitor must be capable of noninterlaced resolution up to 1024 X 768 or greater. Power and video connections shall be user accessible without opening the cabinet to allow user replacement of the monitor.

The display must interface with a color graphics adapter fully compatible with the IBM SVGA color graphics adapter. This interface must be capable of operating in noninterlaced modes up to a resolution of 1024 X 768 or greater while emulating 64K colors or more. The video adapter must be equipped with a 64-bit accelerator chip (or better) to increase its video processing speed and must be PCI bus-compliant. The video adapter must be capable of displaying DVD video. The monitor shall be capable of being replaced without opening the EIS cabinet.

The above specifications do not apply to a second portable monitor that may be provided for the driver. However, this monitor must display all warnings and information required to perform the driving portion of the test (RPM, drive trace, etc.) This second monitor is subject to BAR approval.

A screen saver shall be provided for the monitor(s).

h) **Floppy Disk**
One 1.44Mb floppy drive is required. The floppy drives must have an external door protecting them from contamination (dust). The analyzer's cooling fan (if equipped) shall not create a negative pressure in the case unless the floppy drive(s) are sealed to prevent this negative pressure from drawing dust into the drive. The secured floppy disk shall be designated the "A" drive.

i) **Compact Disc (CD)**
Each analyzer sold after this specification release date must be equipped with one CD/DVD drive. The disk drive must be protected from contamination in the shop environment. The CD/DVD drive shall be capable of reading disks that are formatted per ISO 9660 and Universal Disk Format. The CD drive shall be designated the "H" drive. The minimum acceptable sustained transfer rate is 30x for CDs and 2.5x for DVDs and must be multimedia and photo CD compatible as a minimum. A means for providing security to prevent unauthorized access to lower level system functions shall be submitted by the manufacturer for BAR approval.

j) **Hard Disk**
Each unit must come with at least 20 gigabytes of usable formatted uncompressed hard disk storage. The vendor must leave at least 15 gigabytes of usable storage for the BAR and 5 gigabytes of graphic/audio and text storage allotted to the technician. Second-by-second data, emission inspection data (including graphics) and vehicle data will be stored in the BAR storage area. The system shall warn the technician with a screen prompt when the hard disk is within 10% of being full in any of the allotted storage areas. The hard disk is to be self-parking, shock mounted, and able to operate reliably in the expected hostile garage environment. The hard disk must also include a BAR-approved method of limiting logical access to BAR data and programs. The hard disk containing the BAR programs and files shall be designated the "D:" drive. The hard drive's minimum acceptable burst transfer (external transfer) shall be 7,000 kilobytes per second. The hard drive's minimum acceptable sustained transfer (internal transfer) shall be 2,000 kilobytes per second. The minimum acceptable average random access time shall be 14ms. No software cache can be used when measuring transfer rate or access times.

k) **Hard Disk Interface**
The hard disk interface must be PCI bus-compliant and use enhanced IDE Mode 4 (ATA 100 or better) or Fast SCSI-2 (or better) or alternative approved by the BAR. The hard disk interface must be capable of maintaining a minimum transfer rate of 8,000 kilobytes per second with all peripherals installed (including options).

l) **I/O Ports**
The unit must include at least one DOS/IBM compatible parallel port. The printer may be connected to this port.

In addition, the unit must include two baud rate programmable (300 to 115.2K or more) I/O serial ports using BAR CPC female connectors with the following pin outs. One of these ports is for use with an external fuel cap tester (unless the fuel cap test system is provided internally). A second CPC port shall be reserved for a future liquid fuel evaporation tester. Systems may only have 1 external CPC ports if the gas cap tester is internal.

The EIS shall include two Universal Serial Bus (USB) version 1.2 ports for future communication with BAR approved devices. If only one port is available, its expandability into two ports (hub) shall be demonstrated functional. These ports shall be fully installed including all necessary wiring and connections. Ports may be software disabled, but shall not require additional hardware to become active.

All BAR-reserved serial ports (BAR CPC and DB25) shall use 16550 UART chips or better. All I/O ports shall be clearly labeled and easily accessible and may be shared. All BAR CPC pinouts shall be as follows:

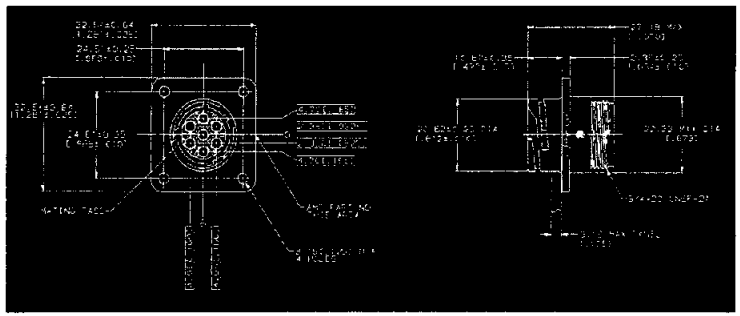
ANALYZER BAR CPC REVERSE CONNECTOR
This connector must be compatible with an AMP 211398-1.

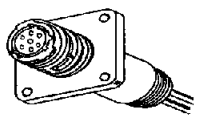
PINS	SIGNAL
1	GND
2	+12v
3	RTS.....RESET (request to send)
4	RESERVED (open)
5	SHIELD - GND
6	TXD.....TRANSMIT DATA
7	RCV.....RECEIVE DATA

The BAR CPC ports will supply software switchable 12 VDC to equipment attached. The +12V pin must provide circuit protection from shorts, or overload. The circuit protection can be in the form of a fuse, circuit breaker, etc. The circuit protection must be easily accessible to the operating technician for fuse replacement and or circuit beaker reset (unless automatic reset). The circuit must be capable of handling at least 6 watts.

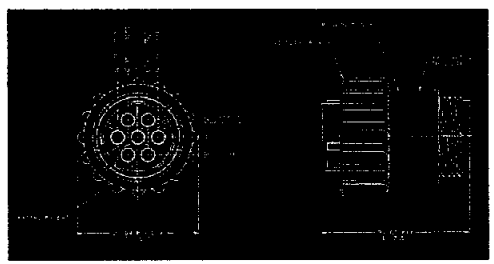
CPC CONNECTOR DIAGRAM

Square Flange Receptacle





Example Flanged Receptacle



Example Plug Assembly

2.3.2 **Keyboard and Pointing Device**
The EIS keyboard must be fully interfaced with the microcomputer and have all of the necessary normal, numeric, cursor, control, shift, alternate, and function keys needed to operate a standard IBM PC-compatible computer. A full-sized keyboard with at least 101 keys should be provided. The keyboard shall be readily available through retail outlets. The keyboard shall be removable and replaceable without requiring access to a secured area within the EIS cabinet. The keyboard must accept a standard keyboard connector. Provisions for a pointing device must be provided. If not built in, then a common connector (PS2, DB 9-pin, etc.) must be provided. The device driver must be active and compatible with an MS Mouse. The pointing device must have a sensitivity adjustment available to the technician. BAR may approve other pointing devices, such as light pens. The keyboard and the pointing device shall be capable of being replaced without opening the cabinet.

2.3.3 **Modem**
The IBM PC compatible modem, digital subscriber line (DSL), cable modem, wireless, or other similar new technology shall support the following protocol:

- Modulation: ITU (international Telecommunications Union, formerly the CCITT) V.22, V.22bis, V.32, V.32bis, V.34.
- Error control: ITU V.42, MNP (Microcom Network Protocol) 2, 3 and 4.
- Compression: ITU V.42bis, MNP 5.
- Connect Time: The modem must be capable of achieving a link with the VID at 56K baud or higher.

The modems must support at least the following baud rates: 1200, 2400, 4800, 9600, 12k, 14.4k, 19.2k, 21.6k, 24k, 26.4k, 28.8k, 56k asynchronous operation.

The modem must support the industry-standard AT command set.

If the modem is not using a common expansion bus slot or a common I/O jack (such as a modem that is an integral part of the motherboard), then a means of disabling the modem and an expansion slot or another high speed I/O port must be provided with the intent of supporting an upgraded modem if needed for future expansion.

If the EIS has performed three complete vehicle inspection tests without one successful communication with the VID out of the six attempts, the modem shall be reinitialized. The EIS manufacturers shall submit their reinitialization methods to the BAR Engineering for approval. Alternative methods for restoring proper modem may be presented by the EIS manufacturer for BAR review.

The modem lights (if equipped) shall not be visible to the Smog Check technician. The speaker shall remain off at all times and may not be turned on except for manufacturer or BAR diagnostic testing. The manufacturer shall submit a plan for modem diagnostics for approval by the BAR.

The analyzer shall have a standard, female modular telephone connector located on the back of the analyzer. The telephone cord shall not be attached to the power cord. The telephone line shall be enclosed in a protective cable meeting BAR and UL approval. Alternative methods may be submitted to the BAR for approval.

2.3.4 **Optional Diagnostic Assistance**
This function shall be offered as an option. When analyzers are submitted to the BAR for certification, this option shall be demonstrated.

Compatibility with H.324 (from International Telecommunications Union's Telecommunication Standardization Sector - ITU-T) and T120 (white boarding) is required. One multifunction device or multiple devices (video capture board, audio board, modem, etc.) may provide this. The EIS must demonstrate ability to perform all functions.

a) **Video**
All video components listed in this section shall be capable of meeting the following requirements.

1. Capture images in 65536 colors, at a resolution of 800 x 600 pixels, at a minimum rate of one frame per second and saving the frames to the hard drive in TIFF-LZW format. For certification, one 30 second segment of moving video and 10 still frames.

2. Receive full motion audio/video files and play them when triggered by time, manually or upon request via modem. These files shall be in a format that will run under Microsoft.

3. Capture still images and provide moving video for teleconferencing. The video teleconferencing system must be capable of displaying at least 10 frames per second, color, at a minimum of 160 x 112-pixel resolution.

   Alternative standards may be submitted to BAR for approval.

   Two BNC video connectors shall provide the capability of connecting two cameras. The connectors shall be externally accessible.

4. Display DVD video from the DVD drive.

b) **Audio**
A speaker is required on this optional system to provide the ability to play AVI files. This speaker shall also have the capability of providing audio for video teleconferencing or diagnostic assistance.

An external speaker connector is required to provide the ability to connect an external speaker or speakers to this audio system. An industry-standard speaker connector shall be used for the external connector and shall be easily accessible.

If equipped with a handset or headset and internal and/or external speakers, they shall be switchable on and off and shall have volume controls easily accessible to the technician.

An internal microphone may be provided at the manufacturer's discretion. The external microphone connector shall be a common type used for microphones. The audio system shall be capable of H.324 telecommunication. The microphone and handset/headset are not required at this time; however, the connectors and the functionality of the audio system with these components are required and must be demonstrated.

2.3.5 **Printer**
The EIS unit shall use a printer capable of printing: at least 4 pages of text per minute, on 8.5" x 11" paper, at 96 characters per line, and 6 lines per inch. This printer will be used to print inspection reports and diagnostic information. The printer must print high-quality graphics at 600dpi or better. Text must be at 300dpi or better. If not continuous feed, the printer must be capable of printing on 8.5" x 14" paper. Printers must have enough memory to print twelve 176 x 144 resolution (1.5" x 1.25") graphic images (pixels) in 64 shades of gray with the remainder of the 8.5 x 14 page filled with text. Page printers (printers that process total pages in memory before printing them) must be expandable to 4Mb of memory. Vehicle inspection reports (VIR) shall be printed for passing and failing vehicle inspections and as duplicates for a passing/failing inspection.

The printer shall print a VIR duplicating the font and clarity provided in the example VIRs (see Appendix C). This is intended to ensure uniformity between manufacturers for style and size.

The printers shall be easily accessible to allow the clearing of paper jams, replacement of paper, ink cartridges, toner, etc. The printer shall be replaceable by the customer with the same make and model.

2.3.6 **Running Changes and Other Hardware Modifications**
Any changes to design characteristics, component specifications and any modifications to the hardware must be approved by BAR. **(NOTE: If software is an integral part of any component, such as the analyzer optical bench, it shall also be subject to the requirements of this section.)** It will be the instrument manufacturer's responsibility to confirm that such changes have no detrimental effect on analyzer performance.

a) Only BAR-approved hardware configurations and options may be used in BAR-97 analyzers.

b) All proposed hardware modifications and options must be thoroughly tested before being submitted to BAR.

c) ALL proposed hardware modifications, including manufacturer-initiated modifications, must be submitted to BAR for testing and approval as follows:

1. Submit a modified BAR-97 analyzer to BAR Engineering or arrange to update the Engineering test unit.

2. An application and cover letter containing the following information shall accompany all proposed hardware modifications:

   i. A description of all of the proposed modifications to be performed (including manufacturer-initiated modifications), a parts list and the installation instructions for the field service representative. Any modifications to the bench or sample system shall also be accompanied with test data and an engineering evaluation regarding the effects of the proposed modifications on the performance and reliability of the analyzer.

   ii. A timeline showing when the modifications are expected to be performed (start to finish), and how many existing units will be updated.

   iii. If any special procedures are needed to perform the hardware modifications, describe the procedures for performing the update.

   iv. If the proposed hardware modifications require changes or additions to the software, documentation for the software update shall be submitted as indicated above.

   v. Test data showing the EIS meets specification with the modification(s) implemented.

3. Beta Testing- Depending on the type and number of modifications proposed, the bureau may require testing at BAR-approved beta test sites

prior to release. The BAR will perform verification tests prior to releasing it for beta testing. See Section 5.12 of this specification for beta testing details.

2.4 EXHAUST GAS ANALYSIS EQUIPMENT FOR THE EIS

This section defines the requirements for the equipment needed to determine the concentrations of the exhaust gases of interest during the **BAR-97** loaded-mode and two-speed idle tests. It covers the analyzers/sensors and sampling systems, including sampling probes, hoses, and filters.

2.4.1 General

The analyzer shall be compatible with all types of automotive service operating environments. The analyzer shall operate under the conditions and performance requirements listed below.

2.4.2 Measured Gases

Gases to be measured are hydrocarbons (HC), in parts per million as hexane (ppmh); carbon monoxide (CO), in percent; carbon dioxide (CO_2), in percent; oxygen (O_2), in percent; nitric oxide (NO), in ppm. Opacity of diesel exhaust shall be offered as an option.

2.4.3 Types of Analyzers

HC, CO, and CO_2 shall be measured by means of nondispersive infrared (NDIR) analysis. NO shall be measured by means of nondispersive ultraviolet (NDUV), nondispersive infrared (NDIR), chemiluminescent device (CLD), or other device* meeting requirements in this specification. The EIS manufacturer and the device manufacturer shall cooperate in the development of a satisfactory communication protocol. These protocols shall be shared upon manufacturer and / or BAR request, to allow device interchangeability through standardized communication. All NO-measuring devices, regardless of technology, must have EIS-manufacturer-generated test data showing that they meet the applicable requirements of this specification.

2.4.4 Sampling Systems (excluding Opacity)

Sampling systems shall draw exhaust gas from the vehicle under test, shall remove particulate matter and aerosols from the sampled gas, shall drain the condensed water from the sample if necessary, and shall deliver the resultant gas sample to the analyzers/sensors for analysis. The sampling system shall, at a minimum, consist of a tailpipe probe, flexible sample line, a continuously draining water removal system, particulate trap, sample pump and flow control components. The sample system and its components shall be designed to conduct loaded mode testing. This may include the need for active water removal from the sample, e.g., installation of a chiller. Provisions shall be made for the introduction of zero air and calibration gases, as discussed below.

* For the purpose of clarification, the electrochemical cells currently in use do not meet this specification. Any technology requires new submittal and certification.

2.4.5 Analyzer Requirements

a) ***Automatic Zero:*** The analyzer shall conduct an automatic zero adjustment (or equivalent, with BAR approval), prior to each test. The zero adjustment shall include the HC, CO, CO_2 and NO channels. The O_2 channel shall have its span adjusted while the other channels are being zeroed. The analyzer shall perform two steps while zeroing:

1. Zero Air: The analyzer shall be zeroed, and the O_2 sensor spanned, using either bottled or generated zero air. See 'c.3.i for zero air requirements.

2. Ambient Air: Ambient air, filtered for particulates, shall be introduced to the analyzer before the sample pump, but after the sample probe, hose and filter/water trap. The analyzer shall record the concentrations of the five measured gases, but shall make no adjustments.

   When the analyzer performs a HC hangup check before the start of an inspection, the recorded ambient air readings shall be subtracted from the sampling readings to determine the amount of HC hangup (residual HC) in the sampling system.

   The analyzer shall be locked out from testing until (a) the ambient air has less than 15 ppm HC, 0.02% CO and 25 ppm NO, and (b) until the residual HC obtained through the sample probe is less than 7 ppm.

b) ***Zero Drift Lockout Threshold***: If zero and/or span drift cause the infrared signal levels to move beyond the adjustment range of the analyzer, the operator shall be locked out from testing and instructed to call for service. (The analyzer manufacturer shall indicate, in writing, at what point the drift lockout will occur.)

c) ***Calibration and Leak Check*:** The analyzer shall, to the maximum extent possible, maintain accuracy between gas calibrations taking into account all errors including noise, repeatability, drift, linearity, temperature and barometric pressure.

1. General: The analyzer shall automatically require and successfully pass a floppy drive check, leak check and a gas calibration for HC, CO, CO2, O_2 and NO using a method that is approved by the BAR. This must be performed at least every three days or the analyzer shall lock itself out from further I/M tests. The gas calibration shall ensure that accuracy specifications are satisfied or the analyzer shall be automatically prohibited from performing any portion of the I/M test. The gas calibration procedure shall correct the readings to the center of the allowable tolerance range, and shall be within +/- 1.0% of the calibration gas cylinder's label values. When a gas calibration is initiated, the

analyzer channels shall actually be adjusted. It is not sufficient to merely check the calibration and do nothing if the analyzer is within allowable tolerances.

The EIS manufacturer shall ensure that the flow rates and fluid pressures through the analyzer benches and sensors stay the same, regardless of whether the source of the flow is the calibration ports or the sample probe. This principle of balanced flow and pressure shall be maintained whether EIS units are equipped with a NO sensor or not. The balance shall be such that low range calibration gas readings, taken on a freshly-calibrated EIS, are within +/-1% or 1 least significant digit of each other when the gas is fed through the calibration port, and then through the sample probe.

2. Gas Calibration Procedure: Gas calibration shall be accomplished by introducing gases traceable to the National Institute of Standards and Technology (NIST) into the analyzer either through the calibration port or through the probe. The EIS manufacturers, together with their analyzer / sensor supplier, shall determine which of the following two calibration methods will provide the better and more consistent accuracy for the analyzer / sensor as installed in the EIS.

   Single Point - High range calibration gas shall be introduced first, and the analyzer output shall be adjusted to the center of the tolerance range. Low range calibration gas shall then be introduced and the analyzer output automatically checked (not adjusted) to verify that it is within the allowable reading tolerances.

   Two-Point - Low range calibration gas shall be introduced first, and the analyzer output shall be adjusted to the center of the tolerance range. High range calibration gas shall then be introduced, and the analyzer output shall be adjusted to the center of the tolerance range.

3. Calibration Gases: Calibration span gases and zero air utilized for calibration shall have a ±2% blend tolerance and a ±1% certified accuracy, and shall be provided by a BAR-certified gas blender. No more than 2 liters of each gas shall be required to successfully perform a gas calibration; exceptions shall be subject to BAR approval.

   The analyzer shall be designed, in a manner approved by the BAR, to accommodate the gas cylinders, air generators and other hardware necessary to perform the three-day gas calibration. Other configurations may be submitted for BAR's consideration. Note that if air generators are used to provide zero air, the resulting oxygen content shall be ±3% of the nominal value. The analyzer shall be equipped with a gas calibration port. Gas cylinder mounting shall provide adequate room for routine access,

servicing and replacement of cylinders, regulators, etc., as well as scanning the cylinder bar code labels. Brackets and other hardware shall be located so that analyzer stability and impact protection are considered in the design. The gas cylinder storage area shall be actively ventilated to prevent gas buildup in case of leakage.

The analyzer manufacturers shall design the connectors used with the gas cylinders so those cylinders containing different concentrations or compositions of gas cannot be switched. As an alternative, manufacturers may use the same connectors on all required cylinders if they display a message instructing the operator to properly connect the hoses to the gas calibration cylinders when they are not connected correctly. In addition for this alternative, some type of reasonably permanent, prominent label or tag shall be used to readily identify which hose should be attached to which cylinder. Other alternatives may be presented to the bureau for consideration. In any event, disposable cylinders shall be equipped with CGA 165 connectors. Jumbo disposable cylinders (zero air only) shall be equipped with CGA 182 connectors. High-pressure cylinders (zero air only) shall be equipped with CGA 590 connectors.

The following calibration gases shall be used:

i. *Zero Air (blend code #37):*
   Concentrations: 20.9% O_2, balance N_2.
   Impurities: <1 ppm THC, CO, NO; <200 ppm CO_2.

ii. *Low Range (blend code #32 / without NO #31):*

200 ppm	propane
0.50%	carbon monoxide
6.0%	carbon dioxide
300 ppm	nitric oxide <3 ppm NO_2
Balance:	oxygen-free nitrogen

iii. *High Range (blend code #35 / without NO #34):*

3200 ppm	propane
8.00%	carbon monoxide
12.0%	carbon dioxide
3000 ppm	nitric oxide <30 ppm NO_2
Balance:	oxygen-free nitrogen

BAR-97 EIS units that are not equipped with NO-measurement capability may use tri-blend calibration gases: i.e., gas blends that contain propane, CO, and CO_2 in concentrations as above, but containing no nitric oxide.

4. Zero Air Supply Cylinders & Generators: Zero air may be supplied to the analyzer from either: low-pressure (disposable) cylinders, high-pressure

(refillable) cylinders, or zero air generators. Specifications for the cylinders may be found in the gas blender specification.[1] If the EIS manufacturer opts to use a zero air generator (ZAG), it shall meet the following minimum requirements.

i. Output Air Purity: Generator output air shall meet the purity requirements of c) 3. i., above, when provided with inlet air containing no more than 100 ppm total hydrocarbons as methane, 100 ppm CO, 1,500 ppm CO_2, and 50 ppm NO_x.

ii. Output Dewpoint: # -40F (# -40°C)

iii. Output Particulates: Filtration shall be 99.99% effective at 0.5 micron.

iv. Operating Temperature Range: +35°F to +110°F (2°C to 43°C)

v. Warm up Time: The zero air generator shall be capable of providing a stabilized supply of air meeting the output purity and dewpoint requirements listed above in less than 30 minutes. During the warm up process, outlet flow from the zero air generator shall be prevented. In addition, the ZAG shall provide some indication to the operator that it is warming up. The indication might be a lamp or lamp combination on the face of a ZAG that is external to the EIS, or an electrical or electronic signal to the EIS if the ZAG is internal to the EIS. At the completion of a successful warm up, a System Ready indication shall be activated, and outlet airflow permitted.

vi. Inlet Air: The ZAG shall accept and purify compressed ("shop") air. The ZAG shall meet the performance requirements of this specification with inlet air pressures ranging from 80 psig to 120 psig as a minimum. If the inlet air pressure falls below the minimum level for proper operation of the ZAG, an indication shall be given and the outlet air flow shut off.

vii. NO_x removal: shall be accomplished at a stage in the purification sequence that will minimize the formation of nitric acid, which could corrode the metal and plastic parts. If scrubbing is used, the scrubber shall have a minimum life of one year when challenged with 50 ppm NO_x. As an option, the ZAG may be supplied with an elapsed time indication to alert the operator that

[1] Specifications and Certification Procedures for Calibration and Audit Gases Used in the California Emissions I/M Program, November 1996.

service is necessary.

viii. HC & CO Removal: HC and CO shall be removed from the air stream by catalytic action. The catalyst shall have a minimum life span of three years. As an option, the ZAG may be supplied with an elapsed time indication to alert the operator that service is necessary. If, at any time, the catalyst temperature falls below that required for HC and CO removal, outlet flow shall be shut off and an indication given. If the temperature should subsequently rise above its minimum operating temperature, e.g., after a power outage, the indication shall automatically be removed and outlet flow resumed.

ix. CO_2 Removal: CO_2 shall be the last component removed. Removal shall be by means of pressure swing absorption (PSA) technology. If the PSA valve fails, the ZAG's outlet flow shall be shut off and an indication given.

x. Pressure Regulator: A pressure regulator inside the ZAG shall provide a fixed outlet pressure specified by the EIS manufacturer.

xi. Alternative Configurations: Alternative configurations and removal technologies may be presented to the BAR for consideration.

xii. Power Spikes: Externally mounted ZAGs shall have a "Power On" lamp. Power spikes shall not affect the operation of the ZAG.

xiii. Mounting: The air generator may be mounted either internally or externally to the EIS cabinet; however, the configuration (1) shall comply with all applicable electrical and safety codes, (2) shall meet applicable Underwriters Laboratories requirements (or BAR-approved equivalent), and (3) shall not cause the response time requirements of '2.4.5. r) and 2.4.6 g) to be exceeded. In any event, the separation between an externally mounted zero air generator and the EIS cabinet shall not exceed 25 feet.

xiv. Connecting Hose: As a minimum, the hose connecting an externally mounted zero air generator and the EIS cabinet shall meet the analyzer sample hose requirements specified in section 2.4.6.b, shall be capable of withstanding a minimum of 200 psig internal pressure, and shall out gas no more than 10 ppm hydrocarbons between 35F and 110F. Acceptable materials include the following types of new and clean hose or tubing:

copper, stainless steel, nylon or nylon core (type 11 / r78), PTFE/FEP (teflon), superthane or polyurethane (polyether based only), synflex 4262.

xv. Bar Code Labels: Zero air generators mounted outside the EIS cabinet shall have their bar code labels positioned on an external surface of the generator so that the labels may be conveniently scanned. Zero air generators mounted inside the EIS cabinet shall have their bar code labels mounted on the generator surface that can be scanned if the cabinet is opened. The EIS manufacturer shall mount additional labels (identical to those mounted on the generator) on a surface of the EIS cabinet, so that they may be conveniently scanned by the Smog Check technician.

5. High Pressure Zero Air Cylinder Mounting: Low pressure disposable cylinders may be located in or outside the cabinet. Disposable cylinders located outside the cabinet shall be secured with a bracket.
High pressure aluminum cylinders shall be attached to a fixed object (wall, pole, etc.) or if not available may be secured to the EIS cabinet, in such a manner as to protect the cylinder's valve and pressure regulator from accidental impact.

6. Cylinder Pressure Regulators

i. Pressure regulators shall conform to the requirements of CGA Standard E-4, 3rd Edition (1994) or later.

ii. Rated pressure of the regulator shall be equal to or greater than the rated pressure of the cylinder on which it is to be used, corrected to 50°C (122°F). For example, a regulator to be used with a low-pressure disposable cylinder whose fill pressure is 260 psig at 20°C (68°F) must have a rated pressure of [(260 +15) x(50 + 273)/(20 + 273)] -15 = 288 psig, or the next highest standard rating, as a minimum, where 15 as an adder converts psig to psia, and 273 as an adder converts degrees Celsius to degrees Kelvin.

iii. Pressure gauges used with the regulators shall conform to all requirements of CGA Standard E-4, (see §5.7).

iv. Pressure gauge accuracy shall meet or exceed the requirements of CGA Standard E-4, (see §5.7.3.1).

v Droop/Rise Characteristics: The change in regulator output pressure with decrease in cylinder pressure shall not cause a calibration error of more than ±1% (see §5.4.15). To meet this

requirement, EIS manufacturers may use more than one regulator in series, if necessary.

7. Other Requirements: The gas calibration and leak check procedures shall require no more than five minutes. The analyzer shall provide adequate prompts on the display to guide the Smog Check technician through the calibration procedure in a manner that minimizes the amount of gas used. The analyzer shall be designed to keep the loss of calibration gas to an absolute minimum (less than 0.1 liter in 24 hours) if the operator forgets to shut the valve off.

8. Alternate Calibration Frequencies: Proposals for less frequent gas calibrations will be subjected to lengthy accuracy and drift tests. Proposals of this type shall be thoroughly evaluated (e.g., lab as well as field testing in the range of the required span points for accuracy and drift for extended periods of time) and characterized prior to submission to BAR.

d) ***Propane Equivalency Factor (PEF)***: The nominal PEF range shall be between 0.490 and 0.540. For each audit/calibration point, the nominal PEF shall be conveniently displayed for the quality assurance inspectors and the BAR field representatives, in a manner acceptable to the BAR. If an optical bench must be replaced in the field, the manufacturer's Field Service Representative (FSR) shall change any external labels to correspond to the nominal PEF of the new bench. The analyzer shall incorporate an algorithm relating PEF to HC concentration. Corrections shall be made automatically. The corrected PEF value may cover the range of 0.470 to 0.560.

e) ***NDIR/UV Beam Strength***: The beam strength from the source to the detector for all channels shall be monitored such that when the beam degrades beyond the adjustment range of the analyzer, the analyzer shall be locked out from operation. The manufacturer shall specify at what point degradation occurs whereby the signal cannot be corrected.

f) ***Date of Last Gas Calibration***: The date of the last gas calibration shall be kept in non-volatile memory (or on the hard disk) and shall be displayed on the status page. When the system check is adjusted, if the date/time change, positive or negative, is greater than 48 hours, three-day gas calibration/leak check shall be required.

g) ***Lockout Criteria***: If the EIS has not successfully passed a gas calibration and a leak check for a period of three days or more, it shall lock itself out from performing an official I/M test and shall display a message to the operator upon startup.

h) ***Audit Gas Pressure*:** During a gas audit, analyzer readings shall not change by more than 1% of the reading if the audit gas pressure is modified by ±1.5 PSI from the atmospheric absolute pressure at the probe.

i) ***Audit Gas Blends and Gas Audit Procedure:***
There shall be four audit gas blends: Low Range, Mid Range #1, Mid Range #2, and High Range. Their concentrations, with ±2% blend tolerance and ±1% certified accuracy, shall be as follows:

i. *Zero Air*
Same as zero air calibration gas, except that CO_2 impurity level shall be <1 ppm

ii. *Low Range*
Same as Low Range calibration gas

iii. *Mid Range #1*

960 ppm	propane
2.40%	carbon monoxide
3.6%	carbon dioxide
900 ppm	nitric oxide
Balance:	oxygen-free nitrogen

iv. *Mid Range #2*

1920 ppm	propane
4.80%	carbon monoxide
7.2%	carbon dioxide
1800 ppm	nitric oxide
Balance:	oxygen-free nitrogen

v. *High Range*
Same as High Range calibration gas

NOTE: BAR reserves the right to audit analyzer accuracy using gas blends having component concentrations other than those listed above.

The audit procedure shall be as follows (see BAR's 'Gas Audit Protocol' for detailed procedure)

1. Zero the analyzer.
2. Perform a leak check.
3. Enter the State/QA Audit mode or the corresponding field service mode.
4. Flow the Low Range audit gas through the sample probe, ensuring that the pressure at the probe tip is equal to ambient barometric pressure ± 0.1 in.

Hg. (A balloon teed into the gas flow line is an acceptable pressure indicator. It should stand upright, but not inflated.).

5. When the HC, CO, CO_2 and NO readings have stabilized (no less than 60 seconds of gas flow), record them, as well as the PEF value at each audit blend. (**NOTE: The Gas Audit Mode shall present the HC readings in terms of ppm propane, or shall offer the choice of reading in terms of ppm hexane or ppm propane. The auditor shall select and record readings in terms of ppm propane.**)
6. Repeat Steps 4 & 5 for Mid Range #1, Mid Range #2 and High Range audit gases. This sequence of gases must be strictly followed.
7. Repeat Steps 4 and 5 using zero air, and record the stabilized O_2 reading.
8. Compare the readings with the audit gas values. The following relationship shall be used:

$$A\% = 100 \frac{(Reading - Cylinder\ Value)}{(Cylinder\ Value)}$$

Where A = ±4.0% or ±12 ppmp (parts per million as propane) HC, whichever is greater,
± 4.0% or ±0.04%CO, whichever is greater
± 4.0% or ±0.4% CO_2, whichever is greater
± 5.0% or ± 27ppm NO, whichever is greater
± 5.5% or ± 0.3% O_2, whichever is greater

j) ***Range and Accuracy:***

Emissions Analyzer Range and Accuracy

Gas	Range	Accuracy (% of point)	Accuracy (absolute)	Range	Accuracy (% of point)	Accuracy (absolute)
HC	0-2000 ppmh	±3%	4 ppmh	2001- 5000 ppmh >5000 ppmh	±5% ±10%	N/A N/A
CO	0 - 10.00%	±3%	0.02% CO	10.01-14.00%	±5%	N/A
CO_2	0 - 16%	±3%	0.3% CO_2	16.1 - 18%	±5%	N/A
NO	0 - 4000 ppm	±4%	25 ppm	4001-5000 ppm	±8%	N/A
O_2	0 - 25%	±5%	0.1% O_2	-	-	-

Rounding beyond the decimal places shown in the table shall follow the standard mathematical practice of going to next higher number for any numerical value of five or more.

NOTE: This shall also hold true for pass/fail decisions during an I/M inspection. For example, if 2.00% CO passes but 2.01% CO fails and the reading is 2.0049%, the value shall be rounded down and the decision shall be "Pass;" however, if the reading is 2.0050, the value shall be rounded up and the decision shall be "Fail." Thus, the value displayed and printed on the VIR shall be consistent with the value used for the pass/fail decision.

k) ***Repeatability:***

Emissions Analyzer Repeatability

Gas	Range	Repeatability (% of point)	Repeatability (absolute)	Range	Repeatability (% of point)	Repeatability (absolute)
HC	0-1400 ppmh	±2%	3 ppmh	1400-2000 ppmh	±3%	N/A
CO	0 - 7.00%	±2%	0.02% CO	7.01-10.00%	±3%	N/A
CO_2	0 – 10%	±2%	0.1% CO_2	10 – 16%	±3%	N/A
NO	0 – 4000 ppm	±3%	20 ppm	-	-	-
O_2	0 – 25%	±3%	0.1% O_2	-	-	-

Accuracy and repeatability shall be defined by the test procedures in Section 5.

l) ***Noise:***

Emissions Analyzer Noise

Gas	Range	Noise (% of point)	Noise (absolute)	Range	Noise (% of point)	Noise (absolute)
HC	0-1400 ppmh	±0.8%	2 ppmh	1400-2000 ppmh	±1%	N/A
CO	0 - 7.00%	±0.8%	0.01% CO	7.01-10.00%	1±%	N/A
CO_2	0 – 10%	±0.8%	0.1% CO_2	10 – 16%	1±%	N/A
NO	0 – 4000 ppm	±1%	10 ppm	-	-	-
O_2	0 – 25%	±1.5%	0.1% O_2	-	-	-

Noise shall be defined operationally as follows: Sample Mid Range #1 Audit Gas for 20 seconds. Collect all the analyzer output readings for each channel over the 20 seconds. (For example, if the analyzer outputs are read by the EIS at the rate of twice per second, the total number of readings would be 40.) The peak-to-peak noise shall be calculated as:

$$NOISE = \frac{\sqrt{\Sigma(X_i - \bar{x})^2}}{n}$$

Where x_i = the i^{th} reading of the set of readings

$\bar{x}$ = the arithmetic average of the set of readings
n = the total number of readings

The noise, as calculated above, shall be within the limits specified in the table above, AND, in the set of data collected, no more than 5% of the readings in the set shall deviate (peak-to-peak) from the average by more than 150% of the specified limits.

m) ***Minimum Analyzer Display Resolution***: The analyzer electronics shall have sufficient resolution and accuracy to achieve the following:

HC	1 ppm	HC
CO	0.01%	CO
CO_2	0.1%	CO_2
NO	1 ppm	NO
O_2 (optional)	0.1%	O_2
RPM	1 mph	RPM
Speed	0.1 mph	
Load	0.1 hp	

n) ***Display Refresh Rate***: Dynamic information being displayed shall be refreshed at a minimum of twice per second. Alternatives may be submitted to the BAR for its approval.

o) ***Interference Effects***: The interference effects from non-interest gases shall not exceed ±4 ppm for HC, ±0.02% for CO, ±0.20% for CO_2, or ±20 ppm for NO. Corrections for collision-broadening effects of combined high CO and CO_2 concentrations shall be taken into account in developing the factory calibration curves, and is included in the accuracy specifications. Interference gases shall be as follows:

Interference Gases	
16%	Carbon Dioxide in Nitrogen
1600 ppm	Hexane in Nitrogen
10%	Carbon Monoxide in Nitrogen
3000 ppm	Nitric Oxide in Nitrogen
75 ppm	Hydrogen Sulfide in Nitrogen
75 ppm	Sulfur Dioxide in Nitrogen
28 ppm each	Benzene, Xylene,Toluene in Nitrogen (NDUV only)
18%	Carbon Dioxide and 9% Carbon Monoxide in Nitrogen
	Water-Saturated Hot Air

NOTE: Interference gases shall have a ±2% blend tolerance and ±2% certified accuracy.

p) ***Warm-up Time***: The analyzer shall reach stability within 30 minutes at 35°F from startup. If an analyzer does not achieve stability within the allotted time frame, it shall be locked out from I/M testing and a message shall be displayed instructing the operator to call for service.

q) ***System Lockout During Warm-up***: Functional operation of the gas sampling unit shall remain disabled through a system lockout until the instrument meets stability and warm-up requirements. The instrument shall be considered "warmed-up" when internal analyzer verifications are complete and the zero readings for HC, CO, CO_2, O_2 and NO have stabilized, within the allowable accuracy values, for five minutes without adjustment.

r) ***Analyzer/Sensor Response Times***
Analyzer/sensor response times are defined as follows:

1. Rise time: When a gas is introduced to a sensor's sample cell inlet or inlet port, the time required by the sensors output to rise from first indication of response to the input gas (t_0) to a given percentage of the final stable reading of a gas concentration. Two rise times are specified:

   i. T_{90}: The time required to reach 90% of the final gas concentration reading from first indication of response to the input gas.

   ii. T_{95}: The time required to reach 95% of the final gas concentration reading from first indication of response to the input gas.

2. Fall Time: When a gas is removed from a sensor's sample cell inlet or inlet port, the time required by the sensor's output to fall from first indication of withdrawal of the gas (t_5) to a given percentage of the final stable reading of a gas's concentration. Two fall times are specified:

   i. T_{10}: The time required to fall to 10% of the stable gas concentration reading from first indication of withdrawal of the gas.

   ii. T_5: The time required to fall to 5% of the stable gas concentration reading from first indication of withdrawal of the gas.

Analyzer/Sensor Response Time Requirements

	HC, CO, CO2	NO
T_{90}	3.5	4.5
T_{95}	4.5	5.5
T_{10}	3.7	4.7
T_5	4.7	5.7

The differences between T_{90} and T_{10} and between T_{95} and T_5 shall be no greater than 0.3 seconds.

Only the T_{90} and T_{10} times shall be measured and recorded during 3-day calibrations.

Note that the oxygen (O_2) sensor's response time is specified as an overall system response time (see '2.4.6.g) in harmony with the generally accepted European specifications.

During a three-day calibration, the EIS measures the T_{90} and T_{10} response times of the CO, O_2, and NO channels. If a channel exceeds its maximum allowable response time by one second (see table above), a warning shall be displayed; exceeding two-seconds shall cause the EIS to fail calibration. From the above table, absolute maximum failing response times for T_{90} are 5.5 seconds (CO) and 6.5 seconds (NO); and for T_{10} are 5.7 seconds (CO) and 6.7 seconds (NO). For O_2, the corresponding T_{90} and T_{10} times are 7.5 seconds and 8.5 seconds, respectively.

NO readings shall be time aligned based on last calibration time. For example a new sensor that starts out with a 2 second T90 response time then degrades to a 3.2 second T90 response time, as measured during calibration, shall result in an additional time offset of 1.2 seconds.

s) *HC Hangup*
The HC hangup shall be 7 ppm or less before the EIS permits an I/M test to begin.

t) *Emissions Accounting/Accuracy*
The manufacturer shall ensure that its analytical system provides an accurate accounting of the actual exhaust emissions produced during the test, taking into consideration the individual channel accuracies, repeatabilities, interference effects, sample transport times and analyzer response times.

2.4.6 **Sampling System Components**

a) ***General:*** The system shall be designed to ensure durable, leak-free operation and shall be easily maintained.

The sampling system shall be designed to withstand typical vehicle exhaust temperatures when the vehicle is driven through the ASM5015 test cycle for 120 seconds.

Materials that are in contact with the gases sampled shall not contaminate or change the character of the gases to be analyzed. The sampling system shall be designed to resist corrosion and material degradation for at least five years.

The system shall be designed to ensure durable, leak-free operation and easy maintenance.

b) ***Sample Hose:*** The sample hose shall be 25 ft ±0.5 ft in length, when measured from the front of the EIS cabinet. On the main sample hose, the dual exhaust quick connect fitting shall be located at least 7 feet back from the probe. The auxiliary hose shall be equal in length to the distance from the dual exhaust quick connect to the probe on the main hose. Other configurations may be submitted to BAR for its consideration

The hose material in contact with the exhaust sample shall be nonporous and not subject to out gassing; it shall not absorb, adsorb, react with, or affect the sample in any manner. The outer coating of the hose shall be abrasion-resistant and unaffected by the substances found in a typical service facilities environment.

The sample hose shall be flexible, yet shall resist kinking and crushing, as defined in Section 5.

The sample hose shall be connected to the probe and to the analyzer sample system with screw-type fittings.

c) ***Sample Hose and Probe:*** The sample hose and probe shall withstand exhaust gas temperatures at the probe tip of up to 1100°F for five (5) minutes.

d) ***Sample Probe:*** The analyzer manufacturer shall equip the analyzer with a sampling probe, which meets the following criteria:

1. Retention - The probe shall incorporate a positive means of retention to prevent it from slipping out of the tailpipe when in use.

2. Hand Grip - A thermally-insulated, securely-attached hand grip shall be provided on the probe in such a manner that easy probe insertion using one hand is insured.

3. Flexibility - Manufacturers shall supply two types of removable probe tips with each analyzer sold. The probe and both probe tips shall meet the following criteria:

   i. the probe shall be designed so that the tip extends 16 inches into the tailpipe;
   ii. the probe and probe tip should be designed so the average garage operator can easily remove and reinstall them without special tools;
   iii. a handle, made of thermally insulating materials, shall be attached to a rigid, reasonably non-crushable portion of tubing made of stainless steel or something equivalent, which can be easily removed from the sample line and reinstalled by the operator; and
   iv. the probe tip shall be shielded so that debris is not scooped up by the probe when it is inserted into the tailpipe.
   v. In addition, one of the probe tips supplied with the analyzer shall be of the traditional style meeting the following specifications:

      a. flexible enough to extend into a 12-inch diameter exhaust pipe having a three-inch radius, 45-degree bend; and
      b. the flexible portion shall be constructed so that it is sealed to prevent any sample dilution.

   vi. Manufacturers shall also supply the analyzer with an essentially straight probe tip (no more than a 15° bend) meeting the following specifications:

      a. made of stainless steel, 3/16 inch outside diameter (O.D.) solid-wall tubing, which is readily available;
      b. designed so that the connector between the removable probe tip and the rigid portion of tubing is up inside the tailpipe at least three inches to reduce the effects of any leak that might occur: and
      c. the probe tip shall be shielded so that debris is not scooped up by the probe when it is inserted into the tailpipe.

4. Serviceability - For the purposes of economical replacement, the flexible portion of the probe assembly shall be designed so it can be replaced. The probes supplied shall be readily available.

5. Materials - The probe shall be made of materials that will withstand exhaust temperatures up to 1100°F. Use of dissimilar metals with thermal expansion factors of more than five percent shall not be used in either the construction of probes or connectors.

6. Audit Gas Introduction - Probes shall be designed to allow, or shall be supplied with an adaptor allowing, the introduction of audit gas from a one-half inch inside diameter flexible hose. The probe tip or the adaptor shall be sized to provide a tight fit so that dilution cannot occur at the probe/hose connection.

7. Probe Cap - A probe tip cap suitable for performing a system leak check shall be provided if the vacuum decay method of leak check is utilized. The cap shall be permanently attached/tethered to the EIS. Otherwise, whatever hoses and connectors are necessary shall be provided to allow the operator to perform the leak check.

e) ***Particulate Filter and Water Trap***

1. The particulate filter shall be capable of trapping at least 97% of all particulates and aerosols 5 microns or larger.

2. The filter element shall not absorb or adsorb hydrocarbons.

3. The water trap shall be sized to remove exhaust sample water from vehicles that are undergoing a loaded-mode test and that are fueled with gasoline, gasohol, propane, compressed natural gas (CNG), as well as with alternative and oxygenated fuels, such as methanol (M85), ethanol (E85), and reformulated gasolines with MTBE as the oxygenate. The filter element, bowl and housing shall be inert to these fuels as well as to the exhaust gases from vehicles burning these fuels. The condensed water shall be continuously drained from the water trap's bowl. Sufficient water shall be trapped, regardless of fuel, to prevent condensation in the sample system or in the optical bench's sample cell over the full range of ambient operating conditions (see §2.4.7, §2.4.8, and §2.4.12, while testing a vehicle under loaded-mode conditions. Consideration shall be given to incorporating active water removal, such as integration of a chiller, to remove the excess moisture generated in vehicle exhaust during a loaded-mode test.

4. All sample system filters shall meet BAR-97 Specification and meet or exceed EIS Manufacturer specifications. In the event BAR in-house aftermarket filter test procedures are deemed insufficient to quantify filter performance per OEM specifications by either EIS Manufacturer or Aftermarket parts supplier, the aftermarket parts supplier shall submit the OEM and aftermarket filters to an independent laboratory (not the same

filter manufacturer) for comparison testing. Upon BAR review of independent lab test procedures and results BAR may issue approval.

f) ***System Leak Check***: The analyzer shall require that a leak check be successfully passed on the same frequency as the gas calibration.

The analyzer shall not allow an error of more than 1% of reading using High Range BAR-97 span gas to perform the leak check.

g) ***System Response Time Requirements for Analyzer Channels***:
The overall system response time of the analytical train comprises the Transport Time and the Analyzer/Sensor Response Time (see '2.4.5 r).

1. Transport Time: The time from the exhaust sample's entry into the tip of the sample probe until the analyzer/sensor first begins to respond to the sample. The Transport Time shall be no more than 5 seconds for HC, CO and CO_2 and no more than 7.5 seconds for NO and O_2.

2. System Response Time:
   i. HC, CO, & CO_2 Channels: The response rise time (see '2.4.5.r)1) from the probe to the display shall be no more than eight (8) seconds to T_{90}. In addition, the response fall time shall be no greater than 8.3 seconds to T_{10}.

   ii. NO Channel: The response rise time (see '2.4.5 r) i) from the probe to the display shall be no more than 12 seconds to T_{90}. In addition, the response fall time shall be no greater than 12.4 seconds to T_{10}.

   iii. O_2 Channel: The response rise time shall be no greater than 15 seconds to T_{90}. The response fall time for a step change in concentration from 20.9% O_2 to 0.1% O_2 shall be not greater than 40 seconds.

h) ***Hangup Check (Ref. §2.4.5 s)***
Activation of the emission measurement mode of the EIS shall be prevented unless a successful hangup check has been performed immediately prior to the test sequence. Hangup shall not exceed 7 ppm hexane prior to testing. A unit with a clean sample system shall have a HC hangup time of no more than 120 seconds. If the HC hangup does not drop below 7 ppm within 150 seconds, the following message shall be displayed: **"POSSIBLE DIRTY FILTERS OR SAMPLE LINE."**

i) ***Dilution***

The analyzer supplier shall demonstrate to the satisfaction of the BAR that the flow rate on the EIS unit shall not cause more than 2% dilution during sampling of the exhaust of a 1.6L engine at normal idle. Two-percent dilution is defined as a sample of 98% exhaust and 2% ambient air.

2.4.7 **Temperature Operating Range**
The analyzer, including all of the software/hardware enclosed in the cabinet, shall operate within the performance specifications described herein in ambient air temperatures ranging from 35° to 110°F. Analyzers shall be designed so that adequate airflow is provided around critical components to prevent overheating (and automatic shutdown) and to prevent the condensation of water vapor, which could reduce the reliability and durability of the analyzer.

2.4.8 **Humidity Operating Range**
The analyzer, including all of the software/hardware enclosed in the cabinet, shall operate within the performance specifications described herein at up to 90% relative humidity throughout the required temperature range.

2.4.9 **Opacity**
An opacity option shall be offered for use in testing light and medium-duty diesel-powered vehicles. It shall be a partial-flow device, meeting the performance requirements of ISO 11614, and shall interface seamlessly with the analyzer software via an RS232C port. A DB25 pin serial port or other BAR-approved connector is required. Adjustments such as electronic signal filtering shall be incorporated so as to correlate with other opacity-measuring devices and standards. Other methods of measuring opacity may be submitted for BAR consideration. The devices shall be calibrated by a method and at a frequency approved by BAR.

2.4.10 **Humidity**
Relative humidity shall be measured prior to the start of every inspection in order to calculate Kh, the nitric oxide humidity correction factor. The humidity measurement device shall have the following minimum characteristics:

Relative Humidity Range:	5% - 95%
Sensor Accuracy:	±3% of full scale or better
Operating Temperature Range:	35°F - 110°F

The relative humidity reading shall be recorded in the *Relative Humidity* field of the test record.

2.4.11 **Ambient Temperature Measurement**
Ambient temperature shall be measured prior to the start of every inspection, and shall be recorded in the *Ambient Temperature* field of the test record. The temperature-measuring device shall have the following minimum characteristics:

Range: 0 - 140°F
Accuracy: ±3°F or better

2.4.12 **Barometric Pressure Compensation**
Barometric pressure shall be measured prior to the start of every inspection, and shall be recorded in the *Barometric Pressure* field of the test record. The barometric measuring device shall have the following minimum characteristics:

Range:	24 - 32 in. Hg absolute
Accuracy:	±3% of point or better
Operating Temperature Range:	35°F - 110°F

2.4.13 **Dynamometer Interface**
The dynamometer (or controller if applicable) shall use a BAR-approved connector. The connector (or a separate connector) shall reserve one wire at the dynamometer (or controller if applicable) that shall provide software switchable (on/off) +12V with .5AMP circuit protection to each +12V line. The communications protocol, approved by BAR, shall be made available, upon request, to BAR-approved dynamometer manufacturers. The necessary hardware and software connectivity details shall be sufficient to allow a seamless interface to the system that meets all of the requirements of the specification.

2.5 ASM Dynamometer and Auxiliary Equipment Specifications

2.5.1 **Dynamometer Identification**
All dynamometers shall have an identification plate permanently affixed showing, as a minimum: the dynamometer manufacturer's name, the system provider's name (i.e., provider who obtained the BAR certification and who markets the system using the dyno), production date, model number, serial number, dynamometer type, maximum axle weight, maximum HP absorbed, roll diameter, roll width, base inertia weight, and electrical requirements (including voltage and amperage).

2.5.2 **Two-Wheel Drive Vehicle Dynamometer**
The dynamometer and any ramps required for above ground dynamometer use shall accommodate all two-wheel drive light-duty vehicles up to 6,000 lbs. axle weight (unloaded), except for those vehicles equipped with antilock braking systems (ABS) or traction control (TC) which require an all wheel drive (AWD) dyno.

2.5.3 **All-Wheel-Drive (AWD) Dynamometers**
The dynamometer shall accommodate vehicles with axle weight 6,000 lbs. or less (unloaded) having wheelbases from 85 to 125 inches as a minimum. AWD dynamometers shall insure the application of correct vehicle loading, and shall not damage the four-wheel-drive system of the vehicle. These dynamometers shall be capable of properly testing vehicles equipped with ABS and TC systems.

2.5.4 **Power Absorption**

2.5.4.1 **Acceptable Configurations**
Power absorption methods shall be described in the manufacturer's certification submittal package. All configurations are subject to BAR approval.

2.5.4.2 **Power Absorber Range**
The range of the power absorber unit (PAU) shall be sufficient to simulate the load required to perform an ASM5015 test and an ASM2525 test on any vehicle in its weight range. For the ASM5015, the vehicle loading is 50% of the maximum loading required for that vehicle during the Federal Test Procedure (FTP) test; for the ASM2525, the vehicle loading is 25% of the maximum loading required for that vehicle during the FTP test. All dynamometers shall be capable of performing these tests for any vehicle in its weight range. The power absorber shall be able to absorb, at 14 mph and above, a minimum of 25 horsepower continuously for a steady state test lasting at least five minutes, with three minutes between tests for at least 10 consecutive tests.

2.5.4.3 **Power Absorption Unit (PAU) Accuracy**
The power absorber shall be adjustable in 0.1 hp increments and the accuracy of the system (PAU + Parasitic Losses) shall be ±0.25 horsepower or ±2.0% of required loading for dynamometer certification, whichever is greater, in either direction of rotation. (For field auditing the accuracy shall be ±0.5 horsepower or 4% of the required loading.)

2.5.4.4 **Vehicle Loading**
The vehicle loading used during the ASM driving cycles shall follow the equation:

$$THP = IHP + PLHP + GTRL$$

Where:

THP	=	Total horsepower (tire losses and parasitics) for an ASM test.
IHP	=	Indicated Horsepower value set on the dynamometer.
PLHP	=	Parasitic Loss Horsepower due to internal dyno friction.
GTRL	=	Generic Tire/Roll interface horsepower losses at speed, based on primary drive axle weight measured at or before the dyno. Axle weight shall be ±100 lbs. of actual over a range of 800 - 6000 lbs. and shall record the weight on test record. For passenger cars for which test weights are not available, the actual weight shall be used. Unless otherwise noted, any horsepower displayed during testing shall be THP.

2.5.5 **Inertia**

2.5.5.1 **Base Inertia**

The dynamometer shall be equipped with a mechanical flywheel(s), or with full inertia simulation providing a total base inertia weight of 2000 lbs. ±40 lbs. Any deviation from the 2000 pounds base inertia shall be quantified and the coast-down time shall be corrected accordingly. The actual inertia weight ±10 lbs. shall be marked on the dynamometer ID plate or on the flywheel.

2.5.5.2 **Inertia/Inertia Simulation**

The dynamometer, as delivered, shall be capable of conducting, at a minimum, diagnostic level transient inertia simulations with an acceleration rate between 0 to 3.3 mph/sec with a minimum load (power) of 25 hp at 14 mph over the inertia weight range of 2,000 to 6,000 lbs. For the diagnostic level inertia simulation, the 25-hp criterion is a requirement on acceleration only, while for the full inertia simulation option, the requirement is for both acceleration and deceleration. Mechanical inertia simulation shall be provided in 500 lb. minimum increments; electric inertia simulation shall be provided in one (1) lb. increments. Any deviation from the stated inertia shall be quantified and the inertia simulation shall be corrected accordingly. Mechanical or electrical inertia simulation, or a combination of both, may be used, subject to review and approval by the BAR.

a) **Diagnostic Level Simulation**

1. System Response - The torque response to a step change shall be at least 90% of the command value within 300 milliseconds.

2. Inertia Simulation Error - An inertia simulation error (ISE) shall be continuously calculated any time the actual dynamometer speed is between 5 and 60 mph. The ISE shall be calculated using the equation below and shall be within 3% of the inertia weight selected (IWS) for the vehicle under diagnostics testing when driving a predetermined drive trace. When driving a non-predetermined drive trace, the ISE shall be within 5% of the IWS. If, after the first 5 seconds of the test mode the ISE exceeds this tolerance for more than 3 consecutive seconds, the test mode timer shall be set back to 5 seconds. Should this happen a second time, the test shall be invalid.

$$ISE = [(IWS - It) / IWS] \times 100$$

$$It = Im + (1/V)\int_0^t (F_m - F_{rl})dt$$

Where:

ISE = Inertia Simulation Error in percent.
IWS = Inertia Weight Selected.
It = Total inertia being simulated by the dynamometer.

Im = Base mechanical inertia of the dynamometer.
V = Measured roll speed.
F_m = Force measured by the load cell.
F_{rl} = Road load force required by IHP at the measured roll speed.
t = Time.

3. Maximum Vehicle Speed - The dynamometer shall be designed to accommodate a vehicle speed of up to 60 mph.

2.5.6 **Rolls**

2.5.6.1 **Size and Type**

a) *Main Rolls (2WD Dynamometers)*: The dynamometer shall be equipped with twin rolls. The rolls shall be electrically or mechanically coupled side-to-side and front-to-rear. The dynamometer roll diameter shall be between 8.5 and 21.0 inches. Other configurations will be considered by BAR. The spacing between roll centers shall be determined by the following equation. The actual spacing shall be within +0.5 and -0.25 inches of the calculated value.

Roll Spacing = (24.375 + D) x Sin 31.52°

Where D = Roll Diameter

Roll spacing and roll diameter expressed in inches.

Alternative roll spacing may be approved by BAR.

b) *Roll Speed*: Roll speed and roll counter shall be accurate within 0.1 mph for speeds up to 60 mph. The side-to-side (split) rolls shall maintain speed synchronization of ±0.2 mph.

c) *Track Width*: The dynamometer shall have a usable track width of at least 100 inches. The dynamometer rolls shall have a minimum width of 96 inches and the space between the split rolls shall not exceed 30 inches. Tire overhang, the distance from the end of the roll to the tire bulge when the tire is in the widest position, shall not exceed 2 inches. If, during vehicle stabilization, the tire attempts to push outside the usable width, tire/vehicle damage shall be prevented. Tire damage includes, but is not limited to, excessive scrubbing either against the dynamometer or the restraints. The dynamometer shall not damage any part of the vehicle during testing, ingress or egress under normal operation.

d) *Roll Characteristics*: The roll size, surface finish, and hardness shall be such that tire slippage is minimized, that water removal is maximized, that the specified

accuracy of distance and speed measurements are maintained, and that tire wear and noise are minimized.

e) *AWD Dynamometers*:

1. Auxiliary Rolls - The auxiliary rolls for AWD and traction control vehicles shall be cradle rolls complying with the provisions of '2.5.6.1a) above or a single roll.

2. Front-to-Rear or Side-to-Side Synchronization - Front-and rear-wheel or side-to-side (split) rolls shall maintain speed synchronization of ± 0.2 mph.

2.5.7 **Dynamometer Calibration**
The dynamometer shall be automatically calibrated. Calibration procedures shall be approved by BAR.

2.5.7.1 **Accuracy Over Operating Ambient Temperature Range**
The dynamometer's accuracy, when warmed up, shall not deviate by more than ±0.5 hp over any temperature variation within the full ambient operating temperature range of 35°F to 110°F. This may be accomplished by intrinsic design or by software correction techniques.

At any constant temperature, the dynamometer shall have an accuracy of ±0.5 hp within 15 seconds of the start of the test, and shall have an accuracy of ±0.25 hp within 30 seconds of the start of the test.

The dyno manufacturer shall demonstrate that its dyno horsepower deviation between cold and warmed-up operation is less than 0.25 hp within an ambient temperature range of 35°F - 110°F. For temperatures outside the specified range, the dyno shall provide correction or proceed with a manufacturer-recommended warm-up sequence until full warm-up condition has been reached.

Alternative means of compensating for cold vs. warm operation may be approved by BAR.

2.5.7.2 **Coast-Down Check**
Each dynamometer's calibration shall be checked every 72 hours by means of an automated dynamometer coast-down check procedure approved by BAR. An integral motor, while recommended, is not required. The coast-down performance check shall be conducted between the speeds of 30-20 mph and 20-10 mph. All rotating dynamometer components shall be included in the coast-down check. If either the measured 30-20 mph coast-down time or 20-10 mph coast-down time is outside the window bounded by Calculated Coast-Down Time (CCDT) (seconds) ±7%, then it shall be locked out for official inspection purposes until recalibration allows a passing value.

a) Randomly select an IHP2525 value between 8.0 hp and 18.0 hp and set dynamometer PAU to this value. Coast down the dynamometer from 30 to 20 mph.

$$CCDT_{@25mph,yy} = \frac{\left(\frac{0.5 \times DIW}{32.2}\right) \times \left(V_{30}^{2} - V_{20}^{2}\right)}{550 \times \left(IHP2525_{yy} + PLHP25_{yy}\right)}$$

Where

DIW	=	Dynamometer Inertia Weight (total inertia weight of all rotating components in the dynamometer)
V_{30}	=	Velocity in feet/sec at 30 mph
V_{20}	=	Velocity in feet/sec at 20 mph
$IHP2525_{yy}$	=	ASM2525 indicated horsepower, randomly selected during each coast-down check
$PLHP25_{yy}$	=	Parasitic horsepower for specific dyno at 25 mph.
yy	=	Placeholder for dyno roll diameter

b) Randomly select an IHP5015 value between 8.0 hp and 18.0 hp and set dynamometer PAU to this value. Coast down the dynamometer from 20 - 10 mph.

$$CCDT_{@15mph,yy} = \frac{\left(\frac{0.5 \times DIW}{32.2}\right) \times \left(V_{20}^{2} - V_{10}^{2}\right)}{550 \times \left(IHP5015_{yy} + PLHP15_{yy}\right)}$$

Where

DIW	=	Dynamometer Inertia Weight (total inertia weight of all rotating components in the dynamometer)
V_{20}	=	Velocity in feet/sec at 20 mph
V_{10}	=	Velocity in feet/sec at 10 mph
$IHP5015_{yy}$	=	Randomly selected ASM5015 indicated horsepower
$PLHP15_{yy}$	=	Parasitic horsepower for specific dyno at 15 mph.
yy	=	Placeholder for dyno roll diameter

All-wheel drive dynamometers capable of disengaging the auxiliary rolls shall perform coast-downs in both the two and four-wheel drive modes at least once every 15 days on the rear rolls, or alternative approved by BAR.

2.5.7.3 **Parasitic Losses**
If the dynamometer is unable to pass the coast-down check, the dynamometer's parasitic loss horsepower (PLHP) shall be determined at 25 and 15 mph.

a) Calculate the PLHP of the dynamometer at 25 and 15 mph by coasting the dynamometer down with IHP set to zero from 30 - 20 mph and 20 - 10 mph, using the equations below.

1. Parasitic losses at 25 mph

$$PLHP = ((1/2)(DIW/32.2)(V_{30}^2 - V_{20}^2)) / (550 \times ACDT)$$

Where

PLHP	=	Parasitic loss horsepower
DIW	=	Dynamometer Inertia Weight. Total inertia weight of rotating components in pounds.
V_{30}	=	Velocity in feet per second at 30 mph.
V_{20}	=	Velocity in feet per second at 20 mph.
ACDT	=	Actual coast-down time required for dynamometer to coast from 30 - 20 mph.

2. Parasitic losses at 15 mph

$$PLHP = ((1/2)(DIW/32.2)(V_{20}^2 - V_{10}^2)) / (550 \times ACDT)$$

Where

PLHP	=	Parasitic loss horsepower
DIW	=	Dynamometer Inertia Weight. Total inertia weight of rotating components in pounds.
V_{20}	=	Velocity in feet per second at 20 mph.
V_{10}	=	Velocity in feet per second at 10 mph.
ACDT	=	Actual coast-down time required for dynamometer to coast from 20 - 10 mph.

2.5.8 **Other Requirements**

2.5.8.1 **Vehicle Restraint**

The EIS shall be equipped with a means or device for restraining front-wheel-drive vehicles under test. Its primary function shall be to limit the vehicle's side-to-side movement on the dynamometer rolls. This means or device shall be engaged when the test is ready to be performed and shall be disengaged after the test has been completed. The restraint system shall be designed to minimize vertical and horizontal force on the drive wheels so that emission levels are not significantly affected. The restraint system shall allow unobstructed vehicle ingress and egress and shall be capable of safely restraining the vehicle under all reasonable operating conditions. The EIS shall not allow a test to be initiated unless the restraint system is in place. Restraints may also be provided for rear-wheel-drive vehicles, but if not, rear-wheel-drive vehicles shall have their front wheels securely chocked.

Vehicles on four-wheel drive dynamometers shall be restrained sufficiently to prevent forward/reverse movement in addition to side-to-side movement while minimizing the effects on vehicle emissions.

2.5.8.2 **Installation**

Vehicles shall be approximately level (not to exceed ±5° degrees) while being tested on the dynamometer. Dynamometers may be installed in-floor or above-ground, as long as this requirement is met.

2.5.8.3 **Load Measuring Device**

If the dynamometer fails a coast-down check or requires a recalibration for any other reason, the load measuring device shall be checked using a dead-weight method (or BAR-approved equivalent), and shall cover at least three points over the range of loads used for vehicle testing. Dead weights shall be traceable to National Institute of Standards and Technology (NIST), and shall be accurate to within ±0.5%. The dynamometer shall provide automatic load measuring device calibration/verification feature.

The same dead weight (or BAR approved equivalent) shall be used for axle weight scale calibration. Upon new dyno installation or any dynamometer service, the axle weight scale shall be recalibrated with the dynamometer PAU calibration dead weight. Mechanical advantage (leverage) may be used to achieve greater loads than the actual dead weight mass.

2.5.8.4 **Wheelbase Selection**

The wheelbase spacing of an all-wheel drive dynamometer shall be adjustable to accommodate vehicles having a wheelbase between 85 and 125 inches. The system shall provide a locking mechanism to secure the dynamometer at the desired wheelbase.

2.5.8.5 **Automatic Lift**

Dynamometers shall have an automatic lift between the rolls to allow smooth vehicle transition onto and off the rolls. Alternative methods of effecting this transition may be submitted to BAR for its approval.

2.5.8.6 **Driver's Aid**

The EIS shall be equipped with a driver's aid that shall be clearly visible to the driver during the loaded-mode test. The aid shall continuously display the required speed, the number of seconds into the test mode, driver's actual speed/time performance (a display showing deviation between set point and actual drive trace), engine rpm, and necessary prompts and alerts. The driver's aid shall also be capable of displaying test and equipment status and other messages as required.

2.5.8.7 **Driver's Remote Control Device**

Each EIS shall be equipped with a means of allowing the driver to start the test, perform an emergency stop, and perform other necessary and convenient functions related to the test, while inside the vehicle.

2.5.8.8 **Fan**

A fan shall be provided for cooling the engine of the vehicle under test. It shall be mobile to position in front of the vehicle. The fan blades shall have a maximum diameter of 30 inches. The rotational axis of the fan shall be at least 16 inches above the shop floor, and no greater than 35 inches above the floor. The fan must provide at least 3000 cubic feet per minute (cfm) of air speed at all speed settings. If the fan blade diameter is less than 20 inches, the fan must be adjustable by rotating the fan housing, or by raising and lowering the fan housing. The adjustment positions of the fan must not allow the catalyst to be cooled abnormally.

2.5.8.9 **Augmented Braking**

During ASM testing, augmented braking shall consist of applying 500 lbs. of braking at the roll surface, wherever possible given the limitations of the PAU. If, during an ASM test, the correct applied load for a given vehicle exceeds the 500 lbs., the PAU shall maintain the correct vehicle load until the rolls come to a stop (i.e. the load will not drop 500lbs. but maintain the heavier loading). The 500 lbs. of braking is made up of tire losses, dynamometer parasitic losses, and PAU load.

2.5.8.10 **Safety Provisions**

The dynamometer shall provide a means of facilitating the removal of the vehicle in case of system failure or power outage.

2.5.8.11 **Dynamometer Controller**

The dynamometer controller may be a separate unit or included in the analyzer cabinet. Regardless, the dynamometer controller and its inputs, outputs and functionality shall not vary over the operating temperature range, and shall be unaffected by AC voltage variations of ±10% or less, EMI/RFI, and shall be resistant to shock and vibration.

2.6 **CABINET & PERIPHERAL REQUIREMENTS**

All cabinets, including modifications are subject to BAR approval and shall be tamper resistant as specified in section 1.4.

2.6.1 **Power/Telephone Cord**

The modem shall be designed to connect to the EIS by means of a modular telephone connector with a standard wiring configuration. The connector shall be located on the back of the analyzer cabinet. Alternatives to this requirement to improve the durability of the connection interface and the telephone line are encouraged and may be proposed by the manufacturer for evaluation by the BAR. The telephone cord shall not be attached to the power cord. The telephone line shall be enclosed in a protective cable meeting BAR and UL approval. Alternative methods to protect the telephone line may be submitted to the BAR for approval.

The manufacturer shall include provisions to ensure that the power necessary to activate the modem at the appropriate time is available.

The analyzer shall be supplied with a 25-foot UL-approved power cord. The manufacturer shall design the cabinet so that convenient storage is provided for the excess cord not needed to reach the nearest power outlet.

2.6.2 **Power Requirements**

The EIS shall operate only on alternating current (AC). No direct current (DC) models will be acceptable. The EIS shall not be powered by a portable AC generating unit. The manufacturer may seek an exception to this rule if it can be shown, to the satisfaction of the BAR that the analyzer is immune to the line frequency variations of the portable AC generating unit. Immunity to line frequency variations is defined here as line frequency variations which will not cause more than one percent of full scale (FS) disturbances on any of the analyzers. Additionally, any AC portable generating unit used with the EIS shall not have frequency excursions exceeding one hertz from 60 hertz.

Input power shall be 115 VAC, 60 hertz. All instruments shall meet the specified requirements over an input voltage variation of at least ±12 volts. Maximum allowable performance change due to line voltage variations shall not exceed one-third of the accuracy requirements.

2.6.3 **Instrument Construction**

The instrument shall be designed and constructed to provide reliable and accurate service in the automotive repair environment. The analyzer shall be supplied with a cabinet that is equipped with a storage area large enough to secure all accessories and operating manuals.

a) **Materials**

The materials used in instrument construction shall be resistant to corrosive type substances found in the automotive repair environment and be designed to last for at least the period of the warranty.

b) **Finish**

The exterior and interior finish of the entire cabinet and console shall be sufficiently durable to withstand the chemicals and environmental conditions normally encountered in the automotive repair environment for the period of the warranty.

c) **Mobility**
The analyzer may be a permanently mounted or mobile with wheel cabinet. Wheels shall be at least five inches in diameter and have a locking mechanism capable of preventing movement on a 15° incline.

If mobile, the analyzer shall be designed so that movement over rough surfaces (three-inch deep holes) and on 15° incline will not cause it to tip over. Analyzers shall not tip over when placed at the center of an inclined plane that makes an angle of 10 degrees with the horizontal and rotated 360° stopping in the position where it is most likely to tip over. In addition, the analyzer shall not become unstable or tip over when rolled straight off the edge of a two-inch high platform or when one wheel is rolled over a drain, two inches below the surface, inside an 18-inch diameter depression.

d) **Identification**
The analyzer serial number, the date of production, the EIS number and the PEF shall be conveniently displayed to the quality assurance inspectors and the BAR field representatives, in a manner meeting the BAR's approval. The first two characters of the EIS number shall be alphas denoting the manufacturer's initials, and shall not be changeable from the keyboard even in the manufacturer's service mode. The initials chosen are subject to approval by the BAR to prevent duplication between manufacturers. The remaining six characters shall be numeric. The numbers shall be right justified. Zeroes shall be used to fill any blank spaces between the initials and the numerics. For example, the EIS number for analyzer #23 from Hobo Electronics would be "**HE000023**."

e) **Electrical Design**
Provisions shall be made for storing the power cord in a manner satisfactory to the BAR. Fuses or circuit breakers shall be used to protect individual electrical circuits and emission analyzers. Main circuit breakers and fuses shall be readily accessible from the exterior of the cabinet. Analyzer operation shall be unaffected by electrical line noise and voltage surges. The analyzer shall be sufficiently protected from voltage surges to prevent damage to the analyzer from the simultaneous start up of a 220-volt compressor, an arc welder, hydraulic controls and other equipment commonly found in the typical automotive test and/or repair environment.

f) **Electromagnetic Isolation and Interference**
Electromagnetic signals found in an automotive environment shall not cause malfunctions or changes in accuracy in the electronics of the EIS. The instrument design shall insure that readings do not vary as a result of electromagnetic radiation and induction devices normally found in the automotive garage environment (including high energy vehicle ignition systems, RF transmission radiation sources and building electrical systems).

In addition, the manufacturer shall ensure that the analyzer processor and memory components are sufficiently protected to prevent the loss of programs and test records.

g) **Vibration and Shock Protection**
System operation shall be unaffected by the vibration and shock encountered under the normal operating conditions encountered in an automotive environment. Instruments, motors, pumps, and disk drives shall be shock-mounted to absorb any vibration that might affect the system operation.

h) **Instruction Manual & Accessories Storage**
A drawer and/or enclosed cabinet with shelves shall be provided to store the analyzer operating instruction manual, the BAR Smog Check Manual (expected to consist of two two-inch loose leaf binders), the BAR Repair Manual (expected to consist of the equivalent of one two-inch binder), and EIS accessories.

2.7 **BAR CODE SCANNER**
A non-contact bar code scanner capable of reading both code 39 and 128 symbologies and all necessary interface software and hardware designed to read labels meeting SAE specifications J1877 and J1892 is required on all analyzers**. The bar code scanner shall be able to autodiscriminate between the symbologies. The bar code scanner shall be capable of reading a VIN through a windshield. The bar code scanner shall be capable of reading a DMV bar code having a maximum length of 7¼" (seven and one quarter inches). The bar code scanner shall be capable of reading a calibration gas bar code having a maximum length of 4 inches on a surface with a maximum radius of curvature of 6¾ inches.

In addition to collecting information from the VIN label, scanners may also be required to enter emission application information from the BAR recognized abbreviated lookup manuals.

The BAR recommends that the manufacturers contact the vehicle manufacturers and BAR-certified gas blenders to inquire about obtaining bar-coded labels for testing purposes.

**The bar code scanner shall be of standard, "off-the-shelf" technology approved by BAR.

2.7.1 **Minimum Required Configuration for Bar Code Scanner**
The analyzer shall be equipped with a standard port configuration and standard connector (such as DB9 or DB25 RS232C external connector) for the bar code scanner. Scanner and communication must be BAR approved (proprietary scanner systems will not be permitted). The bar code scanner will be used to load emission control system information from application manuals and from the permanent bar code labels placed on the vehicle by the manufacturer. The supplied bar code scanner shall come with at least a twenty (20) foot long self coiling cord and be able to read bar codes placed on the door frames and under the hoods. Manufacturers will be expected to include any software necessary to utilize the data gathered from labels.

2.8 **FUEL CAP TESTER**
The EIS shall include a fuel cap testing system meeting the following specifications. The fuel cap tester may be provided separately but must provide the serial communication described below.

a) The fuel cap tester shall test the leak rate of fuel caps to prevent evaporative emissions.

b) The tester shall be designed so that tethered caps can be accommodated without moving the EIS and shall be capable of pressurizing the fuel cap for this test. The pressurizing system shall apply a controlled pressure of 30 inches of H_2O to the fuel cap. The system shall indicate a fail if the leak rate is greater than 60cc per minute. The system shall indicate a pass if the leak rate is 60cc or less per minute. The leak test shall last no longer than 20 seconds.

c) The tester shall have the capability to change the leak rate pass/fail setpoint if needed at a later date.

d) The system shall be tamper resistant.

e) Fuel cap test equipment shall indicate a pass/fail condition.

f) The tester shall have an indicator and/or screen prompt informing the technician when the system is ready to test (pressurized and power turned on).

g) The tester shall have a means of controlling the maximum reservoir pressure and relieving overpressure.

h) If the tester is battery operated, it must be equipped with an automatic shut-off and a low-battery indicator.

i) Data Transmission (for External Cap Tester Only)
The tester shall be equipped with a serial data port and shall transmit pass/fail and calibration information to the EIS database via the data link.

1. BAR-97 Communication Data Link
The fuel cap tester shall communicate with the EIS to record information such as pass/fail, calibration, etc. Communication and power to the unit shall be provided by one cable (if the unit is external). A BAR CPC serial port as shown below, shall be used for communication and to provide the power needed to operate the fuel cap tester. Other methods of providing power and communication may be submitted to BAR for approval.

2. The connector on the EIS and pin outs shall be as follows:

ANALYZER BAR CPC REVERSE CONNECTOR

This connector must be compatible with an AMP 211398-1 connector. The BAR CPC ports will supply software switchable 12V DC to equipment attached. The 12V pin shall be protected for power surges over .5 AMPS. The circuit protection shall be easily accessible to the technician unless it is an automatic reset system. The pin-out shall be as follows:

PINS	SIGNAL
1	GND
2	+12v
3	RTS.....RESET (request to send)
4	RESERVED (open)
5	SHIELD - GND
6	TXD.....TRANSMIT DATA
7	RCV.....RECEIVE DATA

The power for the tester will be provided via the BAR CPC connector as shown above.

NOTE: No serial interface cable shall exceed 35 feet unless it has been demonstrated to the BAR Engineering Unit that sufficient shielding has been provided to prevent radio frequency interference (RFI).

3. Communication protocol will be provided by the BAR (Appendix C-1) on a need-to-know basis.

j) Calibration and Accuracy

1. Each system will have a calibrated, screened orifice PASS/FAIL MASTER cap set. The set shall be individually calibrated; the calibration shall be traceable to the NIST. The master cap set shall consist of a PASS MASTER flowing 52 to 56cc per minute and a FAIL MASTER flowing 64 to 68cc per minute (both measured at 30 in. H_2O pressure). The tester

shall be checked every three days with the master calibration caps. The calibration caps shall be calibrated before initial usage and on an annual basis unless quality control tracking suggest less frequent intervals are appropriate. The calibration method shall be NIST traceable. Equipment out of calibration may not be used.

2. The tester accuracy shall be ±3cc per minute and shall be capable of maintaining its accuracy from 35° to 110°F and at elevations from -60 to 7,000 feet.

k) Adapters

1. The system shall be capable of testing at least 95% of the California motor vehicle fleet (excluding pressurized fuel systems such as CNG, LPG, etc.) that are equipped with evaporative control systems.

2. Adapters shall be made available within two years of the introduction of new model-year vehicles.

3. Adapter set shall have a means of indicating which vehicles they fit.

2.9 **ENGINE RPM DETECTION**

The analyzer shall utilize a tachometer capable of detecting engine RPM with a 0.5 second response time and an accuracy of ±3% of the true RPM. Prompts may be provided to assist the technician in locating a RPM signal on vehicles equipped with DIS. Based on the vehicle identification information entered by the technician, the analyzer shall advise the technician regarding which vehicles require a primary pick up, which require that an alternate counting algorithm be used and which require the use of an auxiliary piece of equipment. Analyzers shall be provided with all the software and hardware that is necessary to make them capable of reading engine speed on all vehicles manufactured prior to analyzer certification that are included in the Smog Check Program (except those powered by diesel engines). As a minimum, analyzers must be equipped with a spark plug wire direct pickup, a non-contact pickup, and an (on board diagnostics) OBD II interface connection. For analyzer certification, analyzers shall be capable of reading engine RPM on all spark ignition vehicles. Beginning with 1996 model year vehicles, the system shall be capable of detecting engine RPM via OBD II.

2.10 **TESTING HEAVY-DUTY GASOLINE-POWERED VEHICLES**

Manufacturers shall supply the analyzer with the hardware and software necessary to test heavy-duty gasoline-powered vehicles manufactured prior to certification. At a minimum, accessories shall allow for 40-foot motorhomes to be tested without degrading the emission analyzer response time and provide the technician with an accurate indication of the engine speed. If there is an appropriate category in Table 4, the default should be ASM.

2.11 **DUAL EXHAUST**

For vehicles with dual exhaust, the analyzer supplier shall provide a dual probe-and-hose arrangement, designed so that the flows from each tailpipe reach the main sample hose at the same time and shall have the same flow ±10%. A quick-connect coupling may be used to connect an auxiliary probe and hose, but no quick-connect coupling shall be used in the primary single-exhaust path. The quick-connect fitting, if used, shall have a leakproof shutoff when not in use. The fitting for connecting the auxiliary hose shall be located at least 7 feet from the probe end of the main sample hose. The auxiliary hose length shall be equal to this probe-to-fitting distance ± 3 inches.

2.12 **OEM AND AFTERMARKET CONSUMABLE PARTS**

All consumable EIS parts (hoses, probes, filters, tachometer leads, cables, etc.) and BAR approved replacements shall meet or exceed the requirements of the applicable sections of this specification. In addition, all consumable parts including aftermarket replacements shall be marked with a BAR registered code to verify authenticity. This requirement applies to the part, not the part packaging. The code shall be permanent and easily visible. Manufacturers shall affix, stamp, engrave, print, etc. the code in a manner acceptable to BAR.

SECTION 3. BAR-97 SOFTWARE SPECIFICATION

3.1 OVERVIEW

Section 3 specifies the software requirements for BAR-97 emission inspection systems (EIS). It includes inspection procedures, sequences, decisions, responses and prompts, as well as necessary information to be loaded, security issues, lockouts, file structures, etc. It also contains requirements for communication with the BAR's Vehicle Information Database (VID).

3.2 EIS SOFTWARE COMPONENTS

3.2.1 General

The program software used in the EIS shall consist of a process control system as well as data look-up files. The software consists of inspection test procedures and criteria; necessary station, technician, and vehicle information; security measures, utilities and ancillary modules. Its features include vehicular emission measurements of HC, CO, CO_2, NO and O_2, engine RPM measurements, exhaust dilution determinations, bar code scanning, interface with a dynamometer, communication to and from the VID, etc.

The software shall ensure the EIS accurately operates within specified standards and records and transmits valid test data. The EIS shall identify inaccuracies and prohibit vehicle inspection until the inaccuracies are corrected.

The EIS shall allow performing official two-speed idle test (TSI) and related program functions such as, calibration, Manual Testing Mode, etc. without dynamometer and NOx measurement device being present.

Manufacturers shall permit BAR access and provide the necessary tools to view to all parameters that are used for 'self diagnostics' if the parameters are not 'hard coded' in the software. Parameters include items such as:

- Variables for calibration frequencies.
- Variables for allowable bench drift i.e. how much drift does the EIS allow prior to determining there is a problem.
- Variables for determining how often or severe a problem must be prior to locking the unit out.
- Variables for 'self correction' i.e. if an EIS was on a more frequent calibration schedule, but the problem that caused the more frequent calibration schedule was no longer present.

The variables shall be accessed through the QA/State menu.
When data is being stored or accessed, the computer shall display a message indicating that the disk is in operation and the EIS shall not be moved or disturbed. Following each

disk read/write operation, the hard disk read/write head shall be moved to a safe position and parked.

3.2.2 Boot-up Configuration

On each POWER ON, the EIS shall automatically self-diagnose all computer systems, including memory checking, hard disk and loading of all necessary operating software without technician intervention. If any corruption is found on the hard disk during the hard disk check and if check files are saved (usually saved as *.chk files), then the check files must be deleted so that the hard disk will not contain an excessive number of these files. Upon satisfactory computer component checkout (including hard disk data structures), the application software shall present a menu of available EIS operations. All offered features shall be menu-driven. For smog check related features, context-sensitive, on-line help shall be provided which can be accessed preferably with a single keystroke.

3.2.3 Software Modifications and Software Update Certification

Periodic software updates will be necessary. Software updates may be required by the BAR or the manufacturer. In either case, the manufacturer is responsible for installing the software in their respective EIS units throughout the state. The cost of the software update is the responsibility of the EIS owner if the software update is required by the BAR, and is the responsibility of the manufacturer if they require the update. (Software update costs are not required to be included as part of the EIS cost.)

Updates to the software specifications will be provided to the manufacturers by the BAR. The manufacturers shall provide the software code to the BAR upon each update. The software version number is to be indicated on the EIS status screen, on each vehicle test record and the VIR. The version number shall consist of a four digit numeric code to be made up of the last two digits of the year, followed by a two-digit version number.

All software updates shall cause the software version number to change. There will be a separate field in the test record indicating the software version currently in use and another field used to indicate the version number that the software will be updated to when its activation date is reached. This will permit the BAR to search the records prior to the update activation date to determine how many EIS units have been updated by looking at the update field. The update field in the test record shall go blank when the update is activated.

Areas in the software where changes or additions might be required include: preconditioning procedures and emission test sequences (as applicable for ASM and two-speed idle tests), various lookup tables, functional tests, diagnostic and repair procedures, data communication procedures, criteria affecting emission standards selection or referral of failing vehicles to the Referee/Test-Only Center, vehicle exemptions, capability to read on-board diagnostics fault codes and vehicle pass/fail criteria. Other areas not

specifically mentioned may also be impacted at some point, but we do not expect to request changes in all these areas at once.

To maintain the integrity of California's I/M program, QA and BAR field personnel will be instructed to lock out EISs that have unauthorized modifications or are running unapproved software versions. The following criteria apply to software and hardware updates:

a) Only BAR-approved software shall be used in an EIS. BAR intends to accommodate software developed by third parties as long as system security and integrity are not compromised. In addition, the BAR may initiate the development of software updates by third parties for use in all EISs . If BAR initiates development of a software update, manufacturers shall cooperate with BAR and/or a BAR-approved third party. (This section does not prohibit manufacturers from charging reasonable fees for software updates or from requiring nondisclosure agreements when software updates are developed by third parties.)

b) All proposed software updates must be thoroughly tested by the manufacturer before being submitted to the BAR. Update disks as well as electronically transmitted updates shall be encrypted in a manner approved by the BAR. The EIS shall be capable of accepting software updates via CD, or floppy disk.

c) All proposed software updates generated by the manufacturer shall be submitted to the BAR with a written description of the reason for the update, such as the problem that the update corrects.

d) All submitted software updates, including manufacturer-generated updates, must be submitted to BAR for testing and approval as follows:

1. Software updates must be submitted on a mutually agreed upon medium.
2. Each new software version submitted to the BAR, including minor revisions, must have a new and unique software version number.
3. All proposed software updates must be accompanied by a cover letter with the following information:
   i. A description of all of the changes contained in the proposed software update, including manufacturer-initiated modifications.
   ii. A timeline of when the update is expected to be installed (start to finish) and how many units will be updated.
   iii. If any hardware modifications or special procedures are needed to perform the software update, describe the procedures for performing the update.

4. All submitted software updates for the EIS must be accompanied by a data disk containing at least 74 total records for both ASM and Two-Speed Idle tests as shown in Table 1 below. BAR may require the completion of BAR supplied 'test scripts' instead of the tests listed below. BAR will determine if the 'test scripts' must be completed instead of the tests listed below prior to software submittal.

TABLE 1 - REQUIRED TEST RECORDS

TEST RECORDS	# OF RECORDS	
	ASM	TSI
PASS	5	5
FAIL (HC, CO, NO)	5	0
FAIL (HC, CO)	2	5
FAIL (HC, NO)	2	0
FAIL (CO, NO)	2	0
FAIL (ECS Visual)	2	4
FAIL (Functional)	2	4
FAIL GP (HC, CO, NO)	5	0
FAIL GP (HC)	3	4
FAIL GP (CO)	3	4
FAIL GP (NO)	3	0
FAIL GP (HC, CO) W/ REPAIRS	3	5
FAIL GP (HC, NO)	3	0
FAIL GP (CO, NO)	3	0
TAMPER (ECS Visual)	5	5
TOTAL RECORDS	48	38

i. The data disks shall also contain at least 20 complete calibration records - (10 complete three-day calibrations; 5 EIS gas calibration; 3 dynamometer calibration and 2 fuel cap tester calibration)

ii. The records must be generated by the EIS and should include all items required per Confidential Appendix C-2.

5. Depending on the type and number of changes contained in the proposed software update, the BAR may require testing at BAR-approved beta sites prior to release of the software. BAR will perform a preliminary review of the proposed software prior to releasing it for beta site testing.

e) Pursuant to Health and Safety Code §44036, manufacturers are allowed six months from the date the BAR issues its proposed specifications for periodic software updates, to obtain approval that the updates meet the proposed specifications and to install the updates in all EIS subject to the updates. During the first 30 days of the six-month period, the manufacturers shall be permitted to review and to comment upon the proposed specifications. However, a shorter period of time may be required by the BAR upon finding that a previously-installed update did not meet the specification. A manufacturer's failure to furnish or install software updates as so specified is cause for the BAR to decertify the manufacturer's EIS Certification or to issue a citation and civil penalty up to $1,000 per day that the manufacturer fails to furnish or install the software and hardware updates by the specified period. *(The BAR may allow additional time to review and comment and/or submit software updates if they are more complex.)*

f) Software updates must correct all previously identified software problems.

g) The software must be able to run on all certified BAR97 hardware configurations in the field for that manufacturer.

3.2.4 **Running Changes and Other Software Modifications**
Any changes to design characteristics, component specifications and any modifications to the software must be approved by BAR. It will be the manufacturer's responsibility to confirm that such changes have no detrimental effect on the performance of the EIS.

3.2.5 **Virus Detection Software**
Each EIS unit shall contain a virus detection program, subject to BAR approval, which shall verify the integrity (i.e. check for infection/corruption) of each update disk or

decompressed file before it is applied to the EIS or allowed in memory. Infected/corrupted software shall be blocked from installation.

In lieu of this requirement, the EIS manufacturer may submit for BAR's consideration written procedures clearly illustrating how the EIS manufacturer intends to meet the intent of the VIRUS PROTECTION PROGRAM requirement. These procedures shall demonstrate how the integrity of the EIS software and update software or decompressed file shall be protected under all circumstances.

3.2.6 **Directory and File Structure**
(This information is confidential and may only be released with prior written consent from the BAR Engineering Section.)

3.2.7 **Vehicle Look-Up Table (VLT)**

a) The Vehicle Lookup Table is the BAR's version of the EPA/Sierra Lookup Table (ESLT). The VLT provides basic vehicle descriptions as well as ASM testing parameters, including single-axle dynamometer compatibility data. The VLT includes emission cutpoints exception information for some vehicles.

b) The table will be periodically revised on a "by-record" basis. The EIS shall send the version date and the number of records in its VLT file to the VID during any "Begin-Test" or "Data-Refresh" communications session.

c) When a "VLT Update" file is received from the VID, the EIS shall store the file to the hard drive until a period of relative inactivity (e.g. between Smog Check inspections). VLT.DAT file update strategies shall be proposed by each EIS manufacturer and be approved by BAR. Each VLT update record will be preceded by a single character and shall be processed as follows:
"C" = replace record (same row ID),
"A" = append record (new row ID),
"D" = delete record (same row ID).

d) The VLT Update file may appear to be corrupted if either of the following conditions exist:

1. The version date sent by the EIS does not match any dates stored in the "VLT Update History" table in the VID (second consecutive occurrence).
2. The number of records in the EIS's VLT.DAT does not match the appropriate number of records for that version date (determined at the VID).

If possible corruption is detected by the VID, the VID will send a lockout to the EIS. The EIS, upon receiving the response bit, shall display the following prompt:

DISPLAY PROMPT:

THE VLT DATABASE IS CORRUPT. CALL SERVICE.

If the VLT is corrupt, a lockout shall be set. This lockout can only be cleared by the VID upon replacing the file and the VID has verified that the VLT data has been replaced.

c) The EIS shall be able to use an Extended Test Parameters Table in conjunction with the VLT. This table will contain additional parametric variables to be used during either the ASM test sequence or TSI test sequence. Having these values in an accessible and renewable table will allow for vehicle specific adjustments to the test cycle without the need to update the software. The table will use a reference ID number that will link the table rows to rows in the VLT and there will be a one-to-many relationship with the VLT. This table will be periodically revised by overwriting.

3.2.8 **Repair Action Information**
The EIS shall display a list of all repair categories and prompt the technician to select the category or categories of the system(s) which were repaired. The technician must be able to return to the list of major categories after each subcategory has been completed without having to hit more than two keys.

All repair actions shall be documented on the vehicle inspection report (VIR), and stored in the repair record. The technician shall be required to sign on the VIR to document the repairs that have been performed to reduce emissions. The tampered vehicle repair cost shall be printed on the VIR and recorded in the *Tampered Repairs (Parts and Labor) Cost* field of the repair record. If further repairs are needed, the estimated cost of the additional repairs shall be printed on the VIR and recorded in the *Estimated Cost of Additional Repairs* field of the repair record.

3.2.9 **Display**

a) **Readability**
The display, when in the test mode, shall be readable at a minimum distance of eight feet in a building that meets OSHA lighting standards for a garage environment. Display contrast and brightness shall be adjustable.

b) **BAR Messages**

BAR messages shall be transmitted by the VID to the EIS during all communication sessions except during the network diagnostic routine (loopback). BAR messages will be in text file format. All new messages shall automatically display once immediately after the technician selects Smog Check-W from the main menu. The messages shall default to print and the technician must press a function key to continue. The EIS shall save the most recent 100 messages and provide an option for later recall and print.

c) **Testing Messages**
During the emissions test, the EIS shall display the word TESTING on the screen. The EIS shall also display messages, if applicable, test mode, vehicle speed, dynamometer load deviation, test time, excessive exhaust dilution, low flow, driver acceleration violations, and engine RPM violations.

d) **Information Not Permitted During Testing**
The EIS shall not display the emission readings during the inspection. (However, during manual mode testing, the readings shall be displayed.)

e) **Print Screen Capability**
The EIS shall have a PRINT feature, which prints any current text or graph displayed on the screen, by depressing no more than three keys. The print feature shall always be active; however, there shall be no print capability during emissions testing.

f) **Engine RPM**
The EIS shall have the capability to display the engine speed up to four digits during the emissions test.

3.2.10 **Pretest/Training Mode**
The EIS shall have a PRETEST/TRAINING MODE feature that will allow technicians and trainees, respectively, go through a Pretest and/or a Training Mode inspection.

The Pretest feature shall allow technicians (trainees are restricted) to pre-screen vehicles for gross polluter status by performing an inspection without officially labeling the vehicle as a gross polluter. The Pretest is not an official test and therefore the EIS shall not issue certificates for passing vehicles. The Pretest shall be performed in the same manner as a Smog Check inspection except as noted. During Pretest, the EIS shall display a message on the screen that the inspection is a "PRETEST INSPECTION" and shall print "PRETEST" on the VIR. For additional VIR information, refer to Appendix C, "Vehicle Inspection Report" for Pretest sample VIRs.

If the "Invalid Station Type" response bit (bit 53) is received from the VID, the EIS shall display the following prompt, and allow the Pretest to continue.

DISPLAY PROMPT:

THE PRETEST MAY CONTINUE, BUT THIS VEHICLE MUST BE REFERRED TO A "REFEREE/TEST-ONLY CENTER" FOR CERTIFICATION.

During Pre-Test, the EIS shall not prompt for repair information in accordance with §3.6.20, 3.6.21 and 3.6.22 during Pre-Test.

The Training Mode capability will be used by the manufacturers for training purchasers of the EIS, by EIS owners to train new employees, or for schools to train students. The training mode shall not require the use of a technician's access code or allow access to secured areas of hardware or software and will not communicate to the VID. The display shall show a message throughout the inspection that this is a training exercise and not an official test (no certificates shall be issued). The EIS shall print TRAINING on the VIR.

The training mode test results shall be recorded and transmitted to the VID at the next required communication session (i.e. next Smog Check, data file refresh, etc.). Do not make an "end of test call" to the VID.

3.2.11 **Inspection Cost Survey**
Once a month, the EIS shall query during an inspection for the cost of a smog check inspection. The EIS shall display the following prompt:

DISPLAY PROMPT:

ENTER INSPECTION FEE CHARGED FOR THIS TEST (EXCLUDING CERTIFICATE).

ASM: _____
TSI: _____

Programming Criteria:

The EIS shall provide two five-character numeric fields (XX.XX) to enter the fees the station charges for the ASM and TSI inspections. The EIS shall store the inspection cost information in the inspection cost data file and transmit the file to the VID upon next VID communication transaction.

3.2.12 **Configuration Information**
The EIS shall receive configuration information from the VID. The following items will be in the configuration information file:

1) Drive configuration information (Y/N). See §3.6.9 b).

Note: The EIS shall record the current status (Y/N) of the Drive Configuration to the Drive Configuration routine activated field of the test record.

2) Collect second-by-second information (Y/N). If "Y," then the EIS shall collect and send the secxsec data as per §3.6.12 c). If "N," then the EIS shall discontinue collecting and sending the secxsec data.

3) ASM activation (Y/N/B). [B = Basic area configuration]

If "Y," then all vehicles shall receive either an ASM or TSI inspection as per this specification.

If "N," then the EIS shall allow the technician to select an ASM or TSI test. The EIS shall display the ASM/TSI test selection prompt prior to any prompts related to dynamometer compatibility. Note: the software shall be able to perform a TSI test without a dynamometer or NO_x measuring device installed in the EIS.

If "B", then the EIS either perform a TSI inspection or abort the test.

When the configuration is set to "B" the EIS shall perform a TSI test under the following conditions:

1. VID returns anything other than "A" in the *Required Test Type* field of the test record.
2. Off-line test.

When the configuration is set to "B" the EIS shall abort the test under the following conditions:

1. VID returns an "A" in the *Required Test Type* field of the test record.

If an "A" is received in the *Required Test Type* field of the test record the EIS shall display the following prompt then abort the test:

DISPLAY PROMPT:

THE VEHICLE UNDER TEST MUST BE TESTED AT AN "ENHANCED AREA STATION," THE SMOG CHECK WILL BE ABORTED.

Note: The EIS shall record the current status (Y/N/B) of the ASM activation to the ASM testing enabled field of the test record.

4) RPM limits (low/high, low/high). The EIS shall use the limits in the configuration file for all ASM tests, except when an extended parameters record is used. The order of the RPM limits shall be as follows. The first two numbers shall be the lower limit for engines less than or equal to 3.0L. The next two numbers shall be the upper limit for engines less than or equal to 3.0L. The next two numbers shall be the lower limit for engines greater than 3.0L. The last two numbers shall be the upper limit for engines greater than 3.0L. All limits shall be multiplied by 100 to determine the actual limit. The lower limit applies to manual transmissions only; automatic transmissions shall use 100 RPM for the lower limit. See §3.6.12.a.12, & Appendix C-4.
Example: if the engine size = 5.0L then use the appropriate lower limit in the configuration file times 100 as the lower RPM limit and the appropriate upper limit in the configuration file times 100 as the upper RPM limit.

5) Dynamometer scale lockout percentage thresholds (low/high). The EIS shall use these limits to determine if the dynamometer scale is out of calibration. See §3.6.12.a.7 & Appendix C-4.

6) Equivalent Test Weight percentage thresholds (low/high). See §3.6.12 a. 4.

7) Perform OBD II check (Y/N). If "N", then only perform the visual portion of the OBDII system check. If "Y", then perform the OBDII check as listed in section 3.6.19.4.3.

Note: The EIS shall record the current status (Y/N) of the Perform OBD II check to the Check OBD II field of the test record.

8) Fast Pass (Y/N). If 'Y', the EIS shall perform a 'fast pass' during the ASM test if all the 10-second average emission readings are simultaneously below the applicable standards. If 'N', the EIS shall use the final 10-second average emission readings for the overall emission results. The EIS shall default to 'N' if the *fast pass field* is not filled with 'Y' or 'N' in the configuration file. See §3.6.12.d & §3.6.12.e

Note: The EIS shall record the current status (Y/N) of the Fast Pass to the Fast Pass field of the test record.

3.2.13 **VLT Exceptions**

During the "begin test" communication to the VID, if there is a match with the VIN and license plate number, a Vehicle Specific VLT (which provides unique information for the

vehicle under test) may be sent to the EIS from the VID. When sent, the information in the VSVLT shall be used instead of the information in the EIS resident VLT. The VSVLT will have the same layout as the VLT. The technician must enter vehicle information not received from the VSLT.

In most cases, exception vehicles are vehicles that have been identified by the State Referee as having special features, such as an engine change. These vehicles are also identified with a Referee Label Number.

3.3 SOFTWARE MODULES

3.3.1 Technician and Station License Numbers and Other Numbers

a) **General:**
The technician's license number and access code shall reside in both the EIS and the VID. The EIS shall determine the validity of the technician's access code, and the VID shall confirm its validity at initial contact.

In addition, the EIS shall not be allowed to go into the inspection mode unless valid entries have been made for station number, PEF value, calibration gas values, certificate numbers, and at least one licensed technician.

The EIS shall have the capacity to store at least 99 technician access codes and 99 corresponding technician license numbers. Only the VID can add, change or delete the technician's access code and corresponding license number. Station and technician license numbers begin with two alpha characters which are followed by six numeric characters.

b) **Technician Access Codes:**
The EIS shall require the technician to enter a special access code before an inspection can begin. The access code shall neither be displayed nor printed on the VIR. This special access code number shall be linked to the technician's license number and is described in the Confidential Appendix C-2.

c) **Technician License Numbers:**
A technician's license number reflects the type of license the technician possesses. The EIS shall automatically abort the inspection and display a message indicating that the technician has not obtained the proper license number and/or endorsement from the BAR.

The two alpha characters in the technician license will be one of the following: EA, EO, EB, EI or GU . A description of these licenses can be found in the test record layout in Confidential Appendix C-2.

BAR may require update training prior to performing certain test or repair related activities. A special identifier, not shown on the technician's badge or as part of the license number, will be referred to as an endorsement. Specific endorsements will be developed by the BAR as the need arises. Currently, only the "A" (ASM), "G" (Gaseous Fuel), "B" (Both ASM and Gaseous Fuel) and "N" (None) endorsements exist. Records of these endorsements will reside in the VID and the EIS (refer to Confidential Appendix C-2).

d) **Station License Number:**
The station license number shall be entered into the EIS during initialization. Only valid station license prefixes may be entered into the EIS.

Station license prefixes beginning with an R and C indicate that the station is licensed to test and repair all classes of vehicles; therefore, the EIS must allow tests on light, medium- and heavy-duty vehicles.

Station license prefixes beginning with a T indicate that the station is licensed to test, but not repair, all classes of vehicles; therefore, the EIS must only allow tests on light, medium and heavy-duty vehicles.

Station license prefixes beginning with a D or F indicate that it is a fleet station and licensed to test and repair only those vehicles registered to their fleet.

Station license prefixes beginning with a G indicate that it is a government fleet station licensed to test and repair government fleet vehicles.

Station license numbers that begin with H or K are only licensed to test and repair vehicles over 8500 pounds.

Station license numbers that begin with P or V are only licensed to test vehicles over 8500 pounds.

Station license prefixes beginning with a S indicate that it is a training facility. Training facilities shall be blocked from performing official smog checks; however, training facilities are allowed to perform pretests, and training mode inspections.

Station license prefixes beginning with a Q, Y or Z shall be reserved for future expansion.

Valid entries for the second alpha character of the station license are A-N (A-Z for government fleet stations). The remaining 6 digits are numeric and unique to each station. The station license number shall be placed in the *Station License*

Number field of the test record and on the VIR. This field must be populated in the test record for every valid test record sent to the VID.

Programming Criteria:

Government fleet stations with license numbers that begin with the alpha character G, shall only be required to make one front-end call to the VID. If the VID has a match, the VID shall transfer the vehicle data to the EIS. However, if a match is not found as a result of the front-end call to the VID, the EIS shall not require the technician to initiate a second call to the VID. The EIS shall allow the inspection to proceed without making a second initial call. The test will default to government fleet vehicle and a certificate will not be issued. (Note: Provisions regarding certificate numbers and certificates purchased as well as lockouts associated with certificates do not apply to government fleet stations.)

Provisions regarding certificate numbers and certificates purchased as well as lockouts associated with certificates do not apply to training facilities.

e) **Test Record Number**
The EIS shall give each valid test a consecutive number. A valid test consists of a completed test with an overall pass or fail (including a tamper or gross polluter identification) test result that shall be transmitted to the VID. The record number shall be written to *Test Record Number* field of the test record. This field is numeric and has a length of 6 digits. When the number reaches 999999, the number shall be reset to 000001. This field must be populated in the test record for every valid test record sent to the VID.

f) **EIS Number**
The EIS number shall be unique for each EIS unit in the state of California. The first two characters of the EIS number are alpha. These two characters shall be assigned to each manufacturer upon certification of that manufacturer's EIS unit. The following 6 digits shall be unique to each EIS made by a manufacturer. The EIS number shall be written to the *EIS Number* field of the test record. This field must be populated in the test record for every valid emissions test record sent to the VID. Print the EIS number on the VIR.

g) **Loaded Software Version Number**
This field shall contain the version number of the software that is currently being used by the EIS. The loaded software version number shall be written to the *Loaded Software Version Number* field of the test record and printed on the VIR. This field must be populated in the test record for every valid test record sent to the VID.

h) **Update Software Version Number**
This field shall contain the version number of the update software that is currently loaded but not being used by the EIS. *Update Software Version Number* field of the test record must be populated if the EIS has update software loaded. At a predetermined date, the update software shall become the loaded software version, and the old version shall be discarded. After the update software version turns into the loaded software version, the *Update Software Version Number* field shall be blank.

i) **VID Identification**
The VID-ID is a record identifier generated by the VID. The VID shall assign an ID number to a test record which shall be transmitted to the EIS at the time of the begin test call. The ID will be written to the *VID-ID* field of the test record. The VID-ID shall not be modified by the EIS and shall be transmitted back to the VID during end-of-test contact.

j) **DMV ID Number**

When a certificate is issued, the DMV-ID number (described in Confidential Appendix C-3) shall be printed on the VIR, and written to the *DMV-ID* field of the test record for every passing inspection.

3.3.2 **EIS Lockout Reasons**
The EIS shall be prohibited from performing an inspection for any of the following reasons:

- Clock Lockout
- Warm-up in progress
- Warm-up failure
- Dynamometer warm-up in progress (See Note 3)
- Dynamometer calibration required (See Note 3)
- Dynamometer calibration failure (See Note 3)
- Dynamometer failure (See Note 3)
- Gas calibration required
- Gas calibration failure
- Gas analyzer failure
- Fuel cap tester failure
- Fuel cap tester out of calibration
- Oxygen sensor out of calibration
- Dyno lift failure
- Leak check required
- Leak check failure
- EIS tampering
- Out of certificates (see Note 2)
- Hard disk is full
- Floppy disk or disk mechanism failure
- Hard disk or disk mechanism failure
- QA/State EIS lockout
- EIS initialization (data missing, incorrect or incomplete)
- No communication with VID in XXX days and XXX tests (see Note 1)
- Station license suspended
- Station license revoked
- Station license expired
- Failure to pay for certificate numbers purchased
- Failure to pay for communications services
- Certificate sequencing error (see Note 2)
- Calibration Gas Cylinder Violation
- State disk drive tampering
- VLT Corrupt

- Dynamometer scale failure (See note 3)
- Excessive Number of Aborts

Notes:

1. This lockout shall be set whenever (xxx inspection) fifty inspections (running total) have been performed by the EIS within five consecutive days without communicating to the VID. The VID sets the no contact limit and number of inspections allowed. The lockout can be cleared by QA/State personnel or by the VID HELP DESK in accordance with pre-established procedures. See Confidential Appendix C-2 for additional detail.

2. Not applicable for government fleet stations, or training facilities.

3. Dynamometer failures shall only prevent ASM inspections; two-speed idle inspections will be allowed to continue. See §3.9 a) for additional detail.

3.3.3 **Fleet File Number**
This field shall serve two purposes:

a) To record the file or identification number of fleet or military personnel vehicles.

b) When applicable, to identify a vehicle under test as a government fleet or military personnel vehicle, and as such, to prevent issuance of a certificate upon passage of the inspection.

This field shall contain the government fleet file number, PFR file number or military personnel identification number. The entry can be identified by the first character of the number. The data shall be recorded in the *File Number Storage* field of the test record.

3.3.4 **Military Personnel Vehicle (Out-of-State)**
Before transmitting the VIN/license plate number to the VID, if the vehicle has an out-of-state license plate, the EIS shall prompt the technician to ask if the consumer is seeking California DMV registration as follows:

DISPLAY PROMPT:

IS THE CONSUMER SEEKING CALIFORNIA DMV REGISTRATION? (YES/NO)

Programming Criteria:

1) If YES (consumer is seeking California DMV registration), continue the inspection.

2) If NO, determine if the consumer is in California on military assignment.

DISPLAY PROMPT:

IS THE CONSUMER HERE ON MILITARY ASSIGNMENT? (YES/NO)

3) If YES, the inspection shall continue and the EIS shall build a military personnel identification number and print it on the VIR. The EIS shall store this number in the *File Number Storage* field of the test record. The EIS shall not issue a certificate.

1. Military Personnel Identification Number

Character	Description
1	"M"
8	Last 7 characters of VIN

2. DISPLAY PROMPT:

NO CERTIFICATE SHALL BE ISSUED FOR THIS VEHICLE.

4) If NO, no inspection is required and the test shall be aborted.

3.3.5 **Waiver and Hardship Extension**
If a vehicle has a previous waiver or hardship extension on record, as indicated by the VID, then the technician shall be prompted to inform the consumer that no repair cost minimum applies if the vehicle fails the inspection. The EIS shall display the following message:

DISPLAY PROMPT:

THIS VEHICLE HAS A PREVIOUS WAIVER OR HARDSHIP EXTENSION ON RECORD. THE VEHICLE IS NOT ELIGIBLE FOR ANOTHER WAIVER OR HARDSHIP EXTENSION. COST LIMITS DO NOT APPLY.

If the vehicle has a previous waiver or hardship extension on the record, the EIS shall print the following appropriate message on the VIR:

THIS VEHICLE HAS A PREVIOUS WAIVER ON RECORD.
OR

THIS VEHICLE HAS A PREVIOUS HARDSHIP EXTENSION ON RECORD.

THE VEHICLE SHALL BE REFERRED TO THE REFEREE/TEST-ONLY STATION FOR ISSUANCE OF A CERTIFICATE OF COMPLIANCE.

In addition, the EIS shall write "W" for waiver or "H" for hardship to the *Previous Waiver Hardship Extension Issued* field of the test record and the EIS shall also print the WAIVER/HARDSHIP EXTENSION ELIGIBILITY MESSAGE on the VIR. The EIS shall prohibit issuance of a certificate of compliance if the vehicle has a hardship extension even if the vehicle passes the inspection.

3.3.6 **Emissions Recall Notice from DMV Records**
The EIS receives emissions-related recall registration block from the VID. This information shall be stored in the *Manufacturer Recall ID (DMV)* and *Manufacturer Date of Recall (DMV)* fields of the vehicle test record. If a repair record exists for the vehicle under inspection, the information shall also be written to the *Manufacturer Recall ID (DMV)* and *Manufacturer Date of Recall DMV)* fields of the repair record.

If information from the VID indicates that a DMV-installed emissions-related recall registration block exists on the test record, and no evidence was provided during the inspection to indicate compliance, then the EIS shall print the following message on the VIR:

DMV HAS PLACED AN EMISSIONS-RELATED BLOCK ON YOUR VEHICLE REGISTRATION. THE EMISSIONS-RELATED RECALL NUMBER IS XXXXXXXX (MFR'S RECALL ID). PLEASE CONTACT YOUR DEALERSHIP TO COMPLY WITH THE EMISSIONS RECALL REQUIREMENT.

3.3.7 **Applicable Model Years**

1. The EIS shall not accept any vehicle model year older than 1966, or newer than the current calendar year plus two. Any attempt to make such an entry shall cause the EIS to display one of the following prompts:

   DISPLAY PROMPT:

   DO NOT TEST VEHICLES OLDER THAN 1966.

   DO NOT TEST VEHICLES NEWER THAN THE CURRENT YEAR PLUS TWO.

2. The EIS shall display the following prompt anytime the technician enters a model year that is less than five years old. Example: the current year is 1999, display the prompt for 2001, 2000, 1999, 1998, 1997, and 1996.

   VEHICLES LESS THAN FIVE YEARS OLD ARE EXEMPT FROM BIENNIAL SMOG CHECKS. DO YOU WISH TO CONTINUE? (Yes/No)

   Programming Criteria:

   1. If "YES", the EIS shall continue with the inspection. If "NO", the EIS shall abort the inspection.

3.3.8 **Vehicle Information Entry**
The full name of each vehicle make must be displayed and printed on the VIR, but only the first five characters of each make name shall be recorded on the test record. Based on the VIN, license plate number (and vehicle registration zip code), the VID (given a match) shall down-load the vehicle make, model name, model year, engine size, number of cylinders, transmission type, certification type, vehicle type, inspection reason, fuel type, vehicle test parameters and, if applicable, GVWR, fleet file number, referee label number, engine make and engine year. Since the VID does not always have complete information or the EIS to VID communication may have not been successful, the technician may have to enter some or all of this information manually. (See §3.6.6.g)

For each inspection the technician shall always enter the following information: odometer reading, and dual exhaust (if applicable).

3.3.9 **Underhood Inspection**
The technician shall be required to make an entry for each of the items on the list provided in §3.6.18 before proceeding to the next item. However, if the technician fails to make an entry for every item on the list, then a message shall be displayed indicating that an error was made. Edit capability shall be provided for all entries prior to

continuing the inspection. A HELP screen shall also be provided to advise the technician to refer to the vehicle's underhood emissions control system label as the primary source of information to determine what emission control devices are required on a particular vehicle or else use a current emissions control application guide.

3.3.10 **Emission Standards**

The emissions standards category (ESC) tables (Appendix A) shall reside in the EIS and receive updates from the VID.

The EIS shall look into the VLT for emission cutpoints. If not available, the EIS shall use the ESC table.

The ESC tables shall also have a version number. Upon implementing the new ESC table, the old version shall be purged. Additional standards categories may be added at a future date.

Based on the vehicle information entered, the EIS shall determine the emissions test standards for the vehicle being tested. For all ASM tests that do not have emission standards in the VLT or VSVLT, the proper ESC category shall be determined as follows:

> For vehicles that have a test weight (equivalent test weight, inertia weight class, measured test weight) less than or equal 3750 lbs. and the GVWR is less than 8501 pounds use the appropriate ESC record (based on model year, vehicle type, and GVWR) from TABLE1.DAT. If the vehicle test weight is greater than 3750 pounds, or the GVWR is greater than 8500 pounds use the appropriate ESC record from TABLE4.DAT. If the GVWR is not available select the appropriate table based on the vehicle test weight.

For each vehicle, the ESC will contain HC, CO, and NO Pass/Fail and Gross Polluter values and average emissions for non-polluting vehicles for ASM and two-speed idle tests. Print these emissions values on the VIR. The ESC tables also contain CO + CO_2 dilution thresholds, GVWR and engine speed limits. Emission standard category values and the criteria for selecting categories shall be designed in a manner that allows for easy modification or addition.

Minimum dilution limits shall be determined before the Dilution Correction Factor (DCF) is applied to the emission measurements. Dilution measurements shall be based on the sum of CO and CO_2. The EIS shall prevent testing if the uncorrected CO + CO_2 value or the engine speed signal are outside the BAR specified thresholds. (Use the value on the ESC table for the minimum dilution limits, except that CNG- and LPG-powered vehicles shall use the table limits minus two. For example, if the minimum CO + CO_2 was 7, the minimum for CNG-powered vehicles would be 5.)

The ESC for the vehicle under test shall be written to the *Emission Standards Category* field of the test record, and the ESC Version number for the vehicle under test shall be written to the *ESC Version Number* field of the test record.

3.3.11 **NO Humidity Correction Factor**

Nitric oxide (NO) readings shall be multiplied by the following factor to correct for ambient humidity effects on NO generation in engine combustion.

$$K_h = e^{[0.004977*(H-75)-0.004447*(T-75)]}$$

where K_h = NO Humidity Correction Factor (Note cap HCF at 2.31; if greater than 2.31 use 2.31

H = Absolute humidity, grains of water per pound of dry air,

T = Temperature degrees Fahrenheit

$$H = \frac{(43.478) \times R_a \times P_d}{P_B - \left(P_d \times \frac{R_a}{100}\right)}$$

R_a = Relative humidity (RH) of the ambient air, percent

P_d = Saturated vapor pressure, mm Hg, at the ambient dry bulb temperature. P_d vs. temperature data may be extracted from such sources as the Handbook of Chemistry & Physics (CRC Press).

P_B = Barometric pressure, mm Hg

The following factors shall be written to the test record in the ATMOSPHERIC CONDITIONS section: Relative *Humidity*, *Ambient Temperature*, *Barometric Pressure*, *Humidity Correction Factor*.

3.3.12 **Dilution Correction Factor**

The EIS shall apply a DCF to the HC, CO, and NO inspection emissions results. The EIS shall look in the VLT for the minimum dilution threshold of CO + CO2. If the minimum dilution threshold does not exist in the VLT, the EIS shall default to 6%, except for vehicles running on CNG or LPG which shall default to 4%. This dilution correction accounts for any exhaust sample dilution, intentional or unintentional, occurring during inspection. The EIS shall calculate the DCF using the following procedure, and shall preselect the formula appropriate to the vehicle's fuel type. If the calculated DCF exceeds 3.0, a default value of 3.0 shall be used. If the DCF falls below 1.0, then a default value of 1.0 shall be used.

a) Calculate "x" using the EIS measurements of CO and CO_2

$$x = \frac{[CO_2]_{meas.}}{[CO_2]_{meas.} + [CO]_{meas.}}$$

where $[CO_2]_{meas.}$ and $[CO]_{meas.}$ are the final readings of each mode of the inspection (for example, ASM 5015, ASM 2525, 2500 RPM and idle).

b) Calculate the $[CO_2]_{adj.}$ using the following formulas.

For Gasoline

$$[CO_2]_{adj.} = \left[\frac{x}{4.644 - 1.88x}\right] 100$$

For Methanol or Ethanol:

$$[CO_2]_{adj.} = \left[\frac{x}{4.73 - 1.88x}\right] 100$$

For Compressed Natural Gas (CNG):

$$[CO_2]_{adj.} = \left[\frac{x}{6.64 - 1.88x}\right] 100$$

For Liquid Propane Gas (LPG):

$$[CO_2]_{adj.} = \left[\frac{x}{5.39 - 1.88x}\right] 100$$

c) Calculate the "Dilution Correction Factor" as follows:

$$Dilution\ Factor = \frac{[CO_2]_{adj.}}{[CO_2]_{meas.}}$$

Corrected HC = Observed HC x DCF

Corrected CO = Observed CO x DCF
Corrected NO = Humidity Corrected NO x DCF

The DCF shall NOT be applied to the CO_2 reading.

The EIS shall apply the DCF to the final emission readings of the inspection to calculate the dilution-adjusted values. The EIS shall then compare the dilution-adjusted values against the vehicle's emission standards to determine the pass/fail or gross polluter status of the vehicle. The dilution-adjusted values shall be the final emission readings for the test vehicle. They shall be printed on the VIR as AMOUNT MEASURED and shall be stored in the test record. The EIS shall record the DCFs on the *DCF - Dilution Correction Factor (ASM5015 or TSI-2500 RPM)* and *DCF - Dilution Correction Factor (ASM2525 or TSI-Idle RPM)* fields on the test record. The values recorded shall be the calculated DCF values, not the default values.

3.3.13 **Engine RPM Detection**

Based on the vehicle identification information entered by the technician, the EIS may assist the technician in determining which vehicles require a primary pick up, which require that an alternate counting algorithm be used, and which require the use of an auxiliary piece of equipment. Prompts may be provided to assist the technician in locating an RPM signal on vehicles equipped with distributorless ignition systems (DIS).

The EIS shall record the engine RPM simultaneously with the emissions readings. If the EIS does not read engine RPM in the proper range, the EIS shall prohibit continuation of the inspection until proper RPM range has been achieved. (Manufacturers may propose an error tolerance factor to be used when testing vehicles with unstable RPM.)

For 1996 and newer vehicles, the OBD-II SAE standardized connector link shall be capable of providing the tachometer signal. See §3.6.11 for "RPM Signal."

3.4 EIS Accessory Recognition

3.4.1 Bar Code Scanner

The EIS shall detect the presence of the bar code scanner automatically at POWER ON. During the inspection, if the bar code scanner cannot successfully scan, the technician's badge license number (after each attempt), the VIN (after each attempt), the VIN and license plate numbers from the DMV registration document, or the bar code labels from the calibration gas cylinders, a message shall be displayed advising the technician that the bar code is not readable and the technician shall have the option of trying again or entering the necessary information manually. To help ensure the accuracy of manual entry, all bar-coded information (VIN, license plate, etc.) must be entered twice (dual entry method in which entry is not displayed). Dual entry method shall be two-in-a-row correctly entered and both entries must match before the data is accepted. The EIS shall provide prompts on how to manually enter all bar-coded information.

3.4.2 Modem

The modem shall be connected to a fully operational dial-up connection during all times of operation. The modem must be IBM-PC and MS-DOS compatible and show full ASCII file transmission compatibility. The manufacturer must provide all necessary software and protocol for the modem.

3.5 Smog Check Menus

The following menus are required. The BAR reserves the right to require modification of any menu if we feel it does not meet the minimum requirements.

3.5.1 Main Menu

The main menu shall display the following options:

1. SMOG CHECK √√
1. REPAIR-ONLY SOFTWARE FUNCTION
3. MANUAL TESTING MODE
4. EIS CALIBRATION MENU
5. STATUS PAGE
6. NETWORK COMMUNICATIONS DIAGNOSTICS
7. PRETEST or TRAINING MODE
8. RECALL PREVIOUS VEHICLE TESTS
9. QA FUNCTIONS
10. STATION MANAGER MENU
11. RECALL BAR MESSAGE

A detailed description of each menu item follows.

3.6 Smog Check √√

The EIS shall initiate, run and terminate the I/M inspection sequence in accordance with the BAR-97 EIS specifications.

3.6.1 Technician License Number Entry

The license number shall be obtained by scanning the technician's badge. It must match a license number stored internally in the EIS. The EIS shall not allow license numbers from wall-mounted licenses. The technician's badge contains a bar-coded license expiration date. Whenever a technician scans the badge, the EIS shall verify the license expiration from the expiration date stored in the Technician Information Table. If the license has expired, the EIS shall prohibit the technician from performing an inspection. (If the expiration date in the Technician Information Table is blank, the EIS shall capture the expiration date from the technician's badge and write it to the appropriate location in the Technician Information Table.)

DISPLAY PROMPT:

SCAN THE BAR CODE ON YOUR TECHNICIAN BADGE OR PRESS --- (function key) **FOR MANUAL ENTRY.**

Programming Criteria:

1) If the expiration date from the bar code differs from the expiration date within the EIS, then the date within the EIS takes precedence. If a technician whose license number has expired initiates an inspection, the EIS shall not allow the inspection and shall display the following message:

   DISPLAY PROMPT:

   THE TECHNICIAN LICENSE HAS EXPIRED. YOU CANNOT PERFORM AN INSPECTION OR REPAIR. CONTACT YOUR LOCAL BAR FIELD OFFICE.

2) The validity of a technician's license number and access code will be verified by the VID at the time of initial contact with the VID. If a technician scans a bar-coded technician license number that is not stored in the Technician Information Table, the EIS shall display the following message:

   DISPLAY PROMPT:

   THE TECHNICIAN LICENSE NUMBER IS NOT IN THE EIS. CONTACT YOUR LOCAL BAR FIELD OFFICE.

3) The VID shall install a lockout for licenses that have expired, been suspended or revoked. If the technician's license expiration date information doesn't reside on the EIS, the VID shall send this information to the EIS upon initial contact. If a technician that has an expired license, been suspended or revoked initiates an inspection, the EIS shall display the following message:

DISPLAY PROMPT:

TECHNICIAN LICENSE HAS BEEN EXPIRED, SUSPENDED OR REVOKED. YOU CANNOT PERFORM SMOG CHECK TESTS OR REPAIRS. CONTACT YOUR LOCAL BAR FIELD OFFICE.

4) In cases where the badge cannot be successfully scanned, the technician shall be given the option of manual entry via the following prompt:

DISPLAY PROMPT:

ENTER YOUR TECHNICIAN LICENSE NUMBER.

5) The bar code scanner shall be used whenever possible. To help ensure the accuracy of manual entry, the license number must be entered correctly twice (dual entry method). Both entries must match before proceeding with an inspection.

DISPLAY PROMPT:

BOTH ENTRIES ARE NOT THE SAME - TRY AGAIN.

6) After the technician's license number has been manually entered, the EIS shall display the following message:

DISPLAY PROMPT:

YOU USED MANUAL ENTRY. IF YOUR BAR CODE SCANNER IS NOT WORKING, PLEASE GET IT REPAIRED. IF YOU DO NOT HAVE A TECHNICIAN BADGE LICENSE, PLEASE CONTACT YOUR LOCAL BAR FIELD OFFICE. BAR WILL INVESTIGATE FREQUENT USE OF MANUAL ENTRY.

7) Technician license numbers shall be two alpha characters followed by six numeric characters. The following technicians are authorized to perform enhanced ASM inspections if they have an ASM update training certification and license

endorsement stored in the Technician Information Table. The initial two alpha characters are as follows (where nnnnnn represents the numeric portion):

EAnnnnnn	Advanced Emission Specialist
EOnnnnnn	Test-Only Technician

The EIS and VID shall also accept a license number that begins with a GU. This license number is only a placeholder for government fleet technicians. The government fleet technicians shall enter the number assigned to them by the BAR. Since bar code scanners are optional for government fleets, manual entry of GU license numbers must be allowed and the display prompt in Item 6) above should not be displayed. Government fleet technicians shall be allowed to perform tests only on government fleet vehicles. There will be no certificate issued to these vehicles. The format is as follows (where nnnnnn represents the technician's personal ID number):

GUnnnnnn	Government Unlimited Technician (Government fleet only)

If accepted by the VID and/or EIS, the technician license number shall be written to the *Test Technician License Number* field of the test record.

If an ASM test is required and the technician does not have an ASM endorsement, the EIS shall display the following prompt:

DISPLAY PROMPT:

TECHNICIAN IS NOT LICENSED TO PERFORM AN ASM INSPECTION. THE SMOG CHECK IS ABORTED.

8) Technician license numbers with the following two alpha characters shall not be allowed to perform enhanced inspections.

EBnnnnnn	Basic Area Technician
EInnnnnn	Intern Technician

9) A technician who is licensed to perform inspections only in the Basic Area shall not be allowed to perform tests on Enhanced Area vehicles. In this case, upon connecting to the VID, the VID shall determine, based on the technician's license number and endorsement status, whether or not a technician is licensed to inspect vehicles in an Enhanced Area. If a technician is not licensed to inspect vehicles in an Enhanced Area, the VID shall return the appropriate response to the EIS. The EIS shall display the following message:

DISPLAY PROMPT:

TECHNICIAN IS NOT LICENSED TO PERFORM AN INSPECTION ON AN "ENHANCED AREA VEHICLE" AND THE SMOG CHECK IS ABORTED.

10) The VID shall transmit technician license numbers, expiration dates and endorsements to the EIS. The EIS, upon receiving this information from the VID, shall read and store this information in the appropriate locations within the Technician Information Table. Print the technician's name and license number on the VIR.

11) In the case of bar code entry, the EIS shall store a B (bar code scanner) in the *Technician License Input Source* field of the test record; otherwise an M shall be stored to indicate manual entry. This field must be populated for every valid test record sent to the VID.

12) The EIS shall block intern technicians from performing Smog checks, and pretests. Intern technicians shall be allowed to enter repair data in the repair only software menu.

3.6.2 **Technician Access Code Entry**
After entry of the technician's license number, the EIS shall require manual entry of the technician's access code.

DISPLAY PROMPT:

ENTER YOUR TECHNICIAN ACCESS CODE.

Programming Criteria:

1. Do not display actual entries on the screen, instead use X's.

2. The access code must match the code stored internally in the Technician Information Table. The EIS shall allow three attempts to enter a valid access code. Following each of the first two attempts, the following message shall be displayed.

DISPLAY PROMPT:

YOUR ACCESS CODE IS NOT VALID - TRY AGAIN.

3. After the third unsuccessful attempt, the EIS shall display the following message:

DISPLAY PROMPT:

THE ACCESS CODE ENTERED IS NOT VALID. CONTACT THE LOCAL BAR FIELD OFFICE. THE TEST IS ABORTED DUE TO ACCESS CODE FAILURE.

3.6.3 **Vehicle Identification Number (VIN) and License Plate Number Entry**
The VIN and vehicle license plate number entry shall follow immediately after successfully entering technician access code (i.e., prior to any other data entry). The following display prompts can be displayed on one screen with the ability to scroll through the list and select the appropriate option.

DISPLAY PROMPT:

SCAN THE BAR CODE ON THE DMV REGISTRATION DOCUMENT. PRESS (function key) **IF NOT AVAILABLE.**

a) If the technician scans the DMV bar-coded VIN and license plate (scanned entries cannot be edited), the EIS shall proceed to §3.6.3 g).

b) If the (function key) is pressed, the EIS shall prompt the technician:

DISPLAY PROMPT:

SCAN THE BAR CODE ON THE VEHICLE FOR THE VIN. IF THE BAR CODE IS NOT AVAILABLE, ENTER THE VIN MANUALLY.

IF THE VIN EXCEEDS 17 CHARACTERS ENTER THE LAST 17 CHARACTERS ONLY.

If manual entry is used, the VIN must be entered using dual manual entry to ensure accuracy. Both VIN entries must match before moving on to the license plate entry. The EIS shall automatically convert letter "I" to number "1" and letter "O" to number "0" as entered by the technician.

DISPLAY PROMPT:

BOTH ENTRIES ARE NOT THE SAME -- TRY AGAIN.

INVALID CHARACTER ENTERED -- TRY AGAIN.

If fewer than three characters are entered, the EIS shall display the following message:

DISPLAY PROMPT:

AT LEAST THREE CHARACTERS MUST BE ENTERED -- TRY AGAIN.

c) After manual entry of the VIN, the EIS shall prompt the technician to manually enter (dual manual entry) the license plate number:

DISPLAY PROMPT:

ENTER THE LICENSE PLATE NUMBER MANUALLY. DO NOT ENTER SYMBOLS OR SHAPES (I.E., DIAMONDS, HEXAGONS, ETC.)

d) If fewer than two (2) characters are entered, the EIS shall display the following message:

DISPLAY PROMPT:

AT LEAST TWO CHARACTERS MUST BE ENTERED -- TRY AGAIN.
The license plate number must be entered using dual manual entry to ensure accuracy. Both entries must match before proceeding to the next screen. If both entries are not the same, the EIS shall display the following message:

DISPLAY PROMPT:

BOTH ENTRIES ARE NOT THE SAME -- TRY AGAIN.

e) If the vehicle has no license plate, the EIS shall allow the technician to enter NONE. The EIS shall store N in the *License Plate Number* field and print NONE on the VIR. If a repair record exists for this vehicle, the license number shall also be stored in the *License Plate Number* field of the repair record. In addition the EIS shall store XX (unknown) in the *License Plate Issuing State* field of the test record.

DISPLAY PROMPT:

IF THE VEHICLE HAS NO LICENSE PLATE, ENTER "NONE" FOR THE LICENSE PLATE NUMBER.

Programming Criteria:

1. The bar code scanner shall be used whenever possible. To help ensure the accuracy of manual entry, the VIN and/or license plate number must be entered using dual manual entry.

2. If fewer than 17 characters are entered, the EIS shall display the following message:

   DISPLAY PROMPT:

   THE VIN ENTERED HAS FEWER THAN 17 CHARACTERS. VERIFY THAT THE VIN ENTERED MATCHES THE VEHICLE'S ACTUAL VIN.

3. The license plate number shall not contain special characters; valid characters are 0-9 and A-Z and shall be limited to 7 characters.

4. The data shall be written to the *VIN* and *License Plate Number* fields of the test record. If a repair record exists for this vehicle, the data shall also be written to the *VIN* and *License Plate Number* fields of the repair record. Print the VIN and license plate number on the VIR.

5. The VIN and license plate number entries are mandatory for every test record. If there is no entry, the EIS shall display the following message:

   DISPLAY PROMPT:

   NO VALUE HAS BEEN ENTERED -- TRY AGAIN.

6. The DMV bar-coded registration document (provided by the motorist) contains a bar code using either code 39 or 128 symbologies. The bar-code scanner must be able to automatically discriminate between the symbologies to ensure that the current information shall be automatically read.

   The bar code format for the DMV registration document is defined in Appendix C-5.

f) The EIS shall automatically store the source of entry for both VIN and license plate number in the test record as follows:

   1. For VIN Input Source field:

D = Bar code on DMV registration document
V = Bar code on vehicle
M = Manual entry

This field must be populated in the test record for every valid test record sent to the VID. The EIS shall write the input source in the *VIN Input Source* field of the test record.

2. For License Plate Input Source field:

D = Bar code on DMV registration document
M = Manual entry

This field must be populated for every valid test record sent to the VID. The EIS shall write the input source in the *License Plate Input Source* field of the test record.

g) The EIS shall prompt the technician for the vehicle issuing state license plate:

DISPLAY PROMPT:

SELECT THE LICENSE PLATE ISSUING STATE.
Programming Criteria:

1. The EIS shall display a list containing the names and abbreviations of the 50 states, District of Columbia, Puerto Rico, Guam, American Samoa, Mexico, Canada, Armed Forces Plate and various locations. (A complete listing of acceptable abbreviations for the issuing state is in the Confidential Appendix C-2.)

2. The cursor shall default to California. However, under no circumstances shall the "California" selection be entered into the test record automatically, it must be confirmed by the technician.

3. The technician shall be allowed (by scrolling through the list) to select the one that applies for the vehicle under test. The EIS shall display the following message:

DISPLAY PROMPT:

SELECT AND ENTER THE "ISSUING STATE" OF THE LICENSE PLATE.

4. If the vehicle issuing state is unknown, the EIS shall display the following message (on the same screen as the above prompt):

DISPLAY PROMPT:

IF THE ISSUING STATE IS UNKNOWN, SELECT "XX" FOR UNKNOWN FROM THE LIST OF ISSUING STATES.

Upon selecting XX, the EIS shall display the following message:

DISPLAY PROMPT:

YOU HAVE SELECTED XX (UNKNOWN). IS THIS CORRECT? (YES/NO)

If Y is selected, continue the inspection. If N is selected, display the issuing state list and message:

DISPLAY PROMPT:

SELECT AND ENTER THE "ISSUING STATE" OF THE LICENSE PLATE.

5. The EIS shall write the issuing state abbreviation in the *License Plate "Issuing State"* field of the test record. The issuing state field must be populated for every valid test record sent to the VID. The EIS shall print the full name of the issuing state on the VIR. If there is no license plate or the issuing state is unknown, then "Unknown" shall be entered on the VIR in place of the issuing state.

3.6.4 **Network Communications**
(This information is confidential and may only be released with prior written consent from the BAR Engineering Section.)

3.6.5 **EIS Initiated Actions**
After connecting to the VID, the EIS shall transmit the following data:

- Technician information
- VIN, license plate number, and issuing state
- Test records, if applicable
- Repair records, if applicable
- Calibration records, if applicable
- Certificate purchase request, if applicable

- QA/State inspection records, if applicable
- Request current lockout status
- Inspection cost survey data, if applicable
- VLT version date and number of records

a) **Transmit VIN/License Plate**
After the VIN, vehicle license plate number and issuing state has been entered, the EIS shall display the following message:

DISPLAY PROMPT:

SEARCHING FOR VEHICLE INFORMATION, PLEASE WAIT.

Programming Criteria:

1. If a vehicle match is found, the VID shall transmit to the EIS applicable information for the vehicle under test, in addition to any other pending transactions.

2. Once a match has been made and the vehicle data or previously failed test data has been transferred from the VID to the EIS unit, the EIS shall not allow changes or corrections to either the VIN or license plate number or issuing state. If changes or corrections must be made to VIN, license and/or issuing state, the test shall be aborted.

3. If NO MATCH is found on the first attempt (note: attempts are counted by the EIS unit) for a California-licensed (non-government fleet vehicle or non-government "G" station) vehicle, then the EIS shall prompt the technician as follows:

   DISPLAY PROMPT:

   NO VEHICLE MATCH HAS BEEN FOUND. VERIFY THAT THE VIN AND LICENSE PLATE HAVE BEEN ENTERED CORRECTLY. RE-ENTER THE VIN AND LICENSE PLATE AND PRESS ——— (function key) **TO PROCEED.**

4. The EIS shall allow the technician to completely re-scan or re-enter the VIN and/or vehicle license plate number. The EIS shall prompt the technician to press a function key to initiate a second call to the VID.

5. If no changes to the VIN or vehicle license plate number are required, the EIS shall prompt the technician to press a function key to initiate a second

call to the VID. However, if the station is a government "G" station, the EIS shall continue WITHOUT making a second begin-test call to the VID.

6. If NO MATCH is found on the second attempt for a California-licensed vehicle, or on the first attempt for a vehicle with an out-of-state license plate number, then the EIS shall proceed with the inspection by prompting the technician to enter required information manually (see Item # 8). For a California-licensed vehicle, the EIS must be able to differentiate between the first and the second NO MATCH message. (A Government Fleet Station is not required to make a second call for a no match condition.)

7. The EIS shall display a message alerting the technicians of their responsibility to advise the consumer that NO MATCH was found with the DMV record or test was performed off-line and that the consumer should retain the VIR for reference during the registration process. This message shall also be printed on the VIR.

   DISPLAY PROMPT:

   NO MATCH HAS BEEN FOUND OR TEST HAS BEEN PERFORMED OFF-LINE. THE CONSUMER IS RESPONSIBLE FOR RETAINING THE VIR FOR REFERENCE THROUGHOUT THE VEHICLE REGISTRATION PROCESS.

8. If a NO MATCH message occurs, the EIS shall enable the technician to enter the test vehicle's description (year, make, model, engine size, etc.) according to §3.6.7.

b) **Transmit Test and/or Repair Records**
All records (inspection, hands-on, training, aborted) that the EIS has created in accordance with the test and/or repair record shall be transmitted to the VID.

DISPLAY PROMPT:

TRANSMITTING DATA, PLEASE WAIT.

Programming Criteria:

1. The first record transmitted will be the oldest. After successful transmission, each record shall be moved (see Appendix C-2). The EIS shall retain a minimum of one thousand (1,000) of the most recent records by overwriting the oldest record.

2. If successful communications cannot be achieved (the EIS has not communicated with the VID), then the EIS shall display the following message.

   DISPLAY PROMPT:

   CANNOT ACCESS NETWORK. PROCEED WITH THE INSPECTION.

c) **Transmit Calibration Records**
All calibration records that the EIS has created pursuant to Calibration Test Data shall be transmitted to the VID.

DISPLAY PROMPT:

TRANSMITTING DATA, PLEASE WAIT.

Programming Criteria:

1. The EIS shall transmit all calibration records to the VID. The first record transmitted will be the oldest. After successful transmission, the EIS shall delete all of the calibration records from the calibration data file and each record shall append the historical calibration data file. The EIS shall retain a minimum of one hundred (100) of the most recent records by overwriting the oldest record.

d) **Transmit Certificate Numbers Purchase Request**
The EIS shall transmit certificate numbers purchase requests to the VID. The EIS shall allow the Station Manager or Owner through the Station Manager Menu to place a certificate numbers purchase order and transmit it to the VID.

3.6.6 **Network Responses**
As the low level communication interface protocol makes contact with the VID and establishes a session, the VID will respond with stored transactions and messages (appropriate response bits) which are waiting for transmission to the EIS. These messages are:
- SYSTEM DATE/TIME UPDATE
- LOCKOUT STATUS
- TECHNICIAN(S) TO BE ADDED/CHANGED/DELETED
- PURCHASED SMOG CERTIFICATE NUMBERS
- BAR MESSAGES
- COMMUNICATIONS TRANSACTIONS

- VEHICLE DATA
- PREVIOUS FAILED TEST DATA
- PREVIOUS REPAIR INFORMATION
- VLT ROW ID NUMBER
- VLT UPDATE
- EMISSIONS-RELATED RECALL INFORMATION
- EMISSIONS-RELATED RECALL BLOCK (DMV)
- EMISSIONS-RELATED TSB INFORMATION
- EMISSIONS STANDARDS CATEGORY (ESC) TABLES (1,3 and 4) UPDATE
- PREVIOUS ODOMETER READING
- INSPECTION REASON
- REQUIRED TEST TYPE
- VEHICLE SPECIFIC VLT (VSVLT)
- CONFIGURATION UPDATE
- MESSAGE UPDATE
- ADVISE UPDATE
- EXTENDED PARAMETERS UPDATE

The automatic transaction and message updates will occur on every session initiated by the EIS except during communications diagnostic transactions. The communications interface will provide the EIS application with the appropriate status information to determine which transactions have occurred following VID session initiation.

a) **Receive SYSTEM DATE/TIME UPDATE**
The communication software shall reset the current EIS date/time settings each time contact is made with the VID (except during network diagnostics or loopback). The VID shall pass, via the communication software, the current date/time settings to the EIS. Upon receiving the date and time settings, the date and time received shall serve as the date stamp (date of test) and time stamp (test start time) for the inspection in progress. The EIS shall use the received date and time settings to update the EIS clock. (If the EIS uses other clocks, the EIS shall be required to update the appropriate system clock.) The inspection start date and time stamp for an inspection shall be set in the test record following the receipt of the System Date/Time Update by the EIS just after the initial VID contact. If communication attempts fail for the initial VID contact, the date and time stamp shall be set using the EIS clock.

The date of the test, test start-time and test-end time shall be recorded in the test record in the following fields, as appropriate: *Date of Test*, *Test Start Time* and *Test End Time*. Each of these fields must be populated in the test record for every valid test record. Print the date of the test and test end time on the VIR.

b) **Receive LOCKOUT/TAMPER STATUS**

The status (on/off) of the lockouts and/or tampers shall be transmitted by the VID to the EIS. If a lockout(s)/tamper(s) is set, then subsequent inspections shall be prohibited until the applicable lockout(s)/tamper(s) has been cleared. The VID shall return the state of the following lockout/tamper conditions to the EIS:

- QA/State EIS Lockout
- Cabinet Tampering (see Note 1)
- State Disk Drive (see Note 1)
- Station License Expired
- Station License Suspended
- Station License Revoked
- Failure to Pay for Certificate Numbers Purchased
- Failure to Pay for Communication Services
- Certificate Sequencing Error
- Calibration Gas Cylinder Violation
- No communication with VID in XXX days and XXX tests
- Clock lockout
- VLT Corrupt (self-correcting - cleared upon VID verification of VLT data replacement)
- Excessive Number of Aborts
- Dynamometer scale failure

Note:

- A tamper is set by the EIS and sent to the VID upon the next communication to the VID. Once the tamper condition has been received by the VID, it can only be cleared via the VID.

If a lockout/tamper has been set, the EIS shall display one or more of the messages shown below:

DISPLAY PROMPT:

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A QA/STATE INSTALLED LOCKOUT BEING SET. CONTACT LOCAL BAR OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A CABINET TAMPER. CONTACT LOCAL BAR OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A STATE DISK DRIVE TAMPER. CONTACT LOCAL BAR OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED SINCE STATION LICENSE HAS EXPIRED. CONTACT LOCAL BAR OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED SINCE STATION LICENSE HAS BEEN REVOKED. CONTACT LOCAL BAR OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED SINCE STATION LICENSE HAS BEEN SUSPENDED. CONTACT LOCAL BAR OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A FAILURE TO PAY FOR CERTIFICATE NUMBERS PURCHASED. CONTACT BAR ACCOUNTING OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A FAILURE TO PAY FOR COMMUNICATION SERVICES. CONTACT MCI HELP DESK FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A CERTIFICATE OUT OF SEQUENCE ERROR. CONTACT MCI HELP DESK FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A CALIBRATION GAS CYLINDER LOCKOUT. CONTACT LOCAL BAR FIELD OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A LOCKOUT FOR TOO MANY SMOG INSPECTIONS WITHOUT VID CONTACT. CONTACT LOCAL BAR OFFICE FOR FURTHER INSTRUCTIONS.

THE VLT DATABASE IS CORRUPT. CALL FOR SERVICE.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A CLOCK FAILURE. CALL FOR SERVICE.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO EXCESSIVE NUMBER OF ABORTS. CONTACT LOCAL BAR OFFICE FOR FURTHER INSTRUCTIONS.

THE SMOG CHECK CANNOT BE PERFORMED DUE TO A DYNAMOMETER SCALE FAILURE. CALL FOR SERVICE.

c) **Receive TECHNICIAN(S) TO BE ADDED/CHANGED/DELETED**
The EIS shall receive the entire Technician Information File for the station (not individual technician file) from the VID. Technician(s) to be added, changed, or deleted shall be transmitted by the VID to the Technician Information File on the EIS. If the technician already exists (as determined by technician license number), the data received for said technician shall serve as an update. The EIS shall not allow changes to the Technician Information File from the EIS. Technician information can only be changed from the VID. Upon receiving the technician information from the VID, the EIS shall not be required to validate the technician information received from the VID.

Upon receiving technician data from the VID (during initial contact), if the technician's license number that is performing the inspection has been suspended, revoked or expired, the EIS shall allow the technician to complete the inspection in progress and then display the following message:

DISPLAY PROMPT:

THE TECHNICIAN LICENSE NUMBER AND ACCESS CODE HAVE BEEN UPDATED BY THE VID. PLEASE CHECK AND IF THERE ARE PROBLEMS, CONTACT YOUR LOCAL BAR FIELD OFFICE.

The EIS shall prohibit the technician from starting another test. The EIS shall display the updated list of technician license numbers and shall provide an option to print the list, if desired. During screen display or printing of the technician information, the EIS shall not display the actual technician access codes (hidden) so that they cannot be viewed by an unauthorized person(s).

d) **Receive PURCHASED SMOG CERTIFICATE NUMBERS**
Certificate numbers, if applicable, shall be transmitted during initial or end-of-test contacts or data refresh. The numbers shall be received in multiples of 50 (50 per lot) and shall be stored in the certificate inventory until needed. The limit of certificate lots that can be purchased (for a single transaction) via the EIS-initiated purchase in the station manager's menu is one (i.e., 50 certificates). Upon receiving the certificate numbers from the VID, the EIS shall not be required to validate the certificate numbers received from the VID.

The EIS shall display a CERTIFICATES RECEIVED message and shall print a receipt per the example shown below:

ELECTRONIC CERTIFICATE NUMBER PURCHASE RECEIPT

Date: MM/DD/YYYY Time: HH:MM
Station: Station License #
EIS ID: EIS #

Certificate numbers have been issued to this station via electronic transfer. If purchase has not been pre-paid, usage of these certificate numbers will be revoked immediately if payment is not received.

Range of Cert #	Total Cert #.	Cost/Cert.	Total Cost
AA000001-AA000050	50*	$8.25*	$412.50

Note: List each range of fifty certificates. (*These values are provided as an example. Actual values are variable and subject to change.)

e) **Receive BAR MESSAGES**
BAR messages shall be transmitted by the VID to the EIS during all communication sessions except during the network diagnostic routine. BAR messages will be in text file format. All new messages shall automatically display once immediately after the technician selects Smog Check√√ from the main menu. The messages shall default to print and the technician must press a function key to continue. The EIS shall save the most recent 100 messages and provide an option for later recall and print. If the message(s) is not displayed due to power interrupt, aborted test, printer jam, etc., the message(s) shall be displayed the next time the technician selects Smog Check √√ from the main menu. It is the responsibility of the EIS unit to verify that all BAR messages received are displayed AND given the option to print.

Prior to displaying a BAR message(s), the EIS shall display the following prompt:

DISPLAY PROMPT:

BAR MESSAGES HAVE BEEN RECEIVED. BAR RECOMMENDS THAT THE MESSAGE BE PRINTED FOR FUTURE REFERENCE.

f) **Receive COMMUNICATIONS TRANSACTION**
The communications data stream, as received from the VID, shall contain the command response status such as NO MATCH, PREVIOUS FAILED TEST RESULTS, REFEREE/TEST-ONLY CENTER (restriction), GROSS POLLUTER, ENHANCED AREA INSPECTION, etc. Data that may be received by the EIS, in addition to the aforementioned, is defined in subsequent sections.

1. If, as a result of the VID response, the vehicle is identified as having a PREVIOUS FAILED TEST RESULT, the EIS shall alert the technician of the failed test results (see subsection (h) for display prompts).

2. If, as a result of the VID response, the vehicle is identified as requiring inspection at a REFEREE/TEST-ONLY CENTER (response bit 53), the EIS shall display the following message:

   DISPLAY PROMPT:

   PLEASE REFER THIS VEHICLE TO A "REFEREE/TEST-ONLY CENTER." THE SMOG CHECK WILL BE ABORTED.

2. If, as a result of the VID response, the vehicle is identified as, requiring inspection at a REFEREE/TEST-ONLY CENTER (response bit 71), the EIS shall display the following message:

   THE SMOG CHECK MAY CONTINUE, BUT NO CERTIFICATE WILL BE ISSUED. A CERTIFICATE CAN ONLY BE ISSUED AT A REFEREE/TEST-ONLY CENTER.

3. If, as a result of the VID response, the vehicle is identified as a GROSS POLLUTER, the EIS shall display the following message:

   DISPLAY PROMPT:

   THE VEHICLE UNDER TEST HAS BEEN IDENTIFIED AS A GROSS POLLUTER.

   THE SMOG CHECK MAY CONTINUE, BUT NO CERTIFICATE WILL BE ISSUED. A CERTIFICATE CAN ONLY BE ISSUED AT A "REFEREE/TEST-ONLY CENTER."

5. If, as a result of the VID response, the vehicle is identified as having been issued a previous waiver, the EIS shall display the following message:

   DISPLAY PROMPT:

   THIS VEHICLE HAS A PREVIOUS WAIVER ON RECORD. THE VEHICLE IS NOT ELIGIBLE FOR ANOTHER WAIVER. COST LIMITS DO NOT APPLY.

6. If, as a result of the VID response, the vehicle is identified as having been issued a previous hardship extension, the inspection can be performed but a certificate will not be issued and the EIS shall display the following message:

   DISPLAY PROMPT:

   THIS VEHICLE HAS A PREVIOUS HARDSHIP EXTENSION ON RECORD. THE VEHICLE IS NOT ELIGIBLE FOR ANOTHER HARDSHIP EXTENSION. COST LIMITS DO NOT APPLY.

   THE SMOG CHECK MAY CONTINUE, BUT NO CERTIFICATE WILL BE ISSUED. A CERTIFICATE CAN ONLY BE ISSUED AT A "REFEREE/TEST-ONLY CENTER."

7. If response bit 72 is received, display the text named 72_NOCRT in MESSAGE .DAT and continue on with the test. When response bit 72 is received, the EIS shall not issue a certificate if the vehicle passes the Smog Check.

8. If response bit 73 is received, display the text named 73_NOCRT in MESSAGE .DAT and continue on with the test. When response bit 73 is received, the EIS shall not issue a certificate if the vehicle passes the Smog Check.

9. If response bit 74 is received, display the text named 74_NOCRT in MESSAGE .DAT and continue on with the test. When response bit 74 is received, the EIS shall not issue a certificate if the vehicle passes the Smog Check.

10. If response bit 75 is received, display the text named 75_INFOR in MESSAGE .DAT and continue on with the test. Response bit 75 is for information only, do not block certificate issuance for passing vehicles, or automatically abort the Smog Check.

11. If response bit 76 is received, display the text named 76_INFOR in MESSAGE .DAT and continue on with the test. Response bit 76 is for information only, do not block certificate issuance for passing vehicles, or automatically abort the Smog Check.

12. If response bit 77 is received, display the text named 77_INFOR in MESSAGE .DAT and continue on with the test. Response bit 77 is for

information only, do not block certificate issuance for passing vehicles, or automatically abort the Smog Check.

13. If a vehicle has been identified as having either a Gross Polluter, Previous Hardship extension, Referee/Test Only Center inspection, or response bit(s) 72-77 was received, the EIS shall save the information (VIN and restriction type as a minimum) to a file in the EIS before displaying the test restriction information to the technician. This file will contain the 50 most recent records. Prior to continuing with either an off-line or no-match inspection, the EIS shall search this file for a match. The match criteria are based on a match with the VIN. If a match is found, the EIS shall display the appropriate message (per section 3.6.7.a) and a certificate shall not be issued (except for response bits 75-77 which shall not block certificate issuance). In addition, the EIS will still need to search for matches in prior test records for any test restrictions.

g) **Receive VEHICLE DATA**

The following vehicle data in the proper test record format, if available, shall be sent from the VID to the EIS. The EIS shall allow this data set to be verified (if applicable) and confirmed/changed by the technician on a vehicle data review screen (items with an asterisk cannot be changed by the technician. If the "Edit bit" is set, items with a (+) cannot be changed.

- + Model year
- + Vehicle type
- Government fleet BAR file number (if applicable)
- PFR fleet BAR file number (if applicable)
- + GVWR (if applicable)
- + Vehicle make
- + Vehicle model name
- + Number of cylinders
- + Engine size (in liters)
- + Transmission type
- + Certification type
- Referee label number (if applicable)
- * Registration due date (See Note 1)
- Emissions inspection type
- + Fuel type
- + Body Type (if applicable)
- + Engine make (if applicable)
- + Engine year (if applicable)
- + VLT Row ID Number
- * Previous odometer reading (See Note 1)

- * Previous failed test results (if applicable)
- * Date of failed test (if applicable)
- * "Gross Polluter" status (if applicable)
- * "Referee/Test-Only Center" (if applicable)
- * Previous waiver (if applicable)
- * Previous hardship extension (if applicable)
- * Response bit 71-77

GENERAL NOTE: The following vehicle data shall be entered during each Smog Check by the technician, as applicable:

- Current Odometer Reading
- Exhaust Configuration

Note 1. Do not display.
Asterisk (*) can never be modified by technician.

h) **Receive PREVIOUS FAILED TEST DATA**

Failed vehicle test results from the previous Smog Check inspection (in accordance with the test record) within the past 91 days, shall be sent from the VID to the EIS and shall be displayed to the technician. The EIS shall display the following test result information relative to a vehicle that has failed a previous Smog Check inspection on the screen, and shall provide an option to print.

- Date of Previous Test	mmddyyyy
- Failed Visual Inspection	Yes/No
- Failed Tailpipe Emissions	Yes/No
- Failed Functional Checks	Yes/No

i) **Receive VLT ROW ID NUMBER**

A VLT Row ID Number for the vehicle under test shall be sent from the VID to the EIS for use during the inspection. The VLT Row ID number is stored in the *VLT Row ID Number* field of the test record and shall be printed on the VIR. If there is no previous test record, the EIS shall search the EIS resident VLT in accordance with §3.6.7 h).

j) **Receive EMISSIONS-RELATED RECALL INFORMATION**

Emissions related recall information, if available from the vehicle manufacturers, shall be sent to the EIS from the VID for use during the inspection. The EIS shall display, and provide the option to print, emission-related recall information in the following format:

Example:

**** EMISSION-RELATED RECALL INFORMATION****

Model Year:	*1982*	*Engine Family:*	*FAD1.6V6FBC2*
Make:	*AUDI*	*Recall Initiated:*	*06/01/90*
Engine Size:	*1.6L*	*Recall #:*	*GL*
Model:	*4000*	*Source:*	*MFR/CARB*
Class:	*PC*		

Affected Vehicles:
ALL

Defects:
AIR/FUEL CHECKING PROCEDURES ON EMISSION LABEL ARE NOT CONSISTENT WITH INSTRUCTIONS IN THE REPAIR MANUAL.

Fix:
REPLACE LABEL. NEW LABEL SHOULD BE WHITE WITH BLACK LETTERS AND SHOULD NOT HAVE AIR/FUEL MIXTURE CHECKING PROCEDURE.

The EIS shall provide the option to scroll through multiple recall notices allowing the technician the option of printing either all of the recall notices or an individual recall by depressing no more than two keys.

The EIS shall also display a prompt to the technician as follows:

DISPLAY PROMPT:

EMISSIONS-RELATED RECALL INFORMATION SHOULD ONLY BE USED, IF APPLICABLE, ON VEHICLES THAT FAIL THE SMOG CHECK INSPECTION AND ARE NOT REQUIRED TO BE PERFORMED IN ORDER TO ISSUE A SMOG CHECK CERTIFICATE.

k) **Receive EMISSIONS-RELATED RECALL BLOCK (Provided by DMV)**
If information from the VID indicates that a DMV emissions-related recall BLOCK exists on the vehicle test record (i.e. *Manufacturer Recall ID (DMV)* and *Manufacturer Date of Recall (DMV)* fields are populated), the VID shall transmit the manufacturer's recall ID and the date of recall to the EIS. The technician shall check for evidence that the recall has been performed and shall enter recall compliance information into the EIS. After display of the Emissions-Related Recall Information and TSB Information (if any), the EIS shall display the following message:

DISPLAY PROMPT:

HAS THE VEHICLE COMPLIED WITH RECALL REQUIREMENTS?

If YES, the EIS shall prompt the technician to enter the following information into the EIS (if available) from the Recall Compliance Certificate or Emissions-Recall Underhood Identification Label:

DISPLAY PROMPT:

ENTER RECALL COMPLIANCE CERTIFICATE NUMBER:

ENTER ISSUE DATE OF RECALL COMPLIANCE CERTIFICATE (MMDDYYYY):

If YES and the required information is not available, the EIS shall allow the technician to press a function key to bypass this screen.

Programming Criteria:

1. Manufacturer's recall ID and recall compliance certificate number must be 1 to 8 alphanumeric characters.

2. The issue date of the recall compliance certificate number must be a valid date.

3. If available, the recall compliance certificate number and the issue date of the recall compliance certificate shall be stored in the *Recall Compliance Certificate Number* and *Issue Date of Recall Compliance Certificate* fields of the repair record. The repair record shall also be populated in the *Manufacturer Recall ID (DMV)* and *Manufacturer Date of Recall (DMV)* fields.

4. If no, then the EIS shall print the following message, including the manufacturer's recall ID, on the VIR:

   DMV HAS PLACED AN EMISSIONS-RELATED BLOCK ON YOUR VEHICLE REGISTRATION. THE EMISSIONS-RELATED RECALL NUMBER (MFR'S RECALL ID) IS XXXXXXXX. PLEASE CONTACT YOUR DEALERSHIP TO COMPLY WITH THE EMISSIONS RECALL REQUIREMENT(S).

   Note: This is not part of the Smog Check pass/fail determination.

l) **Receive EMISSIONS-RELATED TSB INFORMATION**
Emissions-related Technical Service Bulletin (TSB) information, if available, shall be sent from the VID to the EIS for use during an inspection. The TSB Information may contain multiple bulletins. The TSBs are provided as information to assist the technician during the inspection process and will also assist the technician if the vehicle subsequently fails the inspection.

Programming Criteria:

1. The TSB information shall be displayed as follows:
   i. immediately following the display of Emissions-Related Recall Information (if applicable) or after the initial contact with the VID (if the recall information is not applicable), and
   ii. prior to printing the VIR, if the vehicle subsequently fails the inspection.

2. If a match is confirmed by the VID, and a TSB is on record, the display prompt and TSB information shall be displayed as follows:
   DISPLAY PROMPT:

   TSB INFORMATION SHOULD ONLY BE USED, IF APPLICABLE, ON VEHICLES THAT FAIL THE SMOG CHECK INSPECTION AND ARE NOT REQUIRED TO BE PERFORMED IN ORDER TO ISSUE A SMOG CHECK CERTIFICATE.

   Example: **** EMISSION-RELATED TSB INFORMATION ****

TSB #: 81-4 *Make: AM*
Reference: Motor TSB Manual *Model(s): Concord*
Edition: 1981-83 Domestic *Model Year (range): 1981*
Page #: 23

Affected Vehicles:
ALL 1981 49-STATE HIGH ALTITUDE AMC CONCORDS WITH FOUR-CYLINDER ENGINE AND M/T.

Defects:
EGR VALVE CHANGED TO IMPROVE PERFORMANCE.

Fix:
INSTALL APPROPRIATE EGR VALVE AND FORWARD DELAY VALVE.

3. The EIS shall provide the option to scroll through multiple TSBs allowing the technician the option of printing either all of the TSBs or an individual TSB by depressing no more than two keys.

m) **Receive EMISSIONS STANDARDS CATEGORY (ESC) TABLES**
The EIS shall receive ESC Table updates with version numbers from the VID. The EIS shall receive the entire ESC Tables (not individual categories) if applicable, from the VID. Refer to §3.3.10 .

n) **Receive INSPECTION REASON**
The inspection reason will be based on a vehicle's test date and registration due date. The VID will compare the two dates and, based on the difference of days, assign the appropriate inspection reason. The registration due date will be sent down from the VID and shall be recorded in the *Registration Due Date* field of the test record.

Programming Criteria:

1. Inspection reason shall be recorded in the *Inspection Reason* field to the test record and printed on the VIR. The valid entries are listed below:

   B = Biennial: If the difference is ± 60 days or less.
   C = Change of Ownership: If the difference is more than ± 60 days.
   I = Initial Registration (Out of State): If the vehicle's license plate issuing state is other than California or unknown.
   H = Hands-on Test: For use by QA, inspectors or BAR representatives. (The visual and functional inspection will be performed the same as a change of ownership "C").
   E = Training Mode Test: For use in Training mode inspections. (The visual and functional inspection will be performed the same as a change of ownership "C").

   Q = Pretest: For use in pre-screening vehicles for gross polluter status without officially labeling the vehicle as a gross polluter. (The visual and functional inspection will be performed the same as a change of ownership "C.")

   Note: The inspection reasons listed in Table F (A-Z, and 0-9) will come from the VID and receive the same visual and functional inspection as a change of ownership "C", except reason "G", and "I" which will receive an initial inspection "I", and inspection reason "B" which will receive a biennial inspection.

Note: Inspection reasons Z, and 0 - 9 are for future use.

2. If the inspection reason is B (Biennial), the technician shall be prompted as follows:

   DISPLAY PROMPT:

   WILL THE CERTIFICATE BE USED FOR DMV CHANGE-OF-OWNERSHIP TRANSACTION? (YES/NO)

   If NO, proceed with the smog check.

   If YES, the EIS shall automatically change the inspection reason to C (change of ownership) and proceed with a change-of-ownership inspection.

3. The EIS shall automatically record the inspection reason as C (and follow inspection procedures for change of ownership inspections) for tests when there is no communication with the VID or no match.

4. If the vehicle has non-California issuing state license plate, the inspection reason shall be "I"; follow the change-of-ownership "C" inspection procedures (except "I" will also require fillpipe restrictor functional test).

5. If the inspection reason is H (hands-on test), follow special inspection procedures identified in §3.14.8 (Hands-on Test).

6. If the inspection reason is T (Training Mode) follow the special inspection procedures identified in §3.2.10 (Training Mode).

o) **Receive REQUIRED TEST TYPE**
The VID shall make the test type determination for all vehicles tested on-line when a MATCH is found. The required test type will be sent down from the VID in the test record (see Confidential Appendix C-2). For vehicles with an appropriate ESC category in TABLE4, the default inspection shall be an ASM test when there is no contact with the VID or when NO MATCH is found. However, all vehicles without an appropriate ESC category in TABLE4 shall receive a TSI inspection (with or without VID contact or a match).

p) **Receive PREVIOUS ODOMETER READING**
The odometer reading for a vehicle's previous inspection will be sent to the EIS from the VID in the proper test record format (see Confidential Appendix C-2)

and shall follow the display prompt routine and programming criteria set forth in §3.6.7.n). The previous odometer reading shall not be displayed.

3.6.7 **Vehicle Specific Data Entry/Verification**
Vehicle specific data entry or verification is required for items listed below. For all inspections, the following vehicle specific data entry is required: odometer, exhaust configuration. Manual entry of all other vehicle specific data is required when the data is not received from the VID or the VLT.
- Vehicle Model Year
- Vehicle Type
- Vehicle Make
- Vehicle Model Name
- Body Type
- Gross Vehicle Weight Rating (GVWR)
- Certification Type
- Vehicle Specific Data for VLT
- Number of Cylinders
- Vehicle Engine Size
- Transmission Type
- Vehicle Odometer Reading
- Vehicle Fuel Type Code
- Dual Exhaust

a) ***Off-line Testing: Special Features***
If there is no VID communication, the EIS shall query the test record files stored in the EIS, and the special test restriction file specified in §3.6.6.f.13. If there is a vehicle match, the EIS shall look for any test limitations placed on the vehicle. If the vehicle is required to be tested at a Referee/Test-only center (i.e., identified as a gross polluter, previous hardship extension issued, or requires a Referee/Test-only inspection), no certificate will be issued even if the vehicle passes the inspection.

If there is no vehicle match within the EIS, or the vehicle is not required to be tested at a Referee/Test-only center (i.e., identified as a gross polluter, previous hardship extension issued, or requires a Referee/Test-only inspection), the EIS shall prompt the technician as follows:

DISPLAY PROMPT:

THERE IS NO COMMUNICATION WITH THE VID. YOU MAY PROCEED WITH THE INSPECTION, BUT ANY CERTIFICATE ISSUED TO A VEHICLE THAT IS REQUIRED TO BE TESTED AT A REFEREE/TEST-ONLY CENTER SHALL BE INVALID.

LOOK AT THE CONSUMER'S DMV REGISTRATION DOCUMENT FOR ANY INSPECTION LIMITATIONS (I.E., TEST-ONLY INSPECTION REQUIRED). ASK THE CONSUMER IF THE VEHICLE HAS BEEN PREVIOUSLY IDENTIFIED AS A GROSS POLLUTER VEHICLE AT ANOTHER STATION OR HAS BEEN ISSUED A HARDSHIP EXTENSION. IF SO, ADVISE THE CONSUMER THAT THE VEHICLE CAN ONLY BE CERTIFIED AT A REFEREE/TEST-ONLY CENTER.

The following message shall also be printed on the VIR under the "Results Not Transmitted" message for passing inspections:

IF THIS VEHICLE HAS BEEN IDENTIFIED AS A GROSS POLLUTER OR HAS BEEN ISSUED A HARDSHIP EXTENSION (OR FOR OTHER REASONS REQUIRING A REFEREE/TEST-ONLY CENTER INSPECTION), THE CERTIFICATE ISSUED AS A RESULT OF THIS INSPECTION SHALL BE INVALID.

Programming Criteria:

1. If the vehicle is a previous gross polluter, the EIS shall display the following message.

   DISPLAY PROMPT:

   THE VEHICLE UNDER TEST HAS BEEN IDENTIFIED AS A GROSS POLLUTER.

   THE SMOG CHECK MAY CONTINUE, BUT NO CERTIFICATE WILL BE ISSUED. A CERTIFICATE CAN ONLY BE ISSUED AT A "REFEREE/TEST-ONLY CENTER."

2. If the vehicle has a previous hardship extension issued, the EIS shall display the following message:

   DISPLAY PROMPT:

   THIS VEHICLE HAS A PREVIOUS HARDSHIP EXTENSION ON RECORD. THE VEHICLE IS NOT ELIGIBLE FOR ANOTHER HARDSHIP EXTENSION. COST LIMITS DO NOT APPLY.

THE SMOG CHECK MAY CONTINUE, BUT NO CERTIFICATE WILL BE ISSUED. A CERTIFICATE CAN ONLY BE ISSUED AT A "REFEREE/TEST-ONLY CENTER."

3. If the vehicle requires a referee/test-only inspection (response bit 53), display the following prompt, and abort the test.

   PLEASE REFER THIS VEHICLE TO A "REFEREE/TEST-ONLY CENTER". THE SMOG CHECK WILL BE ABORTED

4. If the vehicle requires a referee/test-only inspection (response bit 71), display the following prompt, and continue on with the test.

   THE SMOG CHECK MAY CONTINUE, BUT NO CERTIFICATE WILL BE ISSUED. A CERTIFICATE CAN ONLY BE ISSUED AT A "REFEREE/TEST-ONLY CENTER."

5. If response bit 72 was set, display the text named 72_NOCRT in MESSAGE.DAT and continue on with the test. When response bit 72 is received, the EIS shall not issue a certificate if the vehicle passes the Smog Check.

6. If response bit 73 was set, display the text named 73_NOCRT in MESSAGE.DAT and continue on with the test. When response bit 73 is received, the EIS shall not issue a certificate if the vehicle passes the Smog Check.

7. If response bit 74 was set, display the text named 74_NOCRT in MESSAGE.DAT and continue on with the test. When response bit 74 is received, the EIS shall not issue a certificate if the vehicle passes the Smog Check.

8. If response bit 75 was set, display the text named 75_INFOR in MESSAGE.DAT and continue on with the test. Response bit 75 is for information only, do not block certificate issuance for passing vehicles, or automatically abort the Smog Check.

9. If response bit 76 was set, display the text named 76_INFOR in MESSAGE.DAT and continue on with the test. Response bit 76 is for information only, do not block certificate issuance for passing vehicles, or automatically abort the Smog Check.

10. If response bit 77 was set, display the text named 77_INFOR in MESSAGE.DAT and continue on with the test. Response bit 77 is for information only, do not block certificate issuance for passing vehicles, or automatically abort the Smog Check.

b) *Vehicle Model Year*

DISPLAY PROMPT:

ENTER THE MODEL YEAR.

Programming Criteria:

1. Whenever a 1966-1973 model year is entered, the EIS shall display the following Prompt:

   NOTICE: A SMOG CHECK IS NOT REQUIRED ON 1966-1973 MODEL YEAR VEHICLES. DO YOU WANT TO CONTINUE? (Yes/No)

2. Model year entries greater than "current calendar year plus two" shall not be allowed.

3. Requires two-character model year entry. The first two digits of the year (i.e., 19 or 20) shall be automated entry, based on whether the value of the number entered by the technician is less than 40 (e.g., technician enters 40, EIS picks 19 and displays 1940; if technician enters 39, EIS picks 20 and displays 2039). If the technician determines that the first two digits established by the EIS are incorrect, (s)he may backspace and re-enter the first two characters. Four-digit model year shall be recorded in the *Vehicle Model Year* field of the test record and printed on the VIR.

4. ERROR MESSAGES:

   NO VALUE HAS BEEN ENTERED - TRY AGAIN

   MODEL YEAR IS NOT VALID - TRY AGAIN

5. The EIS shall display the following prompt anytime the technician enters a model year that is less than five model years old. Example: the current year is 1999, display the prompt for 2001, 2000, 1999, 1998, 1997, and 1996 model years.

VEHICLES LESS THAN FIVE MODEL YEARS OLD ARE EXEMPT FROM BIENNIAL SMOG CHECKS. DO YOU WISH TO CONTINUE? (Yes/No)

c) *Vehicle Type*

DISPLAY PROMPT:

ENTER THE VEHICLE TYPE:

SELECT THE APPROPRIATE VEHICLE TYPE FROM THE LIST BELOW:

CODE	VEHICLE TYPE
P	PASSENGER CAR
T	TRUCK
M	MOTORHOME
G	GOVERNMENT FLEET VEHICLE
F	PFR (PERMANENT-FLEET-REGISTERED) VEHICLE

Programming Criteria:

1. The EIS shall be designed so that only P, T, M, G or F can be entered for this field and if incorrect based on other vehicle data, an error message will be displayed:

   ERROR MESSAGE:

   VEHICLE TYPE IS NOT VALID - TRY AGAIN

2. If the technician indicates that a government fleet vehicle (type G) or PFR vehicle (type F) is being inspected, the EIS shall then ask for the type of fleet vehicle (P, T or M). The actual vehicle type (P, T or M) shall be written to the *Vehicle Type* field of the test record. Print the vehicle type on the VIR.

   i. *Government Fleet Vehicle*
   The EIS shall then prompt the technician to enter the government fleet file number. The inspection and testing shall be conducted in the usual manner except that no certificate shall be issued. There shall be the display prompt:

DISPLAY PROMPT:

NO CERTIFICATE SHALL BE ISSUED FOR THIS VEHICLE.

The EIS shall display a prompt to instruct the technician to enter the government fleet file number (2 alpha and 6 numeric) following entry of the vehicle type. This number shall be printed on the VIR and shall be recorded in the *File Number Storage* field of the test record for BAR data collection purposes. The technician must enter the full eight characters. All government fleet file numbers begin with G.

ii. *PFR Vehicle*
The EIS shall then prompt the technician to enter the PFR file number. The inspection and testing shall be conducted in the usual manner, including the issuance of a certificate upon passage of the inspection. The EIS shall display a prompt to instruct the technician to enter the PFR file number (2 alpha and 6 numeric) following entry of the vehicle type. This number shall be printed on the VIR and shall be recorded in the *File Number Storage* field of the test record for BAR data collection purposes. The technician must enter the full eight characters. All PFR file numbers begin with PF.

d) ***Vehicle Make***
Display prompt for passenger cars and light-, medium- and heavy-duty trucks:

ENTER THE VEHICLE MAKE:

SELECT THE APPROPRIATE MAKE FROM THE LIST. IF THE MAKE IS NOT LISTED, TYPE IN THE FULL NAME OF THE MANUFACTURER. IF IT IS A KIT CAR OR SPECIALLY-CONSTRUCTED VEHICLE, ENTER "SPCN."

Programming Criteria:

1. If the vehicle type is P or T, display all discrete vehicle makes found for the vehicle's model year in the *Make* field of the VLT. "Not Listed" and "SPCN" should be added to the end of the list as a selection, or as a separate function available on the screen. If "Not Listed" is selected, the following prompt shall be given:

DISPLAY PROMPT FOR P or T:

ENTER THE NAME OF THE MANUFACTURER AS SHOWN ON THE DMV REGISTRATION OR TYPE IN THE FULL NAME. (THE ENGINE MAKE WILL BE ENTERED LATER.)

2. If the vehicle type is an M, the technician shall be advised to enter the name of the manufacturer from the displayed list.

DISPLAY PROMPT FOR MOTORHOMES:

ENTER THE NAME OF THE MANUFACTURER AS SHOWN ON THE DMV REGISTRATION OR TYPE IN THE FULL NAME. (THE ENGINE MAKE WILL BE ENTERED LATER.)

3. All vehicle make names shall be entered by a method (approved by the BAR) which maximizes user friendliness, preferably via direct cursor selection or the first few letters of the name. For example, the technician should be able to enter the first letter of the vehicle make which would cause the cursor to go to the first make on the list which would also be highlighted. If that is the correct make, the ENTER key would be pressed. If it is not the correct make, the technician would at least be close and only have to move the cursor a short distance to the right one.

4. If SPCN is entered for the vehicle make, then "R" shall be automatically entered as certification type and the following message shall be displayed:

DISPLAY PROMPT:

SPECIALLY-CONSTRUCTED VEHICLES (KIT CARS) MUST BE REFERRED TO THE REFEREE/TEST-ONLY CENTER UNLESS THEY ALREADY HAVE A BAR REFEREE LABEL.

5. Only the first five characters of the make name shall be recorded on the test record in the *Vehicle Make* field; however, the full name shall be displayed and printed on the VIR.

e) ***Vehicle Model Name***

DISPLAY PROMPT:

SELECT OR ENTER VEHICLE MODEL NAME

Programming Criteria:

1. If the vehicle type is P or T, display all discrete vehicle models found for the vehicle's make and model year in the *Model* field of the VLT. "Not Listed" should be added to the end of the list as a selection, or as a separate function available on the screen. If "Not Listed" is selected, the following prompt shall be given:

   DISPLAY PROMPT:

   ENTER THE NAME OF THE MODEL AS SHOWN ON THE DMV REGISTRATION OR TYPE IN THE FULL NAME. (THE ENGINE MAKE WILL BE ENTERED LATER.)

2. If the vehicle type is M or the make is SPCN, the EIS shall skip the "Model" entry, and leave the field in the test record blank.

3. The full model name shall be printed on the VIR and displayed on the screen; up to 23 characters shall be provided on the test record in the *Vehicle Model Name* field for vehicle model.

f) ***Gross Vehicle Weight Rating***

The technician shall be required to enter the GVWR only if the vehicle type is T or M, (i.e., not "P") so that emissions standards will be selected properly.

DISPLAY PROMPT:

ENTER THE GROSS VEHICLE WEIGHT RATING (GVWR) IN LBS. IF GVWR RATING PLATE IS NOT ATTACHED TO THE VEHICLE AND DMV DOCUMENT IS NOT AVAILABLE, ENTER "NONE."

Programming Criteria:

1. If the technician enters NONE, the EIS shall display:

DISPLAY PROMPT:

IF THE VEHICLE IS A SMALL SIZE TRUCK, MINI-VAN, SPORT UTILITY OR IS CERTIFIED AS LIGHT-DUTY OR RATED AS A 1/2 TON (FOR EXAMPLE: GM 10 OR 1500 SERIES, DODGE 100 OR 1500 SERIES, OR FORD 100 OR 150 SERIES), ENTER 5999 FOR GVWR.

IF THE VEHICLE IS A MEDIUM-DUTY TRUCK OR FULL SIZE VAN OR IS CERTIFIED AS A MEDIUM-DUTY OR RATED AS A 3/4 TON (FOR EXAMPLE: GM 20 OR 25 SERIES OR FORD 250 SERIES), ENTER 8499 FOR GVWR.

IF THE VEHICLE IS RATED AS A 1 TON OR LARGER OR IS CERTIFIED AS A HEAVY-DUTY, ENTER 8501 FOR THE GVWR.[1]

IF THE VEHICLE IS RATED AS A 1 TON OR LARGER, BUT APPEARS TO HAVE A GVWR LESS THAN xxxx, ENTER 8501 FOR THE GVWR. IF THE VEHICLE APPEARS TO HAVE A GVWR GREATER THAN xxxx ENTER yyyy FOR THE GVWR.[2]

   a) xxxx is the highest GVWR value in the *maximum GVWR field* in the appropriate ESC category in TABLE4 and yyyy = xxxx +1. Do not display the superscripts in the prompts. If the highest GVWR value in the *maximum GVWR field* in the appropriate ESC category in TABLE4 is less than 8501, do not display the prompt with a superscript of 2. If the highest GVWR value in the *maximum GVWR field* in the appropriate ESC category in TABLE4 is greater than 8501, do not display the prompt with a superscript of 1.

2. If an appropriate ESC category in TABLE4 is not available, the EIS shall prompt the technician to test the vehicle using the two-speed idle test, rather than the ASM test procedure.

   DISPLAY PROMPT:

   USE THE TWO-SPEED IDLE TEST.

3. ERROR MESSAGES:

   NO VALUE HAS BEEN ENTERED - TRY AGAIN

   TOO MANY CHARACTERS HAVE BEEN ENTERED - TRY AGAIN

   GVWR MUST BE AT LEAST 2000 LBS - TRY AGAIN

4. The GVWR must be printed on the VIR and recorded in the *GVWR* field of the test record.

g) *Certification Type*

DISPLAY PROMPT:

CHECK UNDERHOOD LABEL FOR CERTIFICATION TYPE:

ENTER "C" FOR CALIFORNIA OR 50-STATE CERTIFIED.

ENTER "F" FOR FEDERAL-ONLY OR 49-STATE-ONLY CERTIFIED.

ENTER "R" FOR VEHICLE WITH BAR REFEREE LABEL.

IF THE UNDERHOOD LABEL IS MISSING, AND THE VEHICLE HAS NO BAR REFEREE LABEL, DETERMINE CERTIFICATION TYPE BASED ON THE APPLICABLE EMISSION CONTROL SYSTEMS PRESENT, AND ON MANUALS. IF THE EMISSION CONTROL SYSTEMS APPEAR TO BE IDENTICAL FOR BOTH FEDERAL AND CALIFORNIA CERTIFICATION TYPES, ENTER "C" FOR CERTIFICATION TYPE. IF CERTIFICATION TYPE CANNOT BE DETERMINED OR IF THE VEHICLE IS A GREY MARKET VEHICLE, REFER THE VEHICLE TO THE REFEREE/TEST-ONLY CENTER.

Programming Criteria: (*vehicles other than motorhomes*)

1. The EIS shall be designed so that only a C, F or R can be entered by the technician for this field. The BAR/referee label number must be six characters if the first character is an A. The BAR/referee label number must be eight full characters if the first character is an N or I. The certification type and referee label number (if applicable) shall be recorded on the test record in the *Certification Type* and *Referee Label Number* fields. Print the certification type and referee label number (if applicable) on the VIR. Valid referee label numbers only begin with the letters A, N or I.

2. If F is entered for Certification Type and vehicle is less than or equal to 3 years old, and has less than 7500 miles on the odometer, the EIS shall automatically add an "N" for Certificate of Noncompliance (refer to §3.6.24 for further information) as the last character of the certificate number. For all other circumstances, the EIS shall add a C as the last character of the certificate number.

3. If the technician enters R, the following prompt shall be displayed:

DISPLAY PROMPT:

ENTER THE BAR REFEREE LABEL NUMBER. IF THERE IS NO LABEL NUMBER, ENTER "N" FOR NONE, PRESS (function key for continue) **AND REFER THE MOTORIST TO THE REFEREE/TEST-ONLY CENTER.**

The EIS shall be designed to automatically abort the test if the technician enters N and presses continue. However, if a valid BAR Referee Number is entered, the following prompt shall be displayed:

DISPLAY PROMPT:

FROM THE BAR REFEREE LABEL, ENTER THE YEAR IN WHICH THE ENGINE WAS MANUFACTURED. IF NO YEAR IS LISTED ON THE LABEL, ABORT THE TEST AND REFER THE VEHICLE TO THE REFEREE/TEST-ONLY CENTER

ENGINE YEAR: _____

If the technician does not enter an engine year, the EIS shall abort the inspection. If the technician enters an engine year which is three or less years different than the vehicle model year (chassis year or DMV registration year), the EIS shall assume that the engine year is the same as the vehicle model year and shall select the emission standard category in the ESC table appropriate to the vehicle model year, and shall continue with the remainder of the inspection. The engine year will require a two-digit entry. However, the four-digit engine year shall be written to the *Engine Year* field of the test record. See §3.6.7 b) 3 for "year entry" programming criteria.

If the technician enters an engine year which is four or more years different than the vehicle model year (chassis year or DMV registration year), the EIS shall select the emission standard category in the ESC table appropriate to the engine year. If the engine is older than the earliest applicable ESC, then the standard in earliest applicable ESC listed shall be selected to test the vehicle.

After the technician selects an engine year, the following prompt shall be displayed:

DISPLAY PROMPT:

ENTER THE ENGINE MAKE FROM THE MFR. BLOCK ON THE BAR REFEREE LABEL.

SELECT THE APPROPRIATE MAKE FROM THE LIST BELOW. IF THE MAKE IS NOT LISTED, TYPE IN THE FULL NAME OF THE ENGINE MANUFACTURER.

A list shall be displayed, based on a query of the Vehicle Make names in the VLT. The first five characters of the engine make shall be written to the *Engine Make* field of the test record.

4. ERROR MESSAGES:

NO VALUE HAS BEEN ENTERED - TRY AGAIN

Programming Criteria: (*Motorhomes*)

1. If the vehicle being tested is a motorhome (Vehicle Type = M), and if the technician enters a C or an F, for Vehicle Certification Type, the prompt shall be as follows:

IMPORTANT NOTICE
IF THE ENGINE HAS BEEN CHANGED AND THE VEHICLE DOES NOT HAVE A BAR REFEREE LABEL, ABORT THE TEST AND REFER THE MOTORIST TO THE REFEREE/TEST-ONLY CENTER.

ENTER THE MAKE AND YEAR OF THE ORIGINAL CERTIFIED ENGINE/CHASSIS CONFIGURATION.

CERTIFIED ENGINE MAKE: (Full Name)

CERTIFIED ENGINE YEAR: (4 digits)

2. If the engine year is more than 3 years different from the vehicle model year, the test may not be continued and the following prompt shall be displayed:

THE ENGINE IN THIS VEHICLE HAS PROBABLY BEEN CHANGED. ABORT THE TEST AND REFER THE MOTORIST TO THE REFEREE/TEST-ONLY CENTER.

3. If an engine year no more than 3 years different from the model year has been entered, the EIS shall select the ESC appropriate to the engine year. If the engine is older than the earliest applicable ESC (i.e., older than 1966), then the standards in the earliest applicable ESC listed shall be selected to test the vehicle.

4. The technician may type in the full name of the engine make. However, the first five characters will be written to the *Engine Make* field of the test record. The technician shall enter the 2-digit engine year that will be written to the *Engine Year* field. Engine year entries greater than the current calendar year plus two shall not be allowed.

5. Error Messages:

NO VALUE HAS BEEN ENTERED - - TRY AGAIN

ENGINE YEAR IS NOT VALID - - TRY AGAIN

h) ***Vehicle Specific Data for VLT***
The EIS shall refer to the EIS-resident VLT to select the appropriate test weight and load values for vehicles. To access the VLT, the EIS shall search for a match based on the vehicle year, make and model.

Programming Criteria:

1. If a match is found based on year, make and model, the EIS shall display all possible vehicle configurations in a user-friendly manner. The technician shall select the configuration that best matches the vehicle to be tested. The BAR proposed display will include the VLT query inputs at the top of the screen:

MODEL YEAR
MAKE (DIVISION)
MODEL

The display is expected to contain the following information for each resultant listing, one-vehicle configuration per line:

BODY TYPE
NUMBER OF CYLINDERS
ENGINE SIZE (DISPLACEMENT)
TRANSMISSION TYPE
FUEL TYPE

2. If the operator determines that none of the listings match the vehicle being tested, the EIS shall prompt the technician to enter the following information: body type, number of cylinders, engine size, and transmission type. The body type and the number of cylinders will be used to select the appropriate weight and loading information from the VLT default table.

3. After the correct VLT record has been established, it shall be checked against the appropriate records (refer to Confidential Appendix C-2). If a match does exist, the *Pretest* field of the test record shall be filled with a Y (Yes), otherwise it shall default to N (No).

i) ***Body Type***

DISPLAY PROMPT:
SELECT THE BODY TYPE FROM THE LIST: (display pick list)

Programming Criteria:

1) The EIS shall present a pick list of the vehicle body types to assist the technician in selecting the body type appropriate for the vehicle under test. The EIS shall store the selected body type in the *Body Type* field of the test record.
2) For Motorhomes, the "Body Shape" entry in the pick list will be the same as for Full Size Van.

j) ***Number of Cylinders***

DISPLAY PROMPT:

ENTER THE NUMBER OF CYLINDERS; FOR ROTARY ENGINES, ENTER AN "R."

Programming Criteria:

1. The minimum number of cylinders is 1 and the maximum is 16. Any entries outside of 1-16 will be rejected by the system, except that for Rotary engines. For rotary engines the technician shall be prompted to enter an R and the EIS shall store R in the *Number of Cylinders* field of the test record. Print the Number of Cylinders value on the VIR.

2. If the technician enters a 1 or 2, the following message shall be displayed:

VEHICLES POWERED BY ENGINES WITH 2 OR LESS CYLINDERS ARE EXEMPT FROM SMOG CHECK PROGRAM REQUIREMENTS.

3. ERROR MESSAGES:

NO VALUE HAS BEEN ENTERED - TRY AGAIN

NUMBER OF CYLINDERS ENTERED IS NOT VALID - TRY AGAIN.

k) ***Vehicle Engine Size***

DISPLAY PROMPT:

ENTER THE VEHICLE ENGINE SIZE:

ENTER THE ENGINE SIZE FOLLOWED BY ONE OF THE FOLLOWING CODES.

CODE	DESCRIPTION
I	CUBIC INCHES
L	LITERS
C	CUBIC CENTIMETERS

Programming Criteria:

1. The first five bytes shall be the engine size. The last byte shall be the unit used for the engine size, and shall be L for liters, I for cubic inches, or C for cubic centimeters. The EIS shall be designed so that only an I, L or C can be entered for the units. Liter size entries shall be in the format of XX.X. Although the internal storage on the test record in the *Vehicle Engine Size* field is to be automatically converted to liters, the display shall remain in the original units entered. Print the engine size in liters on the VIR.

   To convert from cubic inches to liters, multiply by .016387. To convert from cubic centimeters to liters, divide by 1000. Products shall be rounded to the nearest 0.1L. For example, 1550 cubic centimeters shall be 1.6L; 1549 cubic centimeters shall be rounded down to 1.5L.

2. An error message shall be displayed if the technician enters an equivalent engine size greater than 17.0L or smaller than 0.5L. The technician shall be instructed to correct the entry or abort the test. If the vehicle under test is not in the VLT and the engine size entered by the technician is greater than 10.7L, the EIS shall display the prompt:

   ENGINE SIZE IS GREATER THAN 10.7 LITERS. ARE YOU SURE THIS IS CORRECT? (YES/NO)

3. If yes, the EIS shall accept the entry and continue with the test. If no, the EIS shall revert to the Enter Engine Size screen.

4. The EIS shall make a validity check on the engine size entered by the technician for the particular year, make and model of vehicle being inspected. If the engine size is not found in the VLT, the technician shall be prompted to verify that the correct size was entered. The technician shall be allowed to change the entry or to continue after confirming that the entry is correct.

5. ERROR MESSAGES:

   NO VALUE HAS BEEN ENTERED - TRY AGAIN

   ENGINE SIZE OR ENTRY (I, L, OR C) IS NOT VALID FOR THIS YEAR, MAKE AND MODEL OF VEHICLE - TRY AGAIN.

l) ***Transmission Type***

DISPLAY PROMPT:

INDICATE THE TYPE OF TRANSMISSION:

ENTER "M" FOR MANUAL
ENTER "A" FOR AUTOMATIC

Programming Criteria:

1. Record in the *Transmission Type* field of the test record. Print the transmission type on the VIR.

2. ERROR MESSAGES:

   NO VALUE HAS BEEN ENTERED - TRY AGAIN

m) ***Vehicle Odometer Reading***

DISPLAY PROMPT:

ENTER THE VEHICLE ODOMETER READING EXACTLY AS SHOWN.

DO NOT MAKE ADJUSTMENTS FOR ODOMETER ROLL-OVER.

A MINIMUM OF ONE NUMERIC ENTRY IS REQUIRED. DO NOT ENTER THE TENTH'S DIGIT.

IF NO ODOMETER READING, ENTER NONE.

Programming Criteria:

1. If the vehicle has less than 7500 miles and is less than or equal to three years old, is not certified to meet California emission control regulations and the vehicle passes the inspection, the EIS shall cause the noncompliance indicator (consisting of an N) to be written to the last character of the *Certificate Number* field of the test record and printed on the VIR.

2. If the odometer reading is less than the reading received from the VID, display the following prompt:

   DISPLAY PROMPT:

   PLEASE VERIFY THE ODOMETER READING.

   IS THE ODOMETER READING CORRECT? (YES/NO)

   IF NO, ENTER THE CORRECT ODOMETER READING.

3. The EIS shall only accept an entry of all numbers or the word NONE in the odometer field. If the technician enters NONE, the EIS shall translate this to 000000 for the *Odometer Reading* field of the test record, display NONE and print NONE on the VIR.

4. If the technician enters an odometer reading higher than 99,000 miles for a vehicle five or less model years old, the following prompt shall be displayed:

MILEAGE ENTERED IS HIGH FOR THE YEAR OF THE VEHICLE. CHECK THE MILEAGE AND RE-ENTER IF INCORRECT. DO NOT ENTER 1/10ths OF MILES.

The technician shall be allowed to re-enter the mileage or use a function key to continue if the reading is correct. The EIS shall accept the second entry.

5. If the technician enters an odometer reading of less than 100,000 miles and the vehicle is 15 or more model years old, the following prompt shall be displayed:

MILEAGE ENTERED IS LOW FOR THE AGE OF THE VEHICLE. CHECK THE MILEAGE AND RE-ENTER IF INCORRECT.

The technician shall be allowed to re-enter the mileage or use a function key to continue. The EIS shall accept the second entry.

6. ERROR MESSAGES:

NO VALUE HAS BEEN ENTERED - TRY AGAIN

ODOMETER READING IS NOT VALID - TRY AGAIN

n) *Vehicle Fuel Type Code*

DISPLAY PROMPT:

ENTER THE VEHICLE FUEL TYPE CODE:

SELECT THE APPROPRIATE FUEL TYPE CODE FROM THE LIST BELOW.

CODE	FUEL TYPE
G	**GASOLINE**
P	**LIQUID PROPANE GAS (LPG)**
N	**LIQUID/COMPRESSED NATURAL GAS (LNG/CNG)**
M	**METHANOL (greater than 20%)**
E	**ETHANOL (greater than 20%)**

Programming Criteria:

1. Entry of one of the above codes is required. The EIS shall be designed so that only a G, P, N, M or E can be entered by the technician for this prompt. The EIS shall default to gasoline.

2. If the technician selects either P or N, then the following prompt shall be displayed:

DISPLAY PROMPT:

IF THE VEHICLE IS BI-FUELED, ENTER "Y" FOR YES OR "N" FOR NO.

IF YES, SELECT APPLICABLE FUEL INFO:

PG = LPG bi-fuel engine, operating on gasoline
PP = LPG bi-fuel engine, operating on propane
NG = LNG/CNG bi-fuel engine, operating on gasoline
NN = LNG/CNG bi-fuel engine, operating on LNG/CNG

3. If NO, the EIS shall accept the vehicle as not bi-fueled (runs on either P or N). The EIS shall not require the fuel cap test to be performed during the manual functional checks.

4. The first character of the test record for this field shall be the fuel type entered. The second byte will be used for bi-fuel LPG, LNG and CNG vehicles. If the technician enters P for the fuel type and indicates that the vehicle is not bi-fuel, the test record would be P. Entries shall be written to the *Fuel Type* field of the test record. Print the fuel type on the VIR.

5. ERROR MESSAGES:

NO VALUE HAS BEEN ENTERED - TRY AGAIN

INVALID ENTRY - TRY AGAIN

6. If the technician selects either P or N, then the EIS shall look in the technician access data file for the gaseous fuel endorsement. If a B or G exists in the endorsement field, continue on with the inspection. If a B or G does not exist in the endorsement field, then the EIS shall abort the test and display the following prompt:

DISPLAY PROMPT:

YOUR LICENSE HAS NOT BEEN ENDORSED TO INSPECT ALTERNATIVE FUEL VEHICLES. THE TEST WILL BE ABORTED.

7. The EIS shall apply the dilution correction factor for the fuel type selected (see §3.3.12) and shall provide a function key to switch the DCF on/off. (*This programming criterion only applies to manual testing mode.*)

o) ***Dual Exhaust***

DISPLAY PROMPT:

DOES THE VEHICLE HAVE DUAL EXHAUST? (YES/NO)

Programming Criteria:

1. If the operator answers YES, then the EIS shall prompt the technician to attach the dual probe and hose assembly. Print whether the exhaust is dual or single on the VIR.

   DISPLAY PROMPT:

   YOU HAVE SELECTED DUAL-EXHAUST. CONNECT DUAL PROBE AND ASSEMBLY NOW.

2. If NO, continue the inspection.

3. ERROR MESSAGES:

   INVALID ENTRY - TRY AGAIN

3.6.8 **Review Screen**

The EIS shall display a summary of all the entered vehicle information. At this point, the technician shall be prompted to verify the data and, if necessary, correct any incorrect entries. However, the information contained from the VLT or VSVLT cannot be edited if the "Edit bit" has been set. The EIS shall display the following prompt if the VLT Edit bit has not been set.

DISPLAY PROMPT:

IS THIS DATA CORRECT? (YES/NO)

Programming Criteria:

1. If the technician changes any vehicle data, the EIS shall automatically begin prompting the technician, as necessary, to repeat the vehicle data entry process. However, the VIN, License Plate and Issuing State entries cannot be changed.

2. If the "Edit bit" has been set, the EIS shall not allow any modification to the VLT or VSVLT information, or to the VIN, License Plate and issuing state. The EIS shall display the following prompt:

   DISPLAY PROMPT:

   THE VEHICLE INFORMATION RECEIVED FROM THE VID CANNOT BE CHANGED FOR THE VEHICLE UNDER TEST.

3.6.9 **Emission Test Selection**

a) If an appropriate ESC category in TABLE4 is not available, the EIS shall automatically go to the two-speed idle test sequence. The default test in enhanced areas for all vehicles with an appropriate ESC category in TABLE4 shall be the ASM test. If a match was found, the test type to be used will be sent down by the VID. If the VID sends a TSI- requirement, the EIS shall perform a TSI test regardless of the vehicle type. The EIS shall not be able to override a TSI requirement from the VID. If the VID sends an ASM requirement, the EIS may override the ASM test based on the GVWR or drive train configuration (for example: an appropriate ESC category in TABLE4 is not available or nondisengagable all wheel drive.) Note: All inspections in enhanced area without communication to the VID shall default to ASM test except for vehicles without an appropriate ESC category in TABLE4. All inspections in basic area without communication to the VID shall default to TSI test (i.e. units configured without a dynamometer and NO_x measuring device). See §3.6.6 o) for "Receive Required Test Type."

   An entry shall be made in the *Test Cycle* field of the test record indicating test performed (A = ASM and T = two-speed idle). The EIS shall display the following prompt:

   DISPLAY PROMPT:

   PROCEED WITH (ASM or two-speed idle) **TEST.**

   Programming Criteria:

1. The EIS shall display the appropriate test information on the screen (test time, engine RPM, vehicle speed, etc.)

2. The technician should be able to abort the inspection by pressing the "Escape" key. If the technician presses the "Escape" key, the EIS shall display the following message:

   DISPLAY PROMPT:

   ARE YOU SURE YOU WANT TO ABORT THIS TEST? (YES/NO)

   Programming Criteria:

   1. If "NO", the EIS shall continue with the inspection.
   2. If "YES", the EIS shall prompt the technician to enter one of the following abort codes prior to aborting the test. The abort code shall be stored in the *Abort Code* field of the test record. The EIS shall print the abort reason on the VIR. The overall test result shall be recorded as an "A" (aborted) and "A" shall be recorded in the Overall Test Result field of the test record.

      DISPLAY PROMPT:

      ENTER THE CODE THAT BEST DESCRIBES THE REASON THE TEST WAS ABORTED:

      ENTER THE APPROPRIATE ESCAPE CODE FROM THE LIST BELOW:

      01 OIL SYSTEM LEAK OR THE WARNING LIGHT IS ON

      02 TRANSMISSION LEAK

      03 COOLANT SYSTEM LEAK OR THE WARNING LIGHT IS ON

      04 FUEL SYSTEM LEAK

      05 EXCESSIVE EXHAUST SYSTEM LEAK

      06 EXHAUST INACCESSIBLE

      07 SAMPLE DILUTION

      08 ENGINE RPM TOO HIGH

      09 ENGINE RPM TOO LOW

      10 EXCESSIVE ENGINE NOISE

      11 MAINTENANCE WARNING LIGHT ON

      12 SAFETY PROBLEMS ON VEHICLE

      13 UNABLE TO KEEP VEHICLE ON THE DYNAMOMETER

      14 UNABLE TO STABILIZE VEHICLE IN THE REQUIRED TIME

      15 ACCELERATION VIOLATION

      16 EXCESSIVE RESTARTS

      17 BMW/PEUGEOT/VOLVO AUTO TRANSMISSION

      18 VEHICLE SPEED VIOLATION

      19 INVALID HUMIDITY

      20 OTHER

3. From this point onward, the EIS shall allow the technician to abort the inspection anytime before the overall "Pass/Fail" determination has been made. However, the EIS shall create a record and store test data up to the point where the "Escape" key has been pressed and shall transmit the test record to the VID during the next required communication session (i.e. next Smog Check, data file refresh, etc.). Do not make an "end of test call" to the VID. If the inspection is aborted during the tailpipe emissions testing, the EIS shall print "Invalid" next to the emission readings (HC, CO, NO) on the VIR and record "A" in the *Overall Test Result* field of the test record.

b) **Drive Configuration Routine**

The EIS shall have a drive configuration routine that can be activated/deactivated by the VID.

When deactivated, AWD vehicles (including full-time 4WD and non-disengageable traction control) shall receive an ASM inspection except in the case of a "M" (maybe) VLT entry. In this case abort the ASM test. (see §3.6.12.2).

When activated, the EIS shall use the VLT to determine test type, and if applicable, the previous test record). The VLT entry for *Single Axle Dyno Capability* field will be N for AWD, Y for two-wheel drive, and M for maybe. The following table shows how test type shall be determined by the EIS based on the VLT entry:

VLT Entry:	Y (Yes) = 2WD	N (No) =AWD	M (Maybe)
Inspection Type:	ASM	TSI	Display Prompt

1. If the VLT entry is M, the EIS shall display the following prompt:

   DISPLAY PROMPT:

   CAN THE VEHICLE BE TESTED ON A TWO-WHEEL DRIVE DYNAMOMETER? (Yes/No)

   If yes, the EIS shall perform an ASM test.
   If no, the EIS shall select TSI and display the following prompt:

   DISPLAY PROMPT:

   SELECT THE APPLICABLE DRIVE CONFIGURATION.

A. ALL-WHEEL-DRIVE OR FULL-TIME FOUR-WHEEL-DRIVE WITHOUT TRACTION CONTROL

B. ALL-WHEEL-DRIVE OR FULL-TIME FOUR-WHEEL-DRIVE WITH TRACTION CONTROL

C. NON-DISENGAGEABLE TRACTION CONTROL

D. VEHICLE DOES NOT FIT ON THE DYNAMOMETER

E. VEHICLE IS TOO HEAVY FOR THE DYNAMOMETER

Programming Criteria:

i. The EIS shall require the selection of one item before proceeding.
ii. The EIS shall store the appropriate letter (A, B, C, D, or E) to the *Drive Configuration* field of the test record.

2. If the VLT entry is M, and the vehicle has had a previous ASM test on a 2WD dyno (based on *test cycle field* and *dyno configuration field* of the test record from the previous test record), the EIS shall display the following prompts:
   DISPLAY PROMPT:

   PERFORM AN ASM TEST. BE SURE TO DISABLE THE TRACTION CONTROL IF NECESSARY. PRESS (function key) **TO CONTINUE.**

   YOU WILL BE PERFORMING AN ASM TEST, IF THE VEHICLE IS NOT COMPATIBLE WITH A 2WD DYNAMOMETER, ABORT THE TEST.

   Programming Criteria:

   i. The EIS shall require the technician to press a function key to continue.
   ii. The EIS shall perform an ASM inspection. The EIS shall store the dyno type (2WD or 4WD) based on the current test in the *Dyno Configuration* field of the test record.
   iii. If the vehicle has not been previously tested ASM on a 2WD dyno, then the EIS shall go to §3.6.9 b.1.

3.6.10 **Sample System Readiness**

a) The EIS shall be zeroed in accordance with §4.5 a) and b).

b) The HC hangup check will be done immediately after the EIS is zeroed and the ambient air is sampled. The zeroing is initiated after a smog check has been initiated and the initial VID contact sequence has been successfully or unsuccessfully completed. The whole zero-ambient air-HC hangup sequence runs in background while the technician is entering vehicle information. If the hangup

check is not completed before the technician is ready to start the tailpipe test, the EIS shall display the following message:

DISPLAY PROMPT:

HC HANGUP CHECK IN PROGRESS.

If the hangup check is not successfully completed in 150 seconds from the start of the hangup check, the EIS shall display the following message:

DISPLAY PROMPT:

POSSIBLE DIRTY PROBE, HOSE OR FILTER.

c) The EIS shall not allow the inspection to continue before the system passes the HC hangup check.

3.6.11 **RPM Signal**

The EIS shall prompt the technician to select the RPM pick-up type to be used while performing the emissions test (either ASM or two-speed idle). See §3.3.13 for "Engine RPM Detection."

DISPLAY PROMPT:

SELECT RPM PICK-UP DEVICE:

1. CONTACT
2. NON-CONTACT
3. OBD II PORT
4. OTHER

Programming Criteria:

1) The EIS may provide additional prompts or submenus to guide the technician for proper RPM pickup connection.

2) Beginning with the 1996 model year vehicles, the EIS shall be prompted to detect engine RPM via the OBD port.

3) The technician shall be given the opportunity to select another RPM pick-up device and continue with the current inspection (without causing test to abort), if the engine RPM is not detected.

4) RPM shall be displayed during the emissions test. Instability shall be immediately detected and displayed on the screen.

DISPLAY PROMPT:

UNSTABLE RPM SIGNAL - - CHECK OR CHANGE PICK UP

5) A stable RPM signal is required to complete the emissions test. Manufacturers may propose an error tolerance factor to be used when testing vehicles with unstable RPM signal.

6) For other RPM pick-up device, the EIS manufacturer may develop a unique engine RPM pick-up. If the EIS manufacturer provides this option, a written explanation/procedure regarding this option must be submitted to BAR for approval.

3.6.12 **ASM (Loaded-Mode) Emissions Testing Sequence**

a) **General Procedure for Both ASM5015 and 2525 Test Modes:**

1. **Safety Checks**: The EIS shall prompt the technician to perform any equipment manufacturer-required safety checks.

2. **Auxiliary Rolls**: The EIS shall prompt the technician to determine if the vehicle being tested requires auxiliary rolls.

DISPLAY PROMPT:

IS THE VEHICLE EQUIPPED WITH AWD OR FULL-TIME 4-WHEEL DRIVE OR NON-DISENGAGEABLE TRACTION CONTROL? (YES/NO)

Programming Criteria:

1) If YES and according to the information stored in the station information that the emissions inspection system is not equipped with an AWD dynamometer, then the prompt shall read:

DO NOT INSPECT -- REFER THE VEHICLE TO A STATION WITH AN AWD DYNO.

2) If YES and the dynamometer is an AWD dynamometer, then the EIS shall engage, or if manual, prompt the technician to engage the auxiliary rolls.

3) If NO, the EIS shall proceed with a 2WD dyno configuration.

3. **Drive Axle Weight Measurement and Vehicle Alignment**: The measured drive axle weight will be used to calculate the vehicle loading (the effect of tire loss and the amount of horsepower to be applied based on vehicle test weight) and to determine the appropriate emission standard category. The EIS shall prompt the technician to capture the drive axle weight of the test vehicle and shall display the following message:

MEASURE THE DRIVE AXLE WEIGHT OF THE TEST VEHICLE.

Programming Criteria:

1) If the drive axle weight is not measured with the vehicle on the dynamometer, prompt the driver to measure the drive axle weight. (This information shall be electronically transferred from the weighing device to the EIS.)

2) Prior to measuring an axle, the EIS must see less than 100 pounds before taking the weight measurement.

3) If the drive axle weight is measured on the dynamometer, prompt the driver to:

a. Drive the vehicle onto the dynamometer,
b. Squarely center the tires on the scale.
c. For scales integrated with the vehicle lift, slowly spin wheels to center vehicle on dynamometer.
d. Measure and record the drive axle weight.
e. Laterally stabilize, restrain, and chock the vehicle.

4) If the vehicle is to be measured on a four-wheel drive dynamometer, both axles must be weighed.

5) When the drive axle or non-drive axle is measured, the EIS must see a minimum of 500 pounds before continuing on with the inspection.

4. **Vehicle Test Weight (VTW) Selection:** Select a test weight based upon the following criteria:

Programming Criteria:

1. Use the ETW value in the VLT when available. If the ETW is not available, use the inertia weight class value (IWC) in the VLT, ~~or~~ the vehicle's measured drive axle weight, or the appropriate default weight. See below for specific test weight determination when the ETW is not available.

2. If the ETW is not available in the VLT and the GVWR is less than 8501 pounds, the EIS shall determine the correct Vehicle Test Weight based on one of the following formulas.

a. If ABS(ADAXWT - MDAXWT) <= (XX * ADAXWT)

where:
ADAXWT = Average Drive Axle Weight taken from the appropriate VLT record.
MDAXWT = Measured Drive Axle Weight from the EIS scale.
ABS = Absolute Value
XX = 10% until updated by the Low % Threshold field of the configuration information record.

If yes, then use the IWC in the appropriate VLT record. If no, proceed with step b.

b. If ABS(ADAXWT - MDAXWT) > (XX * ADAXWT)

Query the technician to determine if the vehicle is carrying an excess load.

DISPLAY PROMPT:

DOES THE VEHICLE APPEAR TO HAVE AN EXCESS LOAD GREATER THAN 500 POUNDS? (YES/NO) (e.g., load of bricks or camper)

1) If the technician answers "YES," then the IWC from the appropriate VLT record will be assumed to

be correct since weighing the whole vehicle will produce inaccurate results.

2) If the technician answers "NO" and:

ABS(ADAXWT - MDAXWT) <= (YY * ADAXWT)

where:
YY = 30% until updated by the High % Threshold field of the configuration information record.

then the technician shall be prompted to validate the vehicle weight.

DISPLAY PROMPT:

BASED UPON THE DRIVE AXLE WEIGHT OF THIS VEHICLE, THE TOTAL VEHICLE INERTIA IS ASSUMED TO BE [IWC]. IS THIS WEIGHT CORRECT? (YES/NO)

i). If the technician answers "YES" then use the IWC from the appropriate VLT record.

ii). If the technician answers "NO" then prompt the technician to measure the non-drive axle weight.

VTW= [MDAXWT] + [Measured Non-Drive Axle Weight

3) ABS(ADAXWT - MDAXWT) > (YY * ADAXWT)

then the IWC in the applicable VLT record is incorrect. To determine the correct VTW, prompt the technician to measure the non-drive axle weight.

VTW = [MDAXWT] + [Measured Non-Drive Axle Weight]

4) If the ETW, IWC or the measured VTW is less than 2000lbs., the EIS shall use 2000lbs. for the VTW.

3. If an ETW is unavailable and the GVWR is greater than 8500 lbs. the EIS shall use 6000 lbs. for the VTW.

5. **Vehicle Test Weight Data Source:** The EIS shall automatically record the source of entry for the vehicle test weight data in the *Vehicle Test Weight Input Source* field. The entries are as follows:

V = VLT Match (VLT *Equivalent Test Weight*)
D = VLT Default (VLT *Inertia Weight Class)*
M = Measured Weight
F = 2000 lb. default (when the vehicle test weight is less than 2000 lb.)
G = 6000 lb. default (when an ETW is not available and the GVWR is greater than 8500 lbs.)

6. **Restrain the Vehicle:**

DISPLAY PROMPT:

IS THE VEHICLE A FRONT-WHEEL DRIVE? (YES/NO)

Programming Criteria:

1) If Yes (the vehicle is a front-wheel drive vehicle) or the vehicle is being tested on a four-wheel drive dynamometer, the EIS shall:

a. Prompt the driver to laterally stabilize, restrain and chock the vehicle on the dynamometer if it has not already been done.

DISPLAY PROMPT:

FRONT-WHEEL DRIVE VEHICLE: LATERALLY STABILIZE, RESTRAIN AND CHOCK.

b. Verify that the restraints are engaged prior to proceeding to the next step.

Note: Provisions must be made to ensure that restraints which control side-to-side movement are used on all front-

wheel drive vehicles and that the vehicles are not just tied to some fixed object. If the restraint system does not control forward to backward movement, the EIS must prompt the technician to place wheel chocks or equivalent.

2) If No (the vehicle is a rear-wheel drive vehicle), prompt the driver to restrain the vehicle.

DISPLAY PROMPT:

REAR-WHEEL DRIVE VEHICLE: RESTRAIN

7. **Axle weight scale calibration verification.**

Each time the EIS measures a drive axle weight, the EIS shall determine if the axle weight is directly comparable to the axle weight listed in the VLT. An axle weight is directly comparable to the VLT axle weight if the vehicle has an ETW listed in the appropriate VLT record.

For each directly comparable drive axle weight (CDAX), the EIS shall determine the measured weight error (DAXERR) according to the following equation:

$$DAXERR = \frac{CDAX - ADAXWT}{ADAXWT} * 100$$

where ADAXWT is the drive axle weight taken from the appropriate VLT record.

The EIS shall maintain a record of the last 30 DAXERRs in the file DAXERR.DAT. If the average of these 30 DAXERRs is greater than XX or less than YY (where YY is assumed to be a negative number), then the EIS shall lock out for inspection until the axle weight scale calibration can be verified by a field service representative. If DAXERR.DAT does not contain 30 records (new EIS or the record was recently cleared), the EIS shall not lock out for drive axle weight scale calibration. The dynamometer scale lockout can be cleared in the service menu, or by the VID. Anytime the dynamometer scale lockout is cleared the EIS shall clear the DAXERR.DAT file.

The field service representative shall, in the process of calibrating the drive axle weight scale, clear out the DAXERR records.

Note: CONFIG.DAT contains the values for XX, and YY.

Anytime the DAXERR is within 80% of the lockout limits (XX, and YY), the EIS shall display the following warning prompt:

DISPLAY PROMPT:

THE AXLE SCALE APPEARS TO BE OUT OF CALIBRATION. IF THE PROBLEM PERSISTS THE EIS WILL BE LOCKED OUT.

Note: Prior to displaying the above prompt, the DAXERR file must have 30 records in it

8. **Horsepower Applied During the ASM Cycle**: During the ASM test, the torque will remain constant during each mode of the test. The torque to apply will be derived from the dynamometer-applied horsepower for both the 5015 and the 2525 portions of the test using the following equation:

$$Torque = 5252 \times [applied\ hp\ @\ 15\ mph] \div [roll\ RPM]$$

$$Torque = 5252 \times [applied\ hp\ @\ 25\ mph] \div [roll\ RPM]$$

Dynamometer-applied horsepower for each mode of the ASM loaded-mode test must be calculated using measured vehicle weights if the drive axle weight differs by more than 10% from the value listed in the *Average Drive Axle Weight* field of the VLT. Otherwise, calculate the loading using the appropriate weights located in the VLT.

9. **Structured Test Drive and Free-Form Test Drive Calculation for Power Applied**

$PAU\ POWER_{@\ OBS\ MPH} = ACC\ POWER_{@OBS\ MPH/S} + TRLHP_{@OBS\ MPH} - GTRL_{@OBS\ MPH} - LHP_{@OBS\ MPH}$

where:
$PAU\ POWER_{@\ OBS\ MPH}$ = Power applied by the PAU to accurately simulate a vehicle during a transient cycle

$ACC\ POWER_{@OBS\ MPH/S}$ = Power required to accelerate or decelerate vehicle inertia in excess of dynamometer base inertia = Obsmph * 5280 / 3600 *ACC FORCE / 550

Where:
ACC FORCE = E MASS * ACCELERATION (MPH/SEC) * 5280 / 3600
Obsmph = Observed vehicle speed

E MASS = The portion of the vehicle mass that must be simulated electrically
E MASS = (VEHICLE WEIGHT - BASE INERTIA) / 32.2
Multiply vehicle weight by 1.015 if two-wheel drive vehicle (for non-drive wheel rotating inertia)

$TRLHP_{@OBS\ MPH}$ = Power absorbed by drag on the vehicle = AV * (Obsmph) + BV * $(Obsmph)^2$ + CV * $(Obsmph)^3$

Where:
AV = (AVPF / 50) * TRLHP@50
BV = (BVPF / 2500) * TRLHP@50
CV = (CVPF / 125000) * TRLHP@50

Where:
TRLHP@50 = Track road load horsepower at 50 mph
AVPF = 0.35
BVPF = 0.1
CVPF = 0.55

$GTRL_{@OBS\ MPH}$ = Power absorbed at the tire/dyno roll interface = At * (Obsmph) + Bt * $(Obsmph)^2$ + Ct * $(Obsmph)^3$

$PLHP_{@OBS\ MPH}$ = Dynamometer parasitic loss horsepower

Programming Criteria:

1) If the applied dynamometer horsepower must be calculated, use the following procedure:

Calculate the curve coefficients necessary to properly characterize the tire/roll interface losses.

A_t = (0.xx/50) x (GTRL@50mph)
B_t = (0.yy/2500) x (GTRL@50mph)
C_t = (0.zz/125000) x (GTRL@50mph)
A_{t8} = (0.76/50) x (-.378193 + (0.0033207 x DAXWT))
B_{t8} = (0.33/2500) x (-.378193 + (0.0033207 x DAXWT))
C_{t8} = (-0.09/125000) x (-.378193 + (0.0033207 x DAXWT))
A_{t20} = (0.65/50) x (.241645 + (.0020844 x DAXWT))
B_{t20} = (0.48/2500) x (.241645 + (.0020844 x DAXWT))
C_{t20} = (-0.13/125000) x (.241645 + (.0020844 x DAXWT))

Where:
- A_t, B_t, C_t are curve coefficients necessary to properly characterize the tire/roll interface losses.
- A_{t8}, B_{t8}, and C_{t8} are curve coefficients when using twin 8.625-inch diameter rolls.
- A_{t20}, B_{t20}, and C_{t20} are curve coefficients when using twin 20-inch diameter rolls.
- DAXWT is the measured drive axle weight.

Coefficients for other roll diameters shall be supplied by dynamometer manufacturers and submitted to BAR for approval.

2) Using the curve coefficients established above, determine the GTRL for 15 mph and 25 mph using the following equation:

$GTRL_{@Obmph} = (A_t \times (Obmph)) + (B_t \times (Obmph)^2) + (C_t \times (Obmph)^3)$

Where GTRL@Obmph = Generic Tire/Roll Interface losses at the observed mph

3) Using the measured drive axle weight (MDAXWT), calculate the applied horsepower as follows:

a. For 8.65" diameter rolls:

THP5015 = VTW/227
THP2525 = VTW/248

HP50158 = THP5015 – $GTRL_{@\ for\ 8.65\ rolls}$

HP25258 = THP2525 – $GTRL_{@\ for\ 8.65\ rolls}$

b. For 20" diameter rolls:

THP 5015 = ETW/227 + $GTRL_{@15\ for\ 8.65"\ rolls}$ - $GTRL_{@15\ for\ 20"\ rolls}$
THP 2525 = ETW/248 + $GTRL_{@25\ for\ 8.65"\ rolls}$ - $GTRL_{@25\ for\ 20"\ rolls}$

10. **Cooling Fan**: The EIS shall prompt the technician to turn on the fan and to place it in position if the ambient temperature is above 72°F. (The EIS

may provide the option of automatically turning on the fan from a remote location.)

11. **Probe and Tachometer Hookups**: The EIS shall prompt the technician to insert the sample probe into the tailpipe and attach the selected RPM pick up device pursuant to §3.6.11.

12. **Gear Selection**: The technician shall be prompted, as appropriate, on transmission type:

    i. Automatic Transmissions

    DISPLAY PROMPT:

    PLACE THE TRANSMISSION IN DRIVE. IF THE ENGINE RPM EXCEEDS _____, PLACE THE TRANSMISSION IN OVERDRIVE.

    Programming Criteria:

    The EIS shall prompt the technician to place the transmission in drive. Engine RPM during the test mode shall not exceed the following:

    a. Engine size less than or equal to 3.0L: RPM may not exceed the appropriate upper limit (times 100) in the configuration file (CONFIG.DAT). If the RPM limit in the configuration file is empty, the EIS shall default to 3000 RPM.

    b. Engine size greater than 3.0L: RPM may not exceed the appropriate upper limit (times 100) in the configuration file (CONFIG.DAT). If the RPM limit in the configuration file is empty, the EIS shall default to 2500 RPM.

    ii. Manual Transmissions

    DISPLAY PROMPT:

    PLACE THE TRANSMISSION IN SECOND GEAR.

    KEEP ENGINE RPM BETWEEN ____ AND ____.

    Programming Criteria:

The EIS shall prompt the technician to test the vehicle in second gear unless the following criteria cannot be met, then select a gear that will maintain the following engine speeds.

a. Engine size less than or equal to 3.0L: Greater than or equal to the appropriate lower limit (times 100) in the configuration file, less than or equal the appropriate upper limit (times 100) in the configuration file. If the RPM limit in the configuration file is empty, the EIS shall default to 3000 RPM for the upper limit, and 1500 RPM for the lower limit.

b. Engine size larger than 3.0L: Greater than or equal to the appropriate lower limit (times 100) in the configuration file, less than or equal to the appropriate upper limit (times 100) in the configuration file. If the RPM limit in the configuration file is empty, the EIS shall default to 2500 RPM for the upper limit, and 1250 RPM for the lower limit.

13. **Tire Drying**: The EIS shall prompt the technician as follows:

    DISPLAY PROMPT:

    DO THE TIRES NEED DRYING? (YES/NO)

    Programming Criteria:

    1) If YES, the EIS shall allow the technician to run the vehicle at any speed below 30 mph after selection of the transmission gear (engine speed may not exceed 3000 RPM). When the roll speed exceeds 1 mph, the screen shall display the following delay message which shall include the seconds that must be waited until the test mode can begin.

       DISPLAY PROMPT:

       ONCE THE TIRES ARE DRY, YOU MUST WAIT ____ SECONDS PRIOR TO BEGINNING THE 5015 TEST MODE.

       The EIS shall increment the above second timer one second at a time until the rolls are brought to a stop (speed reaches 1 mph or

less). If the vehicle speed exceeds 30 mph or the engine exceeds 3000 RPM during tire drying, the timer shall increment twice a second until the speed is brought below 30 mph or the engine speed below 3000 RPM. When the rolls come to a stop, the above timer shall decrement once every second until the time reads zero before the EIS allows the driver to start the 5015 mode.

2) If NO, the EIS shall proceed to the next step in the testing procedure.

3) The response (Y=Yes, N=No) shall be written to the *Tire Drying* field of the test record. This field shall be filled for all ASM test records. (For two-speed test records, the field shall remain blank.)

b) **ASM Pre-Emissions Test Conditions**
The following conditions must be present before the EIS begins the test sequence:

Programming Criteria:

1. The dilution threshold is within the limits.

2. The EIS does not detect a "low-flow" condition.

3. The engine idle speed is between 400 and 1250 RPM.

4. The dynamometer rolls are not turning (speed <1 mph). If the roll speed exceeds this limit, or the engine speed exceeds 1250 RPM, display the following delay message and increment the displayed seconds by two times the number of seconds the roll or engine speed are outside limits.

   DISPLAY PROMPT:

   DELAY TESTING, YOU MUST WAIT ____ SECONDS.

5. Once the roll or engine speed are within the limits, decrement the time by one second at a time until the number of seconds reaches zero. In addition, the EIS shall not start the test sequence until the dynamometer remains stopped for twice the time that the rolls were turning.

6. Once all conditions have been met, display the following prompt:

   DISPLAY PROMPT:

TESTING CAN BEGIN.

c) **ASM (Loaded Mode) Emissions Testing Sequence**
Second-by-second data recording shall start from the time the roll speed exceeds 1 mph during the acceleration into the ASM 5015 mode (Mode 1) until the roll speed decelerates to 1 mph at the conclusion of the ASM 2525 mode (Mode 2). This data will be collected, based on the data in CONFIG.DAT. If the test is restarted at any time during the test sequence, the previously stored second-by-second record shall be deleted. The second-by-second data shall be written to the second-by-second data record. The emission levels, without the DCF adjustment, shall be recorded in the second-by-second data record.

The emissions data (HC, CO, CO_2, NO and O_2 second-by-second readings) for both the ASM 5015 and ASM 2525 modes shall be time-aligned with the vehicle speed readings to account for the delay caused by the transport time needed to get the exhaust gas from the vehicle's tailpipe to the analyzers/sensors. This transport time may be different from the probe to the optical bench and from the probe to the NO and O_2 sensors, and shall be accounted for. The transport times shall be determined by the EIS manufacturer by measuring the transport times of at least thirty EIS's in their final production configuration. These times shall be averaged and used as fixed numbers to be added to the figures based on the response times. Time-alignment shall be done before any corrections (e.g., DCF) are applied. The time-alignment shall be based on the average of the three most recent calibration records' T_{90} times for the appropriate gas. Do not use a fixed response time for the various sensors' response times.

d) **5015 Test Mode (ASM Test Mode 1)**
The EIS shall prompt the technician to accelerate the vehicle to 15 miles per hour. The EIS shall display the 5015 test speed with applicable speed limits (or drive trace graphical display), test time, engine RPM, and other appropriate test mode information. The dynamometer shall smoothly apply the load once the vehicle speed exceeds 10 mph.

The maximum duration for the 5015 test mode is 100 seconds. The beginning of the mode is defined as the time that the vehicle accelerates from rest to >1 mph. The emissions averaging portion of the test shall not begin unless:

- Roll speed is at 15 ±1 mph for two consecutive seconds.

- Engine speed is within required engine RPM range. The required engine RPM limits are found in the configuration file. If the limits are not in the configuration file, use the following default ranges: 100 - 2500 or 100 - 3000 for automatic transmissions depending on engine size; 1250 - 2500

or 1500 - 3000 for manual transmission depending on engine, refer to §3.6.12 .

- Load and dilution (CO + CO_2) fall within specifications. (If dyno horsepower loading and dilution remain out of specification for more than two seconds, restart test according to the restart procedures listed in 3.6.12.h..)

The emissions averaging portion may last up to 90 seconds. However, the moving 10-second emissions averaging shall extend to 90 seconds (+ EIS system response time).

If the vehicle has not stabilized in accordance with the above criteria within 25 seconds, the EIS shall prompt the technician to restart the test according to the restart procedures listed later. If the vehicle stabilizes in more than ten seconds and less than 25, the corresponding amount of time beyond 10 seconds shall be subtracted from the 90 seconds emissions-averaging portion of the test.

If the instantaneous dynamometer loading, as measured by the dynamometer load cell, differs from the command load by more than ±0.25 hp or ±2% for more than two consecutive seconds during the emissions averaging portion of the ASM test, the EIS shall set a dynamometer loading error. This shall cause the test mode to restart according to the restart procedures.

If, at any time during the emissions-averaging portion of the test mode, the above criteria fall outside the acceptable ranges, the EIS shall display one of the following appropriate messages to prompt the driver to correct the problem. In the event of a RPM range violation, the RPM must be monitored as follows: If the engine RPM is above the upper limit or below limit but above 100 RPM for more than five seconds, the test shall restart. If the engine RPM is below 100 RPM for more than 2 seconds, the test shall restart.

DISPLAY PROMPT:

OUTSIDE TEST SPEED LIMIT

OUTSIDE ENGINE RPM RANGE

DYNO LOADING ERROR

OUTSIDE DILUTION SPECIFICATION

As soon as the emission averaging portion of the test mode has begun, start monitoring the vehicle's acceleration every 0.5 seconds. If at any time the acceleration exceeds the limits in the VLT, *Acceleration Excursion Limit* field, the EIS shall display the following message to prompt the driver that the acceleration is out of range:

DISPLAY PROMPT:

OUTSIDE THE MAXIMUM ACCELERATION LIMIT

Emissions resulting from transient throttle shall not be included in the 10-second averaging data. In addition, if an acceleration violation occurs, that time-aligned data must not be used for emissions averaging. Instead, the emissions averaging will continue five seconds after the time aligned acceleration violation ceased. (Time alignment is determined by subtracting EIS response time and transport time.) If this event occurs near the end of the test (meaning another 10-second average cannot be completed), the last full 10-second average will be the ending result for the mode.

When ten seconds have passed since the emissions-averaging portion of the test mode began, the EIS shall keep track of the number of acceleration excursions. The data shall be recorded in the *Acceleration Violations ASM Mode 1* field of the test record. If the number of acceleration excursions exceeds five or the cumulative time exceeds five seconds, then the EIS shall prompt the technician to restart the test according to the restart procedures listed in 3.6.12.h.. Each violation, regardless of the length, is considered one unique violation.
If, at any time during the emissions averaging portion of the test mode, the vehicle speed deviates by more than one mph from the target speed for more than five seconds at any one time, the test shall terminate.

If the *fast pass field* in the configuration file is set to 'Y' the vehicle shall pass the 5015 test mode when the 10-second average readings for HC, CO and NO are all below the applicable standards for the vehicle. Once passing readings have been achieved for all three gases, the 5015 mode shall terminate and the EIS shall proceed to the next phase of the test. If the *fast pass field* in the configuration file is set 'N', the EIS shall use the final 10-second average readings for HC, CO, and NO to determine pass or fail for the mode. However, emissions resulting from transient throttle shall not be included in the 10-second averaging data. In the event an acceleration violation occurs during the final 10 second average, the last full 10-second average will be the end result for the mode.

For a 5015 test, 25 valid 10 second moving averages are required for a failing

test. For a 2525 test, 15 valid 10 second averages are required for a failing test. If the vehicle has passing emissions, only one valid 10-second average is required. Therefore, the minimum test time in either mode for a vehicle that has passing emissions is 2 sec + 10 sec AVE + EIS response time. Otherwise, the test shall be restarted according to the restart procedures listed in 3.6.12.h.

The emissions reading used to make the pass/fail or gross polluter determination shall be recorded in the test record and on the VIR.

e) **2525 Test Mode** (ASM Test Mode 2)
At the conclusion of the 5015 test mode, the EIS shall prompt the driver to accelerate the vehicle to 25 mph. The EIS shall display the 2525 test speed with applicable speed limits (or drive trace graphical display), test time, engine RPM and other appropriate test mode information. The dynamometer shall change to the 2525 test mode settings as soon as the 5015 test mode has been completed.

The 2525 test mode procedures are the same as those for the 5015 test mode, except for the following:

1. Maximum test duration equals 75 seconds.
2. Vehicle speed is stabilized at 25 mph ±1 mph for two consecutive seconds.
3. Vehicle speed stabilization must be achieved within 20 seconds.
4. Maximum emissions-averaging duration is 65 seconds.
5. Fifteen valid 10-second moving averages constitutes a valid test.

The number of acceleration excursions shall be recorded in the *Acceleration Excursion Violations ASM Mode 2* field of the test record.

If the *fast pass field* in the configuration file is set to 'Y' the vehicle shall pass the 2525 test mode when the 10-second average readings for HC, CO and NO are all below the applicable standards for the vehicle. Once passing readings have been achieved for all three gases, the 2525 mode shall terminate and the EIS shall proceed to the next phase of the test. If the *fast pass field* in the configuration file is set 'N', the EIS shall use the final 10-second average readings for HC, CO, and NO to determine pass or fail for the mode. However, emissions resulting from transient throttle shall not be included in the 10-second averaging data. In the event an acceleration violation occurs during the final 10 second average, the last full 10-second average will be the end result for the mode.

For a 5015 test, 25 valid 10 second moving averages are required for a failing

test. For a 2525 test, 15 valid 10 second averages are required for a failing test. If the vehicle has passing emissions, only one valid 10-second average is required. Therefore, the minimum test time in either mode for a vehicle that has passing emissions is 2 sec + 10 sec AVE + EIS response time. Otherwise, the test shall be restarted according to the restart procedures listed in 3.6.12.h..

The emissions reading used to make the pass/fail or gross polluter determination shall be recorded in the test record and on the VIR.

f) **Fast Pass/Fast Fail**
An algorithm may be included at a later date for both modes.

g) **Augmented Braking**
Augmented braking shall be "ON" and operational during the ASM test mode. The EIS is not required to provide a method to disengage the augmented braking during the ASM testing mode. Augmented braking for the ASM test consists of applying the maximum safe load with the dynamometer to bring the rolls to a complete stop. Augmented braking shall automatically occur when any of the following conditions are met:

1. The conclusion of the 2525 mode
2. The test mode meets conditions for restart
3. The test mode meets conditions for abort

The EIS shall include a way to disengage the augmented braking if the technician chooses. The augmented braking shall default to the engaged position.

h) **Restart Procedures**
Bring the rollers to a full stop. Record the time that had elapsed since the beginning of the 5015 mode (when wheels started turning). Reset the test timer to zero. The EIS shall prohibit the restart of the test until the vehicle has idled (speed <1250) twice the original elapsed time from the start of the ASM 5015 (roller speed >1 mph). Upon restart, the previously captured second-by-second data shall be deleted and new second-by-second data collected.

DISPLAY PROMPT:

TEST MODE MUST BE RESTARTED BECAUSE:

1. Conditions Causing Test Mode Restart (both modes):

i. Vehicle and/or equipment unable to stabilize with required stabilization time
ii. Acceleration violation according to the requirements stated in the test sequence
iii. Dynamometer load outside of specification for at least two consecutive seconds
iv. Sample dilution
v. Engine speed below 100 RPM for more than two seconds.
vi. Engine speed outside of range more than five seconds during one excursion.
vii. Inadequate number of valid ten-second average readings.
viii. "Low Flow" displayed on the screen for more than three seconds.

The EIS shall count the number of restarts during the test procedure. The count shall be written to the *ASM Restart Counter* field of the test record. The maximum number of restarts is two, otherwise the test will be aborted. ASM tests with no restarts will record zero in the appropriate field, two-speed idle tests will leave the field blank. Conditions for restart:

a) the dyno roll speed is < 1mph
b) the engine is idling between 400-1250 RPM
c) the EIS must wait twice the elapsed test time
Note: If the technician violates criteria a) and/or b) during the "wait time" the EIS will add the remaining "wait time" to the duration of the new violation "wait time".

2. Conditions Causing Test Mode Abort (both modes):

i. Safety-related issues
ii. Equipment failure
iii. Power loss
iv. Any of the restart conditions listed above occurring more than twice
v. Technician violates the speed tolerance for more than five seconds

Anytime the test is aborted, the EIS shall display the following prompt:

DISPLAY PROMPT:

TEST MODE ABORTED DUE TO: Display the appropriate abort reason.

i) **End of ASM Emissions Test Mode**
At the completion or termination of the ASM two-mode inspection, the EIS shall display the following message:

DISPLAY PROMPT:

END OF ASM EMISSIONS TEST

j) **Optional ASM Testing Sequences**
Based on information in the *Optional ASM Test Sequence* field of the VLT, one of the following test sequences may be performed instead of the standard ASM test (ASM Test Sequence #1). Store the ASM test sequence identifier to the *Test Sequence* field of the test record.

Optional ASM Test Sequence #2
If the VLT reference for the vehicle being tested has a "2" in the *Optional ASM Test Sequence* field, the EIS shall perform a standard ASM with the following exceptions:

- If the vehicle still fails emissions testing after 100 seconds (5015 mode), increase speed to 20 mph, then reduce speed to 10 mph, and then increase speed to 15 mph. The technician will have 10 seconds to start the speed deviation cycle (the vehicle must pass 16 mph within 10 seconds), or the test must be restarted per the restart conditions (see §3.6.12.h). Maximum duration of the speed deviation procedure is 20 seconds (the 20-second counter will start once the vehicle passes 16 mph). If the speed deviation cycle is not completed within 20 seconds, the test must restart per the restart conditions. Make the next pass/fail decision based on average emissions over a 10-second averaging period that begins 12 seconds after roll speed has returned to the 15-mph window. Store the final emission readings to the test record.

- Maximum duration for the 5015 mode is 180 seconds (without restarts).

- The standard ASM 2525 mode follows the modified 5015 mode with no modifications to the 2525 mode.

k) **Special Test Sequence Prompt**
Prior to displaying any messages about dynamometer compatibility, the EIS shall look to the Advice Code field of the VLT. When the VLT Advice Code field is filled with a number other than zero, the EIS shall go to ADVICE.DAT file and display the appropriate message (i.e. if the Advice Code field is filled with 12,

display record number 12 of ADVICE.DAT prior to displaying any messages about dynamometer compatibility). If the Advice Code field of the VLT is zero filled, do not display any message from ADVICE.DAT prior to any dynamometer related prompts.

l) **Extended Parameters**

The extended parameters table is to be used whenever the Parameters Table Row ID field in the VLT has a number other than zero, and an ASM test is indicated (i.e. vehicle is compatible with a 2WD dyno, technician selected ASM test if the option was given, etc.). The Extended Parameters table is not to be used for the test parameters when a TSI test is to be performed (i.e. test record indicates a TSI is to be performed, vehicle is not compatible with a 2WD dyno an appropriate ESC category in TABLE4 is not available, etc.). The Extended Parameters fields are to be used as follows:

Advice Code:

When this field is filled with a number other than zero, the EIS shall go to ADVICE.DAT file and display the appropriate message (i.e. if the Advice Code field is filled with 10, display record number 10 of ADVICE.DAT prior to starting the emissions test). If the Advice Code field is zero filled, do not display any message from ADVICE.DAT prior to starting the emissions test.

Pretest RPM:

This field contains the maximum RPM that the vehicle can idle at prior to starting the ASM test.

Mode 1 Test:

This field will determine if the mode is to be an ASM mode, idle mode, or the mode is to be skipped. The field will be filled as follows:
A = ASM mode
T = Idle mode
N = Mode not performed

Mode 1 Pass/Fail:

This field will determine if the emissions for this mode will be used for pass/fail decision. The field will be filled as follows:
Y = use emissions for pass/fail
N = do not use emissions for pass/fail

Mode 1 Load:

This field contains the number that the vehicle test weight is divided by to determine the horsepower for the mode.

$$HP = \frac{VTW}{XXX} - GTRL @ 8.65$$

Mode 1 roll speed - low limit:

This field contains the dynamometer low roll speed limit in MPH for the emissions test.

Mode 1 roll speed - high limit:

This field contains the dynamometer high roll speed limit in MPH for the emissions test.
Note: Roll speed may be commanded up to 60 mph.

Mode 1 engine speed limit - low limit:

This field contains the low RPM limit that is to be used during the emissions test.
Note: Automatic and manual transmissions are to use this limit.

Mode 1 engine speed limit - high limit:

This field contains the high RPM limit that is to be used during the emissions test.

Mode 1 test duration:

This field contains the maximum test duration for this mode (i.e. this is the same clock as the 100 second maximum duration clock is to the standard 5015 test).

Mode 1 emission duration:

This field contains the maximum emissions averaging duration for this mode (i.e. this is the same clock as the 90 second emissions clock is to the standard 5015 test).

Mode 1 stabilization duration

This field contains the time the vehicle must be stabilized within (i.e. this is the same clock as the 25 second stabilization clock is to the standard 5015 test).

Mode 1 sampling duration:

This field contains the emissions averaging time for this mode (i.e. this is the same clock as the 10 second averaging clock is to the standard 5015 test).

Mode 1 Valid number of averages:

This field contains the number of moving averages that constitute a valid test (i.e. this is the same number as the 25 ten-second moving averages is to the standard 5015 test).

Mode 1 Acceleration Excursion limit:
This field contains the maximum acceleration limit for this mode.

Note: Mode 2 and Mode 3 are handled the same way as Mode 1.
The EIS shall use the parameters from the standard test sequence for any parameters that are not listed in the Extended Parameters Table (i.e. number of restarts, number of acceleration violations, etc.).

Preconditioning Advice Code:
When this field is filled with a number other than zero, the EIS shall go to ADVICE.DAT file and display the appropriate message (i.e. if the Advice Code field is filled with 11, display record number 11 of ADVICE.DAT prior to starting the preconditioning). If the Preconditioning Advice Code field is zero filled, do not display any message from ADVICE.DAT prior to starting preconditioning.

Preconditioning Engine speed - low limit:
This field contains the low RPM limit that is to be used during preconditioning.

Preconditioning Engine speed - high limit:
This field contains the high RPM limit that is to be used during preconditioning.

Preconditioning duration:
This field shall contain the amount of time the vehicle is to be preconditioned. If this field is zero filled, do not perform preconditioning.

Note: preconditioning is to be performed when the preconditioning duration field has a number other than zero, and the vehicle fails any emission cutpoint that is used for a pass/fail decision. If preconditioning is performed, store a "4" to the *Preconditioning Procedure* field of the Test Record. If preconditioning is performed, do not save the first set of emission results to the test record. After preconditioning is performed, the EIS shall run all three modes again.

The results of the first loaded mode that is used for a pass/fail decision shall be stored to the 5015/TSI 2500 RPM fields of the test record. Results of the second loaded mode that is used for a pass/fail decision shall be stored to the 2525/TSI-idle RPM fields of the test record. Results of the first idle test that is used for a pass/fail decision shall be stored to the First try 2500 RPM fields of the test record. Results of the second idle test that is used for a pass/fail decision shall be

stored to the First try idle fields of the test record. There will never be three loaded mode tests run in a row that are used for a pass/fail decision, or three idle tests run in a row that are used for a pass/fail decision. The maximum number of modes is three.

The emission cutpoints will be provided in the VLT when using extended parameters. The first loaded mode that is used for a pass/fail decision will use the emission cutpoints from the 5015 emission fields of the VLT (i.e. 5015 HC - A, 5015 CO - A, etc.). The second loaded mode that is used for a pass/fail decision will use the emission cutpoints from the 2525 emission fields of the VLT (i.e. 2525 HC - A, 5015 CO - A, etc.). The first idle test that is used for a pass/fail decision will use the emission cutpoints from the 2500 RPM emission fields of the VLT (i.e. 2500 HC, 2500 CO, etc.). The second idle test that is used for a pass fail decision will use the emission cutpoints from the idle RPM emission fields of the VLT (i.e. Idle HC, Idle CO, etc.).

When the emission results are printed on the VIR, the EIS shall print "N/A" instead of the average values listed in the VLT.

Example test sequences are as follows:

Example # 1
Mode 1 = idle test - store results to the First try 2500 RPM fields of the test record, use emission cutpoints from the 2500 RPM emission fields of the VLT.
Mode 2 = loaded mode test - store results to the 5015/TSI 2500 RPM fields of the test record, use emission cutpoints from the 5015 emission fields of the VLT.
Mode 3 = loaded mode test - store results to the 2525/TSI idle RPM fields of the test record, use emission cutpoints from the 2525 emission fields of the VLT.

Example # 2
Mode 1 = loaded mode test - store results to the 5015/TSI 2500 RPM fields of the test record, use emission cutpoints from the 5015 emission fields of the VLT.
Mode 2 = loaded mode test - sampling duration set to zero (pass/fail decision is not made on this mode) - do not save the results to the test record, do not use emission cutpoints from the VLT.
Mode 3 = loaded mode test - store results to the 2525/idle RPM fields of the test record, use emission cutpoints from the 2525 emission fields of the VLT.

If the pass/fail results for a mode(s) is not used, do not store the results for that mode(s) to the test record. When an extended parameters record is used, store a "4" to the Test Sequence field of the test record, and store an "A" to the Test Cycle field of the test record.

Example # 3
Mode 1 = idle test- Data fields that apply for a idle test and example values. Data fields not used in the idle test mode will be zeros.

Mode 1 Test	T
Mode 1 P/F	Y
Mode 1 engine speed – low limit	04
Mode 1 engine speed – high limit	20
Mode 1 test duration	040
Mode 1 sampling duration	05

T = idle mode
Y = use emissions for P/F determination. Mode will last 40 seconds use last 5 seconds for P/F determination. Note: fast pass sequences do not apply to idle test modes.

3.6.13 **Commencement of the Emissions Sampling Period For Two-Speed Idle Test Only**
Immediately before starting the two-speed idle emissions test, the EIS shall require the operator to verify that the type of ignition system entered is correct and allow the technician to change it if it is incorrect.

a) The sampling period shall commence as soon as stability is achieved. Stability is achieved when all of the following conditions are satisfied:

1. Averaged reading for $CO+CO_2$ over a period of two seconds meet the dilution threshold.

2. Engine RPM has been within specified thresholds for at least one second.

3. Sample flow rate is adequate to prevent triggering the low flow lockout.

b) After stability has been achieved and sampling has been initiated, if any of the following conditions occur, the test mode must be restarted:

1. The dilution level is below the specified threshold.

2. Engine RPM is outside the specified thresholds.

3. Sample flow rate is not adequate to prevent triggering the low flow lockout.

c) Exceeding the RPM limits, not reaching the dilution threshold or a low flow rate during a testing period shall automatically cause the testing period to restart for that mode. The EIS shall allow the technician three attempts before displaying a message asking the technician if he/she wants to abort the test. The same message shall be displayed after each subsequent unsuccessful attempt.

3.6.14 **Two-Speed Idle Testing Sequence**

a) The following testing/sampling sequences shall be available in the EIS at the time of certification:

<u>SEQUENCE #1</u>:

Testing period:	30 seconds for each stage
First stage:	2500 RPM (± 10 %)
Second stage:	Idle RPM
Basis for test results:	Average of last 5 seconds of each sampling period.

Units of test results: Concentration measurements: PPM HC, % CO, % O_2 and % CO_2.

Test Sequence # 1 shall be used to test all vehicles except those mentioned under the test sequences below.

SEQUENCE #2:

Testing period: 30 seconds for each stage

Note: Prior to initiating the test, the technician shall be informed that the vehicle they will be testing will require special test procedures and that it is important to follow directions carefully. The technician shall then be prompted to turn the key off for 10 seconds. At the end of 10 seconds, the EIS shall prompt the technician to restart the engine and begin the 2500-RPM test. The EIS shall ensure that there is no RPM signal for 10 seconds prior to starting the 2500-RPM test.

First stage: 2500 RPM (±10 %)

Note: Between the test stages, the technician shall be prompted to turn the ignition off for 10 seconds. The EIS shall ensure that there is no engine RPM signal for at least 10 seconds. At the end of 10 seconds, the EIS shall prompt the technician to restart the engine and begin the idle test.

Second stage: Idle RPM (see standards for maximum)
Basis for test results: After the first 15 seconds of each stage, any passing reading (averaged over 5 consecutive seconds) collected during each sampling period or if none, over the last 5 seconds.
Units of test results: Concentration measurements: PPM HC, % CO, % O_2 and % CO_2

Test sequence #2 could take as little as 20 seconds if test conditions are satisfied and the vehicle meets the standards. If the emissions are not within the standards for any 5-second period (following the initial 15-second period), the test shall run the full 30 seconds.

All 1981-1984 Ford passenger cars with 5.8L (351 CID) engines shall be tested using Sequence # 2.

SEQUENCE #3:

Testing period: 30 seconds for each stage

Note: Before the 2500 RPM test starts, the EIS shall display a message to the technician indicating that the engine RPM cannot exceed 2650 for this vehicle.

First stage: 2500 RPM (+ 6 %, - 10 %)
Second stage: Idle RPM (see standards for maximum)
Basis for test results: Average of the last 5 seconds of each sampling period.
Units of test results: Concentration measurements: PPM HC, % CO, % O_2 and % CO_2

All 1984 Jeeps with a 2.5L (150 CID) light-duty trucks shall be tested using test Sequence # 3.

SEQUENCE #4:

Testing period: 30 seconds for each stage
First stage: 2500 RPM (±10 %)

Note: A message shall be displayed to the technician indicating that the vehicle being tested will require special test procedures and that it is important that they follow directions carefully. The EIS shall display the following prompt:

DISPLAY PROMPT:

IS THE VEHICLE FUEL INJECTED? (YES/NO)

Programming Criteria:

1. If YES, perform test sequence # 4.
2. If NO, follow inspection sequence # 1.

The technician shall be prompted to set the parking brake, press the brake pedal and run the IDLE test with the transmission in DRIVE. When the idle test is complete, the technician shall be prompted to return the transmission to PARK.

Second stage: Idle RPM (see standards for max.)
Basis for test results: Average of last 5 seconds of each sampling period.
Units of test results: Concentration measurements: PPM HC, % CO, % O_2 and % CO_2

All 1984 Chrysler/Dodge/Plymouth passenger cars having a 2.2L, fuel-injected engines with automatic transmissions shall be tested using Sequence # 4.

SEQUENCE #5:

Given the problems with the ZF automatic transmission, the BAR prefers that the affected vehicles be tested at their dealerships. Accordingly, if the technician enters an A (for automatic) for the transmission type, and if the vehicle make, model and model year match BMW/Peugeot/Volvo criteria, the EIS shall display the following message:

BECAUSE OF THE POSSIBILITY OF TRANSMISSION DAMAGE TO THIS VEHICLE, THE BAR PREFERS THAT IT BE INSPECTED AT ITS DEALERSHIP. IF YOU STILL WISH TO PERFORM THE INSPECTION, YOU MAY DO SO AT YOUR OWN RISK OR YOU MAY ABORT THE TEST.

Note: If the technician chooses to continue testing this vehicle, display the following message before beginning the test sequence.

BEFORE BEGINNING THE EMISSIONS TEST, MAKE SURE THE ENGINE IS AT NORMAL OPERATING TEMPERATURE. IF NOT, THE VEHICLE SHOULD BE DRIVEN UNTIL IT IS. DO NOT WARM THE ENGINE BY RAISING THE RPM ABOVE IDLE WHILE THE TRANSMISSION IS IN PARK OR NEUTRAL.

Perform idle test only (delete first stage).

Testing period:	30 seconds for idle stage
Engine Speed:	Idle RPM [Note: One stage only.]
Basis for test results:	Average of the last 5 seconds of the sampling period.
Units of test results:	Concentration measurements: PPM HC, % CO, % O_2 and CO_2

Note: All 1984-1987 BMWs with automatic transmission, 1985-1988 Volvo 740s with automatic transmission, and 1986-1987 Peugeot 505s with automatic transmission shall be tested using test Sequence #5. If the engine has been changed to a different year, the special test sequence shall follow the year of the vehicle.

Example:

* 1985 BMW with a ZF transmission and original engine uses test sequence #5 and the emission standards for 1985.
* 1985 BMW with a ZF transmission and a 1990 engine uses test sequence #5 and emission standards for 1990.

SEQUENCE #6:

Testing period:	30 seconds for each stage
First stage:	2500 RPM (±10%)
Second stage:	Idle RPM
Basis for test results:	
Stage 1:	Average of last 5 seconds of sampling period.
Stage 2:	Same as stage 1; however, if the emissions are not within the standards and the idle RPM was below 900, then the technician shall be prompted to rev the engine so that the idle speed is a minimum of 900 RPM (but not to exceed the manufacturer's specifications), and to continue the test for another 30-second Second-Stage Idle Test. After the first 15 seconds of the repeated second stage, any passing reading (averaged over 5 consecutive seconds) collected during the sampling period, or, if none, the average reading over the last 5 seconds of the stage.
Units of test results:	Concentration measurements: PPM HC, % CO, % O_2 and % CO_2

All 1985 Ford Ranger 2.3L (140 CID) light duty trucks and 1986 Ford Ranger and Aerostar 2.3L (140 CID) light duty trucks shall be tested using test sequence #6.

SEQUENCE #7:

Testing period: 25 seconds for each stage

Note: Prior to beginning the first stage, the technician shall be informed that the vehicle he/she will be testing will require special test procedures and that it is important to follow directions carefully (this information shall not be displayed prior to the "second-chance" test if preconditioning is required). The technician shall then be prompted to ensure the tachometer lead is connected, start the vehicle and allow it to idle. At the end of 156 seconds, the EIS shall prompt the technician to insert the probe and begin the 2500 RPM test. The EIS shall ensure that there is an RPM signal for 156 seconds prior to starting the 2500 RPM test. This 156-second warm-up shall not be required prior to the "second-chance" test if preconditioning is required.

First stage:	2500 RPM (±10 %)
Second stage:	Idle RPM (see standards for maximum)

Basis for test results: After the first 10 seconds of each stage, averaging shall begin. Any passing reading (averaged over 5 consecutive seconds) collected during each sampling period or if none, over the last 5 seconds.
Units of test results: Concentration measurements: PPM HC, % CO, % O_2 and % CO_2

Test Sequence #7 could take as little as 15 seconds if test conditions are satisfied and the vehicle meets the standards. If the emissions are not within the standards for any 5-second period (following the initial 15-second period), the test shall run the 25 seconds.

All 1985-1986 GM passenger cars with 5.0L engine and VIN-Y ("Y" in eighth position of the VIN) engines shall be tested using Sequence # 7.

b) Accommodations shall be made to allow for additional test sequences and sampling periods, which can be added at a later date. Based on information in the *TSI Test Sequence* field of the VLT, the following test sequence may be performed instead of the standard ASM test sequences listed above.

SEQUENCE #8:

Testing period: 25 seconds for each stage

Note: Prior to initiating the test, the technician shall be informed that the vehicle they will be testing should be at normal operating temperature prior to starting the test. The technician shall then be prompted to start the vehicle, snap the throttle and allow the throttle plate to snap closed. The EIS shall prompt the technician to insert the probe and begin the 2500-RPM test.

First stage: 2500 RPM (±10 %)
Second stage: Idle RPM (see standards for maximum)
Basis for test results: After the first 10 seconds of each stage, averaging shall begin. Any passing reading (averaged over 5 consecutive seconds) collected during each sampling period or if none, over the last 5 seconds.
Units of test results: Concentration measurements: PPM HC, % CO, % O_2 and % CO_2

Test Sequence #8 could take as little as 15 seconds if test conditions are satisfied and the vehicle meets the standards. If the emissions are not within the standards for any 5-second period (following the initial 10-second period), the test shall run the 25 seconds.

All vehicles designated in the VLT with an "8" in the *TSI Test Sequence* field shall be tested using Sequence # 8.

c) The different test sequences are designed to make the Smog Check test procedure correlate better with the Federal Test Procedure. Most of the different test sequences will be designed to prevent incorrectly failing pattern failures (errors of commission). Therefore, the BAR will provide information to the manufacturers regarding which procedure should be used with which engine families. The EIS should be designed to automatically run the appropriate test sequence after vehicle identification information is entered. Additional test sequences selected by the BAR will be provided to the manufacturers as soon as they become available. The test sequence number shall be documented in the *Test Sequence* field of the test record and the VIR.

d) When the vehicle has met RPM, flow rate and dilution conditions, the emissions test sequence shall begin and the display shall show the word TESTING and time remaining in the test sequence. The EIS shall record the emission readings at the end of the TESTING period, for each test mode.

e) For vehicles that have had engine changes, special test sequences shall follow the year of the engine, except special test sequence #5.

Example:
A 1980 Ranger with a 1985 2.3L engine uses special test sequence #6 and emission standards for 1985.

3.6.15 **Vehicle Preconditioning Sequence For Two-Speed Idle Test**

If a vehicle fails any of the TSI emission tests, the EIS shall instruct the technician to precondition the vehicle and run a second chance test. The EIS shall also use special test sequences for the second chance test if they were used for the first test. For example: if the EIS uses special test sequence #2 and the vehicle requires preconditioning, the EIS shall use special test sequence #2 for the second chance test. The EIS shall also follow any RPM restrictions that the special test sequence may require, i.e., a 1985 BMW with a ZF transmission shall NOT be preconditioned at high RPM. Based on the surveys conducted for the BAR, and on studies conducted on suspected pattern failures by the EPA, all model vehicles failing an initial test shall be preconditioned in the following manner, and retested:

DISPLAY PROMPT:

REMOVE THE EXHAUST PROBE FROM THE TAILPIPE.

PROCEDURE #1: **For All Vehicles Except Those Covered by Procedures 2 and 3**

OPERATE THE VEHICLE AT 2500 ±300 RPM FOR THREE MINUTES WITH THE TRANSMISSION IN "PARK" OR "NEUTRAL."

AT THE END OF THE THREE-MINUTE PERIOD, ALLOW THE VEHICLE TO RETURN TO IDLE AND STABILIZE FOR 10 SECONDS, BUT DO NOT TURN THE IGNITION SWITCH OFF.

INSERT THE PROBE INTO THE TAILPIPE.

AT THE END OF THE 10-SECOND PERIOD, IMMEDIATELY BEGIN THE EMISSIONS TEST.

Programming Criteria For Procedure # 1

The EIS shall detect a signal in the proper range for 3 minutes within a 3-minute and 15-second period, with no single excursion exceeding 5 seconds. A message shall be displayed instructing the technician to adjust the engine RPM, restart the test or abort the test as appropriate if the RPM is outside of the specified limits. The preconditioning period shall begin as soon as the engine RPM is stable (for a period of 1 second) and in the proper range. To avoid loading the sample system with vehicle exhaust during the preconditioning process, the EIS shall either back purge during the preconditioning sequence or prevent preconditioning if the probe is in the tailpipe. Preconditioning prevention could be determined by checking for emissions prior to or during the preconditioning sequence.

When the preconditioning period is complete, the technician shall be instructed to allow the vehicle to return to idle and the EIS shall ensure that the engine speed is reduced for at least 10 seconds, but no more than 30 seconds. If the engine speed is reduced for less than 10 seconds or more than 30 seconds, a message shall be displayed instructing the technician to either restart the preconditioning procedure or abort the test. Messages indicating the retest instructions shall be displayed at the end of the 10-second idle period.

PROCEDURE #2: **For 1981-1986 Fords and 1984-1985 Honda Preludes**

OPERATE THE VEHICLE AT 2500 ±300 RPM FOR 3 MINUTES WITH THE TRANSMISSION IN "PARK" OR "NEUTRAL."
AT THE END OF THE 3-MINUTE PERIOD, ALLOW THE VEHICLE TO RETURN TO IDLE AND IMMEDIATELY TURN THE IGNITION KEY OFF.

INSERT THE PROBE INTO THE TAILPIPE.

LEAVE THE IGNITION OFF FOR 10 SECONDS THEN RESTART THE ENGINE AND PROCEED IMMEDIATELY WITH THE EMISSIONS TEST.

Programming Criteria For Procedure # 2

Within 30 seconds of having completed the three-minute portion of the preconditioning sequence, the technician shall release the throttle, turn off the ignition for at least 10 seconds and insert the probe and return the engine to 2500 (±250) RPM*. The 30-second time period shall begin when the engine RPM drops below 2200. The EIS shall provide prompts indicating when the technician should release the throttle, turn the ignition key off, insert the probe, and to restart the engine and immediately increase the engine RPM to the appropriate range as specified. The emissions test shall begin as soon as the engine RPM reaches the appropriate range. The EIS shall display the time remaining before the preconditioning period will have to be restarted or the test aborted.

PROCEDURE #3: **For "ZF" Automatic Transmission**

Given the problems with the ZF automatic transmission, the BAR prefers that the affected vehicles be tested at their dealerships. Accordingly, if the technician enters an A (for automatic) for the transmission type, and if the vehicle make, model and model year match BMW/Peugeot/Volvo criteria, the EIS shall display the following message:

*Emissions test RPM requirements may vary depending upon the test sequences.

BECAUSE OF THE POSSIBILITY OF TRANSMISSION DAMAGE TO THIS VEHICLE, THE BAR PREFERS THAT IT BE INSPECTED AT ITS DEALERSHIP. IF YOU STILL WISH TO PERFORM THE INSPECTION, YOU MAY DO SO AT YOUR OWN RISK. PRESS "ENTER" TO CONTINUE. IF NOT, PRESS "ESC" TO ABORT THE TEST.

For all 1984-1987 BMWs with automatic, 1986-1987 Peugeot 505s with automatic, and 1985-1988 Volvo 740s with automatic transmission.

If these vehicles fail the first chance, display the following message:

DUE TO POSSIBLE SERIOUS TRANSMISSION DAMAGE, DO NOT RAISE THE ENGINE SPEED ABOVE IDLE RPM WHILE THE TRANSMISSION IS IN NEUTRAL OR PARK. IF THE VEHICLE NEEDS TO BE PRECONDITIONED, DRIVE IT UNTIL IT HAS REACHED OPERATING TEMPERATURE.

The EIS shall start the second chance test as soon as the EIS detects engine RPM within the idle RPM range. The EIS shall perform the emissions measurement at idle for 30 seconds. After the second chance, the EIS shall allow the technician to continue with the remainder of the inspection.

Programming Criteria For All Procedures:

The manufacturer shall provide for the capability to utilize as many different preconditioning procedures as can be contained in the EIS. The preconditioning procedure number shall be recorded on the test record in the *Preconditioning Procedure* field.

1) **For all procedures** - The EIS shall automatically instruct the technician to initiate the preconditioning procedure whenever a vehicle fails the emissions test before the test can proceed. The EIS shall select and display only the appropriate preconditioning procedure based on the vehicle make and model year information entered by the technician.

2) **For procedure # 1** - A message shall be displayed instructing the technician to remove the exhaust probe, increase the engine RPM to 2500 (±300) and hold it there for 3 minutes. The EIS shall detect a signal in the proper range for 3 minutes within a 3-minute and 15-second period, with no single excursion exceeding 5 seconds. A message shall be displayed instructing the technician to adjust the engine RPM, restart the test or abort the test as appropriate if the RPM is outside of the specified limits. The preconditioning period shall begin as soon as the engine RPM is stable (for a period of 1 second) and in the proper range. To

avoid loading the sample system with vehicle exhaust during the preconditioning process, the EIS shall either back purge during the preconditioning sequence or prevent preconditioning if the probe is in the tailpipe. Preconditioning prevention could be determined by checking for emissions prior to or during the preconditioning sequence.

When the preconditioning period is complete, the technician shall be instructed to allow the vehicle to return to idle and the EIS shall ensure that the engine speed is reduced for at least 10 seconds, but no more than 30 seconds. If the engine speed is reduced for less than 10 seconds or more than 30 seconds, a message shall be displayed instructing the technician to either restart the preconditioning procedure or abort the test. Messages indicating the appropriate ignition key on/off and retest instructions shall be displayed at the end of the 10-second idle period. The technician shall be instructed to strike the ENTER key as soon as possible after 10 seconds of idling has occurred.

3) **For all procedures** - The EIS shall display the engine speed and the time remaining during each stage of the preconditioning sequence. The number of the preconditioning procedure shall be recorded on the test record automatically by the EIS. If no preconditioning procedure was used (vehicle passed the emissions portion of the test the first time), the *preconditioning procedure* field shall be filled with a space.

4) ERROR MESSAGES.

(For all procedures)
NO RPM SIGNAL - MAKE SURE THE TACH LEAD IS CONNECTED.

(For procedures 1 & 2)
ENGINE RPM DROPPED BELOW 2250-RPM -RAISE THE ENGINE SPEED TO 2500 (±250) RPM AND HOLD IT THERE FOR 3 MINUTES.

(For procedures 1 & 2)
ENGINE RPM INCREASED ABOVE 2750 RPM-REDUCE THE ENGINE SPEED TO 2500 (±250) RPM AND HOLD IT THERE FOR 3 MINUTES.

5) **For all procedures** - If a vehicle subject to preconditioning receives a second-chance test, the emissions results of both tests shall be stored in the test record. The results for either or both tests shall not be written to the test record until the pass/fail decision has been made by the EIS.

The emission values from the first test should be written to a "scratch" file on the EIS hard drive until a pass/fail decision on the emissions values has been

determined. If the emissions indicate a pass, the values from the first test shall be written to the *Emissions Test Results: Final Values* fields of the test record, and the *Emissions Test Results: Before Preconditioning/ASM Test Sequence #3* fields shall remain blank.

Note: For the two-speed emissions test, NO is not measured. When two-speed emissions data is inserted into the *Emissions Test Results: Final Values* fields of the test record, the NO field should remain blank.

If preconditioning and a second chance emissions test is given, the second chance emissions values shall be written to the *Emissions Test Results: Final Values* fields of the test record. The results of the first test, which are in the "scratch" file, shall be written to the *Emissions Test Results: Before Preconditioning/ASM Test Sequence #3* fields of the test record.

NEW DESCRIPTION	LAYOUT
TWO-SPEED IDLE AT 2500 RPM	
DCF	N.NN
RPM	NNNN
AIR/FUEL RATIO	NN.N
CATALYST EFFICIENCY	X
DCF HC	NNNN
DCF CO	NN.NN
DCF CO_2	NN.N
O_2	NN.N
TWO-SPEED IDLE AT IDLE RPM	
DCF	N.NN
RPM	NNNN
AIR/FUEL RATIO	NN.N
CATALYST EFFICIENCY	X
DCF HC	NNNN
DCF CO	NN.NN

DCF CO_2	NN.N
O_2	NN.N

3.6.16 **Air/Fuel Ratio Calculation**

The average air/fuel ratio shall be calculated during all emissions test modes (ASM 5015, ASM 2525, and two-speed idle test). The ratio shall be stored in the *Average Air/Fuel Ratio-ASM 5015 or TSI-2500 RPM* and *Average Air/Fuel Ratio-ASM 2525 or TSI-Idle RPM* fields of the test record.

The average air/fuel ratio shall be calculated during the pass/fail determination window using the DCF values in the following formula:

Air-to-Fuel Ratio (Based on Oxygen Balance)

This equation is an extension of the Spindt formula. It adds an oxygen-to-carbon ratio, needed to properly calculate A/F for oxygenated gasolines and alcohol-based fuels.

$$A/F_o = \frac{138.1918}{M_F}\left(\frac{CO_2 + \frac{CO}{2} + \frac{R_{OC}}{2}HC + \frac{H_2O}{2} + \frac{NO}{2} + O_2}{CO_2 + CO + HC} - \frac{R_{OC}}{2}\right)$$

where

A/F_o = Oxygen-balanced air-to-fuel ratio

R_{OC} = Oxygen-to-carbon ratio of fuel

M_F = Gram-molecular weight of fuel, $= 12.0115 + (1.00797 * R_{HC}) + (15.9994 * R_{OC})$

HC = Hydrocarbon concentration in exhaust, %C, = 6*(HC, ppm hexane)/10,000

CO = Carbon monoxide concentration in exhaust, %

NO = Nitric oxide concentration in exhaust, %, = (NO, ppm)/10,000

CO_2 = Carbon dioxide concentration in exhaust, %

O_2 = Oxygen concentration in exhaust, %

138.1918 = $M_A * [100/(\%\{O_2\}_A)]$

M_A = Gram-molecular weight of air, = 28.965

$\%\{O_2\}_A$ = Percent of oxygen in the air, = 20.9

H_2O = Water formation during combustion, expressed by the following equation:

$$H_2O = \frac{\left[CO + CO_2\right]\frac{R_{HC}}{2}}{\left[\frac{CO}{WC * CO_2}\right] + 1.0} - \frac{1.75\,CO_2\left(CO + CO_2\right)R_{HC}}{CO + 3.5\,CO_2}$$

WC = Water gas constant, = 3.5
R_{HC} = Hydrogen-to-carbon ratio of fuel

Hydrogen To Carbon and Oxygen to Carbon Ratios for Various Fuels

Fuel	Formula	R_{HC}	R_{OC}
*CA Phase 2 Reformulated Gasoline	$C_7H_{13.89}O_{0.12}$	1.980	0.017
Compressed Natural Gas (CNG)	CH_4	4.000	0
E85 (Ethanol)	C_2H_5OH (85%) + **gasoline (15%)	2.831	0.425
M85 (Methanol)	CH_3OH (85%) + **gasoline (15%)	3.681	0.850
Propane	C_3H_8	2.667	0

* Note: The formula is an empirical average, based on the following mass percentages: C: 84.17%, H: 13.89%, O: 1.94%.

**Note: Gasoline blended with ethanol or methanol is assumed to have an empirical formula of C8H15, R_{HC} of 1.875, and R_{OC} of 0.0.

3.6.17 **Catalytic Converter Efficiency Determination**

The catalytic converter efficiency determination shall be performed on all vehicles that fail the emissions portion of the Smog Check. The EIS shall analyze the final emission test results to determine catalytic converter efficiency based on the following criteria:

A catalyst is presumed to be defective if the final ten-second average CO concentration is >0.3% for either the ASM 5015 or the ASM 2525 test mode (use the final five second average periods for TSI, either the 2500 rpm or idle tailpipe test), and the corresponding ten-second average O_2 concentration is ≥0.4% AND

the corresponding ten-second CO_2 concentration is less than 14%. The values used for the five second average for TSI, or ten second average for ASM shall be DCF corrected, except for CO_2 and O_2.

Programming Criteria:

1) The EIS shall automatically determine the efficiency of the catalytic converter if the vehicle fails the emissions portion of the test. The determination shall be made immediately after the end of the ASM 2525 test (or at the end of the idle test for TSI). The data (pass or fail) shall be stored in the *Catalyst Efficiency Test Result (ASM 5015 or TSI-2500 rpm)* and *Catalyst Efficiency Test Result (ASM 2525 or TSI-Idle rpm)* fields of the test record but shall not be displayed on the screen or printed on the VIR.

2) If the vehicle does not require the catalytic converter efficiency test, N (not applicable) shall be written to the *Catalyst Efficiency Test Result (ASM 5015 or TSI-2500 rpm)* and *Catalyst Efficiency Test Result (ASM 2525 or TSI Idle rpm)* fields of the test record.

3.6.18 **Emission Control Systems Visual Inspection**

a) Visual Inspection Procedures

All vehicles, regardless of test type or inspection reason, shall receive a visual inspection.

DISPLAY PROMPT:

EMISSION CONTROL SYSTEMS VISUAL INSPECTION

ENTER ONE OF THE FOLLOWING CODES FOR EACH EMISSION CONTROL SYSTEM:

CODE	DESCRIPTION
P	PASS
D	DISCONNECTED
M	MODIFIED
S	MISSING
N	NOT APPLICABLE
F	DEFECTIVE

EMISSION CONTROL SYSTEM

- **PCV System**
- **Thermostatic Air Cleaner**
- **Fuel Evaporative Controls**
- **Catalyst**
- **Exhaust Gas Recirculation**
- **Ignition Spark Controls**
- **Carburetor**
- **Fuel Injection**
- **Air Injection**
  Pump air injection (display if yes is entered at the air injection prompt)
  Pulse air injection (display if yes is entered at the air injection prompt)
- **O_2 Sensor And Connectors**
- **Wiring of Other Sensors/Switches/Computer**
- **Vacuum Line Connections to Sensors/Switches**
- **Other Emission Related**
  Components Add-on emission-related components
  NOx retrofit devices
  Retrofit crankcase emission control devices
- **Liquid Fuel Leaks**
- **Fuel Tank Cap**
  Fuel tank cap (see functional test to see how visual test and functional test prompts are to be displayed).

Programming Criteria: (*Visual Inspection*)

1. The EIS shall prevent the entry of either Pass or Missing, Modified or Disconnected results code for both the Carburetor and Fuel Injection. A vehicle has only one type of fuel induction system and therefore an N (not applicable) must not be entered for both.

2. The EIS will display each emission control system. The EIS will require the technician to enter a single code for each emission control system.

3. The Fuel Tank Cap visual inspection will be prompted separately rather than being included with the Fuel Evaporative Control's visual.

4 The EIS shall prompt YES or NO for "**Air Injection**." The response "Y" for YES or "N" for NO shall be recorded in the *Air Injection* field of the test record. If NO, the EIS shall automatically enter "N" in the *Pulse Air* field and *Air Pump* field of the test record. If YES, the EIS shall prompt the technician to select either "Pump Air Injection" or "Pulse Air Injection" system. The EIS shall require the entry of P, D, M, S, N, or F for air pump or pulse air injection if a yes was entered for the air injection. The EIS shall allow only one type of air injection, therefore "N" must be entered for one of the air injection sub menus. The EIS shall enter the appropriate letter (P, D, M, S, N, or F) to the *Air Pump* field and *Pulse Air* field of the test record, and print the appropriate type and result to the VIR.

b) **Test Record Entries:**
A single entry is mandatory for each byte. The EIS shall be designed so that only a P, D, M, S, N or F can be entered by the technician for this field, except for the *Liquid Fuel Leaks field* which shall only accept P, F, or N. The entries must be made in sequence, but technicians may be allowed to edit previous entries. The technician shall make a positive entry for each ECS. The EIS shall have no built in defaults for the visual inspection.

The entries shall be recorded in the appropriate field in the test record. If any entries of D, M or S, are made into any fields in the visual inspection results portion of the test record, then a T will be entered in the *Visual Inspection Result* field of the test record. If no entries of D, M or S and any entries of F are made into these fields, then an F will be entered in the *Visual Inspection Result* field of the test record. If all entries in any fields in the visual inspection results portion of the test record are either P or N, then a P will be entered into the *Visual Inspection Result* field of the test record. The results shall be printed on the VIR.

3.6.19 Functional Checks

The following functional checks will be performed on all vehicles tested (ASM and two-speed idle) regardless of inspection reason, except as indicated.

DISPLAY PROMPT:

THE FUNCTIONAL INSPECTION

ENTER ONE OF THE FOLLOWING CODES FOR EACH OF THE FUNCTIONAL CHECKS:

CODE	DESCRIPTION
P	**PASS**
F	**FAIL**
N	**NOT APPLICABLE**

Note: Print visual or functional, whichever applies, next to the EGR and fuel cap results on the VIR.

Manual Functional Checks

- **Exhaust Gas Recirculation System** (display for two-speed idle testing only)
- **Ignition Timing**
- **Malfunction Indicator Light (MIL)/Check Engine Light**
- **Fuel Cap Integrity Test**
- **Fillpipe Restrictor (display for "I" initial registration reason only)**

Programming Criteria:

1) General: The EIS shall prompt the technician to perform the indicated functional inspection and enter P, F or N results (or T in the *Fillpipe Restrictor* field). If all of the fields in the Functional Check Results portion of the test record (except for the *Fuel Cap Provided* field) contain either a P or N, then P will be entered in *Functional Test Result* field of the test record. If any of these fields contain an F, then F will be entered into *Functional Test Result* field of the test record. If any of these fields contain a T, then T will be entered into the *Functional Test Result* field of the test record. The results will be printed on the VIR.

   If a functional check is not required for any item, the EIS shall automatically populate the field with an "N" indicating that a function check of the item was not applicable.

2) Exhaust Gas Recirculation: The functional inspection of the EGR applies only to vehicles subject to the two-speed idle test; the EGR functional test does not apply to vehicles subject to an ASM test. For ASM tests, the *Exhaust Gas Recirculation System (Functional)* field of the test record shall be filled with an "N".

   DISPLAY PROMPT:

   CHECK EGR ACCORDING TO THE MANUFACTURER'S EGR CHECK PROCEDURES AND ENTER P, F OR N.

3) Ignition Timing: Ignition timing shall be performed on all vehicles, except for vehicles with non adjustable timing.

   Programming Criteria: *(Ignition Timing Check)*

   1. The EIS shall prompt the technician to prepare the vehicle for the ignition timing check in accordance with the vehicle's underhood specification and manufacturer's prescribed check procedures. The EIS shall display the following message:

      DISPLAY PROMPT:

      SEE VEHICLE'S UNDERHOOD LABEL AND MANUFACTURER'S TIMING CHECK PROCEDURES.

   2. The EIS shall prompt the technician to verify that the vehicle's engine speed for the ignition timing check is within the manufacturer's tolerance, if applicable.

      DISPLAY PROMPT:

      IS THE VEHICLE ENGINE RPM OUT OF MANUFACTURER'S RECOMMENDED TOLERANCE? (YES/NO)

      If the technician enters NO, the EIS shall prompt the technician to proceed with the ignition timing check. If the technician enters YES, the EIS shall record a "U" for Engine Speed Failure in the *Ignition Timing* field of the vehicle test record and print the following message on the VIR.

      THIS VEHICLE FAILED THE IGNITION TIMING CHECK DUE TO ENGINE RPM BEING OUT OF TOLERANCE.

3. The technician shall be prompted to enter the results of the ignition timing check. If the technician enters a P or an F for ignition timing, the EIS shall prompt the technician to enter the vehicle's engine ignition timing in degrees followed by a B for before top dead center or an A for after top dead center. If the technician enters 0 degrees timing, no entry (A or B) is required. If the ignition timing can not be checked due to slipped damper, non-visible timing mark or other mechanical problems, the EIS shall prompt the technician to enter M (Mechanical Problem) and proceed with the inspection. M shall also be recorded in the test record. For non-adjustable computer-controlled vehicles, the software shall allow entry of Not Applicable (N) for the timing check, and shall store this in the *Ignition Timing* field of the vehicle test record. Entries of F, M or U shall all be considered a failure of the ignition timing check.

   DISPLAY PROMPT:

   ENTER RESULT OF IGNITION TIMING CHECK:
   P = PASS
   F = FAIL
   M = MECHANICAL PROBLEM PROHIBITS TIMING CHECK
   N = NON ADJUSTABLE TIMING

   DISPLAY PROMPT: (FOR PASS/FAIL ENTRIES)

   ENTER DEGREES.

4) Malfunction Indicator Light (MIL)/Check Engine Light: The technician shall be prompted to perform the MIL/Check Engine Light functional test and to enter the results of the test. Acceptable responses are "P" for Pass, "F" for Fail or "N" for non-applicable.

   DISPLAY PROMPT:

   PERFORM THE MIL/CHECK ENGINE LIGHT FUNCTIONAL TEST.

   ENTER RESULTS OF MIL/CHECK ENGINE LIGHT FUNCTIONAL TEST (P, F, OR N)

   Programming Criteria: (MIL/Check Engine Light)

   A) OBD I

P, N or F shall be recorded in the *Malfunction Indicator Light (MIL)/Check Engine Light* field of the test record (P= pass, F= fail, N= Not applicable).

B) OBD II

The OBDII test consists of two parts, a visual check of the MIL/check engine light, and fault code retrieval. The EIS shall perform OBDII check as follows:

a. If there is an "N" in the OBDII Check field of the configuration file, only prompt the technician to enter "P", "F", or "N" for the MIL/check engine light. If there is a "Y" in the OBDII Check field of the configuration file, perform the OBDII check as listed below.

b. For 1996 and newer passenger cars and light duty vehicles (trucks and motor homes less than 14,001 lbs.) display the following prompt:

   IS THIS VEHICLE SUPPOSED TO GET AN OBDII FUNCTIONAL CHECK? (YES/NO)

   If yes, prompt the technician to visually inspect the MIL/check engine light, and enter "P" or "F" for the light. Once "P" or "F" have been entered, the EIS shall prompt the technician to hook up the EIS's OBDII connector. Then the EIS shall prompt the technician to start the vehicle, and allow the vehicle to idle. Next, the EIS shall access the OBD system and check for readiness indicators and fault codes.

   If no, only prompt the technician to enter "P", "F", or "N" for the MIL/check engine light.

c. If there is an "N" in the OBDII field of the VLT, do not prompt the technician to hook up the OBDII connector. For vehicles with an "N" in the OBDII field of the VLT, prompt the technician to enter "P", "F", or "N" for the MIL/check engine light. The "N" in the OBDII field overrides the criteria listed in item b above.

   1. The EIS shall determine the pass/fail status of the OBD systems as follows:

      Pass (P) No emission related faults (or emission related

faults detected, but the MIL was not commanded on), readiness indicators turned on, and "P" was entered for the MIL/check engine light visual test.

Note: Only use the readiness indicators for pass/fail criteria if there is a match with the vehicle's readiness indicator(s) that is not turned on and the readiness indicators in the VLT, or OBD_RED.DAT. In addition to looking for a match between the vehicle's readiness indicators, the EIS shall use a count supplied in the VLT or OBD_RED.DAT to determine the maximum number of monitors that can not be turned on and still pass.

If a monitor is not supported by a vehicle's OBDII system, ignore the monitor.

Fail (F) Faults detected (emission related codes) with the MIL commanded on, or "F" was entered for the MIL/check engine light.

Note: Only fail the OBDII system for emission related fault codes (Functional check) when the MIL is commanded on.

Not Ready (R) = (F) Vehicle has not been operated long enough since faults were cleared (readiness indicators not turned on, or too many readiness indicators have not been turned on). The vehicle fails the test.

Note: Only use the readiness indicators for pass/fail criteria if there is a match with the vehicle's readiness indicator(s) that is not turned on and the readiness indicators in the VLT, or OBD_RED.DAT. In addition to looking for a match between the vehicle's readiness indicators, the EIS shall use a count supplied in the VLT or OBD_RED.DAT to determine if too many readiness indicators have not been turned on. If too many readiness indicators have not been turned on, the vehicle fails.

If a monitor is not supported by a vehicle's OBDII system, ignore the monitor.

No Communication (U) = (F) Unable to communicate with OBD system. The vehicle fails the test.

If there is failed communication, prompt the technician to recheck the OBDII hookup and try again. If failed communication occurs again, store U to the fault codes field of the test record, and print the following message on the VIR:

THIS VEHICLE FAILED THE MIL/CHECK ENGINE LIGHT DUE TO OBD COMMUNICATION FAILURE.

If the readiness indicators are not turned on, store the appropriate readiness indicator codes (see item 3 below for readiness indicator codes to store in the test record) to the *readiness indicators* field of the test record, and print the following message on the VIR: (Only print the following message when the readiness indicator(s) is used for the pass/fail criteria.)

THIS VEHICLE FAILED THE MIL/CHECK ENGINE LIGHT DUE TO FAILURE TO SUCCESSFULLY COMPLETE ALL OBD SELF TESTS.

The standard emission related fault codes and corresponding description shall be displayed, printed on the VIR and stored in the test record (only print and display emission related fault codes when the MIL is commanded on, store all emission related fault codes, up to eleven codes). If the failure was due to the MIL/check engine light visual inspection, store L to the fault codes field of the test record, and print the following message on the VIR:

THIS VEHICLE FAILED MIL/CHECK ENGINE LIGHT DUE TO A WARNING LAMP FAILURE.

A list of emission related fault codes along with their corresponding description shall be in OBDII.DAT. A list of readiness indicators and the number of indicators that must be turned on shall be in the VLT or OBD_RED.DAT. The EIS shall first look to the VLT for the readiness indicators and count. If the misfire monitor status field in the VLT is filled with a 'Y' or 'N', all readiness indicator information will be contained in the VLT. If the misfire monitor status field in the VLT is filled with a space, all the readiness indicator information will be contained in OBD_RED.DAT. The EIS shall compare all readiness indicators that are not turned on against those in the VLT, or OBD_RED.DAT. If there is a match between the readiness indicators that are not turned on, and too many of the vehicle's readiness indicators are not turned on, the vehicle fails.

Examples:

OBDII is enabled in CONFIG.DAT
OBDII required field in the VLT is space filled
1996 passenger vehicle, technician states vehicle is supposed to get an OBDII check

VLT fields filled as follows:		OBD_RED.DAT filled as follows:		Vehicle's OBDII system filled as follows: (On = Ready Off = Not Ready)	
Misfire	N	Misfire	Y	Misfire	On
Fuel System	N	Fuel System	Y	Fuel System	On
Comprehensive component	Y	Comprehensive component	Y	Comprehensive component	On
Catalyst	Y	Catalyst	Y	Catalyst	On
Heated catalyst	Y	Heated catalyst	Y	Heated catalyst	Off
Evaporative system	Y	Evaporative system	Y	Evaporative system	On
Secondary air system	Y	Secondary air system	Y	Secondary air system	Not supported
A/C system refrigerant	N	A/C system refrigerant	Y	A/C system refrigerant	On
Oxygen sensor	N	Oxygen sensor	Y	Oxygen sensor	On
Oxygen sensor heater	N	Oxygen sensor heater	Y	Oxygen sensor heater	On

EGR system	N	EGR system	Y	EGR system	On
No match	N	No match	N		
Count	2	Count	5		

The EIS shall use the readiness indicator information from the VLT. To pass the readiness indicator portion of the OBDII check, the vehicle cannot have two or more of the following readiness indicators not set and still pass the readiness indicators check:

Comprehensive component
Catalyst
Heated catalyst
Evaporative system
Secondary air system

The above vehicle passes the readiness indicators check.

Example #2:
OBDII is enabled in CONFIG.DAT
OBDII required field in the VLT is space filled
1998 passenger vehicle, technician states vehicle is supposed to get an OBDII check

VLT fields filled as follows:		OBD_RED.DAT filled as follows:		Vehicle's OBDII system filled as follows: (On = Ready Off = Not Ready)	
Misfire		Misfire	Y	Misfire	On
Fuel System		Fuel System	Y	Fuel System	On
Comprehensive component		Comprehensive component	Y	Comprehensive component	Off
Catalyst		Catalyst	Y	Catalyst	Off
Heated catalyst		Heated catalyst	Y	Heated catalyst	Off
Evaporative system		Evaporative system	Y	Evaporative system	Off
Secondary air system		Secondary air system	Y	Secondary air system	Off
A/C system refrigerant		A/C system refrigerant	Y	A/C system refrigerant	Off
Oxygen sensor		Oxygen sensor	Y	Oxygen sensor	Off
Oxygen sensor heater		Oxygen sensor heater	Y	Oxygen sensor heater	On

EGR system		EGR system	Y	EGR system	Not supported
No match		No match	N		
Count		Count	8		

The EIS shall use the readiness indicator information from OBD_RED.DAT because the misfire monitor field in the VLT is space filled. To pass the readiness indicator portion of the OBDII check, the vehicle must not have eight or more of the following readiness indicators not set:

Misfire
Fuel System
Comprehensive component
Catalyst
Heated catalyst
Evaporative system
Secondary air system
A/C system refrigerant
Oxygen sensor
Oxygen sensor heater
EGR system

The above vehicle passes the readiness indicators check.
Example #3:
OBDII is enabled in CONFIG.DAT
OBDII required field in the VLT is space filled
1998 passenger vehicle, technician states vehicle is supposed to get an OBDII check

VLT fields filled as follows:		OBD_RED.DAT filled as follows:		Vehicle's OBDII system filled as follows: (On = Ready Off = Not Ready)	
Misfire		Misfire	Y	Misfire	On
Fuel System		Fuel System	Y	Fuel System	On
Comprehensive component		Comprehensive component	Y	Comprehensive component	Off
Catalyst		Catalyst	Y	Catalyst	Off
Heated catalyst		Heated catalyst	Y	Heated catalyst	Off
Evaporative system		Evaporative system	Y	Evaporative system	Off
Secondary air system		Secondary air system	Y	Secondary air system	Off
A/C system		A/C system	Y	A/C system	Off

refrigerant		refrigerant		refrigerant	
Oxygen sensor		Oxygen sensor	Y	Oxygen sensor	Off
Oxygen sensor heater		Oxygen sensor heater	Y	Oxygen sensor heater	On
EGR system		EGR system	Y	EGR system	Off
No match		No match	N		
Count		Count	8		

The EIS shall use the readiness indicator information from OBD_RED.DAT because the misfire monitor field in the VLT is space filled. To pass the readiness indicator portion of the OBDII check, the vehicle must not have eight or more of the following readiness indicators not set:

Misfire
Fuel System
Comprehensive component
Catalyst
Heated catalyst
Evaporative system
Secondary air system
A/C system refrigerant
Oxygen sensor
Oxygen sensor heater
EGR system

The above vehicle fails the readiness indicator check.

Note: whenever the OBD II functional check is performed, store the MIL status to the *MIL Status* field of the test record.

Whenever a readiness indicator(s) is not turned on, store the appropriate letter(s) to the readiness indicators field of the test record. Example: if the catalyst monitoring readiness indicator is not set, store "D" to the *readiness indicators* field of the test record.

A Misfire monitor status
B Fuel system monitor status
C Comprehensive component monitoring status
D Catalyst monitoring
E Heated catalyst monitoring
F Evaporative system monitoring
G Secondary air system monitoring
H A/C system refrigerant monitoring

I Oxygen sensor monitoring
J Oxygen sensor heater monitoring
K EGR system monitoring
L No Match

5) Fuel Cap Integrity Test: For all vehicles, except for vehicles with fuel type codes P or N that are not bi-fueled, equipped with evaporative control systems, there shall be a two-part test. The first part shall be a visual inspection checking for the presence of the cap and the second part shall be a functional test. For vehicles not equipped with evaporative control systems, this test will consist of only a visual inspection of the fuel cap.

Programming Criteria:

a) Visual Fuel Cap Integrity Test

DISPLAY PROMPT:

INSPECT FUEL CAP(S) FOR PROPER FIT AND INSTALLATION. ENTER INSPECTION RESULT:

P = PASS
F = FAIL
S = MISSING

If P, record a P in the *Fuel Cap Visual* field of the test record and proceed with functional inspection, if applicable.

If F or S, the vehicle fails the visual portion of the Fuel Cap Integrity Test and also automatically fails the functional portion of the test. The F or S shall be recorded in the *Fuel Cap Visual Test* field of the test record and on the VIR.

In addition, if the visual test result was F, an F (Fail) shall be recorded in the *Fuel Cap Leak-down Test* field of the test record and on the VIR; if the visual test result was S, an N (Not Applicable) shall be recorded in the *Fuel Cap Leak-down Test* field of the test record and on the VIR.

i.) DISPLAY PROMPT:

SELECT A FUEL CAP ADAPTER FROM THE LIST.

GRAY
BLUE
BLACK
BROWN
RED
YELLOW
LIGHT BLUE
ORANGE
GREEN
WHITE
VIOLET
THREADED
NO ADAPTER AVAILABLE
OTHER

The EIS shall record the appropriate fuel cap adapter code to the *Fuel cap adapter* field of the test record. Entering "No Adapter Available" will complete the fuel cap functional test. Note that an entry of "No Adapter Available" entry will not cause the vehicle to fail the Fuel Cap Leak-down Test.

Fuel cap adapter codes are as follows:

GY = Gray
BL = Blue
BK = Black
BR = Brown
RD = Red
YW = Yellow
LB = Light Blue
OR = Orange
GR = Green
WH = White
VI = Violet
TH = Threaded
NN = No Adapter
OT = Other

ii.) DISPLAY PROMPT:

SELECT THE MANUFACTURER OF THE FUEL CAP ADAPTER.

STANT
WAEKON
OTHER

The EIS shall record appropriate manufacturer to the *Fuel Cap Manufacturer* field of the test record.

Fuel cap manufacturer codes are as follows:

S = Stant
W = Waekon
O = Other

iii.) DISPLAY PROMPT:

PRESS (FUNCTION KEY) TO BEGIN FUEL CAP LEAK DOWN TEST.

iv.) If a pass is sent to the EIS, the data will be recorded on the VIR and the test record. After every pass or fail result for the functional fuel cap test, the EIS shall prompt the technician as follows:

DISPLAY PROMPT:

IS THERE ANOTHER FUEL CAP TO BE FUNCTIONALLY TESTED? (Y OR N)

If Y, repeat the functional test prompts provided above until an N response if given.

v.) If a fail is sent to the EIS, the EIS shall display the following prompt.

DISPLAY PROMPT:

THE FUEL CAP HAS FAILED. *DO YOU WISH TO REPLACE THE GAS CAP AND TRY AGAIN? (Yes/No)*

If the technician enters yes, the EIS shall store a "Y" to the *Fuel Cap provided* field of the test record, and prompt the technician to perform a leak down check on the new gas cap. If the new fuel cap fails store an "F" in the *Fuel Cap Leak-down Test* field of the test record. If the new fuel cap passes, the result for this set of gas caps shall be "P".

If the technician does not replace the gas cap, the EIS shall display the following prompt:

REMOVE THE FUEL CAP AND INSPECT.

TIGHTLY INSTALL THE FUEL CAP ON THE FUEL CAP TESTER AND PRESS (FUNCTION KEY) TO BEGIN FUEL CAP LEAK-DOWN CHECK OR PRESS *(function key)* TO FAIL THE FUEL CAP.

If the functional test has indicated a failure again, the data shall be recorded in the *Fuel Cap Leak-down Test* field of the test record.

6) Fuel EVAP Test: The EIS shall prompt for an EVAP functional test on all vehicles, except for vehicles with fuel type codes P or N that are not bi-fueled, or vehicles without evaporative control systems. Store the results of the test to the *Fuel EVAP Test* field of the test record.

7) Fillpipe Restrictor: If the vehicle inspection reason is 1 (initial registration in this state) and the vehicle is equipped with a catalytic converter, the software shall prompt the technician to perform the fillpipe restrictor test using the dowel gauge.

DISPLAY PROMPT:

IS THE FILLPIPE RESTRICTOR ENLARGED? (YES/NO)

Programming Criteria:

1. If yes, display the following prompt:

   DISPLAY PROMPT:

   IS THE FILLPIPE RESTRICTOR ENLARGED DUE TO TAMPERING? (YES/NO)

   If YES, (the fillpipe restrictor has been enlarged), then the vehicle fails this test as a tamper and a "T" shall be entered into the *Fillpipe Restrictor* field of the test record.

2. If YES and the vehicle also failed the emissions test, then the vehicle fails as a tamper for the fillpipe restrictor, the catalytic converter and O_2 sensor, if so equipped. The EIS shall record the result as T in the appropriate fields of the test record and print the results on the VIR .

3. If NO, write P on the *Fillpipe Restrictor* field.

4. If inspection reason is other than 1, then fill the *Fillpipe Restrictor* field with N (Not Applicable).

3.6.20 **Repairs Performed Before Test**

At the conclusion of functional testing, the EIS shall prompt the technician to determine if any repairs were made to the vehicle prior to the start of the inspection. The response will be Yes/No. The response shall be recorded in the *Repairs Performed Before Test* field of the test record.

1) The EIS shall display the following prompt:

DISPLAY PROMPT:

WERE ANY EMISSIONS-RELATED REPAIRS PERFORMED PRIOR TO THE START OF THE INSPECTION? (YES/NO)

Programming Criteria:

1. If the technician enters Y, the EIS shall go to the next prompt under Subsection 2) (Were the repairs performed at your shop?).

2. If the technician enters N, the EIS shall proceed with the inspection process (go to §3.6.23). The EIS shall store N in the *Repairs Performed Before Test* field of the test record.

2) The EIS shall display the following prompt:

DISPLAY PROMPT:

WERE THE REPAIRS PERFORMED AT YOUR SHOP? (YES/NO)

The response (yes or no) shall be recorded in the *Repairs Performed* field of the test record.

Programming Criteria:

1. If the technician enters Y, the EIS shall prompt as follows:

DISPLAY PROMPT:

DID YOU PERFORM THE REPAIRS? (YES/NO)

a) If the technician selects "Y" (for YES), then the EIS shall automatically store the technician's license number in the *Repair Technician License Number* field of the repair record and continue with the repair information entry process.

b) If the technician selects "N" (for NO), then the EIS shall display the list of technicians (Names and License Numbers only) that are stored in the Technician Information File (see §3.14.5) and shall allow to scroll up or down in this list and select the technician that has performed the repairs. The EIS shall store the technician's license number in the *Repair Technician License Number* field of the repair record and shall display the following prompt:

DISPLAY PROMPT:

WERE ANY OF THE "REPAIRS PERFORMED AT YOUR SHOP" THE RESULT OF A TAMPERED EMISSION SYSTEM? (YES/NO)

i. If the technician enters Y, the *Repairs Performed Before Test* field of the test record shall be overwritten with a "T." A "Y" entry shall require the following statement to be printed on the VIR in the technician's signature block (as indicated in Appendix C).

ALL REPAIRS WERE MADE IN ACCORDANCE WITH BAR GUIDELINES.

ii. If the technician enters N, there will be no modification to the test record. An N entry shall require the following statement to be printed on the VIR in the technician's signature block (as indicated in Appendix C).

PRETEST REPAIRS PERFORMED ON THIS VEHICLE WERE <u>NOT</u> TAMPER RELATED.

2. If the technician enters N to the prompt "Were there repairs performed at your shop," the EIS shall proceed with the inspection process (go to §3.6.23)

3.6.21 **Repair Action Categories**

The EIS shall display the Repair Action Categories (underlined) if Y was entered in response to the question "WERE THERE REPAIRS PERFORMED AT YOUR SHOP?" All repair-related information shall be stored in the repair record pursuant to Confidential Appendix C-2. Upon selection of a Repair Action Category, the EIS shall display the appropriate Menu items, indicated by the bullet (♦). If a "♦" Menu is not required, the appropriate sub-menu items will be displayed after the Repair Action Category. When the sub-menu items are displayed (under either the selected Repair Action Category or "♦" Menu), the EIS shall display the following message:

DISPLAY PROMPT:

ENTER ONE OF THE FOLLOWING CODES FOR EACH OF THE EMISSION-RELATED SYSTEM ITEMS THAT HAVE BEEN DIAGNOSED AND/OR REPAIRED.

T - TAMPERED SYSTEMS REPAIRED/RESTORED
R - EMISSIONS-RELATED REPAIRS (OR REPLACEMENTS OR ADJUSTMENTS) - REPAIRS THAT WERE PAID BY THE CONSUMER
D - DIAGNOSED - SYSTEM OK (NO PROBLEM) - DIAGNOSIS THAT WAS PAID BY THE CONSUMER
E - ESTIMATED ADDITIONAL REPAIRS NEEDED
L - EMISSIONS-RELATED REPAIRS (OR REPLACEMENTS OR ADJUSTMENTS) - REPAIRS THAT WERE PAID BY LIRAP
C - DIAGNOSED - SYSTEM OK (NO PROBLEM) - DIAGNOSIS THAT WAS PAID BY LIRAP

or PRESS (FUNCTION KEY) TO BACK-UP ONE SCREEN

REPAIR ACTION CATEGORIES

Emissions Control Systems
- **♦Positive Crankcase Ventilation**
  - **PCV Valve**
  - **PCV Hose**
- **♦Thermostatic Air Cleaner**
  - **Pre Heat Tube**
  - **Vacuum Motor**
  - **Thermostatic Bulb**
  - **Control Valve**
- **♦Air Injection System**
  - **Air Pump**

  - **Pulse Valve**
  - **Pump Belt**
  - **Diverter Valve**
  - **Plumbing**
  - **Check Valve**
- **♦Exhaust Gas Recirculation**
  - **Vacuum Routing**
  - **EGR Valve**
  - **Passages Cleaned**
  - **Controls (non computer)**
- **♦Evaporative Emission Control**
  - **Vacuum Routing**
  - **Purge Valve (non-computer)**
  - **Fuel Cap**
  - **Vapor Lines**
  - **Charcoal Canister**
  - **Other**
- **♦Exhaust**
  - **Catalytic converter**
  - **Thermal Reactor**

Ignition System
- **♦Primary**
  - **Ignition Module**
  - **Distributor**
  - **Spark Control**
- **♦Secondary**
  - **Spark Plugs**
  - **Ignition Wires**
  - **Cap/Rotor**
  - **Initial Timing**
  - **Ignition Coil**
  - **Other**

Fuel System
- **♦Carburetor**
  - **Fuel Filter**
  - **Air Filter**
  - **Adjustment**
  - **Rebuild/Replace**
- **♦Fuel Injection**
  - **Fuel Filter**

Air Filter
Pressure Regulator
Throttle Body
Fuel Distributor
Fuel Injectors
Cold Start Valve
Other

Engine Mechanical
Vacuum Leaks
Cylinder Heads
Top Engine Cleaning
Valve Train
Valve Adjustment
Lower End (Pistons, rings, etc.)
Intake Manifold
Turbo/Supercharger
Other

Computer System
♦Inputs
Coolant Temperature Sensor
Air Temperature Sensor
Throttle Position Sensor
Oxygen Sensor
MAP Sensor
BARO Sensor
EGR Valve Position Sensor
Engine Speed Sensor
Vehicle Speed Sensor
Mass Air Flow Sensor
Crankshaft Position Sensor
Camshaft Position Sensor
Other
♦Outputs
M/C Solenoid
Spark Control
Canister Purge Solenoid
Idle Speed Control
EGR Solenoid
Diverter Solenoid
Other

♦Controls
ECM
PROM

Programming Criteria:

1. The EIS shall only allow the letters T, R, L, C, D or E to be entered for each applicable menu item. The technician shall be able to go directly to the repair action category(ies) of choice, without having to scroll through all of the menu items or back up one screen at a time. If an item is not selected, a blank space shall be recorded in the corresponding field of the repair record. Similarly, if a menu item is chosen and no value is entered, a blank space (indicating no action taken) shall be recorded to the repair record. The EIS may display the following error messages:

   ERROR MESSAGES:

   THE REPAIR ACTION CODE IS NOT VALID - TRY AGAIN.

2) The EIS shall not allow the inspection to proceed without entering an appropriate repair code for at least one repair action category item. If there is no entry made for at least one repair action category item, the EIS shall display the following message.

   DISPLAY PROMPT:

   WERE REPAIRS PERFORMED AT YOUR SHOP? (Y or N)

   IF YES, A REPAIR ACTION CODE ENTRY IS REQUIRED!

   If Y, continue with repair action category function. If N, change the entry recorded in the *Repairs Performed* field of the test record from Y to N; do not write to the repair record.

3) The EIS shall provide a review screen option to assist the technician to view all repair category actions that have been entered.

3.6.22 **Repair Cost Information**

After the appropriate repair action codes have been entered, the EIS shall require entry of the repair cost information. The EIS shall display the following message:

DISPLAY PROMPT:

a) **ENTER THE AMOUNT OF LABOR TIME IT TOOK TO REPAIR THE VEHICLE (ROUND TO THE NEAREST TENTH OF AN HOUR):**

TOTAL REPAIR TIME, HH.H HOURS _____

b) **ENTER THE TOTAL AMOUNT CHARGED FOR PARTS AND LABOR TO PERFORM EMISSION-RELATED REPAIRS. ENTER THE DOLLAR AMOUNT ONLY (ROUND TO THE NEAREST WHOLE DOLLAR). DO NOT INCLUDE ANY WARRANTY REPAIRS (EMISSION-RELATED OR NOT) AND/OR TAMPER REPAIRS.**

EMISSION-RELATED REPAIRS *(charged to the consumer):* PARTS COST $_____
EMISSION-RELATED REPAIRS *(charged to the consumer):* LABOR COST $_____
EMISSION-RELATED REPAIRS *(charged to LIRAP)*: PARTS COST $_____
EMISSION-RELATED REPAIRS *(charged to LIRAP):* LABOR COST $_____

c) **ENTER THE TAMPERED REPAIRS TOTAL PARTS AND LABOR COST WHICH INCLUDES REPAIRS TO GROSS POLLUTERS (ROUND TO THE NEAREST WHOLE DOLLAR):**

TAMPER REPAIRS (PARTS AND LABOR) COST **$**_____

d) **ENTER THE ESTIMATED COST OF ADDITIONAL REPAIRS NOT PERFORMED (ROUND TO THE NEAREST WHOLE DOLLAR):**

ESTIMATED COST OF ADDITIONAL REPAIRS **$**_____

e) **ENTER THE STATION HOURLY LABOR RATE (ROUND TO THE NEAREST WHOLE DOLLAR):**

HOURLY LABOR RATE **$**_____

Programming Criteria:

1) The EIS shall display the technician's entries, but shall disregard any portion less than a whole dollar amount for the repair record.

2) The EIS shall provide a summary screen for the technician to review the repair and diagnostic data entries. In addition, the EIS shall print the information on the VIR.

DISPLAY PROMPT:

IS THE INFORMATION CORRECT? (YES/NO)

3) If the information is incorrect, the EIS shall allow the technician to make changes.

4) The EIS shall recall and display the hourly labor rate from the previous test and write the same rate to the *Hourly Labor Rate* field unless changed by the technician. Then the new hourly labor rate shall be stored in the repair record.

5) If the information is correct, the EIS shall store the data in the repair record as follows:

DESCRIPTION	**LAYOUT**
REPAIR TIME	HH.H
EMISSION-RELATED PARTS COST *(charged to the consumer)*	$$$$
EMISSION-RELATED LABOR COST *(charged to the consumer)*	$$$$
EMISSION-RELATED PARTS COST (charged to LIRAP)	$$$$
EMISSION-RELATED LABOR COST (charged to LIRAP)	$$$$
TAMPERED REPAIRS (PARTS & LABOR) COST	$$$$
ESTIMATED COST OF ADDITIONAL REPAIRS	$$$$
HOURLY LABOR RATE	$$$$

3.6.23 **Pass/Fail Determination**

The final inspection results shall be determined as follows:

a) If the *Overall Emissions Test Result, Visual Inspection Result* and *Functional Check Result* fields of the test record all contain P entries, then a P shall be entered into the *Overall Test Result* field of the test record. The vehicle shall pass the inspection and the EIS shall issue a certificate subject to the conditions listed in §3.6.24.

b) If any of the fields indicated in Item a) contain an F, but not a T or G, then F shall be entered in the *Overall Test Result* field. The vehicle shall fail the inspection and the EIS shall not issue a certificate.

c) If any of the fields indicated in Item a) contain a T but not a G, then a T shall be entered in the *Overall Test Result* field. The vehicle shall fail the inspection as a 'tamper' and a certificate is not issued.

d) If any of the fields indicated in Item a) contain a G, then G will be entered in the *Overall Test Result* field. The vehicle shall fail the inspection as a 'gross polluter' and a certificate is not issued.

e) Once the Pass/Fail determination has been made, the test cannot be aborted. The test data cannot be changed and the EIS shall store the final test data in the test record and transmitted to the VID.

f) When the pass/fail determination has been made, the EIS shall record the time to the *Test End Time* field of the test record.

3.6.24 **Electronic Certificate of Compliance or Noncompliance**

The EIS shall issue an electronic certificate of compliance or noncompliance for vehicles that pass all portions of the Smog Check inspection. The certificate number shall be printed on the VIR and shall be transmitted during the END-OF-TEST network contact to the VID along with the final vehicle test results. The EIS shall attempt END-OF-TEST network contact to the VID immediately following the issuance of electronic certificate.

Under the following conditions, even if the vehicle passes the Smog Check, the EIS shall not issue an electronic certificate.

- GROSS POLLUTER as indicated by the VID or previous EIS record.
- Government fleet vehicle.
- Motorist on military assignment and is not seeking California DMV registration for a vehicle

- TRAINING mode
- HANDS-ON-TEST mode
- Government Facility
- Hardship Extension within last 12 months

The EIS shall keep track of the number of remaining certificates based on the total number purchased from the VID.

The certificate number shall be put in the *Certificate Number* field of the test record. The first two characters of this entry are alpha characters, the next 6 digits shall be used sequentially for each emissions test requiring a certificate number. The last character shall be alpha, as specified in the test record.

If F is entered for Certification Type and vehicle is less than or equal to 3 years old, and has less than 7500 miles on the odometer, the EIS shall automatically issue a Certificate of Noncompliance, and add an N as the last character of the certificate number. The EIS shall print a Certificate of Noncompliance number on the VIR. For all other circumstances, the EIS shall add a C as the last character of the certificate number.

When the EIS issues a Certificate of Noncompliance, it shall print a "Notification of Noncompliance" form (see Appendix E).

3.6.25 **Transmission Date and Time**

The EIS shall initiate the "End-of-Test" contact to the VID. If successful, the date and time the test record was transmitted to the VID shall be recorded in the *Date of Record Transmission* and *Time of Record Transmission* fields of the test record. These fields shall be populated by the VID at the time that the record is received by the VID.

3.6.26 **Display of Final Inspection Test Results**

Following successful or unsuccessful END-OF-TEST network contact to the VID, the EIS shall display the final inspection test results. As a minimum, the words PASS, FAIL, GROSS POLLUTER or TAMPERED shall be written beside each inspection result as shown in the table below (visual, functional and emissions) except for CO_2 and O_2.

HC: (ASM 5015 or TSI 2500 rpm)	XXXX PPM	PASS or FAIL or GROSS POLLUTER
CO: (ASM 5015 or TSI 2500 rpm)	XX.XX %	PASS or FAIL or GROSS POLLUTER
CO_2: (ASM 5015 or TSI 2500 rpm)	XX.X %	blank
O_2: (ASM 5015 or TSI 2500 rpm)	XX.X %	blank

NO: (ASM 5015)	XXXX PPM	PASS or FAIL or GROSS POLLUTER
HC: (ASM 2525 or TSI - Idle rpm)	XXXX PPM	PASS or FAIL or GROSS POLLUTER
CO: (ASM 2525 or TSI - Idle rpm)	XX.XX %	PASS or FAIL or GROSS POLLUTER
CO_2: (ASM 2525 or TSI - Idle rpm)	XX.X %	blank
O_2: (ASM 2525 or TSI - Idle rpm)	XX.X %	blank
NO: (ASM 2525)	XXXX PPM	PASS or FAIL or GROSS POLLUTER
AIR/FUEL RATIO:	XX.X	blank
VISUAL TEST	blank	PASS or FAIL or TAMPERED
FUNCTIONAL TEST	blank	PASS or FAIL or TAMPERED
OVERALL TEST RESULT	blank	PASS or FAIL or GROSS POLLUTER or TAMPERED

3.6.27 **Vehicle Inspection Report (VIR)**

After display and review of the final test results, and after END-OF-TEST contact attempt with the VID, the EIS shall print the VIR. If contact was not made with the VID, it shall be indicated on the VIR. See Appendix C for VIR format/information.

If a Smog Check certificate is issued and no contact was made with the VID, print the following message on the VIR:

YOUR SMOG CHECK CERTIFICATE WILL BE ELECTRONICALLY TRANSMITTED TO DMV.

If a Smog Check certificate is issued and contact was made with the VID, print the following message on the VIR:

YOUR SMOG CHECK CERTIFICATE HAS BEEN ELECTRONICALLY TRANSMITTED TO DMV.

The following messages shall be sent from the VID to the EIS in a text file. The EIS shall print the appropriate message on the VIR

For vehicles that pass the smog check inspection and a certificate is not issued due to a certificate restriction which includes previous gross polluter, previous hardship extension, and response bits 71 -74, print the message named VIR_NCRT from

MESSAGE.DAT on the VIR. If VIR_NCRT is printed on the VIR, do not print VIR_RPAS, or VIR_PASS on the VIR.

If the vehicle is a military fleet vehicle, or a government fleet vehicle, do not print VIR_NCRT on the VIR, only use the messages named VIR_PASS, VIR_RPAS, VIR_FAIL, or VIR_REPR when applicable.
The current message named VIR_NCRT is the following:

HOWEVER, ONLY A TEST-ONLY CENTER IS AUTHORIZED BY LAW TO ISSUE A CERTIFICATE OF COMPLIANCE AFTER REPAIRS HAVE BEEN MADE TO A VEHICLE IDENTIFIED AS A GROSS POLLUTER.

For vehicles that pass the smog check inspection and have been repaired, print the message named VIR_RPAS from MESSAGE.DAT on the VIR. The current message named VIR_RPAS is the following:

THANK YOU FOR PERFORMING THE NEEDED EMISSIONS-RELATED REPAIRS TO YOUR VEHICLE. THESE REPAIRS HELP CALIFORNIA REACH ITS GOAL OF REMOVING AN EXTRA 100 TONS OF SMOG-FORMING EMISSIONS FROM THE AIR EVERY DAY.

For vehicles that pass the smog check inspection and have not been repaired, print the message named VIR_PASS from MESSAGE.DAT on the VIR. The current message named VIR_PASS is the following:

BY KEEPING YOUR VEHICLE WELL-MAINTAINED, YOU'VE PASSED YOUR ENHANCED SMOG CHECK AND ARE HELPING CALIFORNIA REACH ITS GOAL OF REMOVING AN EXTRA 100 TONS OF SMOG-FORMING EMISSIONS FROM THE AIR EVERY DAY.

For vehicles that fail the smog check inspection the message named VIR_REPR from MESSAGE.DAT on the VIR. The current message named VIR_REPR is the following:

REPAIRING YOUR VEHICLE IS NECESSARY TO HELP CALIFORNIA REACH ITS GOAL OF REMOVING AN EXTRA 100 TONS OF SMOG-FORMING EMISSIONS FROM THE AIR EVERY DAY. THE STATE OFFERS A LOW-INCOME EMISSION REPAIR ASSISTANCE PROGRAM AND A VOLUNTARY RETIREMENT PROGRAM FOR POLLUTING VEHICLES. ASK YOUR TECHNICIAN FOR THE OFFICIAL PROGRAM INFORMATION PAMPHLETS OR CALL 1-800-952-5210. YOU CAN ALSO GET INFORMATION ABOUT ALL SMOG CHECK PROGRAMS AT <WWW.SMOGCHECK.ORG>

For vehicles that fail the smog check inspection, bold all results that are shown as a "Fail" on the VIR.

For vehicles that fail the inspection for any reason, the EIS shall print the message named VIR_FAIL from MESSAGE.DAT on the VIR. The current message named VIR_FAIL is the following:

VEHICLES FAILING SMOG CHECK MUST HAVE NECESSARY REPAIRS MADE TO REDUCE VEHICLE'S EMISSIONS TO REQUIRED LEVELS. IF YOU HAVE SPENT MORE THAN THE REQUIRED COST EXPENDITURE FOR APPROPRIATE EMISSION-RELATED REPAIRS (EXCLUDING WARRANTY REPAIRS AND REPAIRS TO MISSING, MODIFIED OR DISCONNECTED EMISSION CONTROL SYSTEM) AT A LICENSED SMOG CHECK REPAIR FACILITY, YOU MAY BE ELIGIBLE FOR A ONE TIME WAIVER. YOU MAY ALSO BE ELIGIBLE FOR A ONE-TIME ECONOMIC HARDSHIP EXTENSION.

REPAIR WAIVERS WILL NOT BE ISSUED FOR VEHICLES WITH MISSING, MODIFIED OR DISCONNECTED EMISSIONS CONTROL EQUIPMENT REGARDLESS OF COST TO MAKE REPAIRS; VEHICLES IDENTIFIED AS "GROSS POLLUTERS," (VEHICLES WHICH HAVE MUCH HIGHER EMISSIONS THAN PROPERLY MAINTAINED VEHICLES IN THEIR CLASS); VEHICLES THAT WERE ISSUED A HARDSHIP EXTENSION; OR VEHICLES THAT OBTAINED A REPAIR COST WAIVER IN THEIR MOST RECENT SMOG CHECK. TWO CONSECUTIVE REPAIR WAIVERS WILL NOT BE ISSUED.

FOR QUESTIONS, ASK THE SMOG CHECK TECHNICIAN OR SMOG CHECK STATION REPRESENTATIVE. IF THE SMOG CHECK TECHNICIAN OR SMOG CHECK STATION REPRESENTATIVE IS UNABLE TO ANSWER YOUR QUESTIONS, PLEASE CALL THE BUREAU OF AUTOMOTIVE REPAIR AT (800) 952-5210.

3.6.27 **Vehicle Inspection Report (VIR)**

After display and review of the final test results, and after END-OF-TEST contact attempt with the VID, the EIS shall print the VIR. If contact was not made with the VID, it shall be indicated on the VIR. See Appendix C for VIR format/information.

On all VIRs, when specifying the visual inspection final result, indicate whether the visual inspection is limited, comprehensive or none is required.

If a smog check certificate is issued and no contact was made with the VID, print the following message on the VIR:

YOUR SMOG CHECK CERTIFICATE WILL BE ELECTRONICALLY TRANSMITTED TO DMV.

If a smog check certificate is issued and contact was made with the VID, print the following message on the VIR:

YOUR SMOG CHECK CERTIFICATE HAS BEEN ELECTRONICALLY TRANSMITTED TO DMV.

The following messages shall be sent from the VID to the EIS in text files. The EIS shall print the appropriate message on the VIR

For vehicles that pass the smog check inspection and have been repaired, print the message named VIR RPAS from MESSAGE .DAT on the VIR. The current message named VIR_RPAS is the following:

THANK YOU FOR PERFORMING THE NEEDED EMISSIONS-RELATED REPAIRS TO YOUR VEHICLE. THESE REPAIRS HELP CALIFORNIA REACH ITS GOAL OF REMOVING AN EXTRA 100 TONS OF SMOG-FORMING EMISSIONS FROM THE AIR EVERY DAY.

For vehicles that pass the smog check inspection and have not been repaired, print the message named VIR_PASS from MESSAGE.DAT on the VIR. The current message named VIR_PASS is the following:

BY KEEPING YOUR VEHICLE WELL-MAINTAINED, YOU'VE PASSED YOUR ENHANCED SMOG CHECK AND ARE HELPING CALIFORNIA REACH ITS GOAL OF REMOVING AN EXTRA 100 TONS OF SMOG-FORMING EMISSIONS FROM THE AIR EVERY DAY.

For vehicles that fail the smog check inspection, the message named VIR REPR from MESSAGE.DAT on the VIR. The current message named VIR_REPR is the following:

REPAIRING YOUR VEHICLE IS NECESSARY TO HELP CALIFORNIA REACH ITS GOAL OF REMOVING AN EXTRA 100 TONS OF SMOG-FORMING EMISSIONS FROM THE AIR EVERY DAY. THE STATE OFFERS (EFFECTIVE MARCH 1, 1998) A LOW-INCOME EMISSION REPAIR ASSISTANCE PROGRAM AND A RECYCLING PROGRAM FOR POLLUTING VEHICLES. ASK YOUR TECHNICIAN FOR THE OFFICIAL PROGRAM INFORMATION PAMPHLETS OR CALL 1-800-952-5210. YOU CAN ALSO GET INFORMATION ABOUT ALL SMOG CHECK PROGRAMS AT <WWW.SMOGCHECK.ORG>

For vehicles that fail the smog check inspection, bold all results that are shown as a "Fail" on the VIR.

For vehicles that fail the inspection for any reason, the EIS shall print the message VIR_FAIL from MESSAGE.DAT on the VIR. The current message named VIR_FAIL is the following:

VEHICLES FAILING SMOG CHECK MUST HAVE NECESSARY REPAIRS MADE TO REDUCE VEHICLE'S EMISSIONS TO REQUIRED LEVELS. IF YOU HAVE SPENT MORE THAN THE REQUIRED COST EXPENDITURE FOR APPROPRIATE EMISSION-RELATED REPAIRS (EXCLUDING WARRANTY REPAIRS AND REPAIRS TO MISSING, MODIFIED OR DISCONNECTED EMISSION CONTROL SYSTEM) AT A LICENSED SMOG CHECK REPAIR FACILITY, YOU MAY BE ELIGIBLE FOR A ONE TIME WAIVER. YOU MAY ALSO BE ELIGIBLE FOR A ONE-TIME ECONOMIC HARDSHIP EXTENSION.

REPAIR WAIVERS WILL NOT BE ISSUED FOR VEHICLES WITH MISSING, MODIFIED OR DISCONNECTED EMISSIONS CONTROL EQUIPMENT REGARDLESS OF COST TO MAKE REPAIRS; VEHICLES IDENTIFIED AS "GROSS POLLUTERS," (VEHICLES WHICH HAVE MUCH HIGHER EMISSIONS THAN PROPERLY MAINTAINED VEHICLES IN THEIR CLASS); VEHICLES THAT WERE ISSUED A HARDSHIP EXTENSION; OR VEHICLES THAT OBTAINED A REPAIR COST WAIVER IN THEIR MOST RECENT SMOG CHECK. TWO CONSECUTIVE REPAIR WAIVERS WILL NOT BE ISSUED.

FOR QUESTIONS, ASK THE SMOG CHECK TECHNICIAN OR SMOG CHECK STATION REPRESENTATIVE. IF THE SMOG CHECK TECHNICIAN OR SMOG CHECK STATION REPRESENTATIVE IS UNABLE TO ANSWER YOUR QUESTIONS, PLEASE CALL THE BUREAU OF AUTOMOTIVE REPAIR AT (800) 952-5210.

3.7 **REPAIR-ONLY SOFTWARE FUNCTIONS**

The Repair-Only Software function shall display the following options:

1. Recall Repair Records
2. Create New Repair Records

1) Recall Repair Records

Recall Repair Records/Check for Low Income Repair Assistance

When this function is selected, the EIS shall prompt the technician to enter the VIN and license plate number of the vehicle. Upon transmission of VIN/license plate number to the VID, if records are found, the VID will transmit up to 10 of the most recent repair records. The EIS shall allow the technician to only view and/or print a user-selectable number of records. If the Low Income Repair field in the repair record is filled with a "Y", the EIS shall display the following message prior to exiting the repair only software functions.

THIS VEHICLE QUALIFIES FOR LOW INCOME REPAIR ASSISTANCE.

If the *Low Income Repair* field in the repair record is filled with an "N", the EIS shall display the following message prior to exiting the repair only software functions.

THIS VEHICLE DOES NOT QUALIFY FOR LOW INCOME REPAIR ASSISTANCE.

2) Create New Repair Records

When this menu item is selected, the EIS shall prompt the technician to enter his/her technician license number and access code per §3.6.2 and 3.6.3. Next, the EIS will prompt the technician for the VIN and license plate number, and then will display the Repair Category per §3.6.21 and 3.6.22. After the repairs have been entered, the EIS will send the record to the VID.

3.8 **MANUAL TESTING MODE**

When the technician selects manual testing mode, the EIS shall display the following prompt:

DISPLAY PROMPT:

ENTER THE VEHICLE FUEL TYPE CODE:

Select the appropriate fuel type in accordance with §3.6.7.n) - Vehicle Fuel Type Code.

After the technician has selected the fuel type, the EIS shall display the following menu items:

DISPLAY PROMPT:

ENTER CHOICE FOR MANUAL MODE TESTING:

1) **NO-LOAD EMISSIONS MEASUREMENT**
2) **TECHNICIAN SELECTED STEADY LOAD**
3) **ASM DIAGNOSTIC TEST**
4) **STRUCTURED TEST DRIVE**
5) **FREE-FORM TEST DRIVE**

At the conclusion of any of the above modes, the EIS shall, if the technician chooses, be able to display or print a time-aligned second-by-second emissions and wheel speed (if applicable) plot for each gas (HC, CO, NO, O_2 and CO_2) for up to the last 180 seconds of any of the manual test modes. The gas values shall default to dilution corrected readings and as an option may be set to uncorrected for dilution as toggled by the technician except for the Structured Test Drive and the Free-Form Test Drive, where only uncorrected values shall be displayed. The EIS shall display the emission readings of (HC, CO, NO, O_2 and CO_2). However, the manufacturer may provide an option to toggle off the display. The rules for applying the DCF during the manual mode shall be the same as the inspection mode.

Each of the above tests, aside from the No-Load Emissions Measurement, must be preceded by the EIS manufacturer's recommended pretest procedures.

a) **No-Load Emissions Measurement**
When the operator selects the No-Load Emissions Measurement, the EIS shall start sampling HC, CO, O_2 and CO_2 gases. The EIS shall display these gas values along with the engine speed on the screen until the operator leaves the No-Load Emissions Measurement.

b) **Technician Selected Steady Load**
When the operator selects the Technician Selected Steady Load, the driver shall be prompted to enter a horsepower load for the dynamometer to simulate. The EIS shall simulate tire losses, and the technician shall be warned accordingly. However, the manufacturer may provide an option to toggle off the tire losses and warning message. This horsepower should be accurate at or above 14 mph and should not exceed safe limits established by the EIS manufacturer. The dynamometer shall smoothly apply the load above 10 mph. Once the power setting is selected, the EIS shall start sampling and the following values shall be displayed on the screen: gas readings for HC, CO, NO, O_2 and CO_2, engine speed, wheel speed, and a reference time clock (displaying seconds).

c) **ASM Diagnostic Test**
To be able to conduct an ASM Diagnostic Test, the vehicle information must be known. If the information for the vehicle has not been entered already, the EIS must prompt the technician to enter all vehicle data required to correctly determine dynamometer loading information for both modes of the ASM test.

Once the vehicle information is entered, the technician shall be given the option to simulate either the 5015 mode, the 2525 mode, or both as in an actual ASM inspection test. Once a mode is selected, the gas EIS shall start sampling and the screen shall display all of the same values as the Technician Selected Steady Load test in addition to the driver trace appropriate to the mode selected. In either case, the dynamometer shall not apply load below 10 mph for the ASM 5015 and 20 mph for the ASM 2525 mode to aid in bringing the vehicle up to speed.

Once the vehicle information is entered, the EIS shall display HC, CO, NO, O_2, CO_2, engine speed, wheel speed, and time while the gas EIS starts taking samples.

Whenever the ASM Diagnostic Test is run on a different vehicle, the *Row ID Number* field of the VLT shall be recorded along with the date and time in a separate file identified in Confidential Appendix C-2. Only the 25 most recent vehicles must be kept in this file. This information will be used elsewhere in the EIS to create vehicle pretest statistics.

d) **Structured Test Drive**
To assist in the repair of vehicles, the EIS must be capable of providing a repeatable test drive for the vehicle to follow, in this case, the BAR-31 simulation trace. As with the ASM Diagnostic Test, the vehicle information must be known prior to conducting structured test drive. If the information for the vehicle has not been entered already, the EIS must prompt the technician to enter all vehicle data required to correctly access the VLT. This information will be used to determine

the appropriate vehicle loading from the VLT. The load shall be applied according to the requirements in §2.5.5.2. a), Diagnostic Level Simulation.

Once the vehicle information is entered, the EIS shall display HC, CO, NO, O_2 and CO_2 gases, engine speed, and wheel speed while the gas EIS starts taking samples. The test shall start once the operator presses START.

e) **Free-Form Test Drive**
To assist in the repair of vehicles, the EIS must be capable of providing a free-form test drive. This will allow the vehicle to be test driven on the dynamometer as it would be test driven on the actual road. As with the ASM Diagnostic Test, the vehicle information must be known prior to conducting the free-form test drive. If the information for the vehicle has not been entered already, the EIS must prompt the technician to enter all vehicle data required to correctly access the VLT. This information will be used to determine the appropriate vehicle loading from the VLT. The load shall be applied according to the requirements in §2.5.5.2 a), Diagnostic Level Simulation.

Once the vehicle information is entered, the EIS shall display HC, CO, NO, O_2 and CO_2 gases, engine speed, and wheel speed while the gas EIS starts taking samples. The test shall start once the operator presses START.

3.9 EIS CALIBRATION MENU

When the technician selects the EIS CALIBRATION MENU, the EIS shall display the following menu items:

ENTER CHOICE:

1) 3-DAY CALIBRATION, LEAK CHECK & SYSTEMS CHECK
2) ANALYZER GAS CALIBRATION
3) ANALYZER SAMPLE SYSTEM LEAK CHECK
4) DYNAMOMETER CALIBRATION
5) FUEL CAP TESTER CALIBRATION WITH MASTER CAPS
6) FLOPPY DRIVE AND FLOPPY DISK CHECK

The procedures shall be user-friendly and shall prompt the technician through every step needed to properly perform the required calibration/system check (including, for example, when to turn the gas cylinder valve on and off). Results of all calibrations and checks shall be displayed and recorded in the calibration record. All cylinder bar code data shall be stored in the calibration record.

a) **Three-Day Calibration, Leak Check and Systems Check**
The system shall preclude I/M testing after 72 hours if a full EIS calibration & leak/systems check (CLSC) is not performed and passed. However, if the dynamometer fails the dynamometer calibration, the EIS shall not be locked out of two-speed idle testing. If the EIS fails any portion of the three-day CLSC, a message shall be displayed indicating the failure and suggesting possible technician-fixable causes for the failure; e.g., CHECK GAS CYLINDERS SHUT/EMPTY/CONNECTED TO WRONG PORTS. TRY AGAIN. IF NONE OF THESE, CALL SERVICE. If a Smog Check is initiated, and the dynamometer calibration has failed, the EIS shall display the following prompt:

DISPLAY PROMPT:

THE DYNAMOMETER HAS FAILED CALIBRATION. PRESS *(function key)* TO CONTINUE WITH TWO-SPEED IDLE TEST OR [ESC] TO ABORT.

If the technician presses the escape key [ESC], the Smog Check will abort. If the technician presses the appropriate function key to continue, the technician will be allowed to continue. However, once the test is determined (ASM or TSI) by the VID or from the vehicle information entered, the inspection will abort if the vehicle requires an ASM inspection.

The Three-Day CLSC selection shall perform automatically, in sequence, all the other items in the Calibration Menu, prompting the technician to perform tasks as required. The calibrations and checks shall be performed in the same order as the Calibration Menu list. Since the Three-Day CLSC procedure is a sequence of other procedures, its details will be delineated in Items b) through f), below.

The Dilution Correction Factor and the NO Humidity Correction Factor (HCF) shall be disabled during Three-day Gas Calibration and Gas Audit.

The O_2 sensor shall be calibrated, not just checked during gas calibration. If the O_2 sensor does not pass calibration, the EIS shall display the following message:

THE O_2 SENSOR FAILED CALIBRATION. CALL FOR SERVICE TO AVOID LOCKOUT.

The EIS shall not be prevented from performing a Smog Check if oxygen is the only channel to fail gas calibration. However, if the O_2 sensor does not pass calibration within seven days, the EIS shall be locked out and the following prompt shall be displayed:

DISPLAY PROMPT:

THE O_2 SENSOR IS OUT OF CALIBRATION. EIS IS LOCKED OUT. CALL FOR SERVICE.

b) **Analyzer Precalibration Audit and Gas Calibration**
The gas analyzer shall be calibrated every 72 hours, or more frequently if required by the system's self-diagnostics..
When this menu item is selected, the EIS shall disable the Dilution Correction Factor (DCF) and the NO Humidity Correction Factor (HCF), and shall display the following prompt:

1. DISPLAY PROMPT:

SCAN THE HIGH RANGE CYLINDER'S THREE BAR CODES IN SEQUENCE (1, THEN 2, THEN 3), OR PRESS [function key] FOR MANUAL ENTRY.

i. If the technician presses the [*function key*], the EIS shall display a manual entry Gas Cylinder Data Screen, prompting the technician to enter the following information manually via the keyboard:

- BAR Label Number
- HC Cyl. Value, ppm
- CO_2 Cyl. Value, %
- O_2 Cyl. Value, %
- Cylinder Expiration Date
- Gas Blend Code
- CO Cyl. Value, %
- NO Cyl. Value, ppm
- Cylinder Lot Number

The BAR Label Number must contain 2 Alpha characters followed by 8 numeric characters. Any deviation from this shall cause the EIS to display the prompt:

INVALID BAR LABEL NUMBER

The calibration sequence shall stop until a proper BAR Label Number is entered.

The EIS shall check the cylinders' expiration dates to see that none of the gas blends have expired. (NOTE: Zero air generators do not have an expiration date.) If any expiration date has been exceeded, the EIS shall display the prompt:

GAS EXPIRATION DATE HAS PASSED.

The calibration sequence shall stop until the expired cylinder has been replaced.

The EIS shall check the label concentrations of each of the gases in each cylinder to ensure that they are within ±2% of the nominal concentrations listed in §2.4.5.c) 3 of this specification. (E.g., the nominal concentration of propane in the low range calibration gas is 200 ppm. The allowable concentrations scanned in from the cylinder's label are between 196 – 204 ppm (±2% of 200 is ±4 ppm)
If any gas label concentration is outside the *±2% tolerance, the EIS shall display the prompt:*

GAS VALUE EXCEEDS TOLERANCE.

The calibration sequence shall stop until the faulty cylinder has been replaced.

After the technician has successfully scanned the bar codes on the high range cylinder, or entered the required data manually, the software shall prompt him to

DISPLAY PROMPT:

SCAN THE LOW RANGE CYLINDER'S THREE BAR CODES IN SEQUENCE (1, THEN 2, THEN 3), OR PRESS [function key] FOR MANUAL ENTRY.

The software shall follow the same procedure as in Step 1.i above.

After the technician has successfully scanned the bar codes on the low range cylinder, or entered the required data manually, the software shall prompt him to

DISPLAY PROMPT:

SCAN THE THREE BAR CODES IN SEQUENCE (1, THEN 2, THEN 3) ON THE ZERO AIR CYLINDER OR ZERO AIR GENERATOR, OR PRESS [function key] FOR MANUAL ENTRY.

The software shall follow the same procedure as in Step1.i above.

2. After the technician has successfully scanned the bar codes on the zero air source, or entered the required data manually, the software shall begin the precalibration audit and calibration routines, displaying prompts for technician actions and inputs, and the status of the calibration procedure as it progresses.

3. The EIS manufacturers, in consultation with their analyzer bench/sensor providers, shall determine whether single-point or two-point calibration, as described below, will result in greater and more consistent accuracy and dependability in their particular systems. The EIS manufacturers shall incorporate the better calibration method in their systems. The two calibration methods, along with their associated precal audits, are performed as follows:

1. *Single-Point Calibration*

DISPLAY PROMPT:

OPEN CAL GAS CYLINDERS AND ZERO AIR. PRESS [*function key*] TO CONTINUE.

i. After the technician presses the function key, the software shall cause zero air to flow through the analyzer. (It is permissible to flush the system with ambient air before flowing zero air; however, sufficient zero air must flow to flush the ambient air before zeroing.) The EIS manufacturer shall determine how long the flow must be maintained. The EIS shall record each channel's precal zero reading (span reading for O_2).

ii. The EIS shall adjust all channels except O_2 to zero. The O_2 channel shall be calibrated to 20.9%. The EIS shall record each channel's adjusted zero reading (span reading for O_2).

iii. The software shall then cause High Range BAR-97 calibration gas to flow through the analyzer until the readings have stabilized. (The EIS manufacturer shall determine the time required for the readings to stabilize.) The response time check in Step iv below shall be performed at this point. The EIS shall record each channel's precal high-range reading (zero reading for O_2). Each channel shall then be adjusted to the center of its tolerance range, except that O_2 shall have its zero reading adjusted to the center of its tolerance range. The adjusted values shall be within ±1% of the actual values shown on the High Range calibration gas cylinder.

The EIS shall record each channel's calibrated high-range reading (calibrated zero reading for O_2).

iv. During the calibration procedure, analyzer/sensor response times for the CO, NO and O_2 channels shall be checked. *The EIS shall introduce high range calibration gas and shall calculate* the time required to reach T_{90} (see §2.4.5 r), or T_{10} for O_2 , and shall compare it to the values *in §2.4.5 r (10 seconds for O_2). If the measured response time for any channel exceeds its allowable response time by more than* one (1) second, a message shall be displayed on the EIS monitor.

DISPLAY PROMPT:

ANALYZER RISE TIME TOO SLOW. CALL FOR SERVICE. PRESS [*function key*] TO CONTINUE.

If the difference between the values (except for O_2) exceeds two (2) seconds, the EIS shall fail the gas calibration, prevent any smog checks from being performed, and a suitable message displayed.

DISPLAY PROMPT:

FAILED GAS CALIBRATION. ANALYZER RISE TIME TOO SLOW. CALL FOR SERVICE. PRESS [*function key*] TO CONTINUE.

An O_2 channel response time failure shall not cause a calibration failure unless its response time has been at least two seconds over the limit for seven calendar days.

Similarly, the EIS computer shall measure the analyzer/sensor responses to the purging of the high range calibration gas, shall calculate the time required to reach T_{10} and shall compare it to the values in §2.4.5 r. If the difference between the values exceeds one (1) second, a message shall be displayed on the EIS monitor.

DISPLAY PROMPT:

ANALYZER FALL TIME TOO SLOW. CALL FOR SERVICE. PRESS [*function key*] TO CONTINUE.

If the difference between the values (except for O_2) exceeds two (2) seconds, the EIS shall fail the gas calibration, store any results to the calibration record, prevent any smog checks from being performed, and a suitable message displayed. The O_2 criterion for causing a calibration 1failure shall be the same as that for a T_{90} failure.

DISPLAY PROMPT:

FAILED GAS CALIBRATION. ANALYZER FALL TIME TOO SLOW. CALL FOR SERVICE. PRESS [*function key*] TO CONTINUE.

v. If the analyzer passed the response time test, the EIS shall then cause Low Range BAR-97 calibration gas to flow through the analyzer. No precal readings shall be recorded. The channels shall be checked, but NOT adjusted, to determine that each channel is still within the accuracy requirements listed in §2.4.5 j.

Acceptance Criteria: (1) If Steps i through v, above, are all successfully completed, the software shall display the prompt

DISPLAY PROMPT:

PASSED GAS CALIBRATION. PRESS [*function key*] TO CONTINUE.

When the technician presses the [*function key*], the software shall return to the calibration menu. If this is a 3-day calibration and leak check, it shall proceed to the leak check procedure. (2) If any step is not successfully completed, the software shall display the prompt

DISPLAY PROMPT:

FAILED GAS CALIBRATION. TRY AGAIN? (YES/NO)

If the technician enters YES, the software shall repeat the calibration procedure from Step iii one more time. If the technician enters NO, the software shall return to the calibration

menu, shall store the result in Calibration Data file and shall prevent a smog check from being performed.

OPTION: If the EIS manufacturer has chosen single-point calibration as the preferred method, and if the analyzer has failed the gas calibration, and the technician elects to try again, the EIS may at this time perform a two-point calibration, calibrating to the low range gas first, then to the high range gas. However, the following limitations apply:

(a) Two-point calibrations cannot be performed twice in a row. They must be preceded by an on-point calibration that successfully calibrated to the high range gas.

(b) A two-point calibration may not be performed if three two-point calibrations have been performed within the previous 21 days.

These limitations are present because the EIS and the analyzer/sensor manufacturers have determined that the single-point calibration method provides better accuracy and consistency in their systems than does the two-point calibration method..

5. *Two-Point Calibration*

DISPLAY PROMPT:

OPEN CAL GAS CYLINDERS AND ZERO AIR. PRESS [*function key*] TO CONTINUE.

i. After the technician presses the function key, the software shall cause zero air to flow through the analyzer. (It is permissible to flush the system with ambient air before flowing zero air; however, sufficient zero air must flow to flush the ambient air before zeroing.) The EIS manufacturer shall determine how long the flow must be maintained. The EIS shall record each channel's precal zero reading (span reading for O_2).

ii. The EIS shall adjust all channels except O_2 to zero. The O_2 channel shall be calibrated to 20.9%. The EIS shall record each channel's adjusted zero reading (span reading for O_2).

iii. The software shall then cause Low Range BAR-97 calibration gas to flow through the analyzer until the readings have stabilized. (The EIS manufacturer shall determine the time required for the readings to stabilize.) The EIS shall record each channel's precal low-range reading (zero reading for O_2). Each channel shall then be adjusted to the center of its tolerance range, except that O_2 shall have its zero reading adjusted to the center of its tolerance range. The adjusted values shall be within ±1% of the actual values shown on the Low Range calibration gas cylinder. The EIS shall record each channel's calibrated low-range reading (calibrated zero reading for O_2).

iv. The software shall then cause High Range BAR-97 calibration gas to flow through the analyzer until the readings have stabilized. The response time check in Step 4. iv above shall be performed at this point. The EIS shall record each channel's precal high-range reading (zero reading for O_2). Each channel shall then be adjusted to the center of its tolerance range, except that O_2 shall have its zero reading adjusted to the center of its tolerance range. The adjusted values shall be within ±1% of the actual values shown on the High Range calibration gas cylinder. The EIS shall record each channel's calibrated high-range reading (calibrated zero reading for O_2).

[*Note that the T_{90} response time is taken over the range of low-range final reading to high-range stabilized value. For example, if the final low range reading for NO was 300 ppm and the stabilized high-range reading was 3000 ppm, the range would be 3000 – 300 = 2700 ppm. 90% of 2700 is 2430 ppm, so the T90 point would be 2430 + 300 = 2730 ppm.*]

6. Summary: Single-Point Analyzer Calibration Sequence

1. The EIS flows zero air; the HC, CO, CO_2 & NO channels are zeroed; the O_2 channel is set to 20.9%.

2. The EIS flows high range gas; the EIS measures response times to T_{90} for CO & NO and T_{10} for O_2 and compares to response times in §2.4.5.r; the HC, CO, CO_2 & NO channels are calibrated; the O_2 channel is zeroed.

3. The EIS flows zero air; the EIS measures response times to T_{10} for CO & NO (T_{90} for O_2), and compares to response times in §2.4.5.r.

4. The EIS flows low-range gas and checks the analyzer readings to ensure that the accuracy requirements of this specification are met (calibration adjustments are NOT to be made at low range).

5. The EIS makes the analyzer precal audit and calibration pass/fail determinations, purges the bench and goes on to the next step.

7. Summary: Two-Point Analyzer Calibration Sequence

1. The EIS flows zero air; the HC, CO, CO_2 & NO channels are zeroed; the O_2 channel is set to 20.9%.

2. The EIS flows low range gas; the HC, CO, CO_2 & NO channels are calibrated; the O_2 channel is zeroed.

3. The EIS flows high range gas; the EIS measures response times to T_{90} for CO & NO and compares to response times in §2.4.5; the HC, CO, CO_2 & NO channels are calibrated; the O_2 channel is zeroed.

4. The EIS flows zero air; The EIS flows zero air; the EIS measures response times to T_{10} for CO & NO (T_{90} for O_2), and compares to response times in §2.4.5.r.

The EIS makes the analyzer precal audit and calibration pass/fail determinations, purges the bench and goes on to the next step.

8. If the EIS is configured without a NO_x measuring device the EIS shall make the following modifications to the calibration routine:

1. The EIS shall be able calibrate on gas that does contain NO.

2. The EIS shall be able to accept zero for NO gas bottle values (the software shall still be able to accept the standard high/low NO gas bottle values). The EIS shall also be able to accept the appropriate blend code entries for calibration gas that does not contain NO.

3. The EIS shall zero fill the appropriate NO results in the calibration data record.

9. The EIS shall write the type of NO_x Measuring device installed in the EIS to the *NO_x device installed* field of the calibration record.

1 = NOx device installed (standard cell), 2 = NOx device not installed , 3 = NDIR bench installed, 4 = chemiluminesence installed, 5 = NOx gel cell installed, 6 = NDUV bench installed.

Note: If alternate NO technologies are not used numbers 3 – 6 do not apply.

c) **EIS Sample System Leak Check**
Selection of this item shall bring up a set of leak check procedures. The procedures shall be user friendly and shall indicate every step needed to properly perform a leak check (including when it is necessary to turn the gas cylinder valve on and off). Procedures shall be approved by the BAR. Results of the leak check shall be displayed and recorded on the calibration record. If the EIS fails the three-day gas calibration or the leak check, the unit shall be "locked out" (prevented from testing) and a message shall be displayed on the screen indicating that and instructing the technician how to correct the failure or to call for repairs.

d) **Dynamometer Calibration**
The dynamometer shall be calibrated every 72 hours using the following calibration procedures described below. If the dynamometer fails the calibration, the EIS shall not be locked out of two-speed idle testing. If the EIS is configured without a dynamometer do not prompt for a dynamometer calibration during a Three-Day Calibration.

1) **Warm-Up:** Whenever the dynamometer is due for dynamometer warm-up check, the EIS shall display the following message:

DISPLAY PROMPT:

DYNAMOMETER WARM-UP REQUIRED.

Programming Criteria:

1. The dynamometer shall be warmed up in accordance with the dynamometer manufacturer's warm-up procedure. The EIS shall provide sufficient information (temperature compensation) to

instruct the technician regarding the dynamometer manufacturer's warm-up test procedure. The technician shall be required to press a function key to start the warm-up procedure and the EIS shall display the following message:

DISPLAY PROMPT:

DYNAMOMETER WARM-UP IS IN PROGRESS.

2. If the dynamometer does not meet the manufacturer's warm-up time, the EIS shall be locked out of loaded mode inspection for DYNAMOMETER WARM-UP FAILURE. If the dynamometer warm-up time is within the dynamometer manufacturer's specification, then the dynamometer passes the warm-up check, the EIS shall display the following message:

DISPLAY PROMPT:

DYNAMOMETER PASSED WARM-UP CHECK.

If the dynamometer doesn't meet the manufacturer's warm-up time, the EIS shall be locked out of inspection for DYNAMOMETER WARM-UP FAILURE.

DISPLAY PROMPT:

DYNO WARM-UP FAILURE -- CALL FOR SERVICE.

2) **Coast-down Check:** Whenever the dynamometer is due for dynamometer coast-down check, the EIS shall perform the coast-down check in accordance with §2.5.7.2 (a) and (b). The EIS shall display the following message:

DISPLAY PROMPT:

DYNAMOMETER COAST-DOWN CHECK IS REQUIRED

Programming Criteria:

1. The EIS shall provide sufficient information to instruct the technician to perform the dynamometer coast-down check. The technician shall be required to press a function key to start this check procedure and the EIS shall display the following message:

DISPLAY PROMPT:

DYNAMOMETER COAST-DOWN CHECK IN PROGRESS.

2. Upon completion of the dynamometer coast-down check, the EIS shall store in the calibration record file the coast-down times.

   a. If the dynamometer coast-down times are within the limits, then the dynamometer passes the coast-down check and the EIS shall display the following message:

      DISPLAY PROMPT:

      DYNAMOMETER CALIBRATION COMPLETE.

   b. If the dynamometer coast-down times are not within the limits, the EIS shall be locked out of inspection for DYNAMOMETER COAST-DOWN FAILURE.

      DISPLAY PROMPT:

      DYNO COAST-DOWN FAILURE -- PERFORM PARASITIC LOSS DETERMINATION

3. Parasitic Loss Determination: Perform the parasitic loss determination according to the procedures in §2.5.7.3. The EIS shall store parasitic losses measured in horsepower in the calibration record.

   a) If the dynamometer parasitic losses are within the limits, then perform another coast-down check using the new parasitic loss values.

      DISPLAY PROMPT:

      DYNO PARASITIC LOSSES RECALIBRATED -- PERFORM COAST DOWN CHECK

      1. If the coast-down times are within manufacturer required specifications, the dynamometer calibration is complete.

DISPLAY PROMPT:

DYNAMOMETER CALIBRATION COMPLETE

2. If the coast-down times are not within manufacturer required specifications, the dynamometer shall be locked out of inspection for DYNAMOMETER LOAD CELL CALIBRATION FAILURE.

   DISPLAY PROMPT:

   DYNAMOMETER LOAD CELL CALIBRATION FAILURE -- PERFORM DEAD WEIGHT CALIBRATION

b) If the dynamometer parasitic losses are not within the manufacturer's allowable limits, then the EIS shall be locked out of inspection for DYNAMOMETER PARASITIC LOSSES FAILURE.

   DISPLAY PROMPT:

   DYNO PARASITIC LOSS FAILURE -- CALL FOR SERVICE

4. If a dynamometer's parasitic losses fall within the manufacturer's recommended limits but the dynamometer cannot pass the coast-down test, perform the dead weight calibration according to the manufacturer's recommended procedures followed by another coast-down test. Record the coast-down values and the dead weight test results in the test record.

   a) If the load cell will not come to within manufacturer's recommended specifications, the EIS shall be locked out of inspection for DYNAMOMETER LOAD CELL FAILURE.

      DISPLAY PROMPT:

      DYNO LOAD CELL FAILURE -- CALL FOR SERVICE.

b) If the coast-down times are still not within the limits after the load cell calibration, the EIS shall be locked out of inspection for DYNO CALIBRATION FAILURE.

DISPLAY PROMPT:

DYNO CALIBRATION FAILURE -- CALL FOR SERVICE

c) If the parasitic losses and the coast-down times are within the allowable limits, the dynamometer may be used to perform inspections.

DISPLAY PROMPT:

DYNAMOMETER CALIBRATION COMPLETE

e) **Fuel Cap Tester Calibration**
The fuel cap tester shall be checked for proper calibration accuracy every 72 hours. The EIS shall display the following prompts.

A. Pass Cap

i. DISPLAY PROMPT:

TIGHTLY INSTALL THE "PASS CALIBRATION CAP" ON THE FUEL CAP TESTER AND PRESSURIZE THE SYSTEM AND PRESS THE START TEST BUTTON.

ii. The tester shall send a pass/fail to the EIS. If a pass is sent to the EIS, the EIS shall continue on with the fail cap test **(B)**. If a fail is sent to the EIS, the EIS shall display the following prompt.

DISPLAY PROMPT:

THE "PASS CALIBRATION CAP" HAS FAILED. REMOVE THE "PASS CALIBRATION CAP" AND CHECK FOR PROPER SEAL. BE SURE THE CALIBRATION CAP IS TIGHTLY INSTALLED.

iii. The tester shall send a pass/fail to the EIS. If a pass is sent to the EIS, the EIS shall continue on with the fail cap test **(B)**. If a fail is sent again, the EIS shall display the following prompt.

DISPLAY PROMPT:

THE FUEL CAP TEST SYSTEM IS NOT CALIBRATED OR IS MALFUNCTIONING. SET FUEL CAP TEST SYSTEM CALIBRATION (only if system is designed for recalibration) OR CALL FOR SERVICE.

B. Fail Cap

i. DISPLAY PROMPT:

TIGHTLY INSTALL THE "FAIL CALIBRATION CAP" ON THE FUEL CAP TESTER AND PRESSURIZE THE SYSTEM AND PRESS THE START TEST BUTTON.

ii. The tester shall send a pass/fail to the EIS. If a fail is sent to the EIS, the calibration shall end at this point.

iii. If a pass is sent to the EIS, the EIS shall display the following prompt.

DISPLAY PROMPT:

THE FUEL CAP TESTER HAS FAILED THE CALIBRATION CHECK. THE FUEL CAP TEST SYSTEM IS NOT CALIBRATED OR IS MALFUNCTIONING.

If the system is designed for recalibration, the following prompt shall be displayed:

DISPLAY PROMPT:

SET THE FUEL CAP TEST SYSTEM CALIBRATION.

If the system is NOT designed for recalibration, continue with the following prompt: **CALL FOR SERVICE.** A lockout shall be set if the fuel cap tester cannot be recalibrated or fails after recalibration.

NOTE: Manufacturers may modify the above procedure upon approval by BAR.

f) **Floppy Disk Check**

The State-secured floppy disk shall be checked every 72 hours for surface structure, directory structure, file system and file allocation table errors. The EIS shall display the following prompt.

DISPLAY PROMPT:

PRESS ENTER TO START FLOPPY DISK CHECK.

If no errors are found, the following prompt shall be displayed.

DISPLAY PROMPT:

FLOPPY DRIVE CHECK PASSED

If an error is found and the error can not be repaired, a lockout shall be set and the following prompt shall be displayed.

DISPLAY PROMPT:

FLOPPY DRIVE ERROR. CALL FOR SERVICE.

NOTE: All floppy disk surface errors require the above prompt. Software repairs are not usually adequate and these errors are a sign of disk deterioration.

3.10 STATUS PAGE

Selection of this item will display a status screen containing the following information:

- EIS number
- PEF number
- Span gas cylinder values
- Date and time of last calibration
- Gas Analyzer
- Fuel Cap Tester
- Dynamometer
- Leak Check
- Date EIS was last serviced
- Time and date
- Active software version number
- Update software version number
- Update activation date
- Date and time of last network access
- Number of Smog Checks and number of days since last network access
- Station license has expired

- Station license suspended
- Station license revoked
- Failure to pay for certificate numbers purchased
- Failure to pay for communication services
- Warm-up in progress
- Warm-up failure
- Dynamometer warm-up in progress
- Dynamometer calibration required
- Dynamometer calibration failure
- Dynamometer failure
- Gas calibration required
- Gas calibration failure
- Gas analyzer failure
- Calibration Gas Cylinder Violation
- Fuel cap tester failure
- Fuel cap tester out of calibration
- Dyno lift failure
- Leak check required
- Leak check failure
- Cabinet tampering
- Out of certificates
- Hard disk is full
- Floppy disk or disk mechanism failure
- Hard disk or disk mechanism failure
- QA/State EIS lockout
- EIS initialization (data missing, incorrect or incomplete)
- Certificate sequencing error
- State disk drive tampering
- O_2 Sensor Out of Calibration
- Clock lockout
- VLT corrupt
- Dynamometer scale failure
- Excessive Number of Aborts
- Live weight scale reading
- Humidity reading
- Temperature reading
- Barometric pressure reading
- NO_x measuring device is installed (Y/N)
- Dynamometer installed (Y/N)

3.11 NETWORK COMMUNICATIONS DIAGNOSTICS

This item shall be used to diagnose communications-related problems. The following diagnostic tests shall be provided:

a) Dial Tone Check: The EIS shall have the capability of performing a dial tone check. When selected, the EIS shall check for the presence of a dial tone.

If a dial tone is not present, the EIS shall display the following message:

DISPLAY PROMPT:

DIAL TONE CHECK FAILED

VERIFY THAT DEDICATED PHONE LINE IS PLUGGED IN AND RETRY

If a dial tone is present, the EIS shall display the following message:

DISPLAY PROMPT

DIAL TONE CHECK PASSED

If after entry, the dial tone is not present, display the following message:

DISPLAY PROMPT:

DIAL TONE CHECK FAILED

b) Modem Serial Port Diagnostics: Modem serial port diagnostics shall be provided by the EIS manufacturer pursuant to manufacturer-specific hardware configurations.

It is the responsibility of each EIS manufacturer to work with the VID contractor to ensure that the modem strings are set up automatically and correctly.

The modem strings will be setup in a data file (refer to Confidential ET Communications Protocol in Appendix C-4) for the VID contractor's software.

c) Network Diagnostics: The EIS shall provide the data needed to conduct NETWORK DIAGNOSTICS (refer to the Confidential Appendix C-2). The structure of this file is determined by each EIS manufacturer. The data file Network DIAGNOSTIC TRANSMIT RECORD shall be transmitted to the VID and the data file NETWORK DIAGNOSTIC RECEIVE RECORD shall be sent

back to the EIS from the VID. They should be identical upon completion of the network diagnostics routine for this test to pass. The EIS shall display the following message:

DISPLAY PROMPT:

TRANSMITTING DATA, PLEASE WAIT.

Programming Criteria:

1. If, upon completion of network access, the data transmitted by the EIS to the VID is the same as the data received by the EIS from the VID, then the EIS shall display the following message:

   DISPLAY PROMPT:

   NETWORK COMMUNICATIONS PASSED.

2. If, upon completion of network access, the data transmitted by the EIS to the VID is **not** the same as the data received by the EIS from the VID, then the EIS shall display the following message:

   DISPLAY PROMPT:

   NETWORK COMMUNICATIONS FAILED.

3. If network communications access is not achieved, the EIS shall display the following message:

   DISPLAY PROMPT:

   CANNOT ACCESS NETWORK.

d) Remote Dial-In Check: The EIS shall be capable of responding to a modem tone check.

3.12 **PRETEST/TRAINING MODE**

When this item is selected, the EIS shall provide an option to perform either a Pretest or Training Mode. Prompts shall be provided to allow the trainee to perform a practice inspection in accordance with the requirements specified in §3.2.10.

3.13 **RECALL PREVIOUS VEHICLE TESTS**

The EIS must be able to recall the previous data and reprint a VIR for at least the most recent 100 inspections. The EIS shall provide prompts to the technician to review or print, if required, a summary of the test result or the specific vehicle information.

3.14 **QA FUNCTIONS**
The EIS shall display the list of State/QA functions when this item is selected.

3.14.1 **QA/State Menu**
Access to initialize the EIS by QA/State representatives must be in place at the time the EIS is delivered.

The access code for the QA/State menu is a case-sensitive alphanumeric code that changes daily. The access code will be supplied by the state via a confidential data disk (refer to §1.4). The EIS shall display the access code as Xs on the screen when the access code is entered.

The manufacturer shall display the following menu options for the QA inspectors and State representatives:

1. **LEAK CHECK**
2. **GAS AUDIT**
3. **UPDATE STATION INFORMATION**
4. **VIEW TECHNICIAN INFORMATION**
5. **INSTALL NEW DATA DISK**
6. **RESET DATE & TIME**
7. **HANDS-ON TEST**
8. **LOCKOUT EIS**
9. **PERFORM EMERGENCY SOFTWARE UPDATE**
10. **SEARCH AND RETRIEVE TEST RECORD**
11. **STATE STAFF INSPECTION**
12. **QA INSPECTION**
13. **COMMUNICATIONS LOG**

Access to the QA/State Menu will require entry of an access code by a QA/State representative when the initial station inspection has been completed. The EIS's I/M testing functions shall not operate until the access code is entered. Information contained in the files associated with the QA/State Menu shall be hidden in software to the BAR's satisfaction.

The access code shall consist of five case-sensitive alphanumeric characters. When **QA/STATE MENU** is selected, the EIS shall display the following message:

DISPLAY PROMPT:

ENTER THE QA/STATE ACCESS CODE

When the correct QA/State access code for the day has been entered, the EIS shall display the "QA/State Menu" functions.

Once access to the QA/State Menu functions has been allowed, the EIS shall monitor for keyboard strokes. If the EIS does not detect keyboard strokes or processor activities continuously for five minutes, the EIS shall automatically close the QA/State Menu and return to the Main Menu.

3.14.2 **Leak Check**
Instructions for conducting a leak check (refer to §3.9.c)) shall be displayed on one screen and the EIS shall allow the QA inspector to press a function key when ready to begin the leak check. The following message shall be displayed at the bottom of the leak check instruction page:

PRESS (Function key) **WHEN YOU WANT TO START THE LEAK CHECK.**

3.14.3 **Gas Audit**
The EIS shall prompt the gas audit procedure specified in §2.4.5; the ambient temperature, relative humidity and barometric pressure shall also be displayed. HC readings shall be displayed as ppm propane, or selectable as ppm hexane or propane. The actual PEF values must be displayed along with the readings.

3.14.4 **Update Station Information**
Selecting this item will cause the EIS to display a table showing the following station information. This information is entered by BAR upon initialization of the station and when the information changes.

STATION LICENSE NUMBER
(8 alphanumeric)

DYNAMOMETER CONFIGURATION
(2WD, AWD, NO DYNAMOMETER)

NO, MEASURING DEVICE INSTALLED

1 = NOx cell installed (standard cell), 2 = NOx device not installed , 3 = NDIR bench installed, 4 = chemiluminesence installed, 5 = NOx gel cell installed, 6 = NDUV bench installed

Note: If alternate NO technologies are not used numbers 3 – 6 do not apply.

EIS #
(8 alphanumeric)

The EIS shall record the above data to the appropriate fields in the test record, i.e. *Station License Number, Dyno Configuration, NOx cell installed,* and *EIS Number.*

3.14.5 **View Technician Information**
The technician information shall be transferred from the VID to the EIS. The EIS shall provide viewing option to the State/QA inspector. When the technician information is displayed, a function key must be pressed to display the technician access code. The technician access code shall be displayed for two seconds after the function key is pressed. The technician access code shall never be printed.

TECHNICIAN NAME	ACCESS CODE	LICENSE NUMBER
(20 alpha)	(5 numeric)	(8 alphanumeric)

ENDORSEMENTS	EXPIRATION DATE
(1 alpha)	(MMDDYYYY)

Space for 99 licensed technicians shall be provided. Alternative arrangements of the information will be considered by the BAR.

3.14.6 **Install New Data Disk**
The manufacturer shall display instructions, on a single screen, for changing the floppy disk. The instructions shall meet BAR approval. If the floppy disk is changed, the EIS shall check the newly installed data disk for existing EIS records and shall perform a disk check for corruption. If EIS records are found, the EIS must prompt the user to install a blank disk. Once a valid floppy disk has been installed, the EIS shall automatically format the new floppy disk.

3.14.7 **Reset Date and Time**
Selection of this item shall cause the date and time to be displayed. The date and time shall be displayed in the following manner:

MONTH DAY, YEAR	HOUR:MINUTES:SECONDS
(8 digits)	(24-hour time)

The manufacturer shall provide mechanisms for direct entry of the date and time.

3.14.8 **Hands-on Test**
When this item is selected, the EIS shall not issue a certificate, but shall record an H (Hands-on Test) for the inspection reason on the test record. The test results shall be printed on the VIR, QA Audit Hands-on Evaluation printed in the test results block and recorded to the Hands-on Test file; they shall be transmitted to the VID during the next required communication session.

3.14.9 **EIS Lockout/Tamper**
When this item is selected, the EIS shall display the list of the lockouts/tampers and current lockout/tamper status.

DISPLAY PROMPT:

SELECT "Y" FOR YES TO SET LOCKOUT.

SELECT "N" FOR NO TO CLEAR LOCKOUT.

List of lockouts/tampers:
- -QA/State EIS lockout
- -Cabinet tampering
- -State disk drive tampering
- -Station license suspended
- -Station license revoked
- -Station license expired
- -Failure to pay for certificate numbers purchased
- -Failure to pay for communications services
- -Certificate sequencing error
- -No communication with VID in XXX days and XXX tests
- -Clock lockout
- -VLT Corrupt (self-correcting upon VID verification of VLT data replacement)
- -Calibration Gas Cylinder Violation
- -Excessive Number of Aborts
- -Dynamometer scale failure

The EIS shall allow the lockouts to be set or cleared (tampers can only be cleared) by a method approved by BAR.

The EIS shall display a message if the EIS is locked out from I/M testing.

Only the QA/State Representatives, either at the EIS unit or via the VID, shall be able to clear lockouts set by BAR staff. The EIS shall be designed to allow the BAR to set or

clear all lockouts that are transmitted to the VID via the VID. However, if a lockout is cleared at the EIS unit and not via the VID, the lockout will be re-set during the next VID contact. A tamper can only be set initially by the EIS unit.

3.14.10 **Perform Emergency Software Update**

If an emergency software update is required, the EIS, using this menu selection, shall allow the BAR representative or the QA inspector to install the software update on affected, if applicable, EIS units.

If this menu selection is made, the EIS shall display the following prompt:

DISPLAY PROMPT:

DO YOU WANT TO PERFORM AN EMERGENCY SOFTWARE UPDATE? (YES/NO)

Programming Criteria:

1. If Yes, the EIS shall automatically open the door to the floppy or (if a lock mechanism is used) shall display a message regarding how to open the door. The EIS shall then prompt to insert the update disk in the state drive and press a function key to implement the software update. After the update has been completed, the EIS shall prompt to remove the update disk and close the floppy door. The EIS shall then return to the QA/State menu. Any time a software update is performed, the EIS shall require the technician to perform a Data file refresh before a Smog Check can be initiated.

2. If No, the EIS shall return to the QA/State menu.

3.14.11 **Search and Retrieve Test Records**

The search shall locate, display and printout completed test and calibration records based on knowledge of the vehicle license plate number, VIN, date/time or certificate number. Once a test record is located, the QA/State Representative shall be allowed to review the previous test records as well as those which follow the target record. If an exact match is not found, the closest match shall be displayed. Once a record is located, the QA or state representative shall be allowed to review the complete vehicle inspection or calibration record and print those records using the VIR printer.

3.14.12 **State Staff Inspection**

The State Field Staff Inspection shall be a selectable item under the QA/STATE MENU and the type of inspection performed shall be determined by the first character of the ID number entered (either Q or S).

Selection of this menu item shall bring forward a screen in which a State Field Staff person will enter station inspection data. (Refer to Confidential Appendix C-2 for details.)

State Field Staff personnel shall have a unique Identification Number (6 alphanumeric) which shall be scanned or manually entered via dual method entry in which entry is not displayed, at the beginning of the inspection. The VID shall verify this number upon transmission of the inspection result record.

Programming Criteria:

1) DISPLAY PROMPT:

SCAN OR MANUALLY ENTER ID NUMBER.

No message is needed when both entries match. The EIS shall display the following error message when both of the inputs are not the same. Both entries must match before proceeding with an inspection.

BOTH ENTRIES ARE NOT THE SAME - TRY AGAIN.

2) DISPLAY PROMPT:

ENTER THE INSPECTION REASON

CODE	DESCRIPTION
I	INITIAL
F	FOLLOW UP
P	PERIODIC
L	LOCKOUT
T	TECHNICIAN ACCESS CODE

3) DISPLAY PROMPT:

ENTER INSPECTION RESULT (PASS OR FAIL)

4) DISPLAY PROMPT:

FOLLOW-UP ACTION? (YES/NO)

5) DISPLAY PROMPT:

SCAN OR MANUALLY ENTER "STATION ACTION TAKEN" CODES

The State Field Staff shall have the choice of entering or not entering up to 10 sets of codes (up to 3 alphanumeric digits for each set). The State Field Staff shall be able to add or delete code strings. Dual method entry is not required.

6) DISPLAY PROMPT:

ENTER INSPECTION COMMENTS (UP TO 140 CHARACTERS).

The State Field Staff shall have a screen prompt to review and/or edit the entries. There shall be a clear choice of exiting the input screen at any point by pressing a function key and either saving or not saving the data to a file. If the data is saved, the EIS shall automatically populate the Station License Number, EIS ID, Date and Time fields. If the data is not saved, a new record in the data file shall not be created.

3.14.13 **QA Inspection**

Selection of this menu item will bring forward a screen on which a Quality Assurance (QA) Inspector will enter the station inspection data. (Refer to Confidential Appendix C-2 for details.)

The QA inspector shall have a unique Identification Number (6 alphanumeric) which shall be scanned or manually entered via dual method entry in which entry is not displayed at the beginning of the inspection. The VID shall verify this number upon transmission of the inspection result record.

Programming Criteria:

1) DISPLAY PROMPT:

SCAN OR MANUALLY ENTER ID NUMBER.

No message is needed when both entries match. The EIS shall display the following error message when both of the inputs are not the same. Both entries must match before proceeding with an inspection.

BOTH ENTRIES ARE NOT THE SAME - TRY AGAIN.

2) DISPLAY PROMPT:

ENTER INSPECTION RESULT (PASS OR FAIL)

3) DISPLAY PROMPT:

EIS FIX-IT TICKET ISSUED? (YES/NO)

4) DISPLAY PROMPT:

SCAN OR MANUALLY ENTER "CRITICAL EXCEPTION" CODES.

The QA inspector shall have the choice of entering or not entering up to 10 sets of codes. State inspector shall be able to add or delete code strings. Dual method entry is not required.

5) DISPLAY PROMPT:

SCAN OR MANUALLY ENTER "NON-CRITICAL EXCEPTION" CODES.

The QA inspector shall have the choice of entering or not entering up to 10 sets of codes (up to 3 alphanumeric digits for each set). State inspector shall be able to add or delete code strings. Dual method entry is not required.

6) DISPLAY PROMPT:

ENTER INSPECTION COMMENTS (UP TO 140 CHARACTERS).

The QA shall have a screen prompt to review and/or edit the entries. There shall be a clear choice of exiting the input screen at any point by pressing a function key and either saving or not saving the data to a file. If the data is saved, the EIS shall automatically populate the Station License Number, EIS ID, Date and Time fields. If the data is not saved, a new record in the data file shall not be created.

[The State Field Staff and QA Inspection Record format are part of Appendix C-2 which may only be released with prior written consent from the BAR Engineering Section.]

3.14.14 **Communications Log**

This function will allow the QA or State Representative to view the communications log and shall provide an option to view and print. The EIS shall keep a log of the 100 most recent communication transactions. The logs are to be created using the "/L" switch built into ESP's "BAR 97 EIS COMMUNICATION INTERFACE TO VID" specification. The log files must be created regardless of whether or not the "/L" switch enables or disables the log feature. (This log shall also be made available to the manufacturer's representatives in the FIELD SERVICE MENU.)

3.15 **STATION MANAGER MENU**

1. **PURCHASE CERTIFICATE NUMBERS**
2. **REVIEW CERTIFICATE INVENTORY**
3. **DATA FILE REFRESH**
4. **UPDATE NETWORK COMMUNICATIONS DATA**
5. **STATION IDENTIFICATION**
6. **SET STATION PASSWORD**
7. **UPDATE VLT**

3.15.1 **Purchase Certificate Numbers**

This function will allow certificate numbers to be purchased via the network. The EIS shall only allow authorized personnel (station manager's access code) to enter this feature. Upon selection, network access shall be attempted and, if successful, certificate numbers in multiples of fifty (50) may be ordered.

If transmission of certificate numbers is successful, then the certificate numbers shall be returned (in the CERTIFICATE NUMBERS data file) either immediately or at a subsequent network access and should be stored in the REVIEW CERTIFICATE INVENTORY file. If sufficient funds are not available, the VID shall send a lockout message. The EIS shall display the following menu items under purchase certificate numbers:

1. SET AUTOMATIC ORDER QUANTITY
2. MANUAL ORDER

When automatic order quantity is selected, the EIS shall allow the operator to set the low certificate warning threshold and set the number for automatic certificate order. When manual order is selected, the EIS shall commence with certificate purchase.

DISPLAY PROMPT:

TRANSMITTING DATA, PLEASE WAIT.

Programming Criteria:

1) Certificate numbers purchase request will be transmitted to VID.

2) Upon successful transmission of the request, the EIS shall display the following message provided that certificate numbers are not sent from VID at this time:

DISPLAY PROMPT:

CERTIFICATE ORDER HAS BEEN PLACED. ENSURE THAT ACCOUNT HAS SUFFICIENT FUNDS.

3) Upon receipt of certificate numbers, the EIS shall display the following message:

DISPLAY PROMPT:

CERTIFICATE NUMBERS RECEIVED.

A receipt shall be printed.

The EIS shall display a CERTIFICATE RECEIVED message and shall print a receipt as shown below:

ELECTRONIC CERTIFICATE NUMBER PURCHASE RECEIPT

Date: MM/DD/YYYY Time: HH:MM
Station: Station License #
EIS ID: EIS #

Certificate Numbers have been issued to this station via electronic transfer. If purchase has not been pre-paid, usage of these certificate numbers will be revoked immediately if payment is not received.

For example:

Range of Cert #	Total Cert #	Cost/Cert.	Total Cost
AA000001-AA000050	50	$8.25	$412.50

Note: List each range of fifty (50) certificates.

4) If the requestor's bank cannot honor the debit transaction due to insufficient funds in the requestor's account, etc., the EIS shall be locked out after all "paid-off" certificates have been used. The EIS shall display the following message:

DISPLAY PROMPT:

INSUFFICIENT FUNDS. THE EIS SHALL BE LOCKED OUT. CALL DCA/BAR ACCOUNTING DEPARTMENT.

5) If a certificate order will not be acknowledged until funds are received, then the following message will be displayed:

DISPLAY PROMPT:

FUNDS MUST BE CLEARED THROUGH DEBIT PROCESS BEFORE CERTIFICATES ARE ISSUED.

6) If a certificate order is not approved by BAR, then the following message will be displayed:

DISPLAY PROMPT:

PURCHASE IS NOT AUTHORIZED. CONTACT NEAREST BAR OFFICE.

The number of certificates remaining shall be displayed before each Smog Check. When the number remaining drops below a pre-defined threshold, a warning message will be displayed.

DISPLAY PROMPT:

ONLY X CERTIFICATES REMAIN. REORDER CERTIFICATES.

The following data shall be modified through this menu item:

Description	Length	Format
Low certificate warning threshold	3	Numeric
Number of certificates remaining to trigger re-order	3	Numeric

If the station has authorized automatic reordering (provided that the number of certificate lots to be automatically re-ordered is 1), the EIS shall automatically place a certificate order once the number of remaining certificates drops to a pre-defined threshold (number of certificates to trigger reorder is between 0 and 50; 0 = manual ordering). The automatic certificate reordering function is preset by the station manager or authorized personnel.

Automatic reorder shall not be triggered until previously ordered certificates have been received.

3.15.2 **Review Certificate Inventory**
This feature shall display the number of all certificates currently residing in the inventory. The EIS shall display the certificate numbers as follows:

DISPLAY PROMPT:

REVIEW CERTIFICATE INVENTORY

XXxxxxxx to XXxxxxxx

THERE ARE XX CERTIFICATES REMAINING IN INVENTORY

3.15.3 **Data File Refresh**
This feature shall allow the station manager or other authorized station personnel to place a request to the VID to update date and time, BAR messages (if applicable), certificate numbers (that the EIS currently uses and those, if any, that are stored in the inventory), technician's information, ESC Table and lockout status.

The EIS shall overwrite the existing tables with the refreshed data received from the VID.

Whenever a DATA FILE REFRESH is selected and before performing the data refresh procedure, the EIS shall display the following message: (Alternative methods may be used upon approval by BAR.)

DISPLAY PROMPT:

THE VID SHALL UPDATE THE TECHNICIAN INFORMATION FILE AND THE CERTIFICATE NUMBER INVENTORY.

Prior to performing the DATA FILE REFRESH, the EIS shall display a list of technician license number endorsements and expiration dates. The EIS shall also display the certificate number inventory that currently exist in the EIS and shall provide an option to print, if desired. Then the EIS shall prompt the technician to perform the refresh procedure.

Upon completion of the DATA FILE REFRESH procedure, the EIS shall display the following message:

DISPLAY PROMPT:

THE TECHNICIAN LICENSE NUMBERS AND CERTIFICATE NUMBERS HAVE BEEN UPDATED BY THE VID. PLEASE CHECK. IF THERE ARE PROBLEMS, CONTACT YOUR LOCAL BAR FIELD OFFICE.

After the display prompt, the EIS shall display the updated list of technician license numbers, any new BAR messages (if applicable), and certificate number inventory. During screen display or printing of the technician information, the EIS shall not display the actual technician access codes (hidden) so that they may not be viewed by unauthorized person(s).

3.15.4 **Update Network Communications Data**

When selected, the following data shall be required for communications with the VID:

- Primary network phone number (up to 15 numeric and commas)
- Name of Diagnostic and Repair Vendor (up to 20 characters)
- Network phone number for Diagnostic and Repair Vendor (up to 15 numeric and commas)

The EIS shall provide space for up to five diagnostic and repair vendor names and telephone numbers within the "Network Communications Data" function. (Refer to Confidential Appendix C-2 for file structure.)

3.15.5 **Station Identification**

This function shall be in the Station Manager menu to allow the station name and address information to be changed and printed on the VIR. Fields required for entry of this information shall be as follows (Refer to Confidential Appendix C-2 for the file structure.):

Station Name - 50 characters
Address - 50 characters
City - 50 characters
State - 2 upper case characters
Zip - 5 characters

3.15.6 **Set Station Password**

This function will allow the 5-character station password to be changed.

3.15.7 **Update VLT**

Upon selection of this menu item, the EIS shall prompt the station manager to perform a VLT update by CD or floppy disk (updating by floppy disk is optional). The CD or the

floppy update disk shall be encrypted (for data protection and integrity) in a manner approved by BAR.

3.15.8 **Perform Software Update**

The EIS shall provide a menu option to perform a software update, or shall automatically perform a software update once the update disk (floppy disk or CD) is inserted. All update disks shall be encrypted in a manner approved by the BAR. Any time a software update is performed, the EIS shall require the technician to perform a data file refresh before a Smog Check can be initiated.

3.15.9 **Recall BAR Message**

The EIS shall save the most recent 100 BAR messages. The EIS shall allow the technician to scroll through the list of messages, or select a message by the date the message was received. If an exact match by date is not found, the EIS shall display the message(s) with the closest match. The file format and location of the file is up to the EIS manufacturer. Once a message is located, the EIS shall allow the technician to print the message(s).

SECTION 4. DOCUMENTATION, LOGISTICS, WARRANTY, CERTIFICATION TERMS AND IN-USE PERFORMANCE REQUIREMENTS

4.1 GENERAL

The following items shall be included with each BAR-97 submitted for certification or delivered to stations:

a) Instruction manual, securely held in a binder (or other suitable container) made of a material that is resistant to most petroleum-based products used in the garage environment.
b) A copy of the warranty and annual service agreement. (See '4.3)
c) A copy of the disclosure statement. (See '4.4)
d) For the analyzer, at least four extra sets of particulate filter elements.
e) Special adjustment tools if needed for calibration of the analyzer, the dynamometer, the fuel cap tester and any other internal/integral device.
f) Attached placard denoting operating procedures, gas checking/calibrating steps, maintenance items and local service contact with phone number and address.

4.2 INSTRUCTION MANUAL

The instruction manual accompanying each BAR-97 shall contain the following minimum information:

a) Background information describing how vehicular emissions are formed during the combustion process, the general types of controls that are used on vehicles and what negative health impacts can result from vehicle emissions;
b) Functional diagrams (mechanical and electrical);
c) Accessories and options (included and/or available);
d) Model number and identification markings and locations;
e) Maintenance procedures and frequencies recommended by the manufacturer. The services that should be performed only by the manufacturer shall be clearly identified;
f) Gas calibration/leak check procedures as well as calibration procedures for the dynamometer, the fuel cap tester and any other internal/integral devices;
g) Brief description with a subject index of the inspection/test procedures as they pertain to the EIS prompts;
h) Brief description of emission analyzer and dynamometer operating principles (including the significance of inertia, horsepower and torque);
i) A listing and easily understood explanation of warranty provisions (including the extended warranty and service contract), to be signed by a company representative and the purchaser. Information provided shall include a listing of warranty repair stations by name, address and phone number; and
j) Name, address and phone number of the manufacturer's representative in charge of sales and service personnel for the company in California. In addition,

information shall be provided indicating the name, address and phone number for the company's Vice President of service (or equivalent) who reports directly to the Chief Executive Officer. The names of these representatives shall be verified, or updated as needed, every time a manufacturer service technician visits a station.

4.3 BAR-97 WARRANTY AND SERVICE MAINTENANCE CONTRACT

Warranty or service contract work shall include repair and or replacement as necessary to restore EIS to a fully functional condition.

a) The cost of the BAR-97 shall include a one-year, transferable warranty covering parts and labor. Also, at the time of original sale, the manufacturer shall offer an optional additional two or three-year warranty to be included in the cost of the EIS.

All EIS upgrades or software updates shall be covered by at least a one-year warranty.

Warranty provisions protecting the interest of the buyer shall include:

1. Location, phone number and address of the repair centers throughout the state. These shall be an adequate number of qualified repair technicians and an adequate number of repair locations conveniently located to efficiently and promptly meet statewide service needs. The response time established by the manufacturer may be longer for a lower purchase price or shorter if the price is higher. All response time and cost provisions shall be clearly indicated in the warranty provisions.

2. Name of the manufacturer's representative closest to each franchised service center - if not a factory service center.

3. Coverage of at least all of the hardware and software contained inside the tamper resistant analyzer cabinet, the computer keyboard and monitor, the dynamometer and the fuel cap tester. A description of specific parts and labor covered by the provisions of the warranty shall be permanently provided to the purchaser. In addition, the warranty shall itemize the parts and labor which are not covered by the warranty. (It is not necessary for the manufacturers to warranty any parts or equipment not provided by them.)

To ensure that purchasers are properly notified regarding the cost and provisions of the warranty, the BAR-97 shall not be delivered until a copy of the warranty has been signed by the purchaser and a company

representative. Service response time and loaner provisions shall be initialed by the purchaser. A copy of the signed warranty shall be provided to the purchaser and a copy filed by the company.

b) The manufacturer shall make available an annual service contract covering, as a minimum, all of the items located inside the secured area(s) of the analyzer, the dynamometer and the fuel cap tester.

Service contract provisions protecting the interests of the buyer shall include:

1. The necessary level of service to ensure that the BAR-97 functions properly within the operating conditions listed in this specification. Such items as filters, disk drive cleaning and alignment, analyzer bench service, and pump maintenance are typical service maintenance items.

2. The manufacturer is responsible for specifying the frequency of performance.

3. The manufacturer shall include in the annual service/maintenance contract the cost of making the necessary software changes. This covers software changes to correct outstanding and / or non-compliant issues.

4. The manufacturer or his sales representative must notify the BAR of the cost for this service as a condition of certification and include projected increases.

5. The information in Items 1 - 4 above must also be made available to the potential buyer of a BAR-97 before purchase or lease.

c) The following provisions apply to both the warranty and service maintenance contract:

1. Any change to the warranty or service contract must be approved by the BAR.

2. If the manufacturer fails to provide the purchaser with a warranty and warranty description, and the purchaser files a written complaint with the BAR, the manufacturer shall refund to the purchaser the depreciated value of the BAR-97 based on straight line depreciation over 5 years.

3. The BAR-97 owner shall be provided a cost estimate prior to the performance of any service or maintenance unless the work is covered by the warranty or service contract. Regardless of whether or not the work is covered by the warranty or service contract, the owner shall be provided a detailed description of the work performed when the job is completed. In addition, the manufacturer shall include a toll-free telephone number for the owner of the analyzer to call if he/she wants to complain about the work performed, the courtesy or competency of the manufacturer's technician or any other aspect of the warranty or service contract.

4. Manufacturers shall provide a station with a loaner BAR-97 if the station's EIS is out of service for more than three days. Manufacturers shall have on hand sufficient loaners to satisfy these service needs, based on a thorough review of their BAR-90 history. Loaner units shall be calibrated, provided with new filters, and shall contain the latest version of I/M testing software. The BAR-97 shall contain a loaner unit procedure, to be available to manufacturer field service personnel, which will perform EIS functions as described in Appendix C-2. The BAR will review and approve the written alternative loaner unit procedure submitted by the EIS manufacturer that provides sufficient protection to maintain the integrity of electronic transmission. This alternative procedure should clearly illustrate the methods used to initialize and establish the *personality* of the loaner unit. The procedure should be capable of automatically retrieving *personality* information of the old unit from its disk drives and transfer that information to the loaner unit without manufacturer service technicians performing manual key entry.

4.4 **DISCLOSURE STATEMENT**

The manufacturer shall provide a disclosure statement, which is subject to BAR approval, to a BAR-97 purchaser prior to consummation of the sale, disclosing, as a minimum, the following items. The statement shall be signed by the purchaser and each item shall be initialed by the purchaser acknowledging the disclosure.

a) The cost of installing any BAR-required software update shall be the responsibility of the BAR-97 owner. The cost per software update is estimated to be $_____.

b) Any upgrade offered and installed by the BAR-97 manufacturer shall be covered by at least a one-year warranty.

c) The certification issued by the BAR for a BAR-97 indicates that the EIS system meets the requirements of the BAR-97 Specification and is therefore authorized to perform required I/M inspections on vehicles. In no way does the certification make the BAR liable or responsible for any damage caused by the BAR-97.

d) Any change to the warranty or service contract must be approved by BAR.

e) If the manufacturer fails to provide the purchaser with a warranty and warranty description, and the purchaser files a written complaint with the BAR, the manufacturer shall refund to the purchaser the depreciated value of the BAR-97 based on straight line depreciation over 5 years.

4.5 **SPARE PARTS**

The BAR-97 manufacturer shall maintain an adequate supply of spare parts and accessories to fulfill the service requirements of the warranty or service contract. The manufacturer shall, at the time of delivery, supply the purchaser with four sets of filters, at least 500 sheets of paper, one extra printer cartridge and one extra set of calibration gas cylinders. Manufacturers are not required to deliver spare parts to stations if the station operator agrees to accept a voucher, good for the full price of the spare parts, provided when the BAR-97 is purchased.

4.6 **SERVICE CENTERS**

The EIS manufacturers shall provide or contract for warranty or service contract repairs within each region where analyzers are sold. The following are considered regional areas of California: (1) Northern California includes an area north of an essentially horizontal line drawn from the coast through Santa Rosa, Sacramento and South Lake Tahoe; (2) the Bay Area includes everything in a line from the coast east to Napa, south to Hayward and Hollister, and west to Monterey; (3) the San Joaquin Valley including everything between the Coast Range and the Sierra Nevada mountains and from Stockton south to Bakersfield; (4) the Santa Barbara-Ventura area; (5) the South Coast Air Basin which

includes San Bernardino and Riverside on the east, and San Clemente on the south; and (6) the San Diego area including from Oceanside south to the Mexican border and east to Escondido and El Cajon. Shipping units by common carrier after repair or service is accomplished should only be done in cases where remanufacturing is required or where solving a problem requires research beyond the capabilities of field service personnel.

4.7 **WORKMANSHIP**

Each manufacturer, or his agent, shall guarantee the repairs made for a period of 90 days. The manufacturer shall ultimately be held responsible, regardless if an agent performed the repairs. Upon completion of any repairs to the EIS sample system, optical bench, O2 or NO sensors, the service technician must perform a full four-gas audit in accordance with section 2.4.5i of this specification. If the EIS fails this audit, the technician shall correct the problem. When the EIS passes the post repair audit, the technician must sign and transmit the full results of the passed audit to the local BAR field office. The preferred audit form may be found at the end of this section.

In addition, the EIS shall be repaired on the first visit and within 72 hours of the service request. If the EIS is not repairable in 72 hours, then a loaner shall be provided.

4.8 **PARTS REMOVED**

All parts removed from an EIS to accomplish repairs shall be accounted for and given to the owner when the EIS is returned to service, except for parts covered under warranty or the service contract. Parts which can be rebuilt and returned to service shall be listed on the completed work order.

4.9 **CERTIFICATION TERM AND RENEWAL**

Certification Terms: BAR-97 Certificates and Approvals shall expire *one year* from the date of issuance, unless otherwise stated. Certification/approval shall also expire if the approved company changes ownership.

Conditions of Certificate/Approval: If any problems or discrepancies occur subsequent to certification, the manufacturer shall correct or resolve the problem to the satisfaction of BAR and in a timeframe acceptable to BAR. The certification only applies to equipment meeting the current specification and only to the original configuration. BAR must approve all future updates and modifications. Non-compliance with a BAR required hardware or software update and / or non-compliance with any deferred items may result in a terminated certificate / approval.

To renew the BAR-97 Certificate, each manufacturer shall correct any identified problems including in-use performance failures. In addition, each manufacturer must submit the following, 90 days prior to the expiration of the existing BAR-97 Certificate:

- a description of any proposed or BAR approved changes to the EIS hardware and software
- a current company organization chart and phone list
- manufacturing quality control data
- when applicable, BAR specified software update in a fully functional condition along with data showing the required update meets the BAR-97 specification / software instruction, see § 3.2.3(d).

Once the above items are received and, when applicable, tested by BAR, the EIS manufacturers must demonstrate the software update, changes and/or corrections meet the BAR-97 Specification. This demonstration shall be conducted in *accordance with the requirements set forth in §5.12 of this specification*. During beta testing, the EIS must meet or exceed the minimum in-use performance standards and operate continuously to BAR's satisfaction with no major defects. The beta sites shall be clustered in locations to allow auditors to visit multiple sites in one day. Upon completion of successful beta testing the software update, changes and or corrections shall be installed in all remaining EIS within 30 days. Once installed in all of the applicable EIS, the Certificate will be renewed. Note: Before installing in all EIS, the software update, changes and or corrections must meet BAR's approval.

BAR-97 Certificate Renewal Timelines

BAR-97 Certificate Valid for 12 months	Month	1	2	3	4	5	6	7	8	9	10	11	12	13
BAR Software Update											Submit software update 90 days before expiration			
Certificate Renewal											Submit changes, QC data, org. chart 90 days before expiration			
BAR Review and Testing											■	■	■	■
Beta Testing 30 days												■	■	■
If applicable, install software in all EIS													■	■

If the EIS manufacturer meets the renewal requirements, however, needs additional time to implement in all EIS, BAR may extend the existing certification until full implementation. BAR-97 certification will not be renewed if a manufacturer fail to meet the certification renewal requirements.

These terms and conditions are in addition to those specified in a conditional certificate and/or terms specified in other parts of the BAR-97 specification.

4.10 IN-USE PERFORMANCE

As part of the Smog Check Quality Assurance program, BAR auditors conduct four-gas accuracy audits of the EIS analyzers. These audits are conducted on an on-going basis and are used to evaluate the individual and overall accuracy of the EIS analyzers.

To ensure uniform and accurate audits, each auditor follows standardized audit procedures. These procedures include the use of an automated gas audit program to collect data and determine individual EIS pass/fail results. In addition, the standardized procedures include processes (comprehensive visual inspection and leak check) to evaluate the condition of each EIS analyzers before an actual gas audit is conducted. See Section 2.4.5 i of this specification for audit details.

Individual analyzers must meet the minimum gas audit accuracy standards specified in Section 2.

The cumulative results of the first gas audit (only conducted on EIS in the "as is" condition found by the auditor… no repairs allowed before audit) are used to assess the overall in-use performance of each manufacturer's EIS fleet. The gas audit shall be completed after each EIS passes the leak check and visual inspection. Each EIS manufacturer shall ensure that their EIS fleet meets the in-use performance standards described in the table below. In the event of an in-use performance failure, the EIS manufacturer shall correct the failure in a time frame specified by BAR and in a manner satisfactory to BAR. Failure to correct within the BAR specified time-frame or in a manner satisfactory to BAR will result in punitive actions, including but not limited to those set forth in the California Code of Regulations and Section 44036 of the Health and Safety Code.

Note: Meeting the in-use performance standards does not negate any other

requirement of the BAR-97 specification or preclude the EIS manufacturers from meeting any other BAR-97 specification.

Performance Measure	Performance Standard
Gas Audit Accuracy (Per EIS manufacturer fleet)	• As of April 30, 2000 90% of the BAR-97 or newer shall be within specification for all gas ranges.

Gas Ranges of Interest

Gases (HC, CO, NO and CO_2) are audited at four ranges: low, mid-1, mid-2 and high. Pass/fail determinations are made for each range within each gas and a failure at any point results in an overall unit failure. Table 2 shows the audit gas concentrations for the BAR-97.

Table 2 – Audit Gas Concentrations

Range	HC (ppm) hexane	CO (%)	NO (ppm)	CO_2 (%)
Low	100	0.50	300	6.00
Mid-1	480	2.40	900	3.60
Mid-2	960	4.80	1800	7.20
High	1600	8.00	3000	12.00

Gas ranges of interest are the specific pollutant levels where almost all pass/fail decisions are made during the Smog Check inspection. For example, 90% of the vehicles tested during the first week of September 2001 had a pass/fail determination point for HC falling between 33.9 ppm and 148.1 ppm as shown in Table 3, see report titled "BAR-97 Emissions Inspection System Gas Audit Evaluation". Based on this analysis, the audit gas concentrations pertinent to pass/fail decisions are indicated in Table 4 below.

Table 3 – Point Pass/Fail Decisions Made

Percentile	HC (ppm) hexane	CO (%)	NO (ppm)
5th Percentile	33.9	0.47	741.7
95th Percentile	148.1	1.16	1883.3

Table 4 – Audit Gas Concentrations Pertinent to Pass/Fail Decisions

Range	HC (ppm)	CO (%)	NO (ppm)	CO_2 (%)
Low	⇒100	⇒0.50	300	⇒6.00
Mid-1	⇒480	⇒2.40	⇒900	⇒3.60
Mid-2	960	4.8	⇒1800	⇒7.20
High	1600	8.0	3000	⇒12.00

Note: ⇒ = Gas ranges of interest. In addition, all CO_2 ranges are important since CO_2 is used in the dilution correction factor (DCF) calculation. An erroneous DCF could result in an erroneous pass/fail decision.

4.11 **PERIODIC BAR TESTING**

To ensure EIS units remain in a certified configuration BAR may select in-use EIS units for evaluation and testing at BAR. In this case, the corresponding EIS manufacturer shall provide a loaner unit to the Smog Check station during the evaluation period.

4.12 **USER FRIENDLY**

BAR-97 hardware and software shall be user friendly. A user friendly EIS shall not add any unnecessary additional time or cost to the smog check procedure. Software menus, entry prompts, and sequence of events shall be optimized to prevent unnecessary additional time. The smog technician must easily understand, operate, and calibrate the EIS and all required EIS auxiliary devices.

4.13 **LOCKUP RATE**

Upon this specification release date, all EIS certified to this specification shall not lock up more than 5% of the time (based on a BAR Engineering survey of 120 BAR-97 addendum 7 beta stations to determine an acceptable industry standard lock up rate). A lock up shall be defined as an event during an inspection where the EIS will freeze, preventing completion of the inspection; causing the operator to reset or reboot the EIS, restart the inspection, and inconveniencing the technician and consumer. A lock up may be caused by defective hardware or software. An EIS or auxiliary device is considered defective if it locks up frequently due to defective hardware or software. BAR reserves

the right to conduct periodic surveys to verify compliance or other method proposed by manufacturer and approved by BAR.

4.14 **BASIC AND CHANGE OF OWNERSHIP AREA EQUIPMENT**

EIS manufacturers may sell BAR-97 systems without NO measurement capability and without a dynamometer to stations performing only Two-Speed-Idle (TSI) tests. The analyzer shall be identical to the Enhanced area EIS with the exception of a NO measurement device that is not installed or is disabled in software.

SECTION 5. CERTIFICATION TEST PROCEDURES

5.1 **GENERAL**

These test procedures are an integral part of the BAR-97 EIS specifications and have been developed to ensure that the systems proposed for use in the California I/M program comply with certain minimum requirements of state and federal law and regulation. Additional testing will be performed by BAR staff to determine conformance with the goals of the program, the intent of the legislation, and the specification. Verbal agreements with BAR staff are non-binding.

In addition, if it is determined that any item or section of the BAR-97 specifications has not been tested, BAR reserves the right to modify the certification test procedures to insure compliance with the BAR-97 specifications.

MANUFACTURERS / THIRD PARTY DEVELOPERS NOT IN GOOD STANDING WITH BAR WILL NOT RECEIVE IMMEDIATE ATTENTION UNTIL OUTSTANDING DEFICIENCIES ARE CORRECTED.

The following rules apply to BAR Certification:

1. BAR Certification:
   Applicable only to complete EIS systems. As a result of certification and beta-site testing, a BAR-certified system has been found to be in full compliance with the BAR-97 Specification. Any flaws subsequently found during field use shall be corrected by the EIS manufacturer in a timely manner that is satisfactory to the BAR.

2. Provisional BAR System Approval:
   A partial certification that may be awarded to an EIS manufacturer in the event that its EIS has passed most of the requirements for BAR certification, but that one or more modifications, additions or corrections (listed in the Provisional BAR System Approval) are still necessary. These modifications, additions or corrections are of such a nature that, in the judgment of BAR Engineering, little doubt exists of their successful implementation (e.g., typographical corrections, representation of data on screen, screen prompts, etc.)

3. BAR Component Approval:
   Applicable to dynamometers, analyzers, and devices that integrate with a BAR 97 system. This approval may include provisional clauses.

4. BAR Device Approval:
   Applicable only to devices such as zero air generators which can be used in conjunction with EIS without requiring software/hardware integration with the system.

5. BAR Aftermarket Parts Approval: (refer to Section 6)
   Applicable to aftermarket parts such as probes, sample hoses, filters, bar code scanners, and tachometers. BAR approval states that the components meet the applicable portions of the BAR-97 Specification, and are thus suitable for direct sale to Smog Check stations (aftermarket parts only) or eligible for integration into an EIS by the EIS manufacturer (computers and other major components).

The candidate shall be tested using the procedures specified below. In addition, as a condition of initial certification, the units shall undergo field *(beta)* testing to verify the performance, *accuracy*, reliability and "user-friendliness" of the systems in the actual garage environment. The units may be rejected for user unfriendliness or for any function, prompt or entry that the BAR feels would induce incorrect or inaccurate entries. The BAR will identify or approve licensed Smog Check stations that may be candidate sites for field-testing. ***Note: See Section 4.9 of this specification for certification terms, conditions and renewal requirements.***

The following paragraphs describe the standard instruments, and the testing, recording and reporting requirements.

5.1.1 **Certification Requirements**

a) All of the tests in this section shall be performed by the manufacturer, and all the certification criteria shall be met.

b) A Certification Test Report shall be prepared, and included in the certification submittal package.

c) A certification submittal package shall be prepared along with an application for certification, and one copy shall be submitted to the BAR. Additional copies must be provided if requested by the BAR.

d) Three EIS units and applicable peripheral equipment shall be provided to the BAR for testing at its laboratory facilities at 10240 Systems Parkway, Sacramento, CA. Five to ten EIS units and applicable peripheral equipment shall be made available for field testing in the Sacramento area. Field testing may be, at BAR's discretion, performed concurrently with BAR lab testing or after completion of the lab testing. It is recommended that a spare unit be readily available (i.e., within two hours') in the event that a problem develops during the BAR laboratory testing or field testing. To expedite verification testing, BAR may require additional units at its laboratory.

e) All EIS designs must meet the intent of the specification.

f) The manufacturer shall certify to the BAR that their EIS design meets or exceeds the performance specifications of this document.

g) With respect to the electronic transmission of test data to the BAR VID, manufacturers shall demonstrate, to the BAR's satisfaction, full system compatibility, including successful diskette, port, and modem transfer of files to the VID.

h) The proposed hardware configuration must be fully supported by all software and/or operating systems listed in this specification. Performance tests to prove compatibility will be required.

i) All equipment and software submitted for certification must be the full and current configuration proposed for sale. PARTIAL, DATED, OR INCOMPLETE MODELS ARE NOT ACCEPTABLE.

j) The manufacturer will be responsible for all shipping and equipment preparation charges for the certification testing.

k) The BAR shall charge a fee for certification/approval testing of the BAR-97 and related components and parts. The certification fee shall only cover one (1) round of testing, additional testing will require additional fees. The fee shall be fixed by the department based upon its actual costs of certification testing, shall be calculated from the time that the equipment is submitted for testing until the time that certification testing is complete, and shall in no event exceed the dollar limit specified in §44036(b) of the Health and Safety Code. In any event, the initial deposit is $10,000 for certifying a EIS or $5,000 for approving any other BAR-97 component such as dynamometer or analyzer/sensor, or $2,000 for a device approval. The initial deposit for certification/approval of a replacement part depends on the extent of the required testing.

If the manufacturer's application for certification is complete and acceptable, and is substantiated by evaluation tests (from this specification) conducted by the manufacturer or an approved laboratory, the BAR will certify that specific model subject to its verification testing. That model will then be acceptable for sale and use in licensed stations in California.

During the course of the program, the BAR may, at its discretion, direct the manufacturer to retest at his expense any production model from the manufacturer's supply to verify that quality control standards are being met. Should the retest indicate substandard quality or nonconformance with the technical specifications, it shall be the manufacturer's responsibility to recall and correct or replace, at his expense, all defective units. At the

BAR's discretion, certification/approval may be withdrawn if deficiencies and problems are not expeditiously corrected.

It is the BAR's intent that no deviations in the performance requirements be granted. If, in order to comply, a candidate would require a major cost increase on an item that is in no way related to performance, a waiver request may be considered and should include the following:

1. Reason for the request.
2. Description of the deviation from the design specifications.
3. The effect of the deviation on overall compliance of the EIS.
4. Extent and impact of corrective action required to modify the EIS if the waiver is not granted.
5. Delivery of a sample unit to the BAR for demonstration purposes.

Allow at least 30 days from the BAR's receipt of the waiver request and demonstration unit to receive approval or disapproval.

5.1.2 **Certification Submittal Package**

a) The submittal package for EIS certification shall contain the documentation listed below. Appendix F provides a submittal requirement reference for other submittal types such as hardware or software modifications and aftermarket replacement parts.
   - Application for certification
   - EIS description
   - Software documentation
   - Certification test report
   - Instruction manual
   - Business and financial report
   - Organization chart

b) The submittal package and its contents will be treated by the BAR as confidential, and will be kept secured.

c) In addition to a hard copy of the certification submittal package documentation, manufacturers shall provide an electronic copy in the form and format specified by the BAR.

5.1.2.1 **Application for Certification**

A completed Application for Certification form must accompany the certification submittal package at the time the EIS is submitted for certification. The BAR will make a preliminary review of the EIS and certification submittal package before formally accepting the application for certification.

5.1.2.2 **Candidate Description**

a) Operation: Furnish a complete description of the candidate and its operation including descriptive brochures (proof copies acceptable) of the units.

b) Specifications: Submit performance, mechanical, power, weight and dimensional specifications for each model. For analyzers, include zero drift lockout threshold (see §2.4.5 b).

c) Price List: Submit a base retail price list for each model and a price list of optional accessories available to the purchaser.

d) Schematics and Photographs: Detailed mechanical, electrical drawings and schematics shall be submitted of the entire EIS and its components, if applicable. Color 8 x 10 photographs of the sample handling and filtering system, analyzer section, enclosures, nameplates, sensors, displays, keyboard/controls, dynamometer and gas calibration instruction plates shall be provided in the package.

e) Instruction Manual: A complete instruction manual (proof copies acceptable) for each model unit shall be submitted. The manual shall contain, as a minimum, all items specified in Section 4 of the Specification. Each step of the operating and calibrating procedure shall be verified by the manufacturer.

f) Components, Devices and Aftermarket Replacement Parts: Required descriptive information is also required. See Section 6 of this specification

5.1.2.3 **Software Documentation**

a) The BAR-97 software shall be fully documented. One copy of the documentation listed below shall be submitted to the BAR unless otherwise requested. Manufacturers shall agree, in writing (signed by the CEO of the company), to submit copies of the program listings to the BAR upon request, within a time frame satisfactory to the BAR, or whenever a decision is made by the manufacturer to voluntarily suspend or terminate production of the BAR-97. **The BAR does not expect to ever have a need to review the program listings and therefore, will not require that they be included with the application for certification. However, the BAR reserves the right to require that copies be provided, if the need does arise.** Software documentation shall include at least the following:

1. Complete program listings, including the source code as well as the object code, in both machine-readable and paper form, shall be provided upon request. They are not required to be submitted with the application for certification.
2. Functional specifications.
3. Functional flowcharts of the manufacturer's software routines and subroutines. These flow diagrams shall include decision points and decision/timing criteria so that the logic of the programming can be correlated, where applicable, to the specification.
4. Sample inputs and outputs from all processes.
5. Detailed interface information on the optical bench including the identification of protocol and output specifications.
6. All OS file layouts with file names, file types and file security.

b) Documentation provided by the manufacturer to meet this requirement will be treated as proprietary information by the State provided such material is clearly marked as confidential. Gross marking of all material as confidential is not acceptable. Mark only that material which is proprietary.

The purpose of the requirement for detailed code is to provide the State with a mechanism to assure continued performance of Smog Check stations using BAR-97s in the event that a major supplier should fail or withdraw from the program. The State is not interested in sharing proprietary information, or the detailed inner workings of manufacturer's software code. However, it is essential that all of the necessary working codes, schematics, and drawings be available in case of such demise or withdrawal.

5.1.2.4 **Certification Testing**

a) The data establishing the performance and technical capabilities of the EIS shall be included in a test report prepared by the manufacturer or a BAR-approved commercial laboratory. Confirmation of the test data will be made by the BAR. Components, Devices & Aftermarket Replacement Parts: submittals shall comply with the requirements of this section as applicable.

b) The manufacturer shall certify that the EIS submitted for certification complies with all applicable California and Federal administrative, safety, ergonomic, licensing, and certification requirements. Ignorance of the law is no excuse for noncompliance.

Manufacturers shall utilize a testing laboratory or laboratories meeting BAR approval. The manufacturers may perform the required testing themselves. The manufacturers shall supply the BAR with the following specific information before submitting their application for certification:

1. Safety Laboratory:

   i. Description of the laboratory's capabilities, including the types of testing commonly performed there;

   ii. Description of the laboratory's facilities, including size, location and specialized facilities, such as electromagnetic interference (EMI) rooms;

   iii. Description of the laboratory's test instrumentation, including manufacturer, model number, accuracy, and frequency of calibration;

   iv. Description of the laboratory's testing and follow-up procedures.

2. Functional Testing Laboratory: In addition to the requirements of items i, ii, and iii above, the following information must be provided:

   i. Credentials of the staff that will be performing the tests at the selected laboratory;

   ii. A statement from the person in charge of testing at the lab and the manufacturer's representative witnessing the tests, certifying that all tests were performed and that they were performed in the manner required in the specifications.

   iii. A description (i.e., brand names, model numbers and list of specifications) of the equipment used to perform the tests contained in this specification.

3. The BAR recommends that manufacturers collect the required information and forward it to the BAR before initiating any testing to ensure that we are satisfied with the laboratory chosen.

   If the BAR is familiar with the Safety Laboratory and/or the Functional Testing Laboratory, and the BAR's information is current, these informational requirements may be waived.

5.1.2.5 **Business Status**

a) Financial and Business Information: Manufacturers and distributors shall submit information with their request for certification, including the following:

   1. Evidence that the applicant is a bona fide manufacturer or distributor of emission inspection systems (exhaust gas analyzers, dynamometers, fuel

cap testers and other internal/integral devices). As a minimum, include an approximate number of products of the type for which certification is requested that have been manufactured and sold.

2. Evidence that the applicant possesses sufficient insurance to cover product liability claims, and secured funds for prepaid warranty or service contracts.

3. Evidence that the applicant is either a California corporation or out-of-state/foreign corporation registered to do business in California.

4. Annual sales volume during the most recent fiscal year for all products including exhaust gas analyzers and dynamometers.

5. Manufacturing capacity dedicated to, or available for, producing the EIS, including number of manufacturing personnel and size of factory.

6. Total assets, total liabilities and net worth of the applicant at the time of the most recent quarterly report. To qualify, the financial statement shall show that the manufacturer's net worth is at least $2,000,000 for full EIS manufacturers and $1,000,000 for dyno manufacturers (if dyno submitted separately). The BAR may consider bonds or additional insurance to supplement a portion of the monetary requirement. In addition, the BAR may accept deposit of monies (a portion of each unit sold) into an escrow account to be used exclusively for replacement of defective systems. However, any equivalent proof of financial soundness must be presented to the BAR for its approval.

7. The most recent annual or quarterly report of publicly held corporations may be substituted if it contains all the same information.

b) Marketing/Training Plan: The marketing plan shall include statewide distribution methods and a training plan to cover all new EIS purchasers and designated trainees. The scope of the training plan shall encompass the system's use as an inspection and diagnostic tool, steps in performing gas calibrations and leak checks, dynamometer operation, safety and calibration, preventative maintenance and recognition of malfunctions requiring assistance of a manufacturer's service representative.

The EIS manufacturer shall be capable of providing units for delivery within 180 days after certification has been granted or within 30 days after acceptance of an order from a customer.

c) Servicing Products (see Section 4): The manufacturer's statewide service network shall be such that each EIS marketed can obtain service within a reasonable time. Warranty response provisions shall be listed.

In addition, service facilities shall be located throughout California at locations that ensure reasonable access by all purchasers. Each EIS manufacturer will provide a permanent company representative within the state to control and ensure continued quality maintenance of their product.

5.1.2.6 **Organization Chart**

An organization chart listing the names and titles of the key persons involved with the development, testing, sales and service for the BAR-97 emission inspection systems, including regional and local sales and service staff throughout California and a telephone and address directory for those persons.

5.1.3 **Changes to Test Requirements**

The BAR may, at its option, add, modify or delete certain test and/or documentation requirements. Any changes will be based on such factors as questionable validity, excessive cost, implementation problems, or unforeseen problems with EIS (candidate or standard), equipment or procedures. Manufacturers will be notified and, if necessary, requested to run the modified tests at their testing facility.

5.1.4 **Certification Test Report**

The certification test report shall include the following:

a) Table of contents

b) Introduction: Include a description of the candidate EIS from a hardware and functionality standpoint, a description of the test facilities and equipment used, and the rationale for the testing sequence employed and any tests which were combined.

c) A list of all tests performed, including repeated tests, in chronological order. Reference the ***BAR-97 Specification*** paragraph number of each test, and include pass/fail results.

d) A list of all failures encountered, including which candidate failed, test during which the failure occurred, cause of failure, repairs performed.

e) A list of adjustments and component replacements, including tests during which they were performed and the reason why they were performed.

f) Completed data sheets. Out-of-specification data shall be clearly noted on the data sheets, by color, asterisk, or other device, along with percent deviation, where:

$$\% \text{ Deviation} = \frac{(\text{Test reading} - \text{std. value})}{\text{Std. value}} \times 100\%$$

g) Certification by an official of the manufacturer that the instructions and other information in the operator's manual are correct and complete, both in fact and in sequence.

h) Certification by an official of the manufacturer that the data in the Certification Test Report are the actual test data taken during testing to the requirements of these procedures.

5.1.5 **Failure Criteria**

At least two of the three candidate EIS must pass all tests with no adjustments or service except as permitted or required by the individual test procedures. Failure of a component constitutes failure of that individual EIS. The component may be replaced and the testing continued if the manufacturer's failure analysis confirms that:

a) The failure is not related to the EIS design.

b) A reliability study predicts that the service life of the failed component or system is consistent with the certification period.

c) The validity of the test data will not be affected by replacing the component.

Example of failure: Any type of dynamometer mechanical or electrical problem, or sample system failure (other than replacing or cleaning particulate filters) constitutes a failure of the individual EIS. The same criteria for replacement and test continuance apply as for components.

If any one of the three criteria above cannot be met, the certification testing must begin again as necessary to ensure at least two of the three candidate EIS are in full compliance.

5.1.6 **Termination Policy for Certification Testing**

IF THE BAR ENGINEERING STAFF IDENTIFIES 10 OR MORE DEFECTS, TESTING WILL BE TERMINATED AND THE AFFECTED MANUFACTURER WILL BE REQUIRED TO RESUBMIT ITS APPLICATION FOR BAR-97 CERTIFICATION. TESTING WILL COMMENCE AFTER MANUFACTURERS RESUBMIT THEIR APPLICATIONS AND ARE SCHEDULED INTO THE NEXT TEST CYCLE. DEFECTS ARE DEFINED AS MISSING OR NONFUNCTIONAL REQUIREMENTS, OR FUNCTIONAL FEATURES WHICH DO NOT OPERATE IN STRICT ACCORDANCE WITH THE BAR-97 SPECIFICATIONS AND THE

ASSOCIATED ADDENDA. TYPOGRAPHICAL ERRORS, MISSPELLINGS, INCORRECT GRAMMAR, ERRONEOUS FORMATS OR OTHER SUCH DISCREPANCIES WILL NOT CAUSE THE TESTING TO BE TERMINATED, BUT WILL STILL HAVE TO BE CORRECTED BEFORE CERTIFICATION IS GRANTED.

5.2 **CERTIFICATION TEST PROCEDURES FOR BAR-97 - GENERAL**

a) **Candidate Units**
The tests shall be performed on three candidate units, each of which shall be of production configuration. Minor deviations, cosmetic in nature, may be allowed by the BAR.

b) **Standard Instruments**
Where appropriate (see individual test procedures), candidate EIS readings shall be compared with the readings of laboratory-grade analyzers such as the Horiba 200 Series NDIR, chemiluminescent, and paramagnetic analyzers or equivalent. Each standard instrument shall be individually characterized for accuracy, repeatability, response time, etc., before certification testing is begun.

c) **Gases**
Span gases and gases used for accuracy, response time and other tests shall be high purity, 2% blend tolerance, with a manufacturer-certified accuracy of 1.0% of the concentrations shown on the cylinder label. "Quad-blends" of propane, CO, CO_2 and NO in nitrogen shall be used rather than blends of the individual gases with nitrogen, except as otherwise specified in the individual test procedures.

d) **Recorders**
Where required, analyzer outputs shall be recorded by analog or digital strip chart or equivalent recorders equipped with event marking capability, or by data acquisition systems sampling at a minimum rate of 10 Hz. If strip chart recorders are used, each analog record shall note the chart speed and the scale (i.e., volts per division). Event marking shall be used to record the start and finish of test intervals to fully substantiate report data. Digital recorders shall sample at a minimum rate of 10 Hz. (Note: ASM testing (see §5.4.12) shall sample and record data at a 1 Hz rate.) Copies of desired records will be made available to the BAR on request. All records, analog or digital, shall identify, at a minimum, the candidate EIS, the test performed, date, ambient temperature, humidity and barometric pressure.

e) **Fuel**
In cases where the test procedures require sampling vehicle exhaust, the vehicle shall be fueled with commercially available gasoline.

f) **Test Sequence**
The sequence of performing the tests is left to the testing organization's discretion, except as otherwise noted. Where possible, the testing organization may combine tests to their best advantage, while ensuring that valid data is collected for all tests.

5.3 **CERTIFICATION TEST PROCEDURES FOR BAR-97: SAMPLE CONDITIONING SYSTEM**
The EIS evaluation procedures below are designed to determine candidate EIS compliance with the technical provisions of the other sections of this document.

5.3.1 **Exhaust Sampling Hose**

a) Crush Test: Place the sample hose on a concrete floor. Drive a vehicle weighing at least 4,000 lbs over the hose twice at a rate of 3 - 5 mph and in a direction perpendicular to the hose.

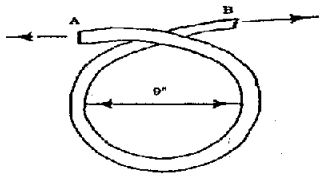
> **Acceptance Criteria:** The candidate hoses shall exhibit no permanent deformation or kinking. They shall quickly return to their original shape and cross-section. They shall show no evidence of any test-induced defect or abnormality, such as a collapsed core or separated layers.

b) Flexibility Test: In a temperature-controlled chamber, stretch each candidate hose out in a straight line and restrain the ends so that the hoses cannot curl. The hoses shall remain in the chamber at a stabilized temperature of 60°F±5°F for three hours. At the end of this period, lay one end of the hose on the floor of the chamber, leaving it unrestrained in any way. Holding the other end, coil the entire hose into as tight a coil as possible.

> **Acceptance Criteria:** Each candidate coil shall have a maximum diameter of 24 inches.

c) Kink Test: Form a portion of each candidate hose into a 9-inch diameter loop (see figure below). Grasp hose at points A and B and pull so as to tighten the loop and force a kink.

> **Acceptance Criteria:** Candidate hoses shall roll out of the loop, rather than be forced into a kink.



5.3.2 **Hose and Probe:**

a) **Temperature Test**
This test verifies the ability of the sample hose and probe to withstand the high idle exhaust gas temperatures produced by converter-equipped vehicles. Adjust the engine of a catalytic converter-equipped vehicle so that the tailpipe temperature is 1100°F±100°F within 16 inches of the exit. (It may be necessary to run the vehicle on a dynamometer to reach this temperature.)

With the candidate EIS unit on and sampling, insert the sample probe fully into the tailpipe.

Sample the exhaust gas while monitoring the temperature for 5 minutes.

Remove the probe from the tailpipe and examine the hose and probe for any signs of permanent damage, such as charring, melting, weakness, permanent change in flexibility, separation of layers, or any change in overall functioning. To examine the interior of the hose, it will be necessary to cut it open at a point within 1 to 1½ inches from its connection to the probe.

Acceptance Criteria: No signs of permanent damage or change in functionality. No changes that would be considered detrimental to the life expectancy of the hose or probe.

b) **Flow Balance Test**
This test verifies that the auxiliary hose and probe arrangement (for use with vehicles having dual exhaust systems) complies with the provisions of §2.12 of this specification.

1. Measure the length of the main sample hose between the end of the probe to the auxiliary hose fitting

Acceptance Criterion: The length shall be at least 7 feet.

2. Measure the length of the auxiliary hose.

Acceptance Criteria: (1) The length shall be at least 7 feet. (2) The length of the auxiliary hose shall be within ±3 inches of the probe-end-to-fitting length of the main hose.

3. Connect the auxiliary sample hose to the quick-connect fitting in the main sample hose. Connect flexible-tip probes to both the main hose and the auxiliary hose. Connect identical flowmeters to the probe inlets. With the EIS in Manual Mode and the sample pump running, measure the flow rates through the main and auxiliary paths.

Acceptance Criterion: The flow rate through the auxiliary hose shall differ by no more than 10% from the flow rate through the main hose path. This relative difference shall be calculated using the formula

Rel. Diff., % = 100 x (A – M)/M,
A = the flow through the auxiliary path,
M = the flow through the main path.

4. Remove the flexible tip from the auxiliary probe and replace it with the manufacturer's straight tip. Repeat Step 3 and use the same acceptance criterion.

5.3.3 **Sample System Leaks**
The sample system shall be tested for leaks prior to performing any of the certification tests that follow.

a) **Sample System:** Perform a sample system leak check using the manufacturer's instructions.

NOTE: If the method of checking for leaks is based on gas introduction through the probe, the gas pressure at the probe inlet shall be 0 ±0.1 psig.

Acceptance Criteria: Per manufacturer. Repair any leaks found and repeat the leak check until the sample system shows no more leakage.

Flow High Range BAR-97 calibration gas through the probe. Gas pressure at the probe inlet shall be 0±0.1 psig. Record the readings. Using a needle valve teed into a line upstream of the sample pump inlet, introduce a leak which reduces the readings by 1% (e.g., if the reading was 8.00% CO, the new reading would be 7.92% CO). Perform a leak check following the manufacturer's instructions.

Acceptance Criteria: The candidate unit (1) shall fail the leak check and (2) shall not allow an inspection to be performed.

b) **Integral Calibration Gas Control System:** With the EIS unit's calibration gas flow control valve in the off position, open the cal gas cylinder valve. Shut the cylinder valve off when the downstream pressure gauge on the cylinder regulator has stabilized. Monitor the pressure for 10 minutes.

Acceptance Criteria: There shall be no perceptible loss of pressure.

Visually check all tubing and connections between the cal gas flow control valve and the sample cell(s) of the optical bench.

Acceptance Criteria: There shall be no signs of loose fittings or tubing, and no signs of defective or damaged fittings or tubing.

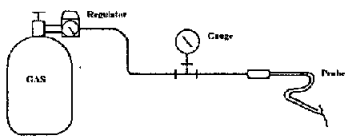
5.3.3 **Flow Sensitivity:**

1. Sample System Variations

This test characterizes the effect of variations in pressure differential/flow upstream of the sample pump on gas readings.

a) Gas calibrate the EIS.

b) Connect the regulator outlet of a cylinder of Mid Range #2 BAR-97 audit gas (see §2.4.5.i) to the inlet of a throttling valve, connect the outlet of the valve to a tee and then from the tee to the sample probe inlet. Connect a pressure/vacuum gauge, capable of reading ±5 psig to the last tee opening. (See figure.)



c) Open the gas cylinder valve and adjust the gas flow (using the cylinder regulator and the throttling valve) so that the inlet pressure to the probe is 0 psig ±0.1 psig. Let the readings stabilize, then record them.

d) Adjust the gas flow so that the inlet pressure to the probe is +1.5 psig ±0.1 psig. Let the readings stabilize, then record them.

e) Adjust the gas flow so that the inlet pressure to the probe is -1.5 psig ±0.1 psig. Let the readings stabilize, then record them.

f) Repeat Steps c), d) and e) two more times.

Acceptance Criteria: All gas readings shall differ by no more than 1% of each other.

2. Calibration Gas Path Variations

This test characterizes the effectiveness of the EIS calibration gas regulation as the calibration gas cylinders are emptied.

a) Disconnect the EIS's calibration gas cylinders. Connect a cylinder of high range audit gas to the EIS high range cal port using a length of high-pressure (400 psig minimum rating) hose and a CGA-165 adapter to connect to the EIS's regulator inlet. Connect a cylinder of low range audit gas to the EIS low range cal port in a similar manner. [NOTE: The cylinder regulators used with the audit gas cylinders shall be dual-stage, compatible with the audit gas blends, with a delivery pressure range of at least 5 psig to 200 psig and capable of delivering at least 10 liters per minute of gas blend.] ***DO NOT disturb the adjustments on the EIS regulators.***

b) Set the audit gas regulators to deliver 160 psig. Perform a standard gas calibration.

c) Perform a 4-gas audit, following the procedure in §2.4.5 i). Record the HC, CO, CO_2 and NO readings.

d) Set the audit gas regulators to deliver 30 psig. Perform a standard gas calibration.

e) Perform a 4-gas audit, following the procedure in §2.4.5 i). Record the HC, CO, CO_2 and NO readings.

Acceptance Criteria: The relative difference between the audit readings taken at 30 psig delivery pressure and those taken at 160 psig delivery pressure shall not exceed 1%, using the formula Rel. Diff., % = 100 x $(R_{30} - R_{160})/R_{160}$, where R_x is the audit reading when the EIS was calibrated with a delivery pressure of x psig. ***[NOTE: For the low range audit gas, the Acceptance Criteria shall***

be: HC < 3ppm propane; CO < 0.01%; CO2 < 0.1%; NO < 8 ppm. For Midrange #1 audit gas, CO2 < 0.1%; HC, CO and NO shall meet the 1% relative difference criterion.]

5.3.5 **Flow Restrictions**

a) Using a Mid Range #2 BAR-97 audit gas entering the sample probe at atmospheric pressure, take a base reading with no restriction in the line. Insert a throttling valve in the vacuum side of the sampling system. With the gas flowing (still at atmospheric pressure), restrict the sample flow until (1) the low flow indication is activated, (2) the system response time of the slowest NDIR channel exceeds 11 seconds to 90% of the base reading, or (3) the actual gas reading differs from the base reading on any channel by more than 3% of the base reading.

Acceptance Criteria: The low flow indication is activated and the system response times of all NDIR channels are 11 seconds or less to 90% of the base readings, and the actual gas readings differ from the base readings by 3% of the base readings or less.

b) If the low flow sensor is activated by pressure (or vacuum), insert a 0-10 psig (0-30 in. Hg) gauge between the throttling valve and the inlet to the low flow sensor. Use the throttling valve to activate and deactivate the low flow indication. Measure the pressure (vacuum) at which activation and deactivation occur. Perform this test three times.

Acceptance Criteria: The difference between the activation and deactivation point shall be no greater than 3% of the activation point (pressure or vacuum).

5.3.6 **Particulate Filter**

Install a new particulate filter per the manufacturer's instructions and perform a leak check. Adjust a 3.0L or larger engine to produce an exhaust gas hydrocarbon concentration of 1000-1200 ppm. Sample the exhaust gas for two hours or until the low flow indication is activated.

Acceptance Criteria: The low flow indication shall not be activated at any time during or at the end of the two-hour test period.

Note: This test must not be performed before the successful completion of the flow restriction test.

5.3.7 **Hydrocarbon Hangup**

With a new particulate filter installed, zero the analyzer. Insert the candidate unit's sample probe in the tailpipe of a vehicle whose eight-cylinder idling engine is emitting

between 600 and 700 ppm HC. After sampling the exhaust gas for one minute, remove the sample probe from the tailpipe. Holding the probe in clean air, time the drop in the HC reading. Make three such tests, allowing at least three minutes between each complete test. These three minutes shall commence at the end of the preceding test, after the reading has dropped to 20 ppm or the timer has reached 20 seconds, whichever comes first. The sample hose must be 25 ft ± 0.5 ft measuring from the front of the analyzer.

Acceptance Criteria: For each complete test, (1) the HC reading shall decay to 20 ppm or less within 20 seconds. (2) Inspection testing shall be locked out until the HC reading drops to 7 ppm or less.

5.3.8 **Probe Antidilution**

This test evaluates the ability of candidate antidilution device to (a) prevent dilution of the sample, and (b) allow no dilution when testing certain vehicles of the mid-seventies having noise baffles in their tailpipes.

a) **Antidilution:** Use a test vehicle whose engine size is between 1.3 and 1.8 liters, and which idles between 650 and 850 RPM. The test vehicle's tailpipe shall have an outer diameter of between 1.25 and 1.5 inches.

1. With the engine at normal operating temperature, and normal idle speed, de-tune the engine to produce at least 1000 ppm HC or 5% CO.

2. The candidate unit shall be properly adjusted and warmed up, operating in the Manual Mode with the Dilution Correction OFF and Ten-Second Moving Average selected. Insert the standard probe into the tailpipe to its full insertion depth of 16 inches. Record the stabilized average HC, CO, CO_2, NO and O_2 readings.

3. Withdraw the probe to 4 inches and record the stabilized average readings.

4. Repeat steps 2, 3, and 2 again.

5. Average the (2) stabilized average readings for each channel, average the (3) stabilized average readings for each channel, and subtract the (3) average from the (2) average.

6. For units provided with an antidilution device, repeat steps (2) through (5) using the antidilution device.

Acceptance Criteria: The difference found in (5) if no antidilution device is provided, or (6) if one is provided, shall be within the accuracy requirements specified in §2.4.5 j).

b) **Noise Baffles:** Use a test vehicle with at least one noise baffle in its tailpipe.

Acceptance Criteria: The standard probe (or antidilution device, if provided) shall demonstrate its ability to pass through the holes in the noise baffle(s) to its full insertion depth of 16 inches, or shall meet the acceptance criteria of (a) above with insertion to the depth of the baffle screen.

5.3.9 **Dilution**

a) Set vehicle with 1.6 liter maximum engine displacement at factory-recommended idle speed, OEM configuration exhaust system transmission in neutral, hood up (a blower to cool the engine may be used if needed). Set idle speed not to exceed 920 RPM. (Set for 900 RPM with an upper tolerance of 20 RPM.)

b) With a laboratory grade analyzer system, sample the exhaust at 16 inches depth with a flow sample rate below 320 liters per hour. Allow sufficient time for this test. Record all HC, CO, NO and CO_2 readings.

A chart recorder may be used to detect the point of stable readings.

c) Set the EIS in the Manual Mode with Dilution Correction OFF and Ten-Second Moving Average selected. Record the stabilized average HC, CO, CO_2, NO and O_2 readings. Use these readings for the computations in (e) below.

d) Repeat (b).

e) If the difference of the stabilized average readings between parts (b) and (d) exceeds 2% of the average of (b) and (d), repeat parts (b), (c) and (d); otherwise average (b) and (d) and compare with (c). If (c) is within 2% of the average of (b) and (d), then the equipment meets dilution specifications.

Acceptance Criteria: The flow rate of the EIS unit shall not cause more than 2% dilution during sampling of the exhaust of a 1.6L engine at normal idle. Two-percent dilution is defined as a sample of 98% exhaust and 2% ambient air.

5.4 **CERTIFICATION TEST PROCEDURES: ANALYZER**

5.4.1 **Storage Temperature Conditioning**

This preconditioning operation demonstrates the ability of the candidate units to meet the storage temperature requirements of the specifications. This test shall be performed before proceeding with the remaining tests. Each unit shall be stabilized at an ambient temperature of -4°F for at least three hours with power off, followed by a three-hour soak

at +130°F. At completion of these soaking temperatures, re-stabilize the unit to approximately 75°F before continuing with the tests.

5.4.2 **Temperature Stability**

This test will be run continuously until completed in the sequence shown. Any deviation or failure will require that the test be redone.

a) Stabilize the units at an ambient temperature of 75°F ± 5°F for at least two hours, with power and pump on.

b) Gas calibrate the units using the standard BAR-97 blends for HC, CO, CO_2, NO and O_2. Flow Mid Range #2 BAR-97 audit gas through the units and record the readings.

c) Lower the ambient temperature to 50°F ± 5°F and stabilize the units for two hours, leaving the power on and pump running. Readjust zero only as necessary, then reintroduce the audit gas WITHOUT ADJUSTING THE UNITS (gas calibration is not permitted). Record the readings.

d) Raise the ambient temperature to 100°F ± 5°F and stabilize for at least two hours leaving the power on and pump running. Readjust zero and electronic span only as necessary. Reintroduce the audit gas (gas calibration is not permitted). Record the readings.

e) Return the unit to 75°F ± 5°F and stabilize. Adjust zero, introduce the audit gas and record the readings, showing error as percent of reading.

Acceptance Criteria: When gas calibrated at 75°F, the difference between the highest and the lowest readings, regardless of temperature, shall not exceed 3% of reading.

5.4.3 **Controlled Ambient Conditions**

All subsequent analyzer performance tests (unless otherwise noted) shall be conducted at each of the following ambient conditions in the sequence shown:

a) 75° F (±2°F).
b) 110° F (±2°F), 80% (±5%) relative humidity.
c) 35° F (±2°F), 80% (±5%) relative humidity and 10 mph wind.

5.4.4 **Warm-up Time**

a) Prior to the warm-up test, unit power shall be off and the unit shall have been stabilized at the selected environmental test condition for a minimum of two hours. The unit shall then be turned on, warmed up, zeroed and gas calibrated, then turned off for a minimum of six hours.

b) Upon completion of this stabilization period, unit power shall be turned on. For each candidate unit, record the time interval between Power On and System Ready indication. Verify that, during this time interval, the emissions analyzer is prevented from performing an inspection, and that no exhaust readings of any kind can be made.

c) Perform an automatic zero, enter the Manual Mode (Dilution Correction and Ten-Second Moving Average both OFF), and sample BAR-97 Low Range calibration gas through the probe. Gas entering the probe shall be at room atmospheric pressure. Record the zero and span gas readings for each channel.

d) Wait five minutes. Do <u>not</u> perform any adjustments. Record the zero reading, feed BAR-97 Low Range calibration gas through the probe, and record the gas reading.

Acceptance Criteria:
(1) Warm-up time of the complete system shall not exceed 30 minutes from "power on" to "system ready" at <u>all temperature</u> conditions. The unit is considered warmed up as soon as the zero and span readings for each channel (a) have drifted less than the accuracy tolerances listed in §2.4.5.j) over a five-minute interval without adjustment, and (b) are within these accuracy tolerances of the zero and gas cylinder values;

(2) The system lockout and system ready features shall demonstrate their proper functioning during the analyzer warm-up period.

5.4.5 **Drift Tests**

a) **Zero Drift**

The zero drift test shall be conducted <u>immediately</u> following completion of the warm-up test, and is essentially a continuation of it. Units which cannot display negative values shall be monitored directly at the signal outputs of the bench, or at some other position in the signal path where negative values can be monitored. Record the readings for each channel at five-minute intervals for one hour after warm-up. The first reading (time = zero) shall be the first ***zero*** reading taken after the unit completed its warmup cycle; the second reading (time = 5 minutes) shall be the second ***zero*** reading taken during the warmup test. During this test, zero adjustments are allowed at t = 30 minutes and t = 60 minutes. (NOTE: zeroing shall not occur at any time during a Smog Check). All components such as motors, pumps and lighting shall remain on during the one-hour test.

Acceptance Criteria: (1) Drift over the one-hour period shall not exceed the accuracy tolerances listed in §2.4.5 j). (2) No cyclical variation with a period less than 10 minutes shall have a peak value of more than 1.5 times these accuracy tolerances.

b) **Span Drift**

This three-hour test shall be conducted simultaneously with the zero drift test.

Sample BAR-97 Low Range calibration gas through the probe every five minutes for the first 30 minutes, every 10 minutes for the second 30 minutes and every 15 minutes for the second and third hours. The first reading (time = zero) shall be the first gas reading taken after the unit has completed its warmup cycle; the second reading (time = 5 minutes) shall be the second reading taken during the warmup test. The gas pressure shall be room atmospheric at the entrance to the probe.

Electronic zero adjustment is permissible at t = 30 minutes, 60 minutes, and 120 minutes. Zeroing shall not occur at any time during a smog check. Components such as pumps, motors and lighting shall remain on for the duration of the test.

Acceptance Criteria: (1) Span drift shall not exceed the accuracy tolerances listed in §2.4.5 j) during the first hour. (2) Span drift shall not exceed 2/3 of these values or two least significant display digits, whichever is greater, during each of the second and third hours.

5.4.6 **Analyzer Accuracy and Bias**

This test confirms the ability of the candidate units to read various concentrations of gases within the tolerances required by this specification.

This test shall be performed after completion of the drift tests. The candidates shall be zeroed and gas calibrated using the BAR-97 High and Low Range calibration gases. The units shall be tested using blends of propane, carbon monoxide, carbon dioxide and nitric oxide in nitrogen, and oxygen in nitrogen, blended to 1% certified accuracy, in the following concentrations:

- 4500 ppm propane, 12.00% CO, 18% CO_2, 4500 ppm NO, 25% O_2
- 0%, 20%, 40%, 60%, 80% of these concentrations
- 500 ppm propane, 1.2% CO, 6% CO_2, 800 ppm NO, 5% O_2
- 0%, 10%, 20%, 40%, 60%, 80% of these concentrations
- 80 ppm propane, 0.20% CO, 3% CO_2, 200 ppm NO, 1.0% O_2
- 0%, 20%, 40%, 60%, 80% of these concentrations.

Alternatively, the fractional concentrations may be achieved using a gas divider.

a) Introduce the gases in ascending order of concentrations beginning with the zero gas (nitrogen). Record the readings of the candidate units to each concentration value.

b) After the highest concentration has been introduced and recorded, introduce the same gases to the candidate analyzers in descending order, including the zero gas. Record the response of the analyzers to each gas. Record negative values of zero, if any.

c) Repeat Steps (a) and (b) for the candidate units four more times, for a total of five.

d) **Calculations:**

1. Calculate the mean ($\bar{x}$) and standard deviation of each candidate's readings for each concentration. Include both upscale and downscale readings for the same gas concentration. (All calculations may not be possible for zero readings.)

2. For each concentration, compute the following:

$$y_1 = \bar{x} + K_{sd}$$
$$y_2 = \bar{x} - K_{sd}$$

Where K_{sd} = standard deviation x 1.24 (for zero and highest concentration value), or
K_{sd} = standard deviation x 0.715 (for all other concentration values)

3. Compute the uncertainty of the calibration curve for each concentration as follows:

U_1 = concentration value - y_1

U_2 = concentration value - y_2

Acceptance Criteria:
(1) For each concentration, the mean (0) shall be no greater than the tolerances in the table below. Note that these tolerances are root-sum-square values accounting for such variables as test and calibration gases.

Channel	Tolerance
HC	±3.40% or ±5ppm, whichever is greater
CO	±3.32% or ±0.03% CO, whichever is greater
CO_2	±3.54% or ±0.4%, whichever is greater
NO	±4.25% or ±27ppm, whichever is greater
O_2	±5.26% or ±0.2% O_2, whichever is greater

(2) U_1 - U_2 shall be no greater than the tolerance spread allowed in the table above.

5.4.7 **Hexane/Propane Conversion Ratio (75°F only)**

a) Calibrate the units per the manufacturer's instructions, using gas blends having propane as the hydrocarbon.

b) Sample a BAR-97 Low Range tri-blend having hexane as the hydrocarbon. Record the readings.

c) Sample a BAR-97 High Range tri-blend having hexane as the hydrocarbon. Record the readings.

Acceptance Criteria: The HC readings taken in Steps (b) and (c) shall not differ from the associated cylinder values by more than 4 ppm (Step b) or 48 ppm (Step c).

5.4.8 **Gas Interference**

This test examines the effect of non-interest gases on the analyzer channels. Testing shall be performed under the ***35***°F, 75°F and ***110***°F conditions, except as noted below.

a) Zero and span the candidate units.

b) Sample the following gases for at least one minute. Record each channel's response to the presence of these gases. The list below does not imply a sequence; the gases may be used to challenge the analyzer in any order.

	Interfering Gas
16%	Carbon Dioxide in Nitrogen
1600 ppm	Hexane in Nitrogen
10%	Carbon Monoxide in Nitrogen
3000 ppm	Nitric Oxide in Nitrogen
75 ppm	Hydrogen Sulfide in Nitrogen
75 ppm	Sulfur Dioxide in Nitrogen
9%	Carbon Monoxide and 18% Carbon Dioxide in Nitrogen
	28 ppm each Benzene, Toluene, Xylene in O_2-free N_2 (NDUV technology only)
	Water-Saturated Hot Air

NOTE: The water-saturated hot air shall be drawn through the probe from the top of a sealed vessel partially filled with water through which ambient air will be bubbled. The water shall be maintained at a temperature of 50°C ±5°C. THIS TEST SHALL BE PERFORMED AT THE 75°F AND THE ***110***°F CONDITIONS ONLY.

Acceptance Criteria: (1) No gas or vapor in the above list shall cause a change in reading of more than the excursions allowed in §2.4.5 o) on any channel. (2) Immediately after the water vapor test, there shall be no evidence of condensation anywhere in the sample inlet tubing to the analyzer sample cell. (3) The actual CO and CO_2 readings when sampling the collision-broadening test gas (9% CO, 18% CO_2) shall be within the tolerances specified in §5.4.6.3.

c) **Quench Effects (NO and O_2 channels only. Not applicable to NDUV.)**

1. Connect a cylinder of N_2 to the balance gas side of a gas divider, and the interference gas cylinder of 3000 ppm NO in N_2 to the other side.

2. Record the NO channel readings at 0% on the gas divider, 20%, 40%, 60%, 80%, 100%.

3. Connect the interference gas cylinder of CO (for electrochemical cells; CO_2 for chemiluminescent sensors and NDIR) to the balance gas side of the gas divider, leaving the interference gas cylinder of 3000 ppm NO in N_2 connected to the other side.

4. Record the NO channel readings at 100% on the gas divider, 80%, 60%, 40%, 20%, 0%.

5. For each dilution level, calculate the relative error,

E_R, % = 100 x (Readings from Step 4 - readings from Step 2)/(readings from Step 2)

6. Repeat Steps 3 through 4.

7. Repeat Steps 1 through 6 using a cylinder of zero air in place of the cylinder of NO.

Acceptance Criteria: For each gas, for each dilution level, the E_R shall be no more than 1% of point.

d) **Saturation Effects (NO and O_2 channels only)**:

1. Flow NO interference gas through the analyzer and record the stabilized NO reading.

2. Flow the CO (or CO_2) interference gas through the analyzer for three minutes.

3. Flow NO interference gas through the analyzer again, and record the stabilized NO reading.

4. Calculate E_R for the readings recorded in Steps 1 and 3.

5. Repeat Steps 1 through 4 using zero air in place of the NO interference gas.

6. Repeat Steps 1 through 5 using the H_2S, SO_2 and H_2O (see Step 7) interference gases in place of the CO (or CO_2) gas.

7. Unlike the other interferents, water and water vapor are not swept out of the sample system quickly. To correct for this, perform Step 1; then with a dew point meter measuring the moisture in the sensor's exhaust, bubble N_2 through water at 50°C (122°F) to the analyzer until the measured dew point has been stable for 30 seconds. Finally, perform Step 3 and also record the dew point reading. From standard steam tables, determine the partial pressure of water vapor at the dew point temperature. Divide the H_2O partial pressure by the barometric pressure to determine the fraction of water vapor in the sample. Multiply the dry NO reading recorded in Step 1 by (1 – the fraction); this is what the wet reading should be to compensate for the moisture fraction in the sample. The actual wet reading, when compared to the calculated wet reading, shall meet the Acceptance Criteria below.

Acceptance Criteria: In no case shall E_R exceed 1% of point.

5.4.9 **Voltage Variations**

This test examines the effects of variations in AC line voltage on EIS readings.

a) Perform a gas calibration on the candidate units with the line voltage at 115 volts AC.

b) Sample a BAR-97 Mid-Range #2 audit gas blend through the probe. Gas pressure shall be zero psig (room ambient atmospheric) at the entrance to the probe. Record the readings.

c) Adjust the line voltage to 127 VAC while continuing to sample the gas. Record the readings.

d) Adjust the line voltage to 103 VAC while continuing to sample the gas. Record the readings.

e) Adjust the line voltage to 115 VAC while continuing to sample the gas. Record the readings.

Acceptance Criteria: Readings shall not vary more than a of the accuracy requirements in §2.4.5.j), or two least significant digits of resolution, whichever is greater, over the entire voltage variation.

5.4.10 **Pressure Compensation**

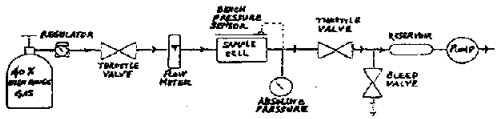
This test examines the precision of the candidate unit's pressure compensation system in keeping the readings constant over swings in barometric pressure. Two methods are used to compensate for pressure variations. One involves monitoring ambient barometric pressure; the other involves monitoring sample cell pressure. The following test procedure applies to both.

a) Insert a flowmeter at the sample cell inlet. To avoid unnecessary flow restriction, the flowmeter shall not have an integral needle valve.

b) Sample room air through the probe. Measure and record the flow rate.

NOTE: BEFORE PROCEEDING, DETERMINE THE MAXIMUM RECOMMENDED SAMPLE CELL PRESSURE FROM THE BENCH MANUFACTURER. BE SURE TO AVOID EXCEEDING THIS VALUE DURING TESTING.

c) Disconnect the tubing between the sample system and the flowmeter inlet. Install a throttling valve upstream of the flowmeter, and a source of BAR-97 Mid-Range #2 audit gas with a low-pressure regulator upstream of the throttling valve. At the sample cell discharge, tee in the bench's pressure sensor (if not already there) and a pressure gauge capable of reading 0-32 inches Hg absolute. Follow this with a second throttling valve, a reservoir of about 125 cu. in. (2 liters), and a vacuum pump with a bleed valve at its inlet. See the figure below.



d) Adjust the gas flow and the two throttling valves (and the vacuum pump and/or the bleed valve, if necessary) to produce the flow rate found in Step (b) and an exhaust pressure of 29.0± HgA. Adjust the readings to agree with the cylinder values.

e) Readjust the system to maintain the flow rate at a pressure of 31± HgA. Record the readings.

f) Readjust the system to maintain the flow rate at a pressure of 27± HgA. Record the readings.

g) Readjust the system to maintain the flow rate at a pressure of 26± HgA. Adjust the readings to agree with the gas cylinder values.

h) Readjust the system to maintain the flow rate at a pressure of 28± HgA. Record the readings.

i) Readjust the system to maintain the flow rate at a pressure of 24± HgA. Record the readings.

j) Repeat Steps d) through i) using 6% O_2 in N_2.

Acceptance Criteria: (1) The difference between the readings in Steps (d), (e) and (f) shall be no greater than the allowable accuracy tolerances in §2.4.5 j) of this specification. (2) The difference between the readings in Steps (g), (h) and (i) shall be no greater than the allowable accuracy tolerances in §2.4.5 j) of this specification. (3) The above criteria apply to the results of Item j).

5.4.10 (Alt) **Pressure Compensation – Alternate Methods**

Some sensors cannot be given a valid pressure compensation test by the above method. The following procedures apply to all designs.

a) *Barometric Pressure Chamber:* A pressure chamber large enough to house the units under test may be used. The procedure specified above shall be used; however, it is not necessary to use the above setup. Instead, flow Mid #2 audit gas through the EIS sample probe using the adapter with balloon. Adjust the ambient pressure in the chamber in accordance with the above procedure. Record the readings as above

b) *Altitude Method:* If such a chamber is not available, the units under test and the necessary test equipment will need to be driven by truck to the various altitudes.

i. Equipment needed:
- The units to be tested.
- BAR-97 Midrange #2 audit gas
- An AC generator to power the units to be tested.
- A large fan, such as those used to cool the engines of vehicles undergoing an ASM test.
- An adapter with balloon (and spares) to feed the gases from the

audit
cylinders into the sample probes of the units to be tested.
- Power cables, wrenches, etc.
- A truck or other means of transportation. (No trailers.)

ii. At an altitude or pressure equivalent of <100 feet, perform a leak check and a gas calibration.

iii. Zero the units and introduce the Mid #2 audit gas to the sample probe through the adapter with balloon. (The balloon should be erect, but not inflated.) Record the readings on the data sheets on the first "<100 feet" row.

iv. At the altitude or pressure equivalent of 3000 feet, turn on the units to be tested (if they are not already running) and allow them to warm up. Wait another 15 minutes before testing. Zero the units and introduce the Mid #2 audit gas to the sample probe through the adapter with balloon. (The balloon should be erect, but not inflated.) Record the readings on the data sheets on the "3000 ft" row.

v. Calibrate the units, then Reintroduce the Mid #2 audit gas.. Record the audit readings on the "3000ft (+ cal)" row.

vi. At the altitude or pressure equivalent of 7000 feet, turn on the units to be tested (if they are not already running) and allow them to warm up. Wait another 15 minutes before testing. Zero the units, but do not calibrate. Introduce the Mid #2 audit gas to the sample probe through the adapter with balloon. (The balloon should be erect, but not inflated.) Record the readings on the data sheets on the "7000 ft" row.

vii. At the altitude or pressure equivalent of <100 feet, turn on the units to be tested (if they are not already running) and allow them to warm up. Wait another 15 minutes before testing. Zero the units and introduce the Mid #2 audit gas to the sample probe through the adapter with balloon. (The balloon should be erect, but not inflated.) Record the readings on the data sheets on the last "<100 ft" row.

Acceptance Criteria: For each channel, the absolute and relative differences between the highest reading recorded in Steps v., vi., and vii. above and the lowest reading shall be as follows:

Channel	Relative Error, %	Absolute Error
HC	3%	4.0/PEF ppm C_3H_8
CO	3%	0.02% CO

CO_2	3%	0.3% CO_2
NO	4%	25 ppm
O_2	5%	0.1% O_2

5.4.11 **Analyzer/Sensor Response Time**
This test measures the response times of the analyzer or sensor itself, without the influence of the sample system.

a) Connect a strip chart recorder or data acquisition system (DAS) to the analyzer/sensor output(s). See §5.2(d).

b) Zero and gas-calibrate the candidate per the manufacturer's instructions.

c) Install a flowmeter just upstream of the analyzer/sensor inlet port. Note that some configurations have the NO sensor in a bypass stream around the NDIR bench. In this case, install the flowmeter upstream of the bypass branch.

d) With the sampling system in the exhaust-sampling mode, measure and record the flow rate to the analyzer/sensor.

e) Connect a cylinder of High Range BAR-97 calibration gas with pressure regulator, needle valve and 3-way solenoid valve or other switching means, to the inlet of the flowmeter. (The sample system is thus disconnected.) Connect a cylinder of zero gas (nitrogen or zero air) with pressure regulator and needle valve to the other port of the solenoid valve.

f) Adjust gas flow from each cylinder to the analyzer/sensor so that their flow rates match that recorded in Step (c).

g) With the recorder or DAS running, feed zero gas to the analyzer/sensor for 60 seconds.

h) Switch the solenoid valve so that calibration gas flows to the analyzer/sensor for 60 seconds.

i) Repeat Steps (g) and (h) two more times, and then Step (g) once more.

Acceptance Criteria: Rising and falling response times shall meet the requirements of Section 2.4.5 r.

5.4.12 **Ambient Temperature Noise Tests**
The following tests examine the sensitivity of the candidate units to extraneous electrical and electromagnetic inputs.

a) **Automotive RFI Test**

1. Use a test vehicle with an engine having a high-energy ignition system or equivalent, a solid core coil wire and a 3/8" air gap. Leave the engine off.

2. Locate the EIS within 5 feet of the front of the vehicle. Gas-calibrate the unit.

3. Sample BAR-97 Low Range calibration gas through the probe. Gas pressure shall be room ambient atmospheric (zero psig) at the entrance to the probe. Record the readings.

4. Start the engine. With the hood open, cycle the engine from idle through 2500 RPM. With the Low Range gas flowing through the probe, record the readings.

5. Relocate the unit to within 6 inches of one side of the engine compartment and repeat the test in Step 4.

6. Relocate the unit to within 6 inches of the other side of the engine compartment and repeat the test in Step 4.

Acceptance Criteria: The readings shall deviate no more than 1/3 of the accuracy requirements in §2.4.5.j), or one least significant digit, whichever is greater.

b) **Induction Field Test**
Use a variable speed (commutator type) hand drill having a plastic housing and rated at 3 amps or more. While sampling BAR-97 Low Range calibration gas, vary the drill speed from zero to maximum while moving from the front to the sides of the unit at various heights.

Acceptance Criteria: The readings shall deviate no more than 1/3 of the accuracy requirements in §2.4.5.j).

c) **Line Interference Test**
Plug the variable speed drill described in subsection b) into one of the two outlets of a #16-3 wire extension cord 20 feet long. Connect the unit into the other outlet of the extension cord. Repeat subsection b) above.

Acceptance Criteria: The readings shall deviate no more than 1/3 of the accuracy requirements in §2.4.5.j), or one least significant digit, whichever is greater.

d) **VHF Band Frequency Interference Test**

While sampling BAR-97 Low Range calibration gas, press and release the transmit button of a citizens band radio transmitter (with output equivalent to FCC legal maximum), and simultaneously key a highway patrol transmitter (or equivalent). Both transmitters shall be located within 50 feet of the analyzer.

Acceptance Criteria: The readings shall deviate no more than 1/3 of the accuracy requirements in §2.4.5.j), or one least significant digit, whichever is greater.

5.4.13 **Vibration and Shock — Ambient Temperature Only**

The vibration test simulates rolling a mobile unit over a rough garage floor. The shock test simulates a rolling EIS which collides with a wall or other fixed object. (This test does not require temperature conditioning.)

The test floor shall be a 6' x 10' expanded metal grating with diamond-shaped openings of 1 x 3.7" or equivalent, elevated 2" off the test facility floor.

a) Zero and calibrate the unit in accordance with the EIS manufacturer's instructions. Introduce BAR-97 Low Range calibration gas to the probe (pressure = zero psig); record the readings.

b) Roll the unit six times over the 6' x 10' expanded metal grating in the direction of the "short way of the diamond." Roll the unit completely off the edge of the grating each time.

c) Introduce the Low Range calibration gas to the probe (pressure = zero psig); record the readings.

Acceptance Criteria: The EIS readings shall not have permanently shifted more than the accuracy requirements in §2.4.5.j) from the original zero and span check values.

5.5 CERTIFICATION TEST PROCEDURES: ANALYZER/SAMPLE SYSTEM INTEGRATION

5.5.1 **System Repeatability *and Calibration/Sample Path Balance***

This test characterizes the ability of the EIS to give consistent readings when repeatedly sampling the same gas concentration.

a) Introduce BAR-97 Low Range calibration gas through the calibration port. Record the readings.

b) Purge with ambient air or zero air for a minimum of 30 seconds and a maximum of one minute.

c) Repeat Steps (a) and (b) four more times.

d) Repeat Steps (a), (b) and (c), introducing the gas through the probe.

NOTE: If only one path exists through the analyzer, perform Steps (a) and (b) ten times.

Acceptance Criteria: The difference between the highest and the lowest readings from the data for both the calibration port and probe combined shall not exceed the Repeatability requirements of §2.4.5.k).

e) Average the five sets of readings taken in Steps a) through c), above. In other words, take the average of the five HC readings, the five CO readings, etc.

f) Average the five sets of readings taken in Step d), above.

g) Determine the relative difference between the HC, CO, CO_2, and/or NO averages in Step e) and those in Step f); e.g.,
Relative Difference for HC, %, = 100 x [$(f_{avg} - e_{avg})/e_{avg}]_{HC}$

Acceptance Criteria: *None of the relative differences calculated in Step g) above shall exceed ±1% or 1 least significant digit, whichever is greater.*

5.5.2 **System Response Time**

This test determines the speed of response of the candidate units to the introduction of a gas through its probe when their sample systems are clean.

a) Connect a strip chart recorder or data acquisition system (DAS) to the EIS output(s). See §5.2 (d)

b) Zero and gas-calibrate the candidate per the manufacturer's instructions.

c) A 3-way solenoid valve or equivalent selector system (or alternate BAR-approved method), shall be used to alternately introduce zero air (or nitrogen) and BAR-97 High Range calibration gas to the probe. The gas pressure at the entrance to the probe shall be equal to room ambient (i.e., zero psig). A balloon teed into the gas line just ahead of the probe may be used to adjust the pressure at the probe tip for each gas. The balloon, with the sample pump running, shall stand erect but shall not be inflated.

d) With the recorder or DAS running, feed zero gas to the EIS for 60 seconds.

e) Switch the solenoid valve so that the High Range calibration gas flows to the EIS for 60 seconds.

f) Repeat Steps (d) and (e) two more times, and then Step (d) once more.

Acceptance Criteria: Response times for each channel shall meet the requirements of §2.4.6 g).

5.6 **CERTIFICATION TEST PROCEDURES: DYNAMOMETER, CONTROLS & INTERFACING**
At the time of dynamometer certification, each dynamometer manufacturer shall submit data demonstrating the dynamometer's ability to meet BAR-97 specifications. This data shall include, as a minimum, verification of the following tests.

To aid in the testing of the dynamometers at BAR, the dynamometer must be accompanied by software capable of:

1. Performing steady state tests at different loads
2. Coast downs at different load settings (30 to 15 mph) according to the BAR-97 specification
3. Performing specialized coast down algorithm in accordance with §5.6.5.
4. Performing BAR-31 simulation given different load coefficients
5. Parasitic loss determination according to the BAR-97 specification
6. Conducting a free form drive trace given different load coefficients

Once the dynamometer has been submitted for testing, BAR will spot check the manufacturer's generated test results for accuracy. In addition, BAR will also perform additional testing to ensure compliance with the BAR-97 specification.

5.6.1 **Base Inertia Determination**
The dynamometer manufacturer shall demonstrate their method for base inertia determination and submit test results verifying that the base inertia of the dynamometer is within BAR-97 specifications. The determination method is subject to BAR approval.

Acceptance Criteria: Base inertia shall be 2000 ±40 lbs. The base inertia quantified on the dynamometer ID plate matches the measured base inertia within ±10 lbs.

5.6.2 **Speed Accuracy Determination**
The dynamometer manufacturer shall demonstrate their method for speed accuracy determination and submit test results verifying that the speed measurement of the dynamometer is within BAR-97 specifications. The determination method is subject to BAR approval.

Acceptance Criteria: Speed shall be accurate to within 0.1 mph.

5.6.3 **Load Accuracy**
As a minimum, 12 tests must be conducted to demonstrate load accuracy under varying conditions as provided in the Load Accuracy Test Condition Matrix (i.e., test 6 requires a calibration temperature and test ambient temperature of 75F with nominal calibration voltage and high test supply voltage in a maximum warm-up condition and a 15 hp load).

Changes that might affect the accuracy of the system may <u>not</u> be made in between these tests. If a change must be made, the testing shall start over.

In each case, the dynamometer must soak for at least eight hours in the appropriate temperature before conducting either calibration or testing. For both calibration and testing, the dynamometer shall be warmed-up according to the manufacturer's requirements. If no warm-up is required, none will be allowed.

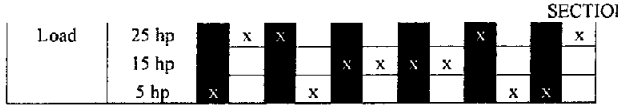
After waiting the required amount of time (see warm-up time), coast down checks, from 30.0 mph to 15.0 mph according to the BAR-97 procedures, shall be performed according to the conditions listed for each of the 12 tests in the matrix. In each case, for acceptance testing purposes, the time from when the rolls start turning until the dynamometer begins coasting shall not exceed 30 seconds. An external means may be used to bring the dynamometer up to speed in the required time as long as it can be disengaged during the coast down.

The dynamometer shall use any applicable temperature correction or similar algorithms during the coast downs that would be used normally during an ASM test.

Each of the load accuracy tests will be followed by the Response Time Tests and the Variable Load Coast-Down Tests, which will be conducted under the same conditions.

Load Accuracy Test Condition Matrix

		Test Number											
Condition		1	2	3	4	5	6	7	8	9	10	11	12
Calibration Temp	110 F									x	x	x	x
	75 F					x	x	x	x				
	35 F	x	x	x	x								
Test Ambient Temp	110 F	x	x	x	x								
	75 F					x	x	x	x				
	35 F									x	x	x	x
Calibration Voltage	High	x	x									x	x
	Nominal					x	x	x	x				
	Low			x	x					x	x		
Test Supply Voltage	High			x	x	x	x						
	Nominal									x	x	x	x
	Low	x	x					x	x				
Warm Up	Maximum		x		x		x		x		x		x
	Minimum	x		x		x		x		x		x	



Definition of Terms:

Calibration Temp is the temperature at which to calibrate the equipment. Prior to conducting the calibration, the equipment must soak for at least eight hours at the calibration temperature so that the dynamometer is in thermal equilibrium with its environment.

Test Ambient Temp is the temperature at which to conduct the test. Prior to conducting this test (and after calibration), the equipment must soak for at least eight hours in the ambient temperature to achieve thermal equilibrium.

Calibration Voltage is the supply voltage powering the equipment during calibration expressed as a percentage of nominal required voltage, as follows:

Possible nominal voltages (volts AC):	115	230	460
Corresponding high voltages (volts AC):	127	254	508
Corresponding low voltages (volts AC):	103	206	412

Test Supply Voltage is the supply voltage powering the equipment during the test expressed as a percentage of nominal required voltage. See Calibration Voltage for definition of high, nominal, and low voltages.

Warm-Up The maximum warm-up condition occurs after the dynamometer completes any required warm-up immediately prior to completing the test (not calibration). The minimum warm-up condition occurs when the dynamometer rests for the maximum amount of time allowable by the manufacturer between tests without performing a dynamometer warm-up. During this wait time, the dynamometer shall be soaked at the required test ambient temperature. If no warm-up is required, this time will be assumed to be two hours.

Load is the horsepower that the dynamometer should be applying during the coast down test.

> **Acceptance Criteria:** Coast down times must be within 4% of the nominal time for the 5 hp and 25 hp coast downs, and within 2% of the nominal time for the 15 hp setting. Nominal values for the coast down times can be calculated from the equation in §2.5.7.2 of the BAR-97 specifications.

5.6.4 **Response Time**

After conducting each of the load accuracy tests, the following response time tests must be conducted, which will then be followed by the variable load coast down test.

1. The dynamometer rolls should be spinning at a speed of approximately 40 mph with no force being applied by the PAU.
2. A torque equivalent to [b]* horsepower at [a]* mph should be applied by the PAU when the dynamometer speed reaches 35 mph.
3. When the speed reaches [a]* miles per hour, apply a command torque to the PAU Controller equal to [c]* horsepower at that speed.
4. Record the start time as the time when the command torque (step 3) is sent to the PAU Controller.
5. Monitor and record the actual PAU load sensing device output signal.
6. When the output reaches 90% of the command torque (step 3), the time shall be recorded as the response time.
7. When the output reaches its peak overshoot (if any) above the command torque (step 3), this value shall be recorded as the overshoot.
8. The mean settling time shall be recorded when the following conditions are met.
   a. The mean torque output averaged over 300 milliseconds settles within either ±2% of the command load or 0.25 horsepower at [a]* mph.
   b. The instantaneous horsepower falls within 5% of the command load during the entire 300 ms that the average is being calculated.

* refers to the variables listed in the chart below.

	Test Number							
Variable	1	2	3	4	5	6	7	8
a. Speed (mph)	10	10	15	15	25	25	30	30
b. Initial Load (hp)	4	10	16	22	20	26	6	16
c. Final Load (hp)	10	4	22	16	26	20	16	6

> **Acceptance Criteria:** The dynamometer must respond to 90% of a torque step change within 300 milliseconds. The mean settling time must be less than 600 milliseconds from the initiation of the step change.

5.6.5 **Power Absorber Range**

The dynamometer manufacturer shall demonstrate their method for power absorber's range determination and submit test results verifying that the response time measurement of the dynamometer is within BAR-97 specifications. The determination method is subject to BAR approval.

> **Acceptance Criteria:** The power absorber shall be able to absorb, at 14 mph 0.3 mph, a minimum of 25 hp ±0.25 hp or 2.0%, whichever is greater, continuously both at the beginning and at the end of the test. The absorber shall meet this

specification for a steady-state test lasting at least five minutes, with three minutes between tests for a total of 10 cycles.

5.6.6 **Augmented Braking**
The dynamometer manufacturer shall demonstrate that augmented braking is applied at the conclusion of the 2525 mode of the ASM test. The determination method is subject to BAR approval.

5.6.7 **Speed Synchronization** (4wd dynamometers and/or dynamometers with split rolls that are not rigidly connected)
The dynamometer manufacturer shall demonstrate their method for roll speed synchronization determination and submit test results verifying that the speed synchronization is within BAR-97 specifications. The determination method is subject to BAR approval.

Acceptance Criteria: Front and rear-wheel or side-to-side rolls shall maintain speed synchronization of ± 0.2 mph.

5.6.8 **RFI Noise Test**
The dynamometer manufacturer shall demonstrate their method for determining the system's noise resistance and submit test results verifying that the interference noise resistance is within BAR-97 specifications. The determination method is subject to BAR approval.

Acceptance Criteria: The values read by the dynamometer tester shall be within 0.5 hp of the target value within 15 seconds of reaching the target speed, and within 0.25 hp within 30 seconds of reaching the target speed. In addition, there must be no detectable glitches resulting from the presence of the RFI noise, up to 3000-rpm engine speed.

5.6.9 **Variable Load Coast Down**
The following procedure shall be followed to verify the system's ability to apply variable loading accurately in spite of response time differences that may exist between a positive step torque change and a negative step torque change.

1. Spin the dynamometer rolls up to 55 mph.
2. Load the dynamometer to 5 hp.
3. When the dynamometer speed reaches 50 mph, record the start time.
4. According to the following chart, load the dynamometer appropriately for each speed shown. At each increment, the load shall be applied in step increments (i.e., the load for a speed less than or equal to 50 mph and greater than 49 shall be 5 hp).
5. Record the times at each speed.

The time it takes to perform this operation will be predictable when the exact dynamometer inertia is known. Variances from the nominal time may be accounted for with load inaccuracies, response time problems, etc. For a dynamometer with 2000 pounds of base inertia, the nominal time for the dynamometer to coast from 50 mph to 5 mph is 25.31 seconds given the following scenario.

SPEED	HP LOAD
50	5
49	6
48	7
47	8
46	9
45	10
44	8
43	10
42	12
41	14
40	16
39	18
38	20
37	21
36	22
35	23

SPEED	HP LOAD
34	24
33	25
32	24
31	23
30	22
29	21
28	20
27	18
26	16
25	14
24	15
23	16
22	17
21	18
20	17

SPEED	HP LOAD
19	16
18	15
17	14
16	12
15	10
14	11
13	12
12	11
11	10
10	9
9	8
8	7
7	6
6	5
5	5

Acceptance Criteria: The time it takes the dynamometer to decelerate through the above steps must fall within the following tolerances.

Initial Speed	Final Speed	Nominal Time	Tolerance
50.00	5.00	25.31	4.00%
45.00	10.00	15.35	2.00%
38.00	27.00	3.92	3.00%

5.7 **CERTIFICATION TEST PROCEDURES: THROUGHPUT CAPACITY**
The emissions analyzer/sampling system shall be designed so that it is capable of performing at least 10 tests per hour for eight consecutive hours without experiencing excessive hangup or other deleterious effects. A study shall be submitted to the BAR

indicating the maximum number of tests per hour that were achieved using the analyzer submitted for certification. A brief description of the study methodology used by the manufacturer to make the throughput determination shall be included in the study. This evaluation shall not include the time required to enter vehicle identification data or to conduct the visual and/or functional inspections.

5.8 CERTIFICATION TEST PROCEDURES: AUXILIARY TEST EQUIPMENT

5.8.1 Certification Test Procedures for Standard Tachometer & Connection (1995 and Earlier Model Year Vehicles)

The following test shall be performed on each of the following engines as a minimum: conventional ignition, Quad 4, Nissan Pulsar, rotary engine with DIS Distributorless Ignition System (DIS), and C3I.

a) Connect the candidate unit's RPM sensor to a test vehicle's engine (an engine on a test stand may be substituted).

b) Place a piece of reflective foil suitable for use with an optical tachometer on an appropriate rotating engine component whose ratio of rotation with respect to engine RPM is known.

c) With the engine warmed up and at idle RPM, measure the engine speed using the candidate's tachometer and also using an optical tachometer having an accuracy of 1 rpm. Record the readings.

d) Repeat Step c) at engine speeds of 1500, 2000, 2500, 3000, 2500, 2000, 1500 (all +/-50 RPM), and idle RPM.

e) For each engine speed, calculate the differences between each candidate reading and its paired optical tachometer reading.

Acceptance Criteria: For each engine speed, no difference shall be greater than +/-3% of the nominal engine speed being measured.

5.8.2 Certification Test Procedure for OBDII Tachometer & Connection (1996 and Later Model Year Vehicles)

Manufacturers must provide complete test results (OBDII rpm readings compared to optical tachometer) showing the functionality of the OBDII diagnostic test connector for the following vehicles:

a) Four domestic vehicles from different manufacturers and engine types.
b) Two vehicles manufactured in Japan. Both vehicles must be from different manufacturers and different engine types. The vehicles must not be under a domestic manufacturer's name.

c) One vehicle manufactured in Europe (not under a domestic manufacturer's name).

Acceptance Criteria: For each engine speed, no difference shall be greater than +/-3% of the nominal engine speed being measured.

5.8.3 Bar Code Scanner

Manufacturers seeking BAR certification for their bar code scanner must specify the model name and serial number of the scanner they intend to use with their EIS. The specified bar code scanner must be compatible with at least two different off-the-shelf bar code scanners from different manufacturers (including all required cabling and power supplies) and capable of reading VIN, etc. Once the specified bar code scanner has been accepted, information about the scanner will be non-proprietary and BAR will release such information to all EIS owners.

For the purpose of certification, BAR will obtain off-the-shelf scanners and perform acceptance tests on them (rather than accept submission by the manufacturer).

Each of the following bar code scanner reading tests shall be performed five times by scanning the bar code and clearing the reading from the EIS before each attempt:

a) Bar code is on a sticker located about one inch behind a windshield.

b) Bar code is etched through a white painted area on a standard black metal VIN plate.

c) Bar code is on the domed section of a disposable calibration gas cylinder.

Acceptance Criteria: The scanner must demonstrate its ability to reliably read all configurations by successfully reading the code on all ten attempts.

5.8.4 **Fuel Cap Tester**

a) **Accuracy**
(NOTE: This test may be performed as part of the Temperature test (see (b), below.)

1. Calibrate the candidate fuel cap tester with the manufacturer-provided "Pass/Fail Master" cap set. The candidate fuel cap tester shall pass this calibration check.

   i. The "Master Pass" calibration cap shall be flow tested. Attach a flowmeter (such as a Sierra Toptrack Series 800) and an adjustment device to the cap and adjust the pressure to 30" of H_2O. Measure the flow with the attached flowmeter and record the flow rate. The "Master Pass" cap shall not be less than 52cc nor more than 56cc.

   ii. The "Master Fail" calibration cap shall be flow tested. Attach a flowmeter/adjustment device to the cap and adjust the pressure to 30" of H_2O. Measure the flow with the attached flowmeter and record the flow rate. The "Master Fail" cap shall not be less than 64cc nor more than 68cc.

2. Attach the flowmeter/adjustment device to the candidate tester, and adjust the leakage flow to between 52 and 56 cc/min.

3. Release the pressure; then repressurize to start the test.

4. Record the tester's pass/fail determination.

5. Repeat (3) and (4) four times, each time noting the leakage flow to ensure that it has not drifted out of the set range.

6. Pressurize the tester and adjust the leakage flow to between 64 and 68 cc/min.

7. Repeat steps (3), (4), and (5) for the new leakage flow setting.

   Acceptance Criteria: (1) For steps 4) and 5), the tester's pass/fail determination shall be "Pass" for all five runs. (2) for step 7), the tester's pass/fail determination shall be "Fail" for all five runs.

b) **Temperature**
Temperature testing shall be performed in an environmental chamber at the same time as the analyzer is undergoing the Temperature Stability Test (see §5.4.2).

1. At 75°F, perform the complete accuracy test (see (a), above).

2. At 50°F and 100°F, perform steps 2) through 7) of a) above. DO NOT RECALIBRATE.

   Acceptance Criteria: For each temperature, same criteria as those of the accuracy test (see (a) above).

c) **Altitude**

1. Calibrate the candidate fuel cap tester with the manufacturer-provided "Pass/Fail Master" cap set.

2. Attach a gauge/valve/reservoir/pump arrangement (similar to that attached to the analyzer's sample cell exhaust during pressure compensation testing, §5.4.10) to the outlet of the flowmeter/adjustment device.

3. Evacuate the entire fuel tester system to 24" HgA. Allow the tester's pressurization system to pressurize to 30" H_2O gauge (i.e., 30" H_2O above 24" HgA).

4. Adjust the flow to between 52 and 56 cc/min.

   Acceptance Criteria: The tester shall indicate a "Pass."

5. Adjust the flow to between 64 and 68 cc/min.

   Acceptance Criteria: The tester shall indicate a "Pass."

5.8.5 **Fan Testing**
The fan flow testing shall be done using an air velocity meter. Readings shall be taken at the fan shroud exhaust surface, from the center to the edge of the shroud in 1inch increments. The velocity of the exhaust air shall be summed over the area of the fan to determine the volumetric flow rate in cfm of the fan.

Acceptance Criteria: The fan shall have a maximum outer diameter of 30 inches and must deliver at least 3000 cfm or at least 10mph air velocity averaged over the cross section of the fan, whichever is greater. See section 2.5.8.8.

5.8.6 **Zero Air Generators**

1. SCOPE

BAR performs the following tests to determine if a zero air generator is BAR-97 compliant. The tests apply regardless of whether the generators are mounted internally or externally to an Emissions Inspection System (EIS) cabinet. The acceptance criteria may, however, be reinterpreted for internally- vs. externally-mounted generators. For example, the term "visual indication" may be interpreted as a lit lamp on an external unit and as a prompt on the EIS display for an internal unit. Performance criteria are identical between the two types of zero air generators.

Note: Zero Air generators shall have a BAR registered manufacturers part number visible for field inspection and verification. See section 2.12.

2. TESTING & METHODOLOGY

a. **Tests To Be Performed**

i. **Warmup at 35°F & 110°F Ambient:** To determine that the zero air generator...
1) warms up in 30 minutes or less;
2) delivers no air during warmup;
3) delivers air of the required purity after exiting its warmup mode when challenged with supply air at the specified limits of contamination;
4) provides a visual indication that the unit is warming up.

ii. **Outlet (Delivered) Air Purity at 35°F & 110°F Ambient:** To determine that the generator delivers air of the required purity over a continuous two-hour period when challenged with supply air at the specified limits of contamination.

iii. **Response to Abnormal Conditions (Any Temperature):** The generator must deliver no zero air, and must provide a visual indication when the following conditions are present:
1) Warmup Mode
2) Low supply pressure
3) Low catalyst temperature
4) Pressure swing system fault (e.g., solenoid valve failure)

b. **Test Methodology**

i. **Equipment:**
1) Equitherm Environmental Room, 8' x 8' x 8'.
2) HC Analyzer: FID, Horiba Model FIA-220
3) CO Analyzer: NDIR, Horiba Model APMA-360
4) NO Analyzer: Chemiluminescent, Horiba Model CLA-220
5) CO_2 Analyzer, NDIR, Horiba Model APBA-210

6) Data Acquisition Unit (DAU) & software, Strawberry Tree DATAshuttle
7) Zero Air
8) Nitrogen (N_2)
9) Challenge Gas: 100 ppm CH_4, 100 ppm CO, 1500 ppm CO_2, Balance: Air
10) Challenge Gas: 100 ppm NO, Balance: N_2
11) Compressed air supply
12) Flowmeters, valves, fittings, pressure gauges, no-outgassing hose, adapters

ii. **Warmup Test Procedure**

NOTE: Due to the delivery flow rate limitations of some ZAGs and the needs and characteristics of the analyzers, the warmup testing must be done in three stages: once for HC, once for NO, and once for CO and CO_2. The is because the analyzers cannot be connected in series — the CO & CO_2 analyzers have pumps, the others don't, and only the CO_2 analyzer doesn't change the gas in some way during measurement — and because the NO must be in a separate cylinder from the other gases to avoid interaction with air.

1) Set environmental room (ER) temperature to 35°F
2) Place zero air generator in ER with power OFF.
3) After the ER has reached 35°F, let the generator stabilize for an additional 1½ hours with the power off.
4) Start DAU logging (record date/time and analyzer outputs at 0.25 Hz sampling rate).
5) Analyzers have been powered up for 24 hours. Zero and calibrate those to be used (see note above), using the DAU's laptop display for adjustments.
6) Connect the outlet port of the generator through a needle valve and flowmeter to the analyzer.
7) Connect the challenge gas directly to the supply air inlet of the zero air generator, open the cylinder and regulator shutoff valves, and set the cylinder outlet pressure to 100 psig..
   a) *NOTE: For NO, the challenge gas must be diluted with an equal part of air to bring it down to the specified value of 50 ppm, since the generator needs air to function.* Connect the challenge gas regulator output to a flowmeter, then to one branch of a tee fitting. Connect a similarly-equipped zero air cylinder to a second branch of the tee. Connect the third branch of the tee to the fully-closed needle valve (see (6) above) going to the NO analyzer sample input.
   b) With both cylinder regulators set to provide 100 psig, gradually open the needle valve until the NO analyzer is receiving 1.5 – 2 Lpm. Adjust the zero air cylinder's regulator until the analyzer reads 50 ppm NO.
   c) Close the zero air and challenge gas cylinder valves *without touching the regulator controls.* Let trapped gas bleed out through the analyzer.
   d) Disconnect from the needle valve at the analyzer sample inlet, and connect to the supply air inlet of the generator using an appropriate quick-connect adapter. Open the cylinder shutoff valves simultaneously, or, if this is not possible, open the challenge gas cylinder first.

e) Reconnect the generator output to the analyzer.

8) Turn on the power to the generator. Note the time. (A stopwatch may be used.)
   a) Verify that the generator gives a visual indication that it is in the warmup mode.
   b) Check the flowmeter to the analyzer to verify that the generator is delivering no flow.
9) Note the time at which the generator completes warmup (the visual indication turns off, the generator starts delivering flow.)
10) Verify (from the DAU real-time display) that the analyzer readings are less than or equal to the required values (≤1 ppm THC, CO, NO; ≤200 ppm CO_2).
11) With the DAU still logging, shut off the challenge gas(es), let the pressure bleed down, and note the pressure at which the "Low Supply Pressure" visual indication is activated, and verify that the generator's outlet flow is stopped.
12) Close the regulator(s) shutoff valve, disconnect from the generator's supply air inlet, and connect the compressed air supply in its place. Verify that the fault indication is deactivated and that outlet flow resumes.
13) Disconnect the generator outlet from the analyzer, then flow zero gas (zero air or N_2 to the analyzer, followed by calibration gas, to check the analyzer's drift..
14) Reconnect the generator's outlet to the analyzer to clean it out. Stop the DAU's logging.

Acceptance Criteria: (a) The generator shall give a visual indication that it is in the warmup mode. (b) The generator shall deliver no flow during warmup. (c) The generator shall exit the warmup mode in 30 minutes or less. (d) At completion of the warmup mode, the "Warmup" indication shall be deactivated and a "Normal Operation" indication shall be activated. (e) The analyzer readings are less than or equal to the required values (≤1 ppm THC, CO, NO; ≤200 ppm CO_2).

iii. **Outlet Air Purity**

1) Setup is the same as for Warmup testing, except the test is performed on a fully warmed-up generator. *Note that this test should be performed as a continuation of the Warmup test.*
2) With the challenge gas entering the generator's supply air inlet, the generator outlet connected as above to the analyzer(s), and the DAU logging, monitor the generator's output air purity for two hours.
3) Perform Steps (10) through (14) of the Warmup test, as applicable.

Acceptance Criteria: At the end of the two hours, The analyzer readings shall be less than or equal to the required values (≤1 ppm THC, CO, NO; ≤200 ppm CO_2).

iv. Response to Abnormal Conditions

1) Low Supply Pressure: See ii 11) and 12).

2) Low Catalyst Temperature: Disconnect the power to the catalyst while the unit is operating. Verify that outlet flow is shut off and a visual indication is activated when the catalyst temperature falls below the manufacturer's set threshold.

3) Pressure Swing Fault: Disconnect power to the pressure swing solenoid valve. Alternatively, disconnect the tubing to the pressure sensor (if used) that monitors the switching action. Verify that outlet flow is shut off and a visual indication is activated when a column switchover does not take place in double the manufacturer's switching interval.

Acceptance Criteria: (a) If supply pressure to the generator falls below the manufacturer's set threshold, (i) a "Low Supply Pressure" indication shall be activated, and (ii) generator output flow shall be interrupted. (b) Upon restoration of supply pressure, (i) the "Low Supply Pressure" indication shall be deactivated, and (ii) generator output flow shall be restored. (c) When the catalyst temperature falls below the manufacturer's set threshold, (i) an indication shall be activated and (ii) outlet flow shall be shut off. (d) When the catalyst temperature rises above the manufacturer's set threshold, (i) the indication shall be deactivated and (ii) outlet flow shall be restored.

v. Transfer all data to the appropriate blank data sheets

5.8.7 **Ambient Relative Humidity, Temperature & Barometric Pressure Sensors** (Ref: §2.4.11, 2.4.12, 2.4.13)

a) During each condition of the Temperature Stability Test (§5.4.2), and during each condition of the Accuracy & Bias Test (§5.4.6), the readings from these sensors shall be compared to the readings from standard instruments.

Acceptance Criteria: (1) The temperature readings shall differ by no more than 6°F at any ambient condition. (2) The relative humidity readings shall differ by no more than 6% RH at any ambient condition. (3) The barometric pressure readings shall differ by no more than 0.40 inches Hg at any ambient condition.

b) During Pressure Compensation testing for the O_2 cells, the readings from the barometric pressure sensor shall be compared to the readings from a standard instrument.

Acceptance Criteria: The barometric pressure readings shall differ by no more than 0.40 inches Hg at any ambient condition.

5.9 **CERTIFICATION TEST PROCEDURES: COMPUTER AND PERIPHERALS**

5.9.1 **Compatibility**

Computers offered must be able to reliably read and write floppy disks for use with existing IBM PC-compatible 1.44Mb 3.5" diskettes and disk format.

Systems must be able to interchange/use software and data files with existing State-owned IBM-PC compatible models without requiring software or hardware reconfiguration.

Systems must be capable of producing graphic output on CRT displays and dot matrix printers. Use of 'PrintScreen' key must cause text displayed on CRT to print on printer.

5.9.2 **Hard Disk**
This test exercises the hard disk under high-temperature, high-humidity conditions to ensure that it will function consistently in an adverse environment. THE TEST SHALL BE PERFORMED AT THE 105°F (5°F), 80% (5%) R.H. CONDITION ONLY.

A sequence of read/write operations shall be performed under the automatic control of the latest version of either Norton Utilities' Disktest (DT) and System Information (SI) programs, or PC Magazine Laboratory's Benchmark Series Hardware Performance Tests.

5.9.3 **Modem**
The modem must meet the criteria specified in Sections 2 and 3.

5.10 **CERTIFICATION TEST PROCEDURES: SOFTWARE & COMMUNICATIONS**
The manufacturer shall perform software verification before submittal of the EIS units for certification testing. Certification testing will be conducted at BAR Headquarters in Sacramento, California. The manufacturer is required to provide and set up the entire proposed configuration, based on BAR-provided specifications and protocols. The BAR will test all critical areas to ensure that the proper logic is followed, the proper decisions made, the correct screen data is displayed and the correct printing formatting has been implemented. Simulated and actual inspection tests will be performed to determine that they are properly and completely performed. Test and calibration records will be examined to verify that all the fields are properly formatted and filled, and that the records are accurate and complete. Testing will be performed to verify the ability of the EIS to dial up and connect with the BAR Vehicle Information Database (VID) and to transfer and receive files, data, messages, etc. to and from the VID. Other tests will be made on an ad hoc basis to attempt to uncover flaws in the software, procedures and security, and that recovery from operator errors is benign.

As an aid to software certification testing, analyzer and dynamometer simulators shall be provided, as described below.

a) **Gas Analyzer Simulator**
The simulator may be either hardware, software or both. It must be capable of performing the following simulated functions as a minimum. The functions shall be selectable in any combination:

1. Warmup - Simulate the gas analyzer warming up in about two minutes. Simulate the analyzer failing warmup.

2. Zero - Simulate zeroing after warmup and on demand (see §2.4.5.a). Simulate the analyzer failing zero.

3. Sample Dilution - Simulate CO + CO_2 readings allowing a test to proceed. Simulate CO + CO_2 readings that will elicit a "Sample Dilution" message.

4. "Pass" Readings - Simulate passing readings for HC, CO & NO.

5. "Fail" Readings - Simulate failing readings for HC only, CO only, NO only, HC & CO, HC & NO, CO & NO, and HC, CO & NO. Failing readings shall be appropriate to the cutpoints for the simulated vehicle under test.

6. "Gross Polluter" Readings - Simulate Gross Polluter readings for HC only, CO only, NO only, HC & CO, HC & NO, CO & NO, and HC, CO & NO. Readings shall be appropriate to the Gross Polluter cutpoints for the simulated vehicle under test.

   [Note: As an alternative, the individual channels may be individually adjustable over their full concentration ranges.]

7. Gas Calibration - Simulate the analyzer's responses to the Gas Calibration, Leak Check, and Three-day Gas Calibration/Leak Check modes. The 3-day calibration mode shall include a simulation of the response time checks. (See §3.9) The simulator shall be capable of passing and failing the calibration, response time, and/or leak check modes.

8. HC Hangup Checks - simulate a passing check and a failing check.

b) **Dynamometer Simulator**
The dynamometer simulation software shall be able to simulate the following:

- Coast down pass and fail
- Parasitic loss pass and fail during calibration
- Load cell pass and fail during calibration
- Loading error during test mode
- Restraints on or off
- Lift up - not responding to the given signal
- Lift down - not responding to the given signal
- Speed ramps of selectable constant acceleration rate from 0 to 15 mph
- Speed ramps of selectable constant acceleration rate from 15 to 25 mph

- Speed ramps of selectable constant deceleration rates from 25 to 0 mph
- Simulate selectable speeds
- Read and respond to (feedback) command load sent to the dynamometer
- Axle weight measuring device - simulate any weight selected by the test operator
- If dynamometer is 4wd and will have automatic engagement of the auxiliary rolls, the simulator must be able to simulate the condition where the auxiliary rolls fail to engage or fail to disengage.

Driver Simulation
In addition to the above, the simulator must also be able to simulate the following mode situations. These mode situations will start at the end of the appropriate ramp as selected above and end with the next appropriate ramp. These situations must be applied to both the 5015 portion of the test and the 2525 portion of the test. These situations shall be able to be employed in conjunction with the above ramps to make a seamless drive trace. Modes may be terminated early as selected by the operator to allow for circumstances where the EIS software passes a vehicle prior to the completion of the maximum mode length.

Traces to Simulate

1. Excessive Number of Acceleration Violations. The software shall simulate 6 acceleration violation events having a cumulative violation time of 5 seconds. These events must occur no earlier than 11 seconds after the emissions averaging portion of the test has begun, though other acceleration violations shall occur before 11 seconds. Violations shall be grouped in such a way as not to prevent 25 valid 10 second averages from being collected. (Software should restart test mode for excessive number of acceleration violations - §3.6.11.d & e)

2. Excessive Acceleration Violation Cumulative Time. The software shall simulate 5 acceleration violation events having a cumulative violation time of 6 seconds. These events must occur no earlier than 11 seconds after the emissions averaging portion of the test has begun, though other acceleration violations shall occur before 11 seconds. Violations shall be grouped in such a way as not to prevent 25 valid 10 second averages from being collected. (Software should stop test mode for excessive acceleration violation cumulative time - §3.6.11.d & e)

3. Allowable Driver Speed Violations. The software shall simulate driver speed violations (speed deviates by more than 1 mph from target speed, i.e., 15 or 25 mph) lasting 5 seconds. There shall be 3 occurrences per test mode. (Software should permit speed violations of this length - §3.6.11.d & e)

4. Illegal driver speed violations. The software shall simulate a driver speed violation lasting 6 seconds. (Software should stop test mode for excessively long speed violation - §3.6.11.d & e)

5. Inadequate Number of Valid 10-Second Averages. The software shall simulate the situations where 25 valid 10-second averages could not being taken due to acceleration violation errors rendering the average invalid. This may not be possible in both modes (i.e., with a fast enough response time, this may not be possible in the 5015 mode without failing the acceleration criteria first). (Software should require restart - §3.6.11.h.1.vi)

6. Driver error-free tests. Normal ASM drive trace without errors or excursions.

5.11 CERTIFICATION TEST PROCEDURES: SYSTEM INTEGRATION

The EIS shall be tested as an integrated system, as follows, using the BAR dynamometer tester as the "test vehicle."

a) Precision gases simulating true vehicle exhaust shall be used.

b) Six ASM tests shall be run as a minimum:

1. At least two tests with final result "pass,"

2. At least two tests with final result "fail" (marginal fail),

3. At least two tests with final result "fail" (gross polluter).

[Note: The gas blends used for testing will contain HC, CO, CO_2, and NO values appropriate to these categories.]

Acceptance Criteria: The EIS shall respond to each of the test conditions in accordance with the applicable requirements of this specification. Analyzer and dynamometer accuracy, response, response times, etc. shall remain within the tolerances allowed by this specification. No performance parameters of the EIS shall be degraded as a result of system integration.

5.12 CERTIFICATION TEST PROCEDURES: FIELD BETA TESTING

Manufacturers shall demonstrate that candidate systems, software, hardware, components and replacement parts meet the BAR-97 Specifications while operating in actual shop environment. During the beta demonstration, the EIS shall have all operational capabilities activated including connectivity with the VID.

The demonstration shall consist of a two-stage beta testing process in which the number of candidate units increases as successful testing progresses. Manufacturers must demonstrate the equipment continuously and correctly operates to BAR's satisfaction during the entire beta testing process. The beta test stations must be approved by BAR in advance and must agree to participate in the beta process. Station personnel shall be trained to conduct normal maintenance and calibrations.

The first stage consists of not more than ten units properly operating for a minimum of 2 weeks. Upon successfully completing stage one and with BAR's authorization, manufacturers may proceed to stage two. Stage two increases the number of units to between 50 and 100 and requires the successful operation of those units for a minimum of 8 weeks. Beta time may be shorter for minor changes as determined by BAR. During the beta demonstration, manufacturers shall provide field support and conduct weekly audits of the units. When applicable, the audits shall include a physical inspection of the sample system, the dynamometer and an evaluation of test and calibration records. The manufacturers shall provide BAR the weekly audit results.

See §4.9 for additional certification renewal requirements.

5.12.1 **Hexane/Propane Ratio**

Upon installation at the beta sites, the EIS units shall have the PEF measured, using the procedure in §5.4.7, but checking at only one point with High Range BAR-97 calibration gas. Record the data and provide it to BAR.

Repeat this PEF test on completion of the field beta test process, as the very last task before shutdown.

Acceptance Criteria: The difference in PEF values from beginning to end of the field test shall be no more than 0.005.

5.12.2 **Calibration Monitoring**

Analyzer calibration shall be checked, but not adjusted (unless necessary), once a day at random times during the course of the day. The candidate unit shall be zeroed; then both Low and High BAR-97 blends shall be introduced through the probe (gas pressure at the probe tip ± 0.1 psig) and the readings recorded, along with the ambient temperature and the barometric pressure.

Acceptance Criteria: (1) The EIS shall require no unscheduled gas calibrations during the course of the field tests. (2) A failed leak check shall lock out the inspection mode.

5.12.3 **Inspections**

At least five inspections per day shall be performed on a variety of vehicles to exercise the EIS unit, the software and the procedures. Any problems encountered shall be brought to the attention of the BAR, and an analysis shall be made as to whether the cause is design-related or procedural. All EIS failures shall be investigated and a failure report submitted to BAR. Any flaws shall be corrected before full certification will be issued.

SECTION 6. AFTERMARKET PARTS APPROVAL, WARRANTY, AND IN–USE PERFORMANCE REQUIREMENTS

6.1 Definition

An aftermarket part shall be defined as a part or accessory used to maintain a certified BAR-97 Emission Inspection System supplied by a company other than the EIS manufacturer (system integrator), including but not limited to: bar code scanners, sample hoses, exhaust probe tips and handles, sample system filters, rpm probes, cables, and keyboards. See section 2.12 for part code labeling requirements. This section does not apply to: engine cooling fan, fuel cap tester, zero air generator, O2 and NO sensor, analyzer, and dynamometer.

6.2 Submittal Requirements

All equipment and software submitted for certification must be the full and current configuration proposed for sale. PARTIAL, DATED, OR INCOMPLETE MODELS ARE NOT ACCEPTABLE. The manufacturer will bear all shipping and equipment preparation charges for the certification testing. The BAR shall charge a fee for certification/approval testing of the BAR-97 and related components and parts. The certification fee shall only cover one (1) round of testing; additional testing will require additional fees. The fee shall be fixed by the department based upon its actual costs of certification testing, shall be calculated from the time that the equipment is submitted for testing until the time that certification testing is complete, and shall in no event exceed the dollar limit specified in §44036(b) of the Health and Safety Code. The aftermarket part approval fee depends on the extent of the required testing. See Section 6.10.

If the manufacturer's application for approval is complete and acceptable, the BAR will approve that specific model subject to its certification testing. That model will then be acceptable for sale and use in licensed stations in California.

The submittal package shall include:

a) Application for Aftermarket Parts Approval (form below);
b) Confidentiality Agreement (form below);
c) Contact Information (form below);
d) Check for applicable test fees (use cost and test tables below);
e) Instructions for installation and/or operation;
f) Price list for each model;
g) Detailed description of each item including:
   1) Manufacturer: name, model,
   2) Specifications: performance, mechanical, power, weight, material type, dimensions, connections, schematics (assembly views showing mounting and connections sufficient)
   3) Model number markings and locations (see Section 2.13);
h) An explanation of warranty provisions, including a listing of warranty locations by name, address, and phone number;
i) Three (3) each of the part.

6.3 Approval Terms

The Aftermarket Parts Approval shall be valid for one (1) year from approval, provided no changes are made to the part or no in-use defects are discovered. Changes including: materials, dimensions, model number, labeling methods, and manufacturer, etc., require re-submittal for a new Aftermarket Parts Approval.

Conditions of Approval: An Aftermarket Parts Approval shall only be valid for one (1) year from date of approval. Manufacturers wishing to renew approval, shall: submit the application (Section 6.6) listing approved parts and stating that no changes were made or re-submit parts for approval and pay the test fee again if any changes were made. Changes include model number edits, materials, construction, supplier, function, software, hardware, etc.

If any problems or discrepancies occur subsequent to approval, the aftermarket parts seller shall correct or resolve the problem to the satisfaction of the BAR and in a timeframe acceptable to the BAR. The approval only applies to equipment meeting the specification current at the time issuance; the BAR must approve all future updates and modifications.

To renew the Aftermarket Parts Approval, each manufacturer shall correct any identified problems including in-use performance failures. In addition, each manufacturer must submit the following, 90 days prior to the expiration of the existing Approval:

- a description of any proposed or BAR approved changes to the part(s)
- a current company organization chart and phone list
- a description of any changes to part labeling
- a description of and remedy for any BAR or supplier identified performance defects

If no changes are made and no in-use performance defects are identified, BAR may extend the existing approval without repeating verification testing. The Aftermarket Part Approval will not be renewed if a manufacturer fails to meet the approval renewal requirements.

6.4 IN-USE PERFORMANCE

As part of the Smog Check Quality Assurance program, BAR auditors conduct EIS analyzer audits. To ensure uniform and accurate audits, each auditor follows standardized audit procedures.

In the event of an in-use performance failure, the Aftermarket part supplier shall correct the failure in a time frame specified by BAR and in a manner satisfactory to BAR. Failure to correct within the BAR specified time-frame or in a manner satisfactory to BAR will result in punitive actions, including but not limited to those set forth in the California Code of Regulations and the Health and Safety Code.

Performance Measure	Performance Standard
Approved Model # Verification	• All OEM and aftermarket parts shall be labeled with an identifying model number (see Section 2.13). Approved parts are listed on the Smog Check web page.
In-use Defect	• Defects affecting analyzer performance shall be noted in the audit program and/or form comments section.

6.5 Periodic BAR Testing

To ensure aftermarket parts remain in an approved configuration BAR may select in-use parts for evaluation and testing at BAR. In this case, the corresponding aftermarket parts supplier shall provide a loaner part to the Smog Check station during the evaluation period.

6.6 Aftermarket Part Application

The following equipment is being submitted for: ☐ *Initial Approval* ☐ *Approval Renewal*

Part Type	Aftermarket Co.& Model #	Mfr. Co. & Model # (If applicable)	Applicable BAR 97 EIS
Example...			
Primary Particulate Filter	PH Supply #123456	RT Element Mfg. # 343434	ESP, WEP, SO, SPX

This application is formally submitted by the following aftermarket part manufacturer:

Firm: _____

RENEWAL WITHOUT CHANGES

The undersigned hereby certifies, to the best of his/her knowledge, that the above equipment has not been changed in any way from its original configuration meeting BAR-97 Specification and is requesting extension of the one (1) year approval.

_____ Date: _____
Signature Officer, Partner or Owner

Name: _____ **Title:** _____

APPROVAL / RENEWAL DUE TO CHANGES

The undersigned hereby certifies, to the best of his/her knowledge, that the above equipment submitted for testing and evaluation has been designed and tested in accordance with these Emissions Inspection System Specifications, and all subsequent addenda, and that it meets all of the requirements contained therein.

_____ Date: _____
Signature Officer, Partner or Owner

Name: _____ **Title:** _____

6.7 Confidentiality Statement

The document "BAR-97 Emissions Inspection System Specifications" and all subsequent addenda, contains information that is proprietary to the Bureau of Automotive Repair and shall not be disclosed to anyone other than the following authorized person(s). Recipients of BAR-proprietary information shall not disclose the information to anyone for any purpose, nor use the information to develop emission test equipment for any other state or country without prior written approval from the BAR.

_____ certifies that
(NAME OF COMPANY)

the BAR-proprietary information shall be handled with the strictest confidentiality and only the following individuals have been authorized to have access to these documents.

_____ agrees to
(NAME OF COMPANY)

assume financial responsibility for any compromise in security, damages, or loss to the State of California caused by the company, its employees or any organization or individual which is allowed to access this information.

NAME *(Print)*	TITLE	SIGNATURE	DATE

The Bureau of Automobile Repair requires all personnel authorized access to the BAR-proprietary information to be named and will return statements that name top level management only.

6.8 CONTACT INFORMATION

Name of Aftermarket Parts Seller:

Address:

Contact Person:

Alternative Contact Person:

Telephone Number:

FAX Number:

E-Mail Address:

AFTERMARKET PART SELLER	PART MANUFACTURER
Name of Seller:	Name of Mfr:
Address:	Address:
Contact Person:	Contact Person:
Alternative Contact Person:	Alternative Contact Person:
Telephone #:	Telephone #:
FAX #:	FAX #:
E-Mail Address:	E-Mail Address:

Do you wish to receive mailings directly from the BAR? ☐ Yes ☐ No

6.9 APPROVAL FEE TABLE

Spec. Para.	Test	Charge per Test	BAR-97 DG Totals
5.3.1	Exhaust Sampling Hose	$ 50	$ 50.00
5.3.2	Hose & Probe Temperature	$ 100	$ 100.00
5.3.3	Sample System Leaks	$ 120	$ 120.00
5.3.4	Flow Sensitivity	$ 150	$ 150.00
5.3.5	Flow Restrictions	$ 200	$ 200.00
5.3.6	Particulate Filter	$ 90	$ 90.00
5.3.7	Hydrocarbon Hangup	$ 90	$ 270.00
5.3.8, 5.3.9	Probe Dilution & Antidilution	$ 120	
5.4.2	Temperature Stability	$ 680	$ 680.00
5.4.4, 5.4.5	Warmup & Drift*	$ 620	$ 1,860.00
5.4.6	Accuracy & Bias*	$ 730	$ 2,920.00
5.4.7	Hexane/Propane Ratio (PEF)	$ 40	
5.4.8 a), b)	Gas Interference*	$ 190	$ 380.00
5.4.8 c)	Quench Effects (NO, O_2 only)*	$ 90	$ 180.00
5.4.8 d)	Saturation Effects (NO, O_2 only)*	$ 150	$ 300.00
5.4.9	Voltage Variations*	$ 30	$ 60.00
5.4.10	Pressure Comp'n - HC, CO, CO_2*	$ 410	$ 1,230.00
"	- NO, O_2*	$ 1,060	$ 2,120.00
5.4.11	Analyzer/Sensor Response Time*	$ 390	$ 1,560.00
5.4.13	Noise tests	$ 60	$ 60.00
5.4.14	Vibration & Shock	$ 50	$ 50.00
5.5.1	System Repeatability*	$ 150	$ 450.00
5.5.2	System Response Time*	$ 420	$ 840.00
5.8.3	Bar Code Scanner	$ 150	$ 150.00

NOTES: * Cost is for one temperature only.
Specification requires testing at: 35F, 75F & 110F.

6.10 APPLICABLE TESTS

PART	APPLICABLE TESTS	COST
sample probe, hose, handle	5.3.1, 5.3.2, 5.3.3, 5.3.4, 5.3.7	510.00
particulate filter	5.3.6, 5.3.7, 5.5.2	780.00
tachometer pickup	2.9	150.00
bar code scanner	2.7, 2.7.1, 5.8.3	150.00
other	as applicable	call BAR engineering

DRAFT

SMOG CHECK INSPECTION PROCEDURES MANUAL

AUGUST 2008

State and Consumer Services Agency
DEPARTMENT OF CONSUMER AFFAIRS

BAR
Bureau of Automotive Repair

BUREAU OF AUTOMOTIVE REPAIR

PREFACE

This manual is incorporated by reference in Section 3340.45, Title 16, of the California Code of Regulations. It provides procedures for performing official Smog Check inspections. Licensed Smog Check stations and technicians must follow these procedures and the Emission Inspection System prompts when conducting Smog Check inspections.

Prepared by:
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Bureau of Automotive Repair
Standards & Training Unit
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Written suggestions for improvement to this manual are welcomed. They should be directed to the Bureau of Automotive Repair's Standards and Training Unit at the above address, or via the Smog Check website, www.smogcheck.ca.gov.

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Smog Check Inspection Procedures

Pre-Test Check List

Before each inspection technicians must:

- Check that all required test equipment is up-to-date, and maintained and calibrated in accordance with the manufacturer standards and applicable BAR specifications.
- Check for vehicle test restrictions. If test restrictions apply, inform the customer of those restrictions. For more information, see section 1.8.0.
- Ensure the customer was provided an estimate in accordance with the Automotive Repair Act.
- Ensure the vehicle is safe to test.

Vehicle Identification

1.1.0 Technician Access

The individual technician license number and access code together provide access into the Emissions Inspection System (EIS) Smog Check inspection mode. Follow the EIS prompts to access the Smog Check inspection mode.

The access code is assigned by BAR and is unique to each technician. Each technician must maintain the security of his or her access code. Disclosure of one's access code or use of another technician's access code or license information is prohibited. If the security of your access code has been compromised, or you suspect another person is using your access code, you must contact your local BAR field office immediately to have the access code changed.

Vehicle Identification

1.1.1 Vehicle Identification Information

Technicians must follow the EIS prompts to input the vehicle identification number (VIN), license plate number, odometer reading. Typically, the remaining vehicle information populates via the Vehicle Information Database (VID) and/or the EIS Vehicle Look-Up Table. The chart on the next page provides details for entering vehicle information.

No person shall enter any vehicle identification information for any vehicle other than the one being tested. Nor shall any person knowingly enter any false information about the vehicle being tested.

- The bar code scanner must be used as the first method of entry. Manual entry must only be used in cases where the vehicle is not equipped with a bar code or the bar code is illegible, and the registration documents are unavailable or do not include a bar code. In these cases, you may proceed with the inspection and manually enter the vehicle identification information, as needed.

- When using the vehicle registration documents to scan vehicle information, you must first verify the VIN shown on the registration document matches the VIN on the vehicle. If the VIN does **not** match, the technician shall use the VIN affixed to the vehicle and inform the customer of the mismatch and that it may cause the DMV not to accept the test results.

- If VID communication failure occurs, the technician must enter all applicable information. However, for a California registered vehicle, technicians must first verify that the VIN and license plate entries are correct, and check that the EIS phone/communication line is properly connected. If VIN and plate entries are correct, and communication failure continues, complete the inspection as prompted by the EIS. In these cases, DMV may request a copy of the VIR as proof of certification. Advise the motorist to retain a copy of the VIR throughout the registration process.

Accuracy is critical to ensure the appropriate test sequences and standards are applied. For all inspections, technicians must verify that all vehicle information entered manually and transmitted from the VID is complete and correct. If not, technicians must make the necessary corrections.

Each technician is responsible for the accuracy of the test. Once a certificate is issued it is impossible to void that certificate.

Vehicle Identification

1.1.1 Vehicle Identification Information continued...

Technician Entries	VID / VLT Entries (as applicable)
Vehicle Identification Number	Model Year
[1] License Plate Number (If no plate, enter "NONE")	Vehicle Type Code (PC, TRK, MH, GOV, PFR);
[2] Current Odometer Reading	Government Fleet BAR File number
Exhaust Configuration, when prompted (Single or Dual)	Gross Vehicle Weight Rating (GVWR) (See section 1.8.1 for more GVWR information)
	Vehicle Make
	Body Type
	Vehicle Model Name
	Number of Cylinders
	Engine Size
	Transmission Type
	Certification Type; (CA, FED, Referee)
	[3] BAR Referee Label Number
	[4] Fuel Type
	Engine Make (Motor Homes, Referee)
	Engine Year (Motor Homes, Referee)

Note: Technicians must verify all applicable entries are complete and accurate and, if not, make the necessary corrections. If an error is found after the inspection begins, abort the inspection and start over using the correct information.

[1] For government vehicles do not enter the "E" preceding the plate number; enter the last 7 digits only.

[2] Enter the odometer reading as displayed. Do not attempt to estimate vehicle mileage or convert from kilometers to miles. If the odometer is missing or illegible, enter "NONE".

[3] For the purposes of a Smog Check inspection, the BAR Referee Label provides the certification type and emission control requirements for kit cars - SPCNS, grey market vehicles, and vehicles with engine changes. When inspecting a vehicle equipped with a Referee label, enter "R" for vehicle certification type.

[4] Inspect a dual/bi fuel vehicle using the fuel in which the vehicle was operating on when it arrived at the station.

Emissions Measurement Test

1.2.0 Before-Test-Conditions

Before the emission portion of the inspection technicians must:

- Check that there are no obvious safety hazards. Technicians may reject a vehicle from testing that is unsafe to test. For more information, see section, 1.2.3.

- Verify the vehicle is warmed up to normal operating temperature. If the vehicle is not at normal operating temperature, the vehicle may either be idled (low idle) or driven normally as necessary to achieve normal operating temperature. Normal operating temperature may be confirmed in one of the following ways:

  - The coolant temperature gauge shows normal operating temperature;
  - The upper and lower radiator hoses are hot and appropriately pressurized;
  - When applicable, the electric cooling fan cycles on at idle.

  Once at normal operating temperature, continuously operate the engine at low idle for at least 3 minutes immediately prior to the emission tests.

  Note: Technicians shall not attempt to superheat the catalyst. Do not increase the engine rpm or load during this idle period or during the emission test sequences. Any methods used to artificially increase catalyst temperature are prohibited.

- Turn off all vehicle accessories.

- (TSI only) Place the transmission in neutral or park, with the parking brake on and/or wheel chocks in place.

- (ASM only) Verify that the tires are dry, inflated to proper pressure, and in a safe condition. If necessary, complete the tire drying sequence as prompted by the EIS.

- (ASM only) To prevent damage, verify that the vehicle safely fits on the dynamometer, and is compatible for operation on a 2WD dynamometer. Place the vehicle's drive wheels on the dynamometer. Vehicles that do not fit into your building or testing area must be returned to the customer for inspection at another station.

- (ASM only) Verify that the vehicle is restrained in accordance with the EIS manufacturer standards, and wheel chocks are in place.

- (ASM only) Verify that the vehicle cooling fan is positioned correctly. The fan must be used when the ambient temperature reaches 72° or above.

- As prompted by the EIS, connect or place the RPM pick-up device.

- As prompted by the EIS, insert the sample probe in the tailpipe.

- (ASM only) Lower the vehicle hood during the emissions test.

Emissions Measurement Test

1.2.1 Acceleration Simulation Mode Emission Inspection (ASM)

The ASM emission inspection includes two loaded mode sequences known as the 50/15 test and the 25/25 test.

Technicians must ensure that all the applicable before-test-conditions specified in section 1.2.0 are met before beginning the ASM inspection. **Once the applicable before-test-conditions are met, follow the EIS prompts to conduct the ASM inspection.**

CAUTION! *Be aware that some vehicle designs are incompatible with a two wheel drive (2WD) dynamometer. Any attempt to operate such vehicles on a 2WD dynamometer could cause injury and/or may damage the vehicle. Incompatible vehicles include but are not limited to the following:*

- *Vehicles equipped with "non-disengagable" traction control;*
- *Vehicles equipped with full-time all wheel drive;*
- *Vehicles too large to safely fit on the dynamometer;*
- *Hybrid vehicles.*

Heavy Duty Vehicles: In accordance with CCR 3340.42, heavy duty vehicles in enhanced areas shall receive a loaded mode test unless: The vehicle has a drive axle weight that exceeds 5,000 pounds when the vehicle is unloaded, or the vehicle is classified by the Department of Motor Vehicles as a motorhome, or the vehicle has a body and/or chassis configuration or modification made for business purposes that renders the vehicle incompatible with loaded mode testing.

For the purposes of Smog Check inspection, the term "unloaded" shall mean that the vehicle is not currently transporting loads for delivery or is not carrying items of a temporary nature (bricks, sand, lumber, etc.), but excludes items that have been welded, bolted or otherwise permanently affixed to the vehicle, and tools, supplies, parts, hardware, equipment or devices of a similar nature that are routinely carried in or on the vehicle in the performance of the work for which the vehicle is primarily used. Additionally, modifications that render a vehicle incompatible with loaded-mode testing shall not include any tire, wheel, body or chassis modifications made for other than business purposes. A heavy duty vehicle is a vehicle with a gross vehicle weight rating of 8501 pounds or more.

To ensure the appropriate test and emission standards apply, always follow the EIS prompts.

Emissions Measurement Test

1.2.1 Acceleration Simulation Mode Emission Inspection continued...

ASM Gear Selection:

- **Automatic transmission** - Conduct the ASM test in **drive.** Only select overdrive if the RPM exceeds the EIS specified limits. Always follow the EIS test prompts.

- **Manual transmission** - Conduct the ASM test in **second** gear. Only select first gear or third gear when it's necessary to maintain the EIS specified RPM range. Always follow the EIS test prompts.

1.2.2 Two Speed Idle Inspection (TSI)

The TSI inspection includes two test sequences; a 2500 rpm test and an idle test.

Technicians must ensure that the applicable before-test-conditions specified in section 1.2.0 are met before beginning the TSI inspection. **Once the applicable before-test-conditions are met, follow the EIS prompts to conduct the TSI inspection.**

- The 2500 RPM test is first and runs for 30 seconds. Follow the EIS prompts to complete the 2500 RPM test.

- Upon completion of the 2500 RPM test, the EIS will transition to the idle test. Return the throttle to idle and complete the idle test as prompted by the EIS.

- Technicians shall not artificially load the engine to achieve a testable idle RPM. This includes, but is not limited to, putting vehicle into gear and turning accessories on.

Note: If the vehicle fails the TSI emissions test, the EIS will automatically prompt for an additional conditioning procedure, and then transition to a second chance emissions test.

Emissions Measurement Test

1.2.3 Emission Test Abort Conditions (TSI & ASM)

If a technician determines the vehicle is unsafe or incompatible with the tests, they shall reject or, if the inspection has started, abort the inspection. Some examples of unsafe and incompatible conditions include:

- Unsafe conditions such as, but not limited to, gasoline leaks, large coolant leaks, faulty brakes, tire failure;
- Vehicle could be damaged (low oil pressure, overheating);
- Idle RPM outside of required limits;
- Traction Control will not disengage.

The EIS will automatically abort the inspection for the following reasons:

- Test equipment failure;
- Test equipment power loss;
- The ASM test has been restarted more than twice;
- Vehicle unable to achieve the required ASM speed.

In the case of an inspection abort, the EIS will display a list of abort codes. Select the code(s) that best describes cause of the inspection abort.

If "OTHER" is used as the reason for abort, the technician must document the specific reason(s) for the aborted inspection on all copies of the Vehicle Inspection Report.

Visual Inspection

1.3.0 Visual Inspection

Technicians shall conduct the visual inspection in accordance with the inspection procedures described in this manual and as prompted by the EIS. No person shall enter any emission control system information for any vehicle other than the one being tested. The visual inspection also includes a Liquid Fuel Leak Check and Visible Smoke Test; see sections 1.3.3 and 1.3.4, respectively.

1.3.1 Visual Inspection Procedures

Vehicle Emission Control Requirements: Technicians must use all available information necessary to determine the vehicle's emission control requirements, including but not limited to, the under-hood emission control label (see section 1.3.2), a current emission control application guide, emission control repair manuals, emission component location guides, manufacturer emission control recalls, vacuum hose routing diagrams, California Air Resources Board (CARB) aftermarket parts listings, the aftermarket part label (see section 1.3.2), and any reliable vehicle manufacturer sources.

Pass/Fail Criteria: To pass inspection, the required emission control system(s) must be complete and installed in accordance with the vehicle manufacturer's original California or Federal certified configuration, or, when applicable, in accordance with a CARB aftermarket configuration. If any required emission control systems are found to be tampered or defective, the vehicle shall fail the inspection. For tampered and defective definitions, see sections 1.4.0 - 1.4.4.

If a vehicle is equipped with parts that modify the original emission control configuration, technicians must verify whether those parts are CARB approved or exempted. (Not all aftermarket parts modify the original emission control configuration and therefore do not require CARB approval or exemption. For more information, see the Aftermarket Parts Verification Guidelines included in the Smog Check Reference Guide, and/or the CARB website, as described below). If the installed parts are not CARB approved or exempted, and the original emissions control configuration has been modified, the corresponding emission controls are considered "Modified" and the vehicle shall fail the inspection.

To verify CARB approval or exemption, technicians must check the Aftermarket Parts Label affixed either directly to the part or near the part. This label contains a CARB Executive Order (EO) number that can be used to verify approval or exemption. With the EO number, reference the CARB EO parts listings and/or part manufacturer catalog. The CARB EO parts listings contain information about parts with CARB EO numbers, the part manufacturers and the applicable vehicles on which the parts can be installed. The CARB EO part listings and information about catalytic converters can be found on the CARB website www.arb.ca.gov. Technicians may also contact ARB at (800) 242-4450 if they need additional information. The CARB aftermarket parts listings may also provide information about modifications that are necessary and acceptable for installation of a particular part, kit or system.

If the Aftermarket Parts Label is missing or illegible, the technician may proceed with the inspection, provided the parts can be confirmed as CARB approved or exempted by comparing the part number marked on the part with the CARB EO parts listings, the parts manufacturer catalog, or by verifying with CARB staff.

Visual Inspection

1.3.1 Visual Inspection Procedures continued...

Inspection: Technicians must inspect the following emission control systems, as applicable to the vehicle being tested, and enter the inspection results as prompted by the EIS. Check that each system is complete and installed per the vehicle manufacturer's original configuration or, when applicable, a CARB approved aftermarket configuration. The inspection shall include, but is not limited to any required: component, computer, hose, module, motor, pump, seal, sensor, solenoid, switch, servo, transducer, tube, valve, and wire.

- **Positive Crankcase Ventilation (PCV)**

- **Thermostatic Air Cleaner (TAC / ACL)**

- **Fuel Evaporative System (EVAP)**
  Technicians are not required to perform disassembly of the vehicle to inspect the fuel evaporative system. No special tools or equipment, other than a flashlight and mirror, are required. No raising, hoisting, or lifting of the vehicle is required.

- **Catalytic Converter(s)**
  Catalytic converters must be in the original configuration with the same number of converters in place, unless changes are acceptable as part of an ARB EO approval.

- **Exhaust Gas Recirculation (EGR)**

- **Ignition Spark Controls (SPK)**
  Ignition spark controls are mechanical or electronic devices, mechanisms or systems that control ignition timing. All computer controlled vehicles are equipped with spark controls.

- **Fuel Metering System** - Carburetion and Fuel Injection
  Inspection includes: Air Flow Meters, Injectors, Throttle Bodies, Throttle Positioners, Anti-"Dieseling" Solenoids, Early Fuel Evaporation, Choke Controls, Deceleration Controls, and Dashpots.

- **Air Injection System (AIR)**

- **Computers, Sensors, and Switches** (Computer-controlled vehicles only).

Visual Inspection

1.3.1 Visual Inspection Procedures continued...

- **Other Emission Related Components**

  Any emission control systems that are not otherwise addressed in the visual inspection menu. Other Emission Related Components include, but are not limited to:

  - *Add-On Aftermarket Parts*
  - *Cylinder Heads*
  - *Exhaust Manifolds*
  - *Intake Manifolds*
  - *Superchargers*
  - *Thermal Reactors*
  - *Timing Gears and Pulleys*
  - *Turbochargers*

If a vehicle fails the Other Emissions Related Components category of the visual inspection, technicians must document, on the VIR, what emissions system failed.

Note: The Other Emissions Related Components field is also used to capture failed test results for the Visible Smoke Test. For more information, see section 1.3.4.

1.3.2 Emission Control System Labels

Under-hood Emission Control Label: Each vehicle's under-hood Emission Control System (ECS) label serves as the primary source for emissions control requirements. However, if the ECS label is missing or illegible, the technician may proceed with the inspection, provided that the required emission controls can be determined using other sources as described in section 1.3.1.

BAR Referee Label: When inspecting a kit car (SPCNS), a grey market vehicle, or a vehicle with an engine change, look for a BAR Referee Label. The BAR Referee Label serves as the primary ECS information source for these vehicles. If a BAR Referee Label is not present, inform the customer to contact the BAR Referee for inspection information. When equipped with a BAR Referee Label, these vehicles may be inspected and certified by a licensed Smog Check station. Technicians must inspect the vehicle using the ECS requirements listed on the BAR Referee label. BAR Referee Labels are typically affixed to the driver's side door post or, in some cases, located under the hood.

Aftermarket Parts Label: All CARB approved or exempted parts are subject to CARB aftermarket parts labeling requirements. These requirements specify that the Aftermarket Parts Labels are to be affixed or stamped on the parts or, if not practical, installed near the part. In most cases, this label contains a CARB Executive Order (EO) number. The Aftermarket Parts Label serves as the primary source for confirming CARB approval or exemption.

Visual Inspection

1.3.3 Liquid Fuel Leak Inspection

The liquid fuel leak inspection shall be conducted with the engine running. **Use extreme caution when working around moving parts and ensure the transmission is in "park" or "neutral" with the parking brake on.**

Definition: For the purpose of conducting this inspection, a "Liquid fuel leak" is defined as follows: "Liquid fuel leak" means any fuel emanating from a vehicle's fuel delivery, metering, or evaporation systems in liquid form that has created a visible drop or more of fuel on a component of a vehicle's fuel delivery, metering or evaporation system or has created a fuel puddle on, around, or under a component of a vehicle's fuel delivery, metering, or evaporation system.

Inspection: With the engine running, the technician shall visually inspect the following components of the vehicle, if they are exposed and visually accessible, for liquid fuel leaks:

- Gasoline Fuel tanks
- Carburetors
- Fuel injectors
- Gasoline fill pipes - associated hoses, tanks, connections
- Gas caps
- Fuel pressure regulators
- External fuel pumps
- Charcoal canisters
- Fuel delivery and return lines
- Any valves connected to any other fuel evaporative component
- Fuel vapor hoses
- Fuel filters

Pass/Fail Criteria: If no liquid leak is found, the vehicle shall pass inspection and the technician shall enter "P" (pass) in the EIS "Fuel Leaks" prompt. If a liquid fuel leak is detected, the vehicle shall fail inspection and technician shall enter "F" (defective) in the EIS "Fuel Leaks" prompt. Technicians must indicate on the vehicle inspection report (VIR) the location of any liquid fuel leak.

The liquid fuel leak procedure is a visual inspection only. Technicians are not required to perform disassembly of the vehicle to inspect for liquid fuel leaks. No special tools or equipment, other than a flashlight and mirror, are required and no raising, hoisting, or lifting of the vehicle is required.

Nothing in the liquid fuel leak inspection shall prohibit a technician from refusing to inspect a vehicle or from aborting an inspection if a liquid fuel leak presents a safety hazard.

The liquid fuel leak shall not apply to vehicles fueled exclusively by compressed natural gas (CNG), liquefied natural gas (LNG), or liquefied petroleum gas (LPG).

Visual Inspection

1.3.4 Visible Smoke Test

All motor vehicles subject to the Smog Check inspection shall undergo a visible smoke test during every Smog Check inspection to determine whether the vehicle emits any visible smoke from its tailpipe or crankcase. The conditions and procedures for performing the visible smoke test and recording the results shall be as follows:

Tail Pipe Smoke Test: The test for visible tailpipe smoke shall be performed immediately following the tailpipe emissions phase of the Smog Check inspection, with the vehicle's engine running at idle. The technician shall return the vehicle to idle, exit the vehicle, walk to the tailpipe area of the vehicle and remove the emission inspection system exhaust probe from the tailpipe. With an unobstructed view of the vehicle's tailpipe, the technician shall observe the tailpipe area for at least 10 seconds.

- If smoke is observed emanating from the vehicle's tailpipe(s), the vehicle fails the visible smoke test and the technician shall enter "F" (Defective) in the "Other Emission Related Controls" category of the visual inspection when prompted by the emission inspection system.

Crankcase Smoke Test: The test for visible smoke emanating from the crankcase shall be performed during the under hood portion of the liquid fuel leak inspection as specified in section 1.3.3. The crankcase and PCV systems shall not be disconnected during the visible smoke test portion of the liquid fuel leak inspection. With the vehicle's engine running at idle, the technician shall observe the crankcase and PCV systems for at least 10 seconds.

- If smoke is observed emanating from the vehicle's crankcase or PCV systems, the vehicle fails the visible smoke test and the technician shall enter "F" (Defective) in the "Other Emission Related Controls" category of the visual inspection when prompted by the emission inspection system.

If no smoke is observed emanating from the vehicle's tailpipe, and if no smoke is observed emanating from the vehicle's crankcase or PCV systems, the vehicle passes the visible smoke test. The technician shall enter "P" (Pass) in the "Other Emission Related Controls" category of the visual inspection. This entry shall be superseded by an entry for any other failure that would normally be recorded in the "Other Emission Related Controls" category of the visual inspection.

Smoke that is observed emanating from any area of a vehicle other than the vehicle's tailpipe, or crankcase or PCV systems, regardless of the cause, shall not constitute a failure of the Visible Smoke Test.

Technicians shall document a visible smoke test failure, by writing or stamping on the Vehicle Inspection Report near the "Other Emission Related Components" section, "Failed for Visible Smoke", or "Failed Visible Smoke Test." In addition, technicians must provide the customer a copy of BAR's Visible Smoke Test Failure Consumer Information Sheet (SMOKE INFO 01/07), shown in Appendix SC-1 with the applicable items completed on the checklist and the vehicle license or identification number. BAR will furnish stations with a supply of information sheets.

Visual Inspection

1.3.4 Visible Smoke Test continued...

For the purposes of a Visible Smoke Test:

"Tailpipe" means anywhere the vehicle's exhaust is designed to exit the vehicle under normal conditions. There may be more than one location.

"Unobstructed view" means that there is nothing in the shop environment, such as equipment, tools, tool cabinets, tool boxes, furniture, supplies, or the like, which prevents the technician from observing the exhaust emanating from the vehicle's tailpipe.

Visual Inspection Definitions

1.4.0 Tampered

An emissions control system or component that is **missing, modified, or disconnected.**

CCR § 3340.41.5

1.4.1 Missing

A missing emissions control system or component is one which all or part has been removed from the vehicle or engine.

CCR § 3340.41.5 (a)

1.4.2 Modified

An emission control system or component has been modified if:

- It has been disabled even though it is present and properly connected to the engine and/or vehicle;
- It has been replaced with a component not marketed by its manufacturer for street use on the vehicle,
- An emissions related component of the system has been changed such that there is no capacity for connection with or operation of other emissions control components or systems.

CCR § 3340.41.5 (b)

1.4.3 Disconnected

An emission control system has been disconnected if a hose, wire, belt or component is one which is required for the operation of the emission control system is present, but has been disconnected.

CCR § 3340.41.5 (c)

1.4.4 Defective

For the purposes of a Smog Check inspection, defective is an obvious condition of an emission control system or component noticed during the visual inspection, due to normal wear, or deterioration, or unintentional disturbance that will affect the operation of an emission control component or system. It is not a condition that occurs as a result of tampering. An unintentional disturbance includes, but is not limited to, a hose, wire, cap, or thermal valve or switch, disturbed and not reconnected or corrected when the vehicle was serviced.

Emission Control Functional Tests

1.5.0 Functional Test Application

Test Type	Application
OBD II	1996 model-year and newer vehicles under 14,001 GVWR equipped with OBD II.
Malfunction Indicator Light	All vehicles equipped with an on-board diagnostics (OBD I or II) system, and equipped with a malfunction indicator light.
Ignition Timing	All vehicles subject to Smog Check, except those with "non-adjustable timing".
EGR System	All vehicles undergoing the two-speed idle test equipped with EGR.
Fuel Cap Integrity	All vehicles equipped with evaporative controls, including dual-fueled vehicles.
Low Pressure Fuel EVAP	1976 to 1995 model-year vehicles equipped with evaporative controls.

Technicians shall complete the functional tests in accordance with the inspection procedures described in this manual and as prompted by the EIS.

Note: All stations (including Test Only Stations) must follow the procedures specified by the vehicle manufacturer necessary to perform required Smog Check functional tests. Example: To check the base ignition timing, an ECS label specifies that the engine speed must be set (raised) to 1000 RPM and then returned to 700 RPM upon completion.

Emission Control Functional Tests

1.5.1 Malfunction Indicator Light (OBD I and OBD II)

When applicable, the malfunction indicator light (MIL), or "Check Engine Light", shall be checked on all vehicles equipped with an on-board diagnostics system I or II. Enter "N" when not applicable.

To check MIL function, the technician shall turn the ignition to the "key on engine off" (KOEO) position, observe the MIL operation and then start the engine "key on engine running" (KOER). The MIL should illuminate in the KOEO position and extinguish when the engine is started in the KOER position. A brief period of illumination during start up is normal. Always follow the EIS prompts to enter test results.

Pass/Fail Criteria:

- A "Pass" entry indicates that the MIL properly operates and service or repairs are not needed.

- A "Fail" entry indicates that the MIL does not illuminate at all in the KOEO position, or the MIL illuminates continuously or flashes with the engine running during the functional test of the malfunction indicator light (MIL). Note: Intermittent illumination (flash) during the ASM tests does not constitute a MIL functional failure.

The KOEO/KOER procedures may vary for keyless ignition systems and some conventional key systems. In these cases, use the vehicle manufacturer procedure to complete the "KOEO/KOER" sequences.

Note: Maintenance reminders are not part of the Smog Check inspection. **Do not confuse a maintenance *reminder*, based on time and mileage, with the Malfunction *Indicator* Light.**

Emission Control Functional Tests

1.5.2 OBD II Functional Test

The Smog Check OBD II functional test evaluates and reports the status and/or results of the readiness indicators, system faults, and Malfunction Indicator Light (MIL). The process is an integral part of the Smog Check inspection, requiring minimal technician input.

- When prompted by the EIS, technician must determine if the vehicle is equipped with OBD II. To do so, refer to the underhood emission control label or, if necessary, other applicable reference materials.
- Follow the EIS test prompts to connect the EIS test lead to the Diagnostic Link Connector (DLC).

DLC Location: Most DLCs are located on the dashboard between the driver's side of the instrument panel and the middle of the passenger side. Some manufacturers, however, chose other locations. If you are unable to find the DLC, refer to the appropriate electronic component location manual or emission control diagnostic & repair manual. The DLC provides an RPM signal that in most cases can be used during Smog Check emissions test sequences.

Note: Some vehicles may experience difficulties conducting the OBD II functional test. BAR provides technical information about these vehicles in a document called OBDII Technical Reference, also known as "Appendix J". The OBDII Technical Reference is available on the Smog Check website - www.smogcheck.ca.gov.

Pass/Fail Criteria: The OBD II functional test Pass/Fail determination is automatically performed by the EIS. The EIS assesses the system's ability to communicate, the readiness of system monitors, diagnostic trouble codes, and the MIL command status.

Communication: The EIS uses standardized OBD II communication protocols. System and DLC tampers or defects may prohibit communication. Always follow the EIS prompts and ensure the EIS test lead is securely connected.	**Pass:** Successful communication established.
	Fail: No communication.
Monitor Readiness Status: The OBDII functional test only evaluates monitors supported by the vehicle. BAR establishes the required number of set or ready monitors.	**Pass**: A required number of monitors are set/ready.
	Fail: An inadequate number of monitors are set (not ready).
Diagnostic Trouble Codes & MIL Status: The EIS gathers data on all DTCs but will only fail the vehicle if a DTC is present and the MIL is commanded on. When a failure occurs, the EIS will print the associated generic OBDII trouble codes on the VIR. Vehicle manufacturer specific codes may also be printed.	**Pass**: No DTC present with MIL commanded off, or DTCs present (pending codes) with MIL commanded off.
	Fail: DTC present with MIL commanded on, whether or not the MIL is illuminated.

Emission Control Functional Tests

1.5.3 Ignition Timing Test

Technicians shall check the base ignition timing using the vehicle manufacturer procedures. Many under-hood emissions labels provide procedures and specifications for checking the ignition timing. If the procedures are not on the label, refer to an emission control application guide or an appropriate service manual. If no manufacturer's engine speed tolerance is given for the timing check, the idle speed shall be within 100 RPM of the manufacturer's specified idle speed

Pass/Fail Criteria: To pass inspection, the base ignition timing must be within 3 degrees (± 3 degrees) of the manufacturer specification. If it is more than 3 degrees from manufacturer specification, the vehicle shall fail the functional test. Note: If the manufacturer specification provides a range, the 3 degree additional tolerance described above is not allowed.

Non-Adjustable Timing: Vehicles in which the underhood label describes the timing as "not adjustable" and/or vehicles with computer controlled ignition systems that do not have "timing adjustments" are exempt from the ignition timing test even if timing specifications are listed.

For the purposes of conducting a Smog Check inspection, timing settings related to the assembly of systems or components during engine repair are not considered "timing adjustments".

Mechanical Defect(s): If the timing cannot be measured due to a mechanical defect, such as a slipped harmonic balancer, the vehicle shall fail the timing test. The EIS includes a provision to account for mechanical defect. Follow the EIS prompts and document the mechanical defect on the Vehicle Inspection Report.

1.5.4 EGR System Functional Test

All vehicles equipped with EGR systems and subject to a two-speed idle test shall undergo the EGR functional test.

Technicians must follow the functional test procedures prescribed by the vehicle manufacturer.

Emission Control Functional Tests

1.5.5 Fuel Cap Integrity Test

As prompted by EIS, perform the fuel cap integrity test on all vehicles, equipped with evaporative controls that can operate on gasoline, including dual/bi fueled vehicles.

The fuel cap integrity test is a two part test.

Visual inspection: As prompted by the EIS, inspect the fuel cap(s) for proper fit and installation. The inspection result entries are "P" for Pass, "F" for Fail and "S" for Missing. If the fuel cap threads are stripped or the fuel cap seal is missing or damaged, or the fuel cap is not designed for the vehicle, the fuel cap shall fail the visual inspection.

Functional check: This check applies only to vehicles equipped with evaporative emission control systems. Check the fuel cap tester application manual to determine the correct cap adapter. Following the EIS and cap tester prompts, attach the fuel cap(s) to the adapter and perform the test. The test results are automatically captured by the EIS. If no adapter is available from the tester manufacturer (for the vehicle being tested), enter "No adapter available" as prompted by the EIS.

Fill Pipe Restrictor Functional Test

The fill pipe restrictor test no longer applies. The EIS may prompt for the fill pipe restrictor test for vehicles undergoing an initial Smog Check inspection. If so, enter "N" into the EIS fuel pipe test prompt.

1.5.6 Low Pressure Fuel Evaporative Test

Test Application: The Low Pressure Fuel Evaporative Test (LPFET) shall be performed on all 1976-1995 model-year vehicles with the exception of the following:

- Vehicles not originally equipped, and not required by state or federal law to be equipped, with a fuel evaporation control system;
- Vehicles with two or more fully operational fuel tanks;
- Vehicles powered exclusively by compressed natural gas (CNG), liquefied natural gas (LNG) or liquefied petroleum gas (LPG);
- Vehicles for which there are no fuel LPFET filler neck adapters;
- Vehicles in their original factory configuration, with a fuel evaporative canister and fuel vapor hoses that are not accessible or would require the partial dismantling of the vehicle in order to gain access to them for testing. The technician shall note the vehicle's canister location on the Vehicle Inspection Report for these vehicles.

Technicians shall enter N (Not Applicable) at the EIS Fuel Evaporative Test prompt when inspecting any of the vehicles listed above.

Emission Control Functional Tests

1.5.6 Low Pressure Fuel Evaporative Test continued...

Inspection: Smog Check Stations and Smog Check Technicians shall perform the low pressure test of a vehicle's fuel evaporative systems, using a BAR certified low pressure fuel evaporative tester (LPFET). The test shall be performed in accordance with the test procedures and specifications contained in the LPFET instruction manual provided by the tester manufacturer, and the following, as applicable:

- If components related to the vehicle's fuel evaporative system *tank side* are missing, modified, disconnected, or defective enter N (not applicable) at the EIS Low Pressure Fuel Evaporative Test prompt. If the vehicle's *tank side* fuel evaporation system components are not missing, modified, disconnected, or defective proceed with the test. *Tank side* means the portion of the fuel evaporative system between the canister pinch or seal point and the fuel tank filler neck. (*Tank side* visual inspection failures can affect the LPFET. Therefore, in cases where a *tank side* visual inspection failure exists, the LPFET does not apply).

  Note: Evaporative system visual inspection results must be entered at the EIS Evaporative System Visual Inspection prompt; see section 1.3.1.

- If, at the conclusion of the test, the LPFET displays a P (pass), enter P in the EIS at the Fuel Evaporative Test prompt.

- If, at the conclusion of the test the LPFET displays an F (fail), perform a seal check in accordance with the procedures and specifications contained in the LPFET instruction manual provided by the tester manufacturers.

  1. If, after completion of the appropriate seal check, the system is found to be properly sealed, enter F (fail) in the EIS at the Fuel Evaporative Test prompt.

  2. If, after completion of the appropriate seal check, the system is found not to be properly sealed follow the applicable procedures and specifications contained in the LPFET instruction manual provided by the tester manufacturers to correct the leaks and effect proper seals.

Emission Control Functional Tests

1.5.6 Low Pressure Fuel Evaporative Test continued...

- After all leaks have been corrected, a verification test shall be performed in accordance with the procedures and specifications contained in the LPFET instruction manual provided by the tester manufacturers.

  1. If, at the conclusion of the verification test, the LPFET displays a P (pass), enter P in the EIS at the Fuel Evaporative Test prompt.

  2. If, at the conclusion of the verification test the LPFET displays an F (fail), enter F in the EIS at the Fuel Evaporative Test prompt.

Depressurization: At the completion of the test and any necessary verification test, following the procedures and specifications contained in the LPFET instruction manual provided by the tester manufacturers, depressurize the evaporative system, remove the tester and return the fuel evaporative system to its original configuration.

Nothing in the LPFET procedures shall excuse a station or a technician from completing the Visual Inspection described in section 1.3.0 or the Liquid Fuel Leak inspection described in section 1.3.3.

Smog Check Inspection Results

1.6.0 Vehicle Inspection Report

Print at least two copies of the Vehicle Inspection Reports (VIR) for each Smog Check inspection. The licensed station shall give a copy of the VIR to the customer and keep a copy for the station's records. The VIR shall be attached to the customer's invoice.

- If the EIS does not print the VIR, the station will need to correct the malfunction and reprint the VIR.

- The licensed technician must sign all copies of the VIR acknowledging that the inspection was conducted in accordance with all Smog Check requirements and that the information on the VIR is true and correct.

- When applicable, technicians must document special circumstances on the VIR, including, but not limited to:

  - The location of a Liquid Fuel Leak
  - The emissions system or component that failed the Other Emissions Related Component category of the visual inspection
  - The reason for an "Other" inspection abort
  - The type of visible smoke test failure (tailpipe or crankcase)
  - The make for a SPCNS vehicle as described on the registration documents (when document are available)
  - CARB approved aftermarket parts and associated EO number

1.6.1 Vehicle Passes Smog Check

Certificate of Compliance

The EIS will issue a certificate of compliance when a vehicle passes all applicable portions of a Smog Check inspection. The certificate of compliance will electronically transmit to DMV and record in the VID, per the EIS specifications.

1.6.2 Vehicle Fails Smog Check

A vehicle that fails any portion of the Smog Check inspection, but does not exceed the gross polluter emission standards, can be repaired and obtain a Smog Check certificate at any Test and Repair station. However, if the vehicle was originally *directed* (as shown on the DMV registration renewal notice), or exceeded the gross polluter standards, it may only receive after repair certification from a Test Only or Gold Shield station, or a BAR Referee.

Repair Data

1.7.0 Repair Information Entry

Whether repairs were performed, before, during, or after the Smog Check inspection, all repairs performed at your station must be entered into the EIS, including any state subsidized (CAP) repair.

As applicable, technicians shall enter accurate repair information as prompted by the EIS in either the Smog Check Inspection Mode or the Repair Only Menu. If the retest is performed at your station, enter the repair information during the retest Smog Check inspection, as prompted. If the retest will not be conducted at your station, use the Repair Only Menu to enter the repair information. Note: Accurate repair data provides a valuable source of information that can be used by other stations and that BAR uses for program evaluation.

Repair Costs

As prompted by the EIS, enter the repair parts and labor costs in whole dollars (no cents); round up or down to the nearest dollar.

For customer paid costs, enter all parts and labor charges, including any customer co-payments made for state subsidized repairs, tax and diagnosis costs.

For state subsidized repairs, enter all parts and labor costs to be paid by state, including tax and diagnosis costs.

Miscellaneous

1.8.0 Test Restrictions for Directed Vehicle

Directed Vehicle- Before conducting an inspection, stations not authorized to certify *directed vehicles* must check the DMV registration documents (when available) for a Test Only directed designation. If the vehicle is *directed,* the station/technician shall inform the motorist of this certification restriction. *Directed vehicles* can only receive certification from a Test Only station, a Gold Shield certified Test and Repair station, or BAR Referee.

Gross Polluters- Vehicles found to exceed the gross polluter emission standards (*identified gross polluters*) are also restricted to certification from a Test Only station, a Gold Shield certified Test and Repair station, or BAR Referee. Stations not authorized to certify *identified gross polluters* shall inform the motorist of this certification restriction.

Note: When attempting to inspect a *directed vehicle or an identified gross polluter* at a station that is not authorized to certify *directed vehicles or identified gross polluters*, the EIS will prohibit the inspection, provided VID communication occurs. If VID communication does not occur, stations not authorized to certify *directed vehicles or identified gross polluters* must inform the customer that the vehicle could be *directed* or an *identified gross polluter* and, if so, a certificate issued by their station may be invalid.

When repairing *directed vehicles* or *identified gross polluters*, Test and Repair stations may use the EIS pre-inspection mode to verify repairs.

1.8.1 Gross Vehicle Weight Rating (GVWR)

When testing trucks and motor homes, the EIS will prompt the technician to enter the gross vehicle weight rating (GVWR). Check the vehicle information label for the GVWR (label is typically found on driver door jamb). Note: Some labels list multiple "as equipped" GVWRs. In these cases, use the GVWR that corresponds to the vehicle as originally equipped by the vehicle manufacturer. If the GVWR cannot be determined, enter "NONE" and follow the EIS prompts to select a GVWR based on weight classification.

Miscellaneous

1.8.2 Pre-Inspection Mode

The pre-inspection mode provides an option to assess the vehicle's emission controls and tailpipe emissions before undergoing the official Smog Check inspection. The pre-inspection procedure is identical to the official Smog Check inspection except that no certificate is generated and the vehicle is not subject to the gross polluter requirements, regardless of the emissions results. Pre-inspection test results are transmitted to the vehicle information data base but a certificate is not transmitted to the DMV. The station shall provide the customer a copy of the pre-inspection vehicle inspection report.

If a customer chooses to authorize a partial pre-inspection, the licensed technician or an authorized representative of the licensed Smog Check station shall inform the motorist that the partial pre-inspection will not fully indicate the likelihood of the vehicle passing a subsequent official inspection. An example of a partial pre-inspection is using the analyzer in manual mode to check tailpipe emissions only. The limitations of a partial pre-inspection must be fully disclosed to the customer both orally and on the estimate and invoice.

1.8.3 Pre-Inspection Repair

With customer authorization and an estimate provided, licensed technicians may perform repairs on vehicles before or during the Smog Check inspection. Any repair must be appropriately documented on the invoice and entered into the EIS when prompted.

Any repair conducted during the inspection shall be limited to the following: replacement of the fuel cap(s) (EIS provides a mid-inspection fuel cap replacement opportunity upon a failed cap test), minor repairs of components damaged by the station personnel during the inspection at the station, minor repairs such as the reconnection of hoses or vacuum lines. **Any repair performed during the inspection must be completed before starting the emissions test portions of the Smog Check inspection, aside from the EIS prompted fuel cap replacement provision.**

APPENDIX SC 1

VISIBLE SMOKE TEST CONSUMER INFORMATION

VISIBLE SMOKE TEST FAILURE
CONSUMER INFORMATION SHEET

Date: _____ Vehicle License No. or VIN: _____

Your vehicle FAILED its Smog Check for "Visible Smoke" because:

"Smoke" was seen coming from your vehicle's:
❒ Tailpipe following the emissions phase of the Smog Check inspection.
❒ Crankcase or PCV system during the underhood visual inspection.

Common Causes of Vehicle Smoke

Color of Smoke	Diagnosis	Probable Cause
Blue or **Bluish-White**	Engine or transmission oil being burned	• Oil leaking into combustion chamber • Worn piston rings, valve guides, or cylinders • Defective intake manifold • Defective head gasket • Transmission vacuum modulator defective
Black or **Gray**	Incomplete fuel combustion	• Clogged air filter • Carburetor, choke, fuel injection, or emission system malfunction • Ignition timing incorrect • Low compression from engine wear or burned valve

Smoke seen coming from a vehicle's tailpipe contributes to California's air quality problems. The smoke consists of small particles that are breathed in and can cause lung problems, heart disease, and other health consequences. In addition, smoke from an engine also damages other emission control systems on a vehicle, like the catalytic converter and Oxygen (O_2) sensor, making them less effective. Less effective emissions systems translates to dirtier air for all of California.

A new California law, Section 44012.1 of the Health and Safety Code, requires that vehicles subject to a Smog Check inspection undergo a visual test for smoke from the engine crankcase and tailpipe. California Vehicle Code section 27153 has for many years prohibited the operation of smoking vehicles on California's roadways. Doing so could subject the operator/owner to the issuance of a citation by the California Highway Patrol or a local law enforcement agency. The new smoke test may help protect vehicle operators/owners from receiving a citation for the illegal on-road operation of a smoking vehicle. Any vehicle that fails a "Visible Smoke Test" must be repaired in order to PASS a Smog Check.

Please take this Consumer Information Sheet with you to the repair shop you select to perform repairs. You may be eligible for repair assistance or California's Voluntary Vehicle Retirement Program. Contact the Bureau of Automotive Repair's Consumer Assistance Program to see if you qualify.

If you wish to dispute your vehicle's smoke test results, you may schedule a Bureau of Automotive Repair Referee verification test by calling (800) 622-7733 for an appointment.

For more information or for any other questions, call the Bureau of Automotive Repair at (800) 952-5210, or visit the Bureau's Web site at www.smogcheck.ca.gov.

Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827

O'Hara, Jennifer@ARB

From: Kirlis, Rachel@ARB
Sent: Wednesday, May 27, 2009 2:51 PM
To: O'Hara, Jennifer@ARB; Blackman, Martha Ann@ARB
Subject: Move Printer; Credenza; Cubicle panels; etc.
Importance: High

Jennifer – The bookcases/file cabinets you ordered are on back order, however, we are running out of time to get items "moved."

- Can you please process a claim to get the printer moved to the work surface of cubicle 7-83I. (I verified with Kellie that you can move it there; just need to get the jack activated.) There is a SIO jack right next to that work station.
- Also, what would you like us to do with that credenza? Can we survey it out or would AQTP like to put it elsewhere? Please advise Martha.
- Survey out your typewriter.

Martha –

- Please have the front two panels removed; outer panel of 7-83I and outer panel of cubicle 7-83J. This will open up the area so the file cabinets will be more accessible.
- Also, please contact Nathan and see if we will be getting another small work surface for cubicle 7-56C.
- See if we can get two additional overhead cabinets for 7-56C.

See me if you have questions. Thanks

Rachel A. Kirlis, Manager
Administrative Analysis Section
Planning and Technical Support Division
916-327-6181 phone
916-327-8254 fax

LOW PRESSURE FUEL EVAPORATIVE TESTER (LPFET)

SPECIFICATION

October 2006
Revision F

State and Consumer Services Agency
DEPARTMENT OF CONSUMER AFFAIRS
BAR
Bureau of Automotive Repair

BUREAU OF AUTOMOTIVE REPAIR
Engineering and Technical Research Branch
10240 Systems Parkway, Sacramento, CA 95827
PHONE: (916) 255-3222

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SPECIFICATION TEXT

1. SCOPE

The Smog Check program is designed to reduce emissions from mobile sources in California. These mobile source emissions include hydrocarbon vapors escaping from automotive fuel tanks and fuel evaporative systems. Consequently, the Bureau of Automotive Repair (BAR) needs a device capable of pressure-testing fuel evaporative systems as a component of the Smog Check inspection in approximately 8,500 Smog Check inspection stations on all 1995 and older model year vehicles.

This specification covers the Low-Pressure Fuel Evaporative Tester ("tester") performance requirements and certification procedures used by BAR to determine compliance with this specification. In this specification, the words "shall" and "required" denote that the associated requirement is mandatory. The words "should" and "desired" denote that the associated requirement is an objective. Failure to meet an objective must be fully substantiated.

2. GENERAL REQUIREMENTS

2.1. BAR requires a stand-alone tester capable of testing 95% of the automotive fuel evaporative systems in California's 1976 – 1995 model year vehicle fleet, subject to the Smog Check program. In addition, the tester shall be capable of integration with California's BAR-97 Revised Emission Inspection Systems (EIS). The tester shall make accurate pass/fail determinations for typical gasoline blends and ages, temperature, and tank fill levels. A "FAIL" result shall be displayed if the leak exceeds the orifice size listed in the active record in the PRESSCONFIG.DAT file (Section 12). Furthermore, the tester shall use menu driven software. In addition, all tester components exposed to fuel, including, hoses, connectors, etc., shall be made of fuel resistant materials. The tester shall be equipped with an internal or external modem to accommodate communications with the manufacturer's database. The tester shall also include a minimum of ten foot RJ-11 phone cord and an RJ-11 "T" for connecting two phones lines to one jack. Finally, the tester shall be capable of pressurizing the fuel tank in a manual mode to accommodate fuel evaporative system leak diagnosis and repairs.

2.2. The test protocol shall consist of sealing the vapor hose by means of pinch pliers as close to the charcoal canister as possible. If the hose is inaccessible using pinch pliers, then other means such as plugs may be used on the end of the vapor hose.

2.3. The manufacturers shall supply BAR with the communications software required to communicate with the Low Pressure Fuel Evaporative Tester in the Q/A software using RS-232 communications protocol. In addition, the software shall be compatible with the Windows 2000 operating system, or equivalent windows operating system upgrade and comply with the requirements set forth in Sections 3.6 and 4.10 of this specification. The tester may have a USB connection. Manufacturers shall demonstrate USB cable connectivity to a laptop computer, in anticipation of future USB integration with a future BAR EIS.

2.4. The Reid Vapor Pressure and fuel variation compensation shall be based on the tester manufacturer's methodology.

2.5. The manufacturer shall provide written certification to BAR that the tester and all accessories submitted for evaluation and subsequent certification are fully compliant with these specifications.

2.6. The tester may use either nitrogen or compressed air to pressurize the vehicle's fuel tank; in either case, hardware shall be provided with the tester to prevent particulate contamination.

2.7. When the LPFET is integrated with the BAR-97 EIS, the LPFET will retain all stand-alone functionality. The LPFET shall have the ability to be disconnected from the EIS, perform a low-pressure fuel evaporative test, reconnect to the EIS and upload a test record when prompted by the EIS. Furthermore the LPFET shall retain the ability to be used in manual mode as a diagnostic tool either in stand alone or integrated modes.

3. PERFORMANCE SPECIFICATIONS

3.1. TESTER FUNCTIONS

3.1.1. Flow Rate – The tank fill flow rate shall not exceed 20 liters per minute (LPM).

3.1.2. Pressure Measurement – The tester shall measure fuel tank pressures ranging from 0" - 34" H_2O gauge.

3.1.3. Pressurization Detection – The tester shall be capable of detecting an over/under pressure condition for either the incoming supply pressure or the regulated test pressure.

3.1.3.1. The tester shall prevent operation when inlet pressures are less than 25psi or greater than 35psi. In order to allow manual regulator adjustment, the tester shall display the Current Inlet Pressure on the Status Page (Section 4.9).

3.1.3.2. If at anytime the tester is connected to the vehicle's tank and the fuel tank pressure exceeds 28" H_2O gauge, as measured by the tester, the tester shall immediately disable the air or nitrogen inlet valve and vent to prevent exceeding 28" H_2O gauge. The software shall prevent the tester from performing either a Fuel Evaporative Test or Manual Mode pressurization of the fuel tank until the problem has been corrected. During certification testing, BAR shall confirm the tester has a functional overpressure mechanism capable of repeatedly relieving tank pressures exceeding 28" H_2O.

3.1.3.3. The tester shall have a mechanical "fail safe" vent valve that vents the fuel tank when the pressure is greater than 83" H_2O gauge. This valve shall reset automatically.

3.1.4. Pressure Vent – At the conclusion of the test: the technician shall be prompted to remove the "pinch-off" pliers or plug from the fuel vapor hose before removal of the tester hose and fuel tank filler neck adapter.

3.1.5. 3-Day Calibration – The tester shall require a calibration and leak check every 72 hours.

3.1.6. Manual Mode Testing – The tester shall have a manual mode to pressurize the fuel tank no greater than 20" H2O to allow diagnosis and repair. An 80db or louder (measured 6' away and directly in line) device shall turn on when manual mode is activated. The sound shall change tone or interval as the leak size changes. Upon exiting manual mode, the tester shall vent the tank pressure prior to prompting for disconnecting the filler neck adaptor.

3.1.7. Display – The tester shall display all menus, prompts, and where necessary, instructions on a graphic capable display of a minimum of 2" x 3" inches, or on at least 16 characters by 2 lines liquid crystal display (16 x 2 LCD) that should scroll information when the prompt or message exceeds the 32 characters.

3.1.7.1. Readability – The display shall be readable from a minimum distance of 3 feet in a building that meets OSHA lighting standards for a garage environment. Display contrast and brightness may be adjustable and the display may be backlit.

3.1.7.2. Testing Messages – During the test, the tester shall display the word TESTING on the screen. The tester shall also display messages, if applicable, such as failed to pressurize, excessive pressure, etc. At no time during the test may the display indicate the test result until the test has completed the testing procedure.

3.1.7.3. Information Not Permitted During Testing - The tester shall not display any reading relative to the fuel evaporative test while performing the automated test cycle. However, in the manual mode, the tester may display any reading deemed appropriate by the manufacturer.

3.1.8. Internal Clock – The tester shall be equipped with an internal clock capable of automatically switching between daylight savings time and Pacific Standard Time and shall account for leap years. The clock shall be correctable on command from either EIS or by a laptop in Q/A mode. During every data upload, the Data Depot (Section 8) shall download the current date and time to the tester. The tester shall update the date and time after receiving the current date and time from the Data Depot. The clock shall have a battery backup feature. The Data Depot shall contact NIST (http://www.bldrdoc.gov/timefreq/index.html) and synchronize its time daily.

While synchronizing the clock during the data upload; if the time is off by more than 20 seconds per day, (Example: over 600 seconds for 30 days, over 140 seconds for 7 days) the tester shall be required to upload at a frequency of 4 times the normal frequency until the tester can be serviced. If the tester's clock is within 20 seconds, total time, upon the next call to the Data Depot, the tester shall return to normal dialup frequency.

3.2. TESTER ACCURACY

3.2.1. Air / Nitrogen Added – During the first pressurization of the test sequence, the tester shall record the number of gallons of air or Nitrogen required to pressurize the tank from ambient pressure to initial target pressure (between 14 and 20 inches H_2O.) This reading shall be corrected to standard temperature and pressure (21 degrees C and 1 ATM) before entering into the test record.

3.2.2. Apparent Volume –This shall be the estimated vapor space size in gallons during a test. The maximum apparent tank size that the tester is required to quantify is 50 gallons. The result shall be corrected to standard temperature and pressure (0 degrees C and 1 ATM), and shall include fuel vapor and leak compensation. Where unable to pressurize, the appropriate data fields shall be filled with 9's; e.g. (999.9).

3.2.3. Pressure Measurement – The tester shall measure inlet pressures of 0 – 35 PSI within ± 2% of full scale and internal tester pressures of 0" – 34" H_2O ± 2% of full scale.

3.2.4. Pass/Fail Determination – The tester shall make a pass/fail determination based on the PRESSCONFIG.DAT decision point. This orifice size shall be adjustable by BAR over a range of 0.020 to 0.050 inches diameter in 0.001 inch increments. The tester shall switch to the appropriate decision point per the corresponding start date. Dates and decision points shall be adjustable and uploaded from the Data Depot (Section 8) to the tester, by either the equipment manufacturer or BAR. The tester shall display and record leak size from 0.015 to the point where the tester is unable to pressurize the vehicle tank. For measured leaks less than 0.015 the tester shall fill the appropriate data fields with 1's; e.g. ".000" and display "<0.015".

3.2.5. Decision Accuracy shall be determined using the Accuracy equation:

$$\text{Accuracy} = 0.09 \cdot (\text{Actual Leak}) + 2.43 \cdot (\text{Actual Leak})^2$$

or +/- 0.004 inch orifice, whichever is greater (leak is in inches). These limits do not apply where unable to pressurize as in the case of a gross leak. This accuracy range applies over a tester inlet pressure range of 25psi through 35psi.

3.2.6. Uncompensated hole – The tester shall record the measured hole size before any fuel vapor compensation calculations are applied.

3.3. REPEATABILITY

3.3.1. Decision Repeatability shall be 50% of the Decision Accuracy. Using the Accuracy equation in Section 3.2.5 or +/- 0.004 inch orifice, whichever is greater (leak in inches). Given an actual leak of 0.040 the accuracy is +/- 0.0075 inch, totaling 0.015-inch range. Thus, the repeatability over 5 sequential tests shall be within 0.0075-inch difference of the highest and lowest tester decisions. Repeatability is limited to fixed volume, dry air, and uniform temperature.

3.4. TESTER CALIBRATION

3.4.1. The tester shall leak check the tester to tank hose, connectors, calibration orifice standard, and calibration tank. The 2-gallon calibration tank shall be used to confirm the tester's vapor space calculation. The 2-gallon calibration tank with 0.020 and 0.040 orifice standards shall be used to confirm factory calibration.

3.4.2. An internal clock shall determine when the calibration is due. The tester shall be programmed to automatically lock out the test procedure every 72 hours pending a successful completion of the calibration procedure.

3.4.3. If the tester fails any portion of the calibration, the technician will be prompted to perform subsequent calibration procedures or contact service for repairs.

3.4.4. Upon failing the calibration procedure, the tester shall prevent any testing with the device but shall allow subsequent attempts to successfully complete the 3-day calibration procedure. Once the calibration has been successfully completed, the software shall allow testing to resume. If the number of consecutive calibration attempts without a pass exceeds "Allowed calibrations before lockout" in PRESSCONFIG.DAT, then the analyzer shall lock out for service.

3.4.5. Anytime service of the tester is required, the tester shall not allow further tank testing or manual mode pressurization to be performed until full function has been restored by service from the manufacturer or its authorized representative.

3.4.6. The tester calibration routine shall include a factory calibration drift check, using both the 0.020" and the 0.040" standards for any pass/fail decision point.

3.5. TESTER FUNCTIONALITY

3.5.1. The tester shall be simple and easy to use and shall complete the low-pressure test in no more than six minutes for vapor volumes up to 25 gallons and no more than 10 minutes for fuel tanks where the vapor volume exceeds 25 gallons.

If an average test time of less than 4 minutes with an apparent leak size of 0.030 inches or less, can be obtained, BAR will allow the completion of the test with only the PASS decision being determined. Reporting of "Apparent Leak Size" will not be required. Accuracy of the PASS decision must be maintained and this method is subject to BAR approval and certification testing. Data reporting requirements will remain for FAIL tests.

3.5.2. The tester shall be equipped with at least 12-button keypad that includes 10 numeric keys to accommodate the following functions.

3.6. TESTER COMMUNICATIONS AND SOFTWARE

3.6.1. Software – All source code shall use C/C++ (.NET or not), or C#, VB using the Microsoft® .NET environment, to operate the tester and all components. No other software languages shall be used without express written permission from BAR.

3.6.2. Communications – Standard RS-232 communications protocols shall be used for communication between the EIS and the tester. The tester shall be equipped with a modem capable of receiving updates to the software and changes the PASS/FAIL criteria as required by BAR. In addition, a laptop computer using RS-232 communications shall be used for all software and table updates for the tester. Communications protocols are further explained in Section 4.

3.6.3. The communications protocol shall allow:

- Software updates as deemed necessary by BAR.
- Table updates required for the PASS/FAIL standards.
- Test data uploads.
- Calibration record uploads.
- EIS communication.

3.6.4. The tester shall be equipped with a telephone modem capable of receiving call and data as required in Section 2.1.

3.7. TESTER OPERATING CONDITIONS

3.7.1. Temperature - The tester shall operate within specifications at ambient temperatures that range from 20 – 120 degrees F.

3.7.2. Humidity - The tester shall operate within specifications at relative humidity ranging from 5 – 95%, and shall be resistant to water spray.

3.7.3. Tester Housing

- The tester housing shall be resistant to automotive shop chemicals.
- Tamper-resistant fasteners shall prevent unauthorized access to internal tester components.
- The tester shall continue to meet these specifications after a drop of 36" to a concrete floor.

3.7.4. Memory

3.7.4.1. Tester on-board memory shall be non-volatile and capable of storing the most recent 1,000 test results. If the tester exceeds 1,000 tests, then the software may individually overwrite previous test results beginning with the oldest test record.

Details of the Test Record are illustrated in Section 9. The data upload tester lockout (Section 4.5.2.2.1), based on configuration file setting, does not affect the tester data storage requirement; e.g., if the upload lockout is set to 500 records, the same 500 records will remain in the tester until the 1,000 record limit is exceeded, then the oldest will be replaced by the newest.

3.7.4.2. Tester on-board memory shall be capable of storing at least the most recent 50 calibration records. When the tester exceeds its capacity for calibration records, the software may individually overwrite previous test records beginning with the oldest. Details of the Calibration Record are illustrated in Section 10.

3.7.4.3. The tester on-board memory shall store one pending software update that automatically loads on the corresponding start date.

3.7.5. Safety

3.7.5.1. Fuel tank vapor shall only flow through the tester during a test or when venting is required.

3.7.5.2. Electrical connections and hoses shall be equipped with sufficient strain relief to prevent kinking and flexing damage.

3.7.5.3. The tester shall be certified by a safety laboratory such as Underwriters Laboratories Inc. (UL) or equivalent.

3.8. TESTER IDENTIFICATION

3.8.1. The tester's serial number and date of manufacture shall be displayed on the exterior of the tester for convenient inspection by quality assurance inspectors and BAR field representatives. Serial numbers shall be unique and a continuously updated list of all serial numbers manufactured or repaired will be available for BAR upon request. Tester hardware changes and updates shall be documented by the manufacturer and by the tester's serial number, including the refurbishing and or repairing of defective units.

3.8.2. The first two characters of the serial number shall be alphas denoting the manufacturer's initials, and shall not be changeable in software. The current manufacturer initials are listed below. New manufacturers shall use initials approved by BAR, on a first come first serve basis. When new initials are needed, all the manufacturer codes shall be listed in an addendum to this specification.

"ES" - Environmental Systems Products Holdings Inc. (ESP)

"SY" – SysTech International

"WA" - Waekon®

3.8.3. The remaining six characters shall be numeric and right justified. Zeroes shall fill any blank spaces between the alpha and the numeric characters. For example, the tester number #55 from Best Suppliers would be "BS000055".

3.9. ACCESSORIES

3.9.1. The low-pressure fuel evaporative tester shall include the following accessories with the initial purchase:

3.9.1.1. Two pairs of pliers/clamps capable of pinching the vapor hose to completely block vapor flow. The pliers should apply sufficient pressure to completely block any flow while also leaving the hose undamaged and serviceable. In addition, the pliers shall be lockable and capable of performing 5,000 clamping cycles. Tester equipment manufacturers shall sell the same BAR approved pliers. Pliers shall have a 3 ft. long by 1 inch wide orange flag attached to the handle.

3.9.1.2. Two sets of tapered hose plugs shall fit 1/8 to 1/2 inch I.D. hose in 1/8-inch increments. The manufacturers shall use a set of plugs manufactured by Thexton, Part Number 312 or other as approved by BAR.

3.9.1.3. A 2-gallon steel tank, Firestone Industrial Products, Part Number 9126 072403, or equivalent, shall be used as the calibration tank.

3.9.1.4. If the tester uses nitrogen as the pressurizing gas, it shall be 98% pure, with <100ppm hydrocarbons. The pressure regulator supplied with the tester purchase, shall be capable of reducing the outlet nitrogen supply line pressure to 25 – 35 psig. The manufacturer shall also provide the following:

- For Nitrogen: A particle filter(s) capable of removing harmful particles the nitrogen source line. This filter must ensure that no contaminants enter the tester that could physically block any orifice or internal components of the tester. The filter shall be capable of removing 5-micron size particles.

- For compressed Air: Filter(s) capable of removing harmful contaminants and moisture from the air source. This filter must ensure that no contaminants enter the tester that could physically block any orifice or chemically contaminate the internal components of the tester. The filter shall be capable of removing 5-micron size particles, solvent vapors and hydrocarbons.

3.9.1.5. If the tester uses compressed air as the pressurizing gas, the manufacturer shall provide the following:

- A pressure regulator capable of reducing the compressed air supply line pressure to 25 – 35 psig.

- Air filter(s) capable of removing harmful contaminants and moisture from the compressed air source. This filter must ensure that no contaminants enter the tester

that could physically block any orifice or chemically contaminate the internal components of the tester. The filter shall be capable of removing 5-micron size particles, solvent vapors and hydrocarbons.

3.9.1.6. Filler Neck Adapters – The tester shall include a set of fuel filler neck adaptors that provide connectivity to at least 95% of applicable model-year vehicles. The adaptors shall be equipped with a non-standard (atypical of shop air tool connectors) quick-disconnect device that facilitates easy and rapid connection to the tester. The adapters shall be of durable construction and capable of withstanding a drop from the height of 48" onto a concrete floor with no damage. All manufacturers shall use the same filler neck adapter color scheme. All filler neck adaptor gasket materials shall remain pliable and impermeable to all commercially available gasoline blends.

- "BLACK" – Threaded adapter.
- "BLUE" – Large cam-on adapter.
- "RED" – Small cam-on adapter.
- "ORANGE" – Bayonet adapter. (not currently required for 95% coverage)
- Universal and other colors to be decided by BAR as needed.

3.9.1.7. Instruction Manual - A complete instruction manual (proof copies acceptable) for each model unit shall be submitted. The manufacturer shall verify each step of the operating and calibrating procedure.

3.9.1.7.1. The instruction manual accompanying each tester shall contain the following minimum information:

- Fuel Evaporative System Test Procedure
- Manual Mode Procedure
- Calibration Procedure
- Explanation of Status Page
- Functional Diagrams (mechanical and electrical).
- Accessories and Options.
- Model Number and Identification Markings and Locations.
- Maintenance procedures and frequencies recommended by the manufacturer. The services that should be performed only by the manufacturer shall be clearly marked.
- Service Contract contact information. This will include a toll free phone number, mailing address, or website for further details about tester Service Contract options.

3.9.1.8. Seal Verification Check Balloon - The balloon shall be a standard small off the shelf item. The balloon will attach to the vehicle with a reusable fitting that meets the criteria outlined in 3.9.1.2.

3.10. DESIGN CONSTRAINTS

3.10.1. Hose and Hose Connections

- All supply and test hoses shall remain flexible at temperatures ranging from 20 – 120 degrees F.
- Hoses shall not be permanently deformed after being pinched between the vehicle's tire and a concrete floor, nor shall they degrade in the presence of gasoline or its constituents.
- The tester hose shall be constructed to minimize tangling in an automotive shop environment.
- External low-pressure hose assemblies shall be field replaceable only with the original equipment manufacturer's replacement hose.
- In order to make the tester more user friendly: In the event that the tester can not be easily placed next to the filler neck adapter of the vehicle being tested, the hose shall be a minimum of 15 feet. If the tester can easily be placed near the filler neck adapter, the hose shall be a minimum of 3 feet. Other designs require BAR approval on a case-by-case basis.
- Connector - The tester hose to the fuel tank filler neck adapter quick-disconnect coupler shall be non-standard and capable of withstanding 5,000 low-pressure test cycles with no leaks. The coupler material shall be impermeable to all commercially available gasoline blends.
- The connection from the tester to the external nitrogen or compressed air source shall quick disconnect for ease of use.

3.10.2. Electrical Connectors and Power Requirements

3.10.2.1. Electrical Connectors

- If the RS-232 port is not used as the power source connection, then the tester shall be equipped with one low-voltage power outlet that is recessed and protected from damage.
- The tester shall include at least one female DB9 port with full hardware and software support.

3.10.2.2. Power Requirements without EIS Communications – The tester shall operate on 12 volts using a maximum of 0.5 amps. The manufacturer shall provide a 110VAC wall-pack transformer and connector, or rechargeable battery option, for the tester until such time as the tester is integrated with the EIS.

3.10.2.3. Power Requirements with EIS Communications – With the tester connected to and communicating with the EIS, the tester shall be powered by a 12 VDC source limited to 0.5 amps supplied by the RS-232 communications port.

3.10.3. Physical Requirements

- The tester shall weigh 8 pounds maximum, not including adaptors and air supply hose.
- The tester shall be easy to use and maintain.
- If the tester is designed to be hand held, the tester shall withstand a drop of 36" to a concrete floor, without damage or loss of functionality.
- If the tester is designed to be permanently affixed to a movable cart, the tester, and attached components on the cart, shall be able to withstand the impact from tipping over of the cart, without damage or loss of functionality.

4. SOFTWARE REQUIREMENTS AND COMMUNICATION PROTOCOL

4.1. OVERVIEW – Section 4 specifies the software requirements for the tester. It includes test procedures, sequences, decisions, responses, and prompts as well as necessary information to be loaded, security issues, lockouts, file structures, etc. Actual prompt wording may vary from the examples, as long as the intent is unchanged.

4.2. SOFTWARE COMPONENTS

4.2.1. General - The program software used in the tester shall consist of a process control system as well as fuel behavior prediction. The software consists of inspection test procedures and criteria, security measures, utilities, and ancillary modules. Its features include tester temperature measurement, pressure measurements, PASS/FAIL determinations, calibration procedures, and interface with the Emissions Inspection Systems (BAR-97). In addition, the software shall write test results and calibration results to a record. It shall be the responsibility of the manufactures to stay current with software updates, including any additional testing to further develop compensation algorithms, in order to accommodate any changes in California fuels.

4.2.2. Pursuant to Health and Safety Code §44036, manufacturers are allowed six months from the date BAR issues its proposed specifications for periodic software updates, to obtain approval that the updates meet the proposed specifications and to install the updates in all tester units. During the first 30 days of the six-month period, the manufacturers shall be permitted to review and comment upon the proposed specifications. A manufacturer's failure to furnish or install software updates as so specified shall be cause for the BAR to decertify the manufacturer's tester or to issue a citation for civil penalty up to $1,000 per day that the manufacturer fails to furnish or install the software updates by the specific period.

4.2.3. Boot-Up Configuration – On each POWER-ON, the tester shall automatically self-diagnose all systems including memory checking and air/nitrogen inlet pressures. Upon satisfactory completion of the boot sequence, the application software shall display the Main Menu of available tester operations. All offered features shall be menu driven.

4.2.4. Software Modifications and Update Certification – Periodic software updates may be necessary. The BAR or the manufacturer may require software updates. In either case, the manufacturer is responsible for installing the software in its respective testers throughout the state. The cost of the software update is the responsibility of the tester owner if the update is required by BAR, and is the responsibility of the manufacturer if the manufacturer requires the update.

4.2.4.1. The BAR will provide updates to the software specifications as addenda detailing the individual software changes to the manufacturers. The manufacturers shall provide the software code to the BAR for each update. The software version number shall be displayed on the tester screen in the Quality Assurance Inspector (Q/A) mode and in each test record. The version number shall consist of a four digit numeric code, composed of the last two digits of the year, followed by a two-digit version number.

4.2.4.2. All software updates shall cause the software version number to change. There will be a separate field in the test record indicating the software version number currently in use.

4.2.4.3. The following criteria apply to software updates:

- Only BAR-approved software shall be used in the tester.
- All proposed software updates must be thoroughly tested by the manufacturer before being submitted to the BAR. Update disks as well as electronically transmitted updates shall be encrypted in a manner approved by BAR.
- All submitted updates, including manufacturer-generated updates, must be submitted to BAR for testing and approval and must be accompanied by a cover letter describing the changes contained in the software, and a description of reason for the changes, with an installation time line showing the number of units and the expected completion date.
- Software changes must correct all previously identified problems, and is subject to BAR approval.

4.3. RUNNING CHANGES AND OTHER SOFTWARE MODIFICATIONS – Any change to design characteristics, component specifications, and any modifications to the software must be approved by BAR prior to implementation. It will be the manufacturer's responsibility to confirm that such changes have no detrimental effect on the performance of the tester and shall also certify that the software complies with the specification.

4.4. MAIN MENU – On tester boot-up, the tester shall display the Main Menu after completing any necessary system checks. The Main Menu shall display the following options:

- Fuel Evaporative Test
- Manual Mode
- Calibration
- Communication / Upload
- Status Page

4.5. EVAPORATIVE SYSTEM TEST – Upon selection of *Fuel Evaporative Test* from Main Menu, the following sequence shall be performed (Note: when the EVAP tester is integrated with the EIS, the EIS shall prompt for all necessary data entry information.)

4.5.1. The screen shall display the following prompt:

DISPLAY PROMPT:

SELF TEST – PLEASE WAIT.

4.5.1.1. The EVAP tester shall check the PRESSCONFIG.DAT for pending software updates. If an update is required, the EVAP tester shall perform the software update before proceeding. If a software update is not required the EVAP tester shall proceed with the self-test.

4.5.2. The software will then check to verify that the calibration period has not expired and the tester is not locked out for any other reason.

4.5.2.1. If the calibration period has expired or any lockouts exist, the software shall display the following prompt until the user presses any key to continue:

DISPLAY PROMPT:

CALIBRATION REQUIRED

or

XXXX LOCKOUT (XXXX is the appropriate lockout in this case)

4.5.2.2. Checks for upload lockouts

4.5.2.2.1. If the number of records which have not been uploaded on the tester exceeds "ALLOWED TESTS BEFORE UPLOAD LOCKOUT" in PRESSCONFIG.DAT or the time since last upload of files exceeds "ALLOWED TIME BEFORE UPLOAD LOCKOUT" in PRESSCONFIG.DAT, the software shall display the following prompt until the user presses any key to continue:

DISPLAY PROMPT:

DATA UPLOAD REQUIRED

4.5.2.3. If the tester is locked out because service is required, the software shall display the following prompt until the user presses any key to continue:

DISPLAY PROMPT:

LOCKED OUT – CALL SERVICE

4.5.3. If the calibration is current and there are no lockouts, then the software shall begin a self-test procedure to verify proper testing conditions which include the following:

4.5.3.1. Tester's pressure sensors are within the expected range, as determined by the manufacturer. If the sensors fall outside the manufacturer's expected range, then the tester shall display the following prompt:

DISPLAY PROMPT:

SENSOR ERROR – CALL SERVICE.

The software shall return to the Main Menu and set a lockout.

4.5.3.2. Tester inlet pressure is within the expected range, as determined by the manufacturer. If the pressure falls outside the manufacturer's expected range, then the tester shall display the following prompt:

DISPLAY PROMPT:

INLET PRESSURE ERROR – CHECK INLET SUPPLY LINE.

PRESS ANY KEY TO RETRY.

4.5.3.3. If the tester fails the self-test for the fifth consecutive time, the tester shall display the following prompt until the user presses any key to continue:

DISPLAY PROMPT:

INLET PRESSURE ERROR, RE-ADJUST OR CALL SERVICE

4.5.3.4. Tester's temperature sensors are within the expected range, as determined by the manufacturer. If the temperature sensors fall outside the expected range, then the tester shall display the following prompt until the user presses any key to continue:

DISPLAY PROMPT:

TEMPERATURE SENSOR ERROR – CALL SERVICE.

4.5.4. Upon successful completion of the self test, the tester shall continue with the following test procedure:

4.5.4.1. If the number of records which have not been uploaded on the tester exceeds "ALLOWED TESTS BEFORE UPLOAD WARNING" in PRESSCONFIG.DAT or the time since last upload of files exceeds "ALLOWED TIME BEFORE UPLOAD WARNING" in PRESSCONFIG.DAT, the software shall display the following prompt until the user presses any key to continue:

DISPLAY PROMPT:

DATA UPLOAD REQUIRED SOON, UPLOAD AFTER THIS TEST

4.5.4.2. The software shall prompt for the last four characters of the VIN.

DISPLAY PROMPT:

ENTER LAST 4 CHARACTERS OF VIN (if a character is not numeric, and the tester is not capable of alpha entry, enter a "#" in the appropriate position, any tester button may be used for the "#" as long as it is documented in the instructions).

4.5.4.3. The software shall display the following prompt:

DISPLAY PROMPT:

DOES THE VEHICLE HAVE DUAL TANKS? (YES/NO)

4.5.4.4. The software shall display the following prompt:

DISPLAY PROMPT:

IS EVAP. SYSTEM MISSING(1), MODIFIED(2), DISCONNECTED(3), or NO?

4.5.4.4.1. If 4.5.4.3 was answered YES, the software shall create a test record and exit to the Main Menu after displaying the following prompt until the user presses any key to continue:

DISPLAY PROMPT:

MULTI TANKS ARE NOT TESTED. TEST COMPLETE.

4.5.4.4.2. If 1, 2, or 3, the software shall create a test record. When the test record is written, the appropriate code from the Error code table (Section 11.0) shall be entered into the test record 'Error (abort) code' field. The software shall and exit to the Main Menu after displaying the following prompt until the user presses any key to continue:

DISPLAY PROMPT:

VEHICLE EVAP. SYSTEM IS NOT INTACT. TEST ABORTED.

4.5.4.5. The software shall prompt for the filler neck adapter, the appropriate color code shall be entered in the test record.

DISPLAY PROMPT:

SELECT FILLER NECK ADAPTER: BLACK, BLUE, RED, UNIVERSAL, OTHER.

4.5.4.6. The software shall prompt the technician to start the EVAP test.

DISPLAY PROMPT:

CRIMP/PLUG CANISTER HOSE, CONNECT TO TANK, PRESS START.

4.5.4.7. The tester will wait for the technician's input.

The software shall generate a test record after the 'start button' has been pressed.

4.5.5. After the tester receives the "begin test" input, the tester shall pressurize the fuel tank, note the corrected amount of air or N_2 added, and write these values to the test record.

DISPLAY PROMPT:

TESTING

4.5.6. During the EVAP test, the software shall determine if the tank can be pressurized appropriately. A gross leak shall be indicated if the fuel tank cannot be pressurized to an appropriate pressure or, a leak greater than the upper testable limit of 0.050 plus the tolerance at this size 0.010 = 0.060. Note: prior to displaying results, the software shall write all the appropriate test results to the test record (date, temperature, leak size, vapor space, number of attempts, maximum test pressure, etc.).

4.5.6.1. If a gross leak is detected, or if the fill time has been exceeded a "999" fill shall be written to the leak size field. If gross leak is detected, a "G" shall be entered in appropriate sections of the 'Test Record'. Skip to 4.5.6.2.1 Seal Verification Check (SVC). The tester will display the following prompt:

DISPLAY PROMPT:

TEST FAILED (GROSS LEAK)

4.5.6.2. If the EVAP tester is able to pressurize the tank, but the test fails, the software shall display the following prompt and shall enter a "F" in the appropriate fields of the 'Test Record':

DISPLAY PROMPT:

TEST FAILED
LEAK SIZE ~ .XXX
CUTPOINT IS .XXX

4.5.6.2.1. The Seal Verification Check may be run only once per test. This step shall be skipped if a retest was preformed, and Section 4.5.6.2 shall be applied as if the tank was pressurized. The software shall display the following prompt:

DISPLAY PROMPT:

CHECK FOR PROPER SEAL. PRESS ANY KEY TO CONTINUE

The LPFET shall pressurize to 14 inches of water for up to 5 minutes or until canceled by user.

DISPLAY PROMPT:

WERE CONNECTIONS/PLIERS/PLUGS LEAKING? (YES/NO)

If yes, the software shall repeat the test sequence again (starting from Section 4.5.6 above).

If no, the test is complete and the software shall then return to the Main Menu.

DISPLAY PROMPT:

CONTINUE WITH VERIFICATION TEST? (YES/NO)

4.5.6.3. If the EVAP test passed, display the following prompt and enter a "P" in the appropriate fields of the 'Test Record':

DISPLAY PROMPT:

TEST PASSED
LEAK SIZE ~ .XXX
CUTPOINT IS .XXX

4.5.6.4. The software shall display the following prompt:

DISPLAY PROMPT:

REMOVE PLIERS, DISCONNECT TESTER. PRESS ANY KEY TO CONTINUE.

4.5.7. At anytime during the test sequence, the test may be aborted by the activation of an abort button. The abort button shall cause the tester to immediately open the system purge valve, write the Tech Abort code to the Error field of the Test Record, and subsequently return the tester to the Main Menu.

4.5.8. If at anytime during the test procedure the fuel tank pressure exceeds 28" of H_2O, the tester shall automatically abort the evaporative test, open the pressure vent, and display the following prompt:

DISPLAY PROMPT:

SYSTEM OVERPRESSURE. TEST ABORTED. DISCONNECT TESTER

The tester will then lock out the Fuel Evaporative Test and the Manual Mode test until a successful calibration has been completed.

The software shall write "Overpressure Abort" code to the Error field of the Test Record.

4.6. MANUAL MODE –Upon selection of the *Manual Mode* from the Main Menu, the following sequence shall be performed:

4.6.1. The screen shall display the following prompt:

DISPLAY PROMPT:

PRESS START TO BEGIN MANUAL MODE.

4.6.2. After the technician presses the start button, the tester shall display the following prompt:

DISPLAY PROMPT:

CONNECT TO TANK. SEAL EVAP SYSTEM. PRESS START.

When the technician presses the start button, the tester shall pressurize the fuel tank to 14" of H_2O and maintain that pressure for no more than 10 minutes. While in the Manual Mode operation, the tester shall display the following prompt:

DISPLAY PROMPT:

MANUAL MODE. TIME REMAINING: XX

The XX represents the time remaining on the 10-minute clock and shall count down as the time elapses.

If the technician presses the start button prior to the expiration of the 10-minute time limit,

the tester shall restart the 10-minute timer and continue to pressurize the fuel evaporative system.

4.6.3. At the end of the 10-minute period, the tester will vent any remaining tank pressure, display the following prompt:

DISPLAY PROMPT:

TEST COMPLETE. UNSEAL EVAP SYSTEM. DISCONNECT TESTER

The software shall return to the Main Menu.

4.6.4. If at anytime during the Manual Mode sequence the testing pressure applied to the fuel tank exceeds 28" of H_2O gauge, the tester shall automatically abort the manual operation, open the pressure vent, and display the following prompt:

DISPLAY PROMPT:

SYSTEM OVERPRESSURE. TEST ABORTED. UNSEAL EVAP SYSTEM. DISCONNECT TESTER

The tester shall return to the Main Menu.

4.6.5. During the Manual Mode sequence, the tester shall not abort on the initial detection of a "gross leak." The tester shall make the user aware of the presence of a "gross leak" and start a timer. If the timer exceeds 30 seconds, the tester shall abort the Manual Mode sequence, and display the following prompt:

DISPLAY PROMPT:

GROSS LEAK DETECTED. MANUAL MODE ABORTED.

4.7. CALIBRATION – Upon selecting the *Calibration* menu, the tester shall enter into an automated calibration sequence that determines whether or not the tester accuracy is within the manufacturer/BAR tolerances to perform the testing procedure. The calibration process shall consist of three tests performed by the tester and prompt the technician to connect various devices during the process. Upon selection of the *Calibration* function from the Main Menu, the following sequence shall be performed:

4.7.1. The tester shall display the following prompt:

DISPLAY PROMPT:

CONNECT CALIBRATION TANK. TURN CAL. LEAK SWITCH TO OFF. PRESS START.

4.7.2. The calibration procedure shall be initiated by pressing the start button, after which the tester will display the following prompt:

DISPLAY PROMPT:

LEAK CHECK IN PROGRESS.

4.7.3. The tester shall then test for system leaks by pressurizing the tester's internal plumbing, tester to tank hose, calibration tank, and calibration standard (in the "off" position) to approximately 14" H_2O and then turn off the supply air or nitrogen source. The internal pressure sensor shall monitor the internal pressure decay.

4.7.4. If the system pressure decay exceeds 1" H_2O within 60 seconds, then the tester shall FAIL Phase One of the calibration test and display the following prompt:

DISPLAY PROMPT:

LEAK CHECK FAILED.

The tester shall vent any remaining pressure in the system to the atmosphere and the software shall lock out the tester and prevent it from entering either the Fuel Evaporative Test or Manual Mode until the Accuracy Check procedure has been successfully completed. The software shall write the pressure drop, from the initial pressure, after 60 seconds or at the time of failure in the 'No Leak Result' field and write an "F" in the 'Calibration Pass/Fail Result' field of the calibration record. The tester shall then display the previous prompt until the user presses any key to continue.

4.7.5. If the tester successfully completes Phase One of the calibration procedure then the software shall write the pressure drop, from the initial pressure, after 60 seconds in the 'No Leak Result' field of the calibration record. The tester shall then proceed to Phase Two of the calibration procedure by displaying the following prompt:

DISPLAY PROMPT:

PERFORMING VAPOR SPACE CHECK.

4.7.6. While compensating for temperature, the tester shall pressurize the calibration tank to 14" H_2O gauge. Using the methodology adopted by the manufacturer, the tester shall determine the corrected amount of air or N_2 added to the test tank. The tester shall make this determination within +/- .5 gallon.

4.7.7. If the tester fails Phase Two of the calibration procedure, the tester shall vent any remaining pressure in the system to the atmosphere and the software shall lock out the tester and prevent it from performing either a Fuel Evaporative Test or Manual Mode testing until the tester successfully passes the calibration procedure. The software shall write the measured volume in the 'Volume Result' field and write an "F" in the

'Calibration Pass / Fail Result' field of the calibration record. The tester shall display the following prompt until the user presses any key to continue.

DISPLAY PROMPT:

VAPOR SPACE CALCULATION FAILURE. DISCONNECT TESTER FROM CAL. TANK.

4.7.8. If the tester successfully completes Phase Two of the calibration procedure then the software shall write the measured volume in the 'Volume Result' field of the calibration record. The software shall then proceed to Phase Three of the calibration procedure and display the following prompt:

DISPLAY PROMPT:

SELECT LOW LEAK. PRESS START.

4.7.9. Using an abbreviated testing procedure, the tester shall test the calibration tank with low leak. Once test is complete the software shall write "P" or "F" in the 'Low Leak Result' field and the measured leak rate in the 'Low Leak Rate' field of the calibration test record. The tester shall display the following prompt:

DISPLAY PROMPT:

SELECT HIGH LEAK. PRESS START.

4.7.10. Using the abbreviated testing procedure, the tester shall test the calibration tank with high leak. Once test is complete the software shall write "P" or "F" in the 'High Leak Result' field and the measured leak rate in the 'High Leak Rate' field of the calibration test record.

4.7.11. Once the tester identifies the overall PASS/FAIL determination of the calibration, the tester shall display the following appropriate prompt until the user presses any key to continue.

DISPLAY PROMPT:

TESTER CALIBRATION FAILED. DISCONNECT TESTER

DISPLAY PROMPT:

CALIBRATION PASSED. DISCONNECT TESTER

4.7.12. Upon a successful completion of the calibration procedure, the software shall write the appropriate "P" or "F" in the 'Calibration Pass / Fail Result' field of the calibration test record including the date, time, and start the 72 hour clock to count down to the next calibration due date and time. The data required in the calibration record are detailed in (Section 10).

4.7.12.1. To calculate the next time due, the software shall add 72 hours to the current calibration date and time.

4.7.13. If the EVAP tester fails more sequential calibrations than the number listed in 'allowed calibrations before lockout' in PRESSCONFIG.DAT, the software shall lock out the user from performing any subsequent tests and display the following prompt:

DISPLAY PROMPT:

TESTER CALIBRATION MULTIPLE FAILURE LOCKOUT – CALL SERVICE

4.8. COMMUNICATIONS MENU – The communications menu will have an option to initiate a dial out to a server/laptop to upload files and any additional communication items required by the manufacturer (requires BAR approval). Entry of the dial-out number and any required set-up (such as dialing a prefix for dial-out) shall be accessible by the technician.

The communications sub-menus shall contain the following:

4.8.1. INITIATE RECORD UPLOAD – If this option is chosen the device shall prompt the user to connect the device to a phone line, and shall then initiate a call. The device shall display a prompt:

DISPLAY PROMPT:

CONNECT PHONE LINE/CABLE – PRESS ENTER

Once "enter" is pressed, the device shall connect to the remote computer automatically, and then upload all test and calibration records that have not previously been uploaded. The records shall not be deleted from memory. The tester shall also upload the current lockout status. The EVAP tester shall be able to receive configuration tables, updated software, and updated lockout status. Anytime the EVAP tester is connected to the Data Depot, the Data Depot shall update the date/time on the EVAP tester.

4.8.2. Optional –A menu item may be incorporated to enable an "answer" mode, in which the tester waits for an external call to upload its files. Alternatively, this feature may be enabled automatically whenever the tester is idle.

4.8.3. CHANGE PHONE NUMBER – If this option is chosen the device shall prompt the user for the new phone number.

4.9. STATUS PAGE – The status page shall be listed under the Main Menu and shall display the following information:

- Station License Number
- Tester Number
- Date/Time

- Loaded Software Version Number
- Update Software Version Number
- Next calibration date
- # of tests/days before upload lockout
- Clock error
- Sensor failure (on boot-up)
- QA/State tester lockout
- Calibration failure / Calibration required
- Exceeded number of tests or days since last upload
- Upload data frequency
- Other (display reason)

4.10. Q/A LAPTOP SOFTWARE REQUIREMENTS

4.10.1.1. When EVAP tester is connected to a laptop, the laptop software shall require the correct Q/A access code (same as BAR97 code) to be entered prior to allowing laptop software to be accessed.

4.10.1.2. The Q/A laptop software shall perform as an "offline Data Depot." The software shall cover all functionality outlined in "Table 1 – command list" of the "Confidential Interface Protocol" specification. This functionality will include, but is not limited to the following:

- Uploading of all/any data on tester without modification of any data status flags.
- Uploading of all/any data on tester with modification of data status flags.
- Intuitive GUI for data file copy/move to external storage device. (thumb drive, LAN, email, etc.)
- If records are stored in a flat file, carriage return and line feed shall terminate each record for ease of viewing. If records are saved in a database structure, carriage return and line feed are not required.
- A menu item for date/time synchronization.
- Update Configuration Tables
- Load Software Update
- Upload Test Records
- Upload Calibration Records
- Enter Station License Number
- Lock/Unlock Tester (all lockouts can be cleared).

4.10.1.3. When the Update Configuration Tables option is selected, the software shall update the PRESSCONFIG.DAT file as necessary to improve accuracy or compliance with the Fuel Evaporative Tester Specification. The revised PRESSCONFIG.DAT file will not be made active until the "CONFIGURATION FILE ACTIVATION DATE" in the new PRESSCONFIG.DAT is reached.

4.10.1.4. When the Load Software Update option is selected, the laptop computer shall communicate with the tester to load an updated software version into the tester memory for activation at a later date as determined by the "NEW SOFTWARE ACTIVATION DATE" field in PRESSCONFIG.DAT.

4.10.1.5. When the Upload Test Records option is selected, the laptop shall access the Test record and upload all records to the laptop computer. The uploaded data shall be stored in a unique file on the laptop. The process shall not delete any records from the tester. The test record file shall be named with the Tester Serial Number, Year, Month, Day, Hour, Minute, Second, Test Record designator (AACCCCCCyyyymmdd_hhmmssT).

4.10.1.6. When the Upload Calibration Records option is selected, the laptop shall access the calibration records and upload all records to the laptop computer. The uploaded data shall be stored in a unique file on the laptop. The process shall not delete any records from the tester. The calibration record file shall be named with the Tester Serial Number, Year, Month, Day, Hour, Minute, Second, Calibration Record designator (AACCCCCCyyyymmdd_hhmmssC).

4.10.1.7. When the Lock/Unlock Tester option is selected, the laptop computer shall send a lockout code to the tester that prevents the tester from performing any Fuel Evaporative Tests. This option shall be used by BAR's Q/A or Enforcement personnel.

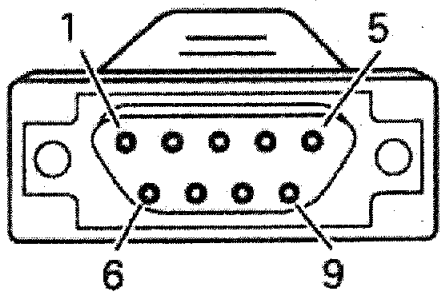
4.10.1.8. The Q/A software shall be developed using Microsoft® Visual Studio .NET 2002 or newer, for Microsoft® Windows 2000 or equivalent windows operating system upgrade. The Q/A software, source code (Microsoft® Visual Studio Project folder with all files needed to compile), software logic and data flow documentation shall be supplied to and become the property of BAR at time of certification.

4.11. EIS COMMUNICATIONS

Due to the sensitive nature of the EIS communications protocol, this section is classified as confidential and will only be supplied to manufacturers on request after BAR receives a signed agreement of confidentiality. Manufacturers are responsible for maintaining communications per the current protocol document.

4.11.1. The connector pin assignments on the EVAP tester DB9 connector are as follows (the connector on the EVAP tester is female and set up as DTE):

Pin 1 – Data Carrier Detect
Pin 2 – Received Data
Pin 3 – Transmitted Data
Pin 4 – Data Terminal Ready
Pin 5 – Signal Ground
Pin 6 – Data Set Ready
Pin 7 – Request to Send
Pin 8 – Clear to Send
Pin 9 – Ring Indicator/Power



5. CERTIFICATION

5.1. CERTIFICATION CRITERIA

5.1.1. Each manufacturer shall submit 3 production units for evaluation and certification with all accessories as described in Section 3.9, including the Q/A laptop application as described in 4.10. Upon submission, the application and all required documentation become the property of the Bureau of Automotive Repair. In addition, at least one tester shall remain with BAR to conduct further testing as the need arises and the manufacturer shall maintain all hardware and software updates as appropriate.

5.1.2. All submitted testing units shall pass BAR certification testing to determine compliance with this specification.

5.1.3. Upon successful conclusion of laboratory testing, beta testing, and data evaluation, BAR will certify tester units that meet these Low Pressure Fuel Evaporative Tester Performance Specifications.

5.2. CERTIFICATION SUBMITTAL PACKAGE

5.2.1. The BAR will treat the submittal package and its contents as confidential.

5.2.2. The submittal package shall contain the following documentation.

- Application for LPFET certification – Attachment
- LPFET Certification submittal checklist – Attachment
- Fuel Evaporative Pressure Tester description, including diagrams, parts and price lists, and a discussion of the theory of operation.

- Specifications - Submit performance, mechanical, power, weight and dimensional specifications for each model, model #, Software/Firmware version #.
- Schematics and Photographs - Detailed mechanical, electrical drawings and schematics shall be submitted of the entire tester and its components, if applicable. Color 8 x 10 photographs of the tester, enclosures, nameplates, sensors, displays, controls, and calibration instruction plates shall be provided in the package.
- Software documentation as described in Section 5.3.
- A detailed explanation of the PASS/FAIL, equivalent leak size, and apparent tank size determinations. This shall include any flow charts, lookup tables, formulas, and other data/items used to calculate the PASS/FAIL, equivalent leak size, and apparent tank size during a test.
- Instruction Manual as described in Section 3.9.1.7.
- Copy of warranty, service, repair documents
- Detailed documentation on the functional operation of the Data Depot.
- Manufacturer's certification test reports that verify tester compliance with Section 6.

5.3. SOFTWARE DOCUMENTATION

5.3.1. The tester software shall be fully documented. One copy of each of the documents listed below shall be submitted to BAR unless otherwise instructed.

- Complete program listings, including the source code as well as the object code, in electronic form, shall be provided upon request. BAR does not require these documents to be submitted with the application for certification.
- Functional specifications.
- Functional flow charts of the manufacturer's software routines and subroutines. These flow diagrams shall include decision points and decision/timing criteria so that the logic of the programming can be correlated, where applicable, to the specification.
- Sample inputs and outputs for all processes.
- Detailed interface information on the pressure measurement devices including the identification of protocol and output specifications.
- All operating system files layouts with file names, file type, and file security.

5.4. CHANGES TO TEST REQUIREMENTS

The BAR may, at its discretion, add, modify or delete certain tests and/or documentation requirements. Any changes will be based on such factors as questionable validity, excessive cost, implementation problems, or unforeseen problems with the tester, equipment or procedures. Manufacturers will be notified and, if necessary, requested to run the modified tests at their testing facility.

6. PERFORMANCE CRITERIA

All testers submitted to BAR shall be subjected to testing to ensure that the candidate tester meets the following performance criteria. All testers submitted to BAR shall be subjected to testing and shall complete all certification tests without failure with the exception of durability testing (i.e., accelerated failure mode testing).

6.1. ACCURACY/REPEATIBILITY - Each tester shall be tested for pressure loss and accuracy between 20 and 120 degrees F. The testers will be evaluated with a variety of commercially available gasoline fuel blends.

6.1.1. Leak Down - The tester's maximum leak down shall not exceed 0.5" H_2O in 10 minutes.

6.1.2. Pressure Accuracy – The tester shall be capable of measuring the pressure in a clean dry tank during a test, with a pressure deviation that shall not exceed 5% of BAR measured pressure as illustrated in the following mathematical equation:

$$Pd = \frac{Pm - Pt}{Pt} \times 100$$

where:
Pd = Relative pressure deviation, in percent
Pt = Test pressure
Pm = Measured pressure

The pressure deviation shall be measured while tank pressures are between 5 - 20 inches H_2O. The tester shall output the measured pressure with latency less than 1 second from the collection of a BAR measured reading. The manufacturer shall supply software/output for electronic collection of pressure readings during a test, at the time of certification testing. The "Maximum Test Pressure" as recorded in Field 17 of the Test Record (Section 9) shall correspond with BAR measured pressure.

6.1.3. Inlet Pressure Accuracy Effect – The tester shall meet Section 3.2 accuracy requirements with the inlet pressure set anywhere in the 25 to 35psi range.

6.1.4. Leak Measurement Accuracy – The tester shall measure and record a range of leak sizes per (Section 3.2.4). The actual leak shall be measured and recorded per accuracy limits specified in (Section 3.2.5).

6.1.5. Leak Measurement Accuracy – The tester shall measure leak sizes within repeatability limits as specified in (Section 3.3.1).

6.2. COMMUNICATION PROTOCOL TESTING – The manufacturer shall provide BAR with software that emulates communications with the EIS. Using a laptop computer and the emulation software, the candidate's tester shall comply with the requirements set forth in confidential Communication Protocol section of the specification. In addition, the manufacturer shall provide BAR with software as required in Section 2.3. Each procedure shall be performed eight times to ensure accuracy and consistency.

6.3. PINCH PLIERS – The pinch pliers shall be tested to ensure they prevent fuel vapor, air, or nitrogen from flowing through hoses normally used in the automotive fuel evaporative system.

6.4. FIELD BETA TESTING – After successfully completing engineering laboratory certification testing, BAR shall provide written authorization for the manufacturer to proceed with the beta testing. The manufacturers shall demonstrate that candidate systems, software, and components meet these specifications while operating in an actual automotive shop environment. Manufacturers must demonstrate that the equipment continuously and correctly operates to BAR's satisfaction during the entire beta testing process. The beta test stations must be approved by BAR in advance and must agree to participate in the beta process. Station personnel shall be trained to conduct the normal maintenance and calibrations. Beta testers shall be audited with 0.000, 0.020 and 0.040 standards attached to the 2-gallon tank and shall measure the leak size within accuracy limits in Section 3.2.4. Ninety-nine percent (99%) of the audits shall meet these criteria.

6.4.1. The first stage of beta testing consists of ten (10) units, per manufacturer, being placed in the field and the collection of at least 1,000 valid records total, while operating properly for a minimum of two weeks. Upon successful completion of Stage One, BAR shall provide written authorization to the manufacturers to proceed with Stage Two of the beta testing. This testing will be conducted at high volume inspection stations that have been approved by BAR.

6.4.1.1. Successful completion of Stage One requires that all ten units perform to BAR's satisfaction for the duration of the testing

6.4.1.2. If more than one tester fails to complete Stage One, then the manufacturer will be required to determine the cause of failure. BAR reserves the right to discontinue beta testing if any of the devices fail to meet the LPFET specification.

6.4.1.3. During Phase One of the beta testing, manufacturers shall provide field support and conduct weekly audits of the testers. The manufacturers shall submit the weekly audit results to BAR. The weekly audit shall include an electronic copy of all test and calibration records that have been verified (without modification) as good records, by the manufacturer.

6.4.2. Stage Two beta testing increases the number of units to no less than 20, per manufacturer, being placed in the field and the collection of at least 2,000 valid records total, while operating properly for a period of up to eight weeks. This testing will be conducted at high volume inspection stations that have been approved by BAR.

6.4.2.1. Successful completion of Stage Two requires that at least 95% of the testers subjected to Stage Two of the beta testing complete the beta test period with no failures.

6.4.2.2. During Phase Two of the beta testing, manufacturers shall provide field support and conduct bi-weekly audits of the testers. The manufacturers shall submit the bi-weekly audit results to BAR. The audit shall consist of an electronic copy of all test

and calibration records that have been verified (without modification) as good records, by the manufacturer. These records shall be sent to BAR from the Data Depot in the same manner as after implementation of LPFET testing.

6.4.2.3. During beta testing BAR reserves the right to randomly sample up to three testers from the field per week, and evaluate their performance in a manner similar to certification testing. In this case, the corresponding manufacturer shall provide a loaner unit to the Smog Check station during the evaluation period.

7. WARRANTY, SERVICE, AND IN-USE PERFORMANCE

7.1. WARRANTY

7.1.1. The manufacturer shall provide a warranty to the purchaser for the low-pressure fuel evaporative tester and all accessories for at least one (1) year covering any and all defects in materials, software, and workmanship. The Warranty shall start upon the equipment delivery date, or program start date, whichever is later. The intent is to cover the unit under warranty for the first year of program operation. B.A.R. shall review and approve original warranty language and any future changes to warranty language.

7.1.2. All equipment and test procedure related problems shall be the responsibility of the equipment manufacturer for 1 year. If any problems or discrepancies are discovered within the warranty period, the manufacturer shall correct or resolve the issue to the satisfaction of the B.A.R. and in a time frame acceptable to the B.A.R. Failure to correct within the B.A.R. specified time frame, or in a manner satisfactory to B.A.R., will result in punitive actions, including but not limited to those set forth in the California Code of Regulations and Section 44036 of the Health and Safety Code.

7.1.2.1. Where equipment related, the device shall be repaired or replaced.

7.1.2.2. Where procedural related, the test procedure and or vehicle non-testable list shall be corrected.

7.1.2.3. Where software related, the software shall be corrected.

7.1.3. A copy of the warranty shall be included with each tester.

7.1.4. If an extended warranty is offered, costs, terms, and conditions shall be documented, signed by both the manufacturer and technician, with hardcopy filed by both parties.

7.1.5. In the event that the equipment fails to comply with any of the items listed above (Sections 7.1.1-7.1.4) the customer shall be entitled to a full purchase price refund for a period of 1 year from equipment purchase date or program start date, which ever is greater.

7.2. SERVICE

7.2.1. A list of statewide service locations with addresses and phone numbers shall be included with each tester.

7.2.2. A replacement tester shall be delivered or received by shipment, to the technician within 3 days of service call.

7.2.3. A toll free number shall be provided for support and service, available during 8am – 5pm Monday through Friday, Pacific Standard Time.

7.2.4. A repair, maintenance, and replacement price sheet shall be included with each tester.

7.2.5. A repair estimate shall be given unless the technician has selected a priced repair/service from the cost sheet.

7.3. IN-USE PERFORMANCE

7.3.1. To ensure the EVAP units remain in a certified configuration B.A.R. may select in-use units for evaluation and testing at B.A.R. In this case, the corresponding manufacturer shall provide a loaner unit to the Smog Check station during the evaluation period.

8. DATA DEPOT

8.1. BAR shall have 24/7 access to the depot server for at least 10 users and be able to view/download all EVAP test data and configuration data from the server via a secure Internet connection.

8.2. BAR shall be able to download the EVAP data from the depot, in CSV text format, data tables, or by database transaction, as approved by BAR. If records are stored in a flat file, carriage return and line feed shall terminate each record for ease of viewing. If records are saved in a database structure, carriage return and line feed are not required.

8.3. Upon BAR command, the Data Depot shall send configuration files to individual EVAP testers, or all EVAP testers.

8.4. Upon BAR command, the Data Depot shall send different configuration files to different EVAP testers (there may be multiple versions of the configuration file).

8.5. Upon BAR command, the Data Depot shall send software updates to an individual EVAP tester or all EVAP testers.

8.6. The data at the Data Depot shall be available for BAR to view/download within one hour from the time an EVAP tester uploaded data to the server.

8.7. The Data Depot shall track the software versions of the EVAP testers in the field and verify that the EVAP testers have the correct version during each call. If an EVAP tester has an old software version, the Data Depot shall send the correct software version during the current call.

8.8. The Data Depot shall track the various table versions (PRESSCONFIG.DAT) during each call loaded on the EVAP testers and verify that the EVAP testers have the correct versions. If an EVAP tester has an old table version, the Data Depot shall send the correct table(s) during the current call.

8.9. The Data Depot shall be able to receive data from EVAP testers 24 hours a day / 7 days a week, and be fully functional 99.5% of the time.

8.10. Data Depot data from records shall be archived nightly. Archived records shall be accessible within 24 hours and shall be kept for 1 year from test date.

8.11. The technician will plug in and download records to the depot when prompted by the tester. The tester shall redial automatically when there is a busy signal. The tester shall require download at a B.A.R. specified time period or test record count.

8.12. Initial tester to depot dialing frequency shall be configured for whichever condition occurs first: once a week (5 day warning) or 25 records (20 record warning) during beta testing, once a day (1 day warning) or 25 records (20 record warning) during statewide program (up to 30 units – selected by BAR), and once a month (25 day warning) or 500 records (475 record warning) for the remaining units during the statewide program.

Until BAR specifies otherwise, as a default, complete PRESSCONFIG.DAT as follows:

- Beta testing: field 6 = 20, field 7 = 25, field 8 = 5, field 9 = 7
- Statewide implementation (30 unique units): field 6 = 20, field 7 = 25, field 8 = 1, field 9=1
- Statewide implementation: field 6 = 475, field 7 = 500, field 8 = 25, field 9 = 30

8.13. The Data Depot may be located anywhere in the United States.

8.14. Data upload calls shall be at no cost to stations for two years.

8.15. Manufacturer shall operate the Data Depot for two years from program start date. After such time B.A.R. shall take ownership of the Depot (including hardware and software). Bar will own but reserves the right to contract for continued contractor operation and maintenance of the depot. At the point BAR chooses to operate depot, the system shall be moved to BAR.

8.16. The Data Depot shall reset the date and time during every data upload. The clock shall have a battery backup feature. The Data Depot shall contact NIST (http://www.bldrdoc.gov/timefreq/index.html) and synchronize its time daily. The Data Depot won't actually "reset" the time and date during each upload. It will "send" the current time and date during each upload. The tank tester would be responsible for setting the time/date based on the information received from the Data Depot. (The "Time Sync" command defined in section 4.15 of the LPFET Interface Protocol will be used for this.)

8.17. The Data Depot shall receive and clear tester lockouts. The Data Depot shall set only the 'State Lockout' on the tester. Other lockouts are to be set by the tester or Q/A software only. (LPFET Interface Protocol 4.14)

8.18. The Data Depot shall utilize virus protection and security measures to prevent unauthorized access and/or corruption.

8.19. For each Manufacturer, their Data Depot shall be capable of processing all the Manufacturer's testers in the program within a 24 hour period. Manufacturers may propose a method for distribution of calls from the testers to minimize Data Depot hardware requirements. The manufacturer's proposed method is to be approved by BAR.

8.20. Manufacturers shall demonstrate the Data Depot before final tester certification. This demonstration shall verify that the Data Depot is capable of handling "worst case" call volumes without unreasonable impact to the Smog Check stations.

STATE OF CALIFORNIA - STATE AND CONSUMER SERVICES AGENCY ARNOLD SCHWARZENEGGER, Governor

BUREAU OF AUTOMOTIVE REPAIR
10240 SYSTEMS PARKWAY, SACRAMENTO, CA 95827
PHONE: (916) 255-3222

SUBMITTAL CHECK LIST FOR:

LOW PRESSURE FUEL EVAPORATIVE TESTER CERTIFICATION

Date Submitted: _____ Manufacturer: _____

Person Accepting Submittal: _____

	Received?	
Certification Submittal Package Item	**Yes**	**No**
Application for Certification		
Tester Description		
Diagrams		
Parts List / Price List		
Photographs		
Schematics		
Theory of Operation		
Specifications		
PASS/FAIL Decision Criteria		
Instruction Manual		
Warranty, Service, Repair Documents		
Data Depot Description		
Manufacturers Certification Test Report		

Business Status		
Company's Organizational Chart		
Financial and Business Information		
Proof of Insurance		
Corporate Evidence		
Audited Financial Statement or Equivalent		

Software Documentation		
Source Code		
Object Code		
Functional Specification		
Functional Flow Charts		
Sample of Inputs and Outputs		
Detailed Interface Information		
Detailed Data Depot/BAR Interface Information		
Operating System File Layouts		

After reviewing the submittal package provided by the manufacturer listed above, I have accepted the submittal package.

Accepted by: _____

Date: _____

or

Rejected the submittal package for the following reasons:

_____

_____

_____

_____

_____

_____

Rejected by: _____

Date: _____

BUREAU OF AUTOMOTIVE REPAIR
10240 SYSTEMS PARKWAY, SACRAMENTO, CA 95827
PHONE: (916) 255-3222

APPLICATION FOR:

LOW PRESSURE FUEL EVAPORATIVE TESTER CERTIFICATION

This application is formally submitted by the following manufacturer/system provider:

Firm: _____

Address: _____

_____

Name of primary contact person: _____

Title: _____

Telephone Number: _____

The following equipment is being submitted for Certification/Approval:

Type of equipment: _____

Model Number/Name: _____

The undersigned hereby certifies, to the best of his/her knowledge, that the above system submitted for certification testing and evaluation has been designed and tested in accordance with the Low Pressure Fuel Evaporative Tester Specifications and that it meets all of the requirements contained therein.

_____ Date: _____

Signature of Corporate Officer, Partner of Owner

CALIFORNIA BUREAU OF AUTOMOTIVE REPAIR

NOTICE OF PUBLIC HEARING CONCERNING A REVISION TO THE STATE IMPLEMENTATION PLAN REGARDING CALIFORNIA'S VEHICLE INSPECTION AND MAINTENANCE PROGRAM.

The Bureau of Automotive Repair (BAR) will conduct a public hearing at the time and place noted below to present a proposed revision to the California State Implementation Plan (SIP). The proposed revision affects certain aspects of California's Vehicle Inspection and Maintenance Program (I/M) as detailed below.

DATE: May 7, 2009

TIME: 1:00 p.m.

PLACE: Department of Consumer Affairs
Hearing Room, 1625 North Market Blvd.
Sacramento, CA 95834

This meeting is open to the public and is held in a barrier-free facility in accordance with the Americans with Disabilities Act. Any person with a disability who needs disability-related accommodations or modifications in order to participate in the meeting shall make a request for such accommodation or modification not less than five (5) business days before the meeting date by contacting the contact person named in this notice.

On January 22, 1996, the Air Resources Board (ARB) submitted to the U.S. EPA a SIP revision for the basic and enhanced I/M program. The proposed SIP revision covers changes made to the program from 1996 up through 2008. Specifically, the revision includes a description of the geographical coverage of the program, a detailed discussion of each required program element, the legal authority for the program, evidence of adequate findings and resources, and the text of all implementing regulations.

Title 40 of the Code of Federal Regulations, Part 51, Subpart S, section 51.353 requires a demonstration that the state's enhanced I/M program meets or exceeds the performance standard specified in section 51.351. This SIP revision includes demonstrations that the enhanced program meets the applicable performance standard in each region where the enhanced program is required.

At the public hearing, staff will give an oral presentation summarizing the proposed SIP revision. A representative of the ARB will also be present to answer questions regarding submittal of the proposed SIP revision to the U.S. EPA. Interested members of the public may present comments orally or in writing. Written or electronic comments must be filed with the BAR no later than May 7, 2009.

Interested members of the public may also present comments orally or in writing at the hearing. All comments that are not physically submitted at the hearing should be addressed as follows:

Postal mail:	Bureau of Automotive Repair Executive Office 10240 Systems Parkway Sacramento, CA 95827
Electronic submittal:	BAR_Admin@dca.ca.gov
Facsimile submittal:	(916) 255-1369

Copies of the proposed SIP revision will be available for inspection at the hearing location and are available at www.arb.ca.gov/planning/sip/sip.htm.

Further inquiries regarding this matter should be directed to the Bureau of Automotive Repair at (916) 255-4300.

Statement of Kurt Karperos Regarding Public Notice for California Inspection and Maintenance Program State Implementation Plan Revision

I, Kurt Karperos, Chief of the Air Quality and Transportation Planning Branch of the California Air Resources Board, have personal knowledge of the following facts:

The Air Resources Board (ARB) posted on April 7, 2009, the public hearing notice (Attachment 1) for the Inspection and Maintenance SIP revision at http://www.arb.ca.gov/planning/sip/smogcheck/pubnotice.pdf.

ARB also posted on April 7, 2009, a link to the public hearing notice and documents for the Inspection and Maintenance SIP revision on the Public Notices, Meetings, Workshops, and Associated Documents webpage (Attachment 2) at http://www.arb.ca.gov/planning/sip/planarea/noticesworkshops.htm.

ARB also posted on April 7, 2009, a link to the public hearing notice and documents for the Inspection and Maintenance SIP revision on the California State Implementation Plans web page (Attachment 3) at http://www.arb.ca.gov/planning/sip/sip.htm.

ARB also sent emails (attachment 4) on April 7, 2009, announcing the public hearing on the Inspection and Maintenance SIP revision and providing the link to the California State Implementation Plans web page at http://www.arb.ca.gov/planning/sip/sip.htm. The emails were sent to members of the sip mailing list (Attachment 5).

The Bureau of Automotive Repair (BAR) included the public hearing on the Inspection and Maintenance SIP revision as part of the agenda for the BAR Advisory Group Meeting held on May 7, 2009. BAR posted on April 7, 2009, an announcement of the meeting on the BAR Advisory Group Meeting calendar webpage (Attachment 6) at http://www.bar.ca.gov/80_BARResources/04_Miscellaneous/Industry/BAR_Advisory_Group/Calendar.html.

BAR also posted on April 7, 2009, the agenda (Attachment 7) for the Bureau Advisory Group meeting at http://www.bar.ca.gov/80_BARResources/04_Miscellaneous/Industry/BAR_Advisory_Group/Agendas/2009/20090507-agenda.pdf. The agenda included a link to the California State Implementation Plans web page at http://www.arb.ca.gov/planning/sip/sip.htm.

BAR also on April 7, 2009, sent via U.S. mail hard copies of the Bureau Advisory Group meeting agenda and public hearing notice for the Inspection and Maintenance SIP revision to members of the Interested Parties Master Mail List (Attachment 8).

Kurt Karperos, Chief
Air Quality and Transportation Planning Branch
California Air Resources Board

X:\2007-2008 SIPs\Smog Check Documentation\Smog Check SIP Statement of Notice 051809.doc

CALIFORNIA BUREAU OF AUTOMOTIVE REPAIR

NOTICE OF PUBLIC HEARING CONCERNING A REVISION TO THE STATE IMPLEMENTATION PLAN REGARDING CALIFORNIA'S VEHICLE INSPECTION AND MAINTENANCE PROGRAM.

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At the public hearing, staff will give an oral presentation summarizing the proposed SIP revision. A representative of the ARB will also be present to answer questions regarding submittal of the proposed SIP revision to the U.S. EPA. Interested members of the public may present comments orally or in writing. Written or electronic comments must be filed with the BAR no later than May 7, 2009.

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Further inquiries regarding this matter should be directed to the Bureau of Automotive Repair at (916) 255-4300.

Attachment 2

PUBLIC NOTICES, MEETINGS, WORKSHOPS, AND ASSOCIATED DOCUMENTS

This page last reviewed April 28, 2009

This page contains information regarding both upcoming and previous public notices, meetings, workshops and associated documents related to air quality management plans.

Upcoming Meetings and Workshops with Associated Documents NEW!

Date	Title	Location
5/07/09	Public Hearing Concerning a Revision to the State Implementation Plan Regarding California's Vehicle Inspection and Maintenance Program • BAR Advisory Group Meeting Agenda • Revised State Implementation Plan for California's Motor Vehicle I/M Program ○ Attachments • BAR Commitment Letter	Department of Consumer Affairs Hearing Room, 1625 North Market Blvd. Sacramento, CA 95834 see map

Past Public Notices, Meetings, Workshops and Associated Documents

2009

- Public Notice to Consider Status Report on the State Strategy for California's 2007 State Implementation Plan and Consider Approval of A Proposed Revision to the SIP Reflecting Implementation of the 2007 State Strategy
  - ARB Staff Report: Status Report on the State Strategy for California's 2007 State Implementation Plan and Proposed Revision to the SIP Reflecting Implementation of the 2007 State Strategy
- Public Notice to Consider Approval of the 2009 Sacramento Metro Area 8-Hour Ozone Plan
  - ARB Staff Report: Analysis of Sacramento Metro Area's 2009 State Implementation Plan for Ozone

2008

- Public Notice to Hear Status Report on Sacramento SIP
- Ozone Early Progress Plans **REVISED!**
- Appendix **REVISED!**
  - Letter Requesting Parallel Processing to EPA
  - Public Notice to Consider Approval of Ozone Early Progress Plans
  - Past Notices
    - Ozone Early Progress Plans (January 29, 2008)
    - Appendix (January 29, 2008)
- ARB Staff Report: Ventura County and Western Mojave Desert 8-Hour Ozone Attainment Plans

2007

- Public Notice to Hear A Report on Staff's Review of Additional Local Emission Controls in the San Joaquin Valley
- ARB Staff Report: Accelerating San Joaquin Valley Air Quality Progress
- Additional Resource Materials for Staff's Technical Analysis
- Public Notice to Consider Approval of South Coast and Coachella Valley Air Quality Management Plan for Attaining 8-hour and PM2.5 Standards
- Public Notice to Consider Ventura Pesticide SIP
- Technical Documentation for SIP

- Public Notice for Proposed State Strategy for Federal 8-Hour Ozone and PM2.5 Standards
- Public Notice to Consider the Approval of the Modified Transportation Conformity Budgets for the South Coast and Coachella Valley for 8-hour Ozone and PM2.5 **REVISED!**
- Proposed Revised Budgets
  - Attachment 1 **REVISED!**
  - Attachment 2
- Letter to U.S. EPA Requesting Parallel Processing

2004

2004 SIP Summit Materials

- Staff Presentaion: January 13-14, 2004
- Final Agenda: January 12-14, 2004
- Public Notice for SIP Summit: December 5, 2003

1999

Exploring New Technology for Clean Air
This October 1999 Symposium provided a forum, outside of a regulatory arena, to identify promising technologies and creative strategies to meet California's clean air goals.

Attachment 3

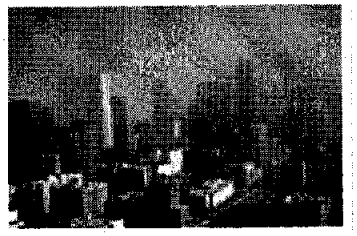
This page last reviewed April 28, 2009

California State Implementation Plans

Public Notices

Vehicle Inspection and Maintenance (Smogcheck) SIP Update NEW!
SIP Status Report, Proposed Revisions and Staff Report

What is a State Implementation Plan?



The table below includes information on SIP activities for ozone, carbon monoxide and particulate matter. More specifically, it provides links to the attainment plans and and corresponding documents that are available on ARB's website. Earlier submittals can be obtained in hardcopy from the Air Quality and Transportation Planning Branch at (916) 322-0285 or from the appropriate air district.

By selecting a nonattainment area on the left, you will be linked to a webpage which includes the district's air quality management plans and associated documents. If you prefer to only view the plan, identify the criteria pollutant and select the appropriate year. You may also use the district link tool below to scroll to a specific district.

District Link
District Plans

District plan site with associated supporting documentation	Attainment Plans				
	8-Hour Ozone	1-Hour Ozone	PM10	PM2.5	CO
Statewide	2007	2003 1994	2003	2007	
Regional Haze					
Nonattainment Area					
Antelope Valley	2007	2004			
Central Mountain Counties (Amador and Calaveras)	Plans are unavailable electronically				
Eastern Kern County					
Imperial Valley					
Lake Tahoe					2004 1998 1996
Mountain Counties (Plumas and Sierra)	Plans are unavailable electronically				
Sacramento Metro Region (Sutter Buttes)	2009				2004 1998 1996

San Diego County	2007				2004 1998 1996
San Francisco Bay Area		2001 1999			2004 1998 1996
San Joaquin Valley	2007	2004	2007* 2006 2003	2008	2004 1998 1996
South Coast	2007	2003	2003	2007	2005 2003
Upper Sacramento Valley (Tehama, Shasta, Glenn, Butte, Colusa)					
Ventura County	2007	2004			
Western Mojave Desert (South East Desert)	2007	2004	1995		
Western Nevada County	Plans are unavailable electronically				

*Maintenance plan

Disclaimer- Site only includes plans that are available electronically. Please contact the local air district if plan is not shown.

Air Quality and Transportation Planning

The Board is one of six boards, departments, and offices under the umbrella of the California Environmental Protection Agency.
CalEPA | ARB | CWMB | DPR | DTSC | OEHHA | SWRCB

Date: Tue, 7 Apr 2009 16:48:08 -0700
Subject: sip -- Notice of Public Hearing Regarding the California Vehicle I/M Program
From: dsmith@arb.ca.gov

BAR has released a public hearing notice to receive comments on
proposed revisions to the SIP relating to California's Smog Check
Program. The notice of public hearing and the proposed SIP
revisions can be found at:
http//www.arb.ca.gov/planning/sip/sip.htm .

Date: Tue, 7 Apr 2009 17:28:32 -0700
Subject: sip -- LINK CORRECTION: Notice of Public Hearing Regarding the California Vehicle I/M Program
From: wfell@arb.ca.gov

BAR has released a public hearing notice to receive comments on
proposed revisions to the SIP relating to California's Smog
Check
Program. The notice of public hearing and the proposed SIP
revisions can be found at:
http://www.arb.ca.gov/planning/sip/sip.htm .

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Attachment 6

BAR Advisory Group Meeting Calendar

The BAR Advisory Group is currently scheduled to meet quarterly, as indicated below for the year 2009. The schedule lists only the confirmed meeting dates. Times and locations will be determined closer to the actual meeting dates and will be given in the public notice for each meeting.

May 7, 2009
Department of Consumer Affairs
Hearing Room
1625 North Market
Sacramento, CA 95834
Webcast
BAR Advisory Group Meeting (pdf)

The public hearing regarding S.I.P update will be Webcast. The meeting will start at 1 p.m. The Webcast will be available 15 minutes before the meeting.

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DEPARTMENT OF CONSUMER AFFAIRS

STATE OF CALIFORNIA - STATE AND CONSUMER SERVICES AGENCY - GOVERNOR ARNOLD SCHWARZENEGGER

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Bureau of Automotive Repair

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Sacramento, CA 95827
916.255.4300 Telephone
916.255.1369 Fax
www.autorepair.ca.gov

BAR Advisory Group Meeting

Thursday, May 7, 2009
9:00 a.m. – until conclusion of Agenda

Public Hearing Regarding S.I.P Update
1:00pm

Department of Consumer Affairs
Hearing Room
1625 North Market
Sacramento, CA 95834

Advisory Group Members:

Louis J. Anapolsky, Knox, Lemmon & Anapolsky, LLP
Jim Custeau, Automotive Technology Program Coordinator - Cuyamaca College
Dennis DeCota, California Service Station & Automotive Repair Association (CSSARA)
Paul Frech, President, Automotive Trade Organizations of California (AuTO-CA)
Johan Gallo, President, California Automotive Business Coalition (CalABC)
George Hritz, California Automotive Teachers (CAT) - College of Marin
Jon McConnel, Independent Automotive Professionals Association
Jack Molodanof, Attorney, California Auto Body Association (CAA)
Susan Monser, California Emission Testing Industries Association (CETIA)
Larry Nobriga, Automotive Service Councils of California (ASCCA)
Rosemary Shahan, President, Consumers for Auto Reliability and Safety (CARS)
Chris Walker, Nossaman, Guthner, Knox & Elliott, LLP
Peter Welch, President, California Motor Car Dealers Association (CMCDA)

1. Opening Remarks – Sherry Mehl

2. Green Station Update – Sherry Mehl

3. BAR 2010 Analyzer Update – Patrick Dorais

4. Diesel Vehicle Inspection – Patrick Dorais

5. Enforcement Update – Kristin Triepke

6. Station Performance Update - Patrick Dorais

7. Legislation/Regulation - Patrick Dorais

8. Public Comment

Lunch Break

1:00 p.m. Notice of Public Hearing

The federal Clean Air Act Amendments of 1990 requires California to submit a State Implementation Plan (SIP) regarding California's Vehicle Inspection and Maintenance ("Smog Check") Program. This public hearing affords the opportunity for BAR to receive comments on proposed revisions to the SIP relating to California's Smog Check Program. The Notice of Public Hearing and the proposed SIP revisions can be found at: http//www.arb.ca.gov/planning/sip/sip.htm.

This meeting is open to the public and is held in a barrier-free facility in accordance with the Americans with Disabilities Act. Any person with a disability who needs disability-related accommodations or modifications in order to participate in the meeting shall make a request for such accommodation or modification not less than five (5) business days before the meeting date by contacting the contact person named in this notice.

NOTE:

- *No discussion of or action on any matter raised that is not included in this agenda may be taken, except to decide to place the matter on the agenda of a future meeting.*
- *The time of the meeting is* ***approximate*** *and the order of business is subject to change.*
- *Opportunity for public comment will be provided for each agenda item.*
- The designated contact person for information concerning this meeting is Zach Richardson; you may contact him by phone at (916) 255-4300 or by e-mail at: zachary_richardson@dca.ca.gov.

Interested Parties Master Mail List 5/13/2009

Last Name	First Name	Organization Name	Address	City	State	Postal C
Chance	Stephen		4832 W. Ashland Ave	Visalia	CA	93277-
Anapolsky	Louis J.	Knox, Lemmon & Anapolsky, LLP	One Capitol Mall, Ste 700	Sacramento	CA	95814-
Abraham	Bob L.	Turlock Tire Co	PO Box 180	Turlock	CA	95381-
Bartels	Carol	D & L Automotive	5720 Roseville Rd.	Sacramento	CA	95841-
Dioszeghy	John	Dirk's Trans & Auto Rep	2160 Montgomery St	Oroville	CA	95965-
Veach	Howard	Accurate Auto Care	3511 First Street	Livermore	CA	94551-
Jacobs	Robert L.	J & J Auto Service	1055 Olive Dr	Davis	CA	95616-
Dicker	Kelly	Wine Country Motors	755 Sixth St	Napa	CA	94559-
Rincon	John	Geer Auto Service	195-A Humboldt Ave	Chico	CA	95928-
Vivilacqua	Mike	Mike's Quality Auto Care	2201 Main St	Susanville	CA	96130-
Brown	Larry	Cornerstone Auto & Tire	PO Box 1151	Weaverville	CA	96093-
Raver	Gerald L.	Glenmoor Auto Repair	4270 Peralta Blvd	Fremont	CA	94536-
Tumasian	Manny	College of Alameda, Auto	555 Atlantic Ave	Alameda	CA	94501-
Blum	Scott	Modesto Jr. College	2267 Stagecoach Canyon Rd.	Pope Valley	CA	94567-
Pasco	Tony	Sebring West Auto.	1744 N. Blackstone Ave	Fresno	CA	93703-
Yem	Daniel	Auto Smog	PO Box 483	Simi Valley	CA	93062-
Gutierrez	Paul	EBMUD	375 11th St., MS 51	Oakland	CA	94607-
Heacock	Fred	Automatic Trans. Serv.	117 East 5th Street	San Bernardino	CA	92410-
Tran	Kim	Atlantic Gas & Serv Station	5200 E. Whittier Blvd.	E. Los Angeles	CA	90022-
Bailer	Paul F.	Indept.	11171 Oakwood Dr, Apt F308	Loma Linda	CA	92354-
Fisher	Dan	Autotrans	1149 Via Antibes	Redlands	CA	92374-
Rodriguez	John P.	Smogman Test Only Centers Inc	5736 Stockton Blvd.	Sacramento	CA	95824-
Younie	Gary	Truck & Auto Repair, Inc	3871 Benatar Way	Chico	CA	95928-
Rodriguez	Robert		PO Box 22253	Sacramento	CA	95822-
Welch	Peter	CA Motor Car Dealers Assoc.	1415 L St., Ste 700	Sacramento	CA	95814-
Lucas	Robert	Lucas Advocates	1121 L Street, Ste 407	Sacramento	CA	95814-
Samanifard	Mohamad	M S Discount Auto	9571 Artesia Blvd.	Bellflower	CA	90706-
Danielson	Marvin	Hamilton Auto Repair	115 N. Hamilton Ave	Hemet	CA	92543-
Slewoo	Dennis	USA Auto Service	3300 McHenry Ave.	Modesto	CA	95350-
Williams	Larry	Winner Chevrolet	640 Bowman Way	Auburn	CA	95603-
Ouyang	Gary Xiao Huan	Auto Repair Serv.	1579 Hudson Ave	San Francisco	CA	94124-
Mcauliffe	Gabriel	Sierra Research	1801 J Street	Sacramento	CA	95816-
Silva	Martin G.	Good Chevrolet	1630 Park St	Alameda	CA	94501-

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Tang	Simon	DC Auto Service	442 Tocoloma Ave	San Francisco	CA	94134-
Williams	Dave	Auto-Emission Test Sys. Inc.	1816 Silica Ave	Sacramento	CA	95815-
Johnson	Craig	Craig Johnson Auto.	19140 E. San Jose Ave	Rowland Heights	CA	91748-
Merry	Rory	Dr. Smog	PO Box 5446	Berkeley	CA	94705-
Simister	John	Auto Care Clinic	35207 Yucaipa Blvd.	Yucaipa	CA	92399-
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Daniel	Al	San Bernardino Co. Sheriff Dept	655 E. Third Street	San Bernardino	CA	92415-
Herrera, Jr.	Pastor	LA County Dept of Cons Affairs	500 West Temple St. Rm B-96	Los Angeles	CA	90012-
Spiteri	Charles E.	Spiteri's Auto Service	292 Old County Rd	Belmont	CA	94002-
Jensen	Art	JART	1210 N. Jefferson St. #H	Anaheim	CA	92807-
Gallo	Johan M	Bridgestone/Firestone Inc.	24361 El Toro Rd, Ste 250	Laguna Hills	CA	92637-
Ng	Albert	Auto Repair Master Inc	448 25th Street	Oakland	CA	94612-
Gill	J. W.	Skill Centre	1458 San Bruno Ave	San Francisco	CA	94110-
Aong	Richard	Best Auto Repair	2605 Market St	Oakland	CA	94607-
Sherrard	James S,	G S Smog Inc	4020 Durock Rd, #2	Shingle Springs	CA	95682-
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Hembree	Michael	Super Smog	10281-A Beach Blvd.	Stanton	CA	90680-
Palmer	Michael	Midas Fair Oaks	8118 Greenback Lane	Fair Oaks	CA	95628-
De Laat	Peter	SAC	1637 So. Sherbourne Dr.	Los Angeles	CA	90035-
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McConnell	Patrick		1531 North Valencia	Reedley	CA	93654-
		Yosemite Comm. College	PO Box 4065	Modesto	CA	95352-
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Griffen	Steven		1735 Country Club Bl.	Stockton	CA	95204-
Miller	Jackie	Advocay & Management Grp	One Capitol Mall, Ste 320	Sacramento	CA	95814-
Joshi	Angie		249 S.Diamond Bar Blvd.	Diamond Bar	CA	91765-
Wells	Alice		1425 Lincoln Ave.	San Diego	CA	92103-
Short	Bill		3734 W. Spruce	Fresno	CA	93711-
Alger	Leon F.	Standard Motor Products, Inc.	4883 Saint Charles Dr.	Redding	CA	96002-
Morabito	Paul	Baruk Petroleum	668 No Pacific Coast Hwy, 517	Laguna Beach	CA	92651-
Wayne	Michael	Gibbs Giden Locher & Turner	2029 Century Park East, 34th fl	Los Angeles	CA	90067-
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Allen	James B.		9 De Laveaga Ct	Sacramento	CA	95831-
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Redfield	Mark	Mark's Automotive	1081 Camelback St	Newport Beach	CA	92660-
Passof	Mike	B & J Body Shop	11000 Folsom Blvd.	Rancho Cordova	CA	95670-
La Rose	Dan	Fitzgeralds Auto Care Ctr	2066 Placentia Ave	Costa Mesa	CA	92627-
Garner	Steve	Vehicle Inspections Plus	6818 Fair Oaks Blvd, #1	Carmichael	CA	95608-
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Schoeman	Arnold	Garfield Auto	2025 S 2nd Avenue	Arcadia	CA	91006-
Kuzma	John	Mitchell Sales	21710 Chenil Ct.	Santa Clarita	CA	91350-
DeMartin	Lee	Scher Tire Inc.	960 W 20th Street	Upland	CA	91784-
Davis	Scot	Quality Tune-up	P. O. Box 2362	Morgan Hill	CA	95038-
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Kim	Michael Jongdo	Kim's Master Auto Repair	5163 Riverside Drive	Chino	CA	91710-
Edmonds	Charles	Auto. Consultants of Union City	4368 Victoria Ave	Union City	CA	94587-
Stauder	Michael	Stauder Automotive	60 Greenway Drive	Walnut Creek	CA	94596-

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Anderson	Rob	CAL Trans-Div of Equipt	7179 Opportunity Rd	San Diego	CA	92111-
Sarkissin	Robert	Crista Chevron Smog Check	432 N. Kenwood, Apt 212	Glendale	CA	91206-
Manipon	Ed		27707 Pensacola Way	Hayward	CA	94544-
Khem	D. A.	Smog Depot	P O Box 1190	Lomita	CA	90717-
Owens	Charles	Caliber Collision Centers	17771 Cowan Ave	Irvine	CA	92614-
Walcher	John	Caliber Collision Centers	17771 Cowan Ave, #100	Irvine	CA	92614-
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		CA Council for Econ. Enviro. Balance	100 Spear St, Ste 805	San Francisco	CA	94105-
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Carmichael	Tim	Coalition for Clean Air	1107 9th Street, Ste 620	Sacramento	CA	95814-
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Hastings	Michael R	DPA, Inc	611 S Orchard Dr	Burbank	CA	91506-
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Dillard	Brian	Petes Auto Service Inc	375 Quintana Rd	Morro Bay	CA	93442-
Barka	Frank	Loma Riviera 76	4049 West Point Loma Blvd	San Diego	CA	92110-
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McAndrews	Michael	Stevens Creek Toyota	4202 Stevens Creek Blvd	San Jose	CA	95129-
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Rey	Keith	Marin Honda	5880 Paradise Dr	Corte Madera	CA	94925-
Kendrick	Bill	Capitol Honda	745 W. Capitol Honda	San Jose	CA	95037-
Ryan	Kevin	Honda North	395 W. Herndon	Clovis	CA	93612-
Chu	Frank	BAR	3260 Blume Dr, #340	Richmond	CA	94806-
Tolentino	Al	Dept of Motor Vehicles	2415 First Avenue	Sacramento	CA	95818-
Casolary	Joe	Wyotech	420 Whitney Place	Fremont	CA	94539-
Rue	Shelbie	Orangevale Diesel Inc.	8942 Greenback Lane	Orangevale	CA	95662-
Moore	David	ATAC	491 Wildrose Ave, Ste C	Colton	CA	92324-
		SMAQMD	777 12th St, 3rd flr	Sacramento	CA	95814-
Perez	Jose	Marina Pontiac GMC	1444 Marina Blvd	San Leandro	CA	94577-
Robello	Ken	Acme Auto Repair	2825 The Alameda	Concord	CA	94519-
Riley	Charles P.	A-1 Smog & Repair Center	4262 Sudden Wind Ct	Redding	CA	96001-
Hwong	Xian Zhe	Consumer Auto Center	18532 Rio Seco Dr., #D	Rowland Heights	CA	91748-
Dayton	Robert	Lawrence Livermore Lab	5363 Sandra Way	Livermore	CA	94550-
Siegel	Nathan	7 Days a Week Smog	2234 San Pablo Ave	Berkeley	CA	94702-
Jefferson	Irvin		2125 Knickerbocker	Stockton	CA	95210-
Carp	Martin	City of Daly City	798 Niantic Ave	Daly City	CA	94014-
Cardwell	Lynne	Car Care Center	2634 Juniper Lane	Sacramento	CA	95825-
McGlinchy	John	Concord Hyundi	1370 Bentley St	Concord	CA	94518-
Hatambeiki	Amir A.		502 Allegheny Dr	Walnut Creek	CA	94598-

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Belenkov	Nick	Toyota Walnut Creek	2546 Overlook Dr	Walnut Creek	CA	94597-
Garza	Joe A.	Kahn & Keville Goodyear Tires	215 San Benito Ave	San Bruno	CA	94066-
Goycochea	Daniel	Gene's Auto	1085 Palm Ave	Imperial Beach	CA	91932-
Avitia	Moses	D & S Automotive	27674 Twin Ponds Rd	Clovis	CA	93619-
Pau	George		243 Gale Ridge Ct.	San Ramon	CA	94582-
Forbes	Karen	Del Mar Highlands Lake Ctr	2550 Fifth Ave #629	San Diego	CA	92103-
Zanker	F. W.	Park Ave Tires & Auto.	4666 Tokay Ranch Rd.	Chico	CA	95973-
Ecker	David	Victor Valley College	PO Box 3066	Apple Valley	CA	92307-
Goodman	Clarence		3425 Midway Dr. #B	San Diego	CA	92110-
Ariciaga	Noe	Laguna Canyon Smog	1965 Laguna Canyon Rd.	Laguna Beach	CA	92651-
Maiolino	Tony	Grossmont Union HSD	1100 Murray Dr.	El Cajon	CA	92020-
Vu	Hung	In & Out Smog Check	7751 Orangethorpe Ave	Buena Park	CA	90261-
Davies	Dave	Davies Auto Care	68300 Perez Road	Cathedral City	CA	92234-
Curiel	Hector	Probity Auto Specialists	1092 Enterprise	San Jacinto	CA	92583-
Seid	Richard	76 Official Smog Center	800 Folsom St.	San Francisco	CA	94107-
Flohr	David R.	D & R Automotive	10517 Prospect Ave	Santee	CA	92071-
Weston	James		18401 Pepper St.	Castro Valley	CA	94546-
Ponce	Guharo	Ponce's Smog Check	2433 Elm Ave	Long Beach	CA	90806-
Seibold	Larry	Quick Check Smog Check	621 W. Whittier Blvd, #A	LaHabra	CA	90631-
Ho	Donny	Pacifica Smog Test Ctr	32 Highland Ave	Daly City	CA	94015-
Casteleyro	Cesar	Super Tune Ups	5931 E Olympic Blvd	Los Angeles	CA	90022-
Tran	Hung The		320 Richfield Drive Apt. 2	San Jose	CA	95129-
Medici	Traci	American Auto Inst.	17522 Studebaker Rd	Cerritos	CA	90703-
Munoz	Sam	Office of Fleet Admin.	PO Box 950940	Mission Hills	CA	91395-
Woodall	Dave	Merced Honda	PO Box 859	Merced	CA	95341-
Cronk	Jon	Automotive Forms	PO Box 3540	Camarillo	CA	93011-
Cavanah	Mike	Select 21 Corp PBA Simply Smog	23510 Valencia Blvd, Unit C	Valencia	CA	91355-
Choy	Steven		1900 Rehrmann Dr.	Dixon	CA	95620-
Shapiro	Gordon	Jessup Auto Plaza	68111 East Palm Canyon	Cathedral City	CA	92234-
Barklay	Tom	Jessup Auto Plaza	68111 Hwy 111	Cathedral City	CA	92234-
Ibarra	Edgar	El Paisa Smog	7816 S Central Ave	Los Angleles	CA	90001-
Mallen	Peter B.	PJ's Automotive Repair	1140-C Stabler Lane	Yuba City	CA	95993-
Filbin	Tim	Colony Auto Service, Inc.	8600 El Camino Real	Atascadero	CA	93422-

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Usi	Cesar N		3248 Easy Ave	Long Beach	CA	90810-
Stropus	Vytas	Auto Masters Smog Test Only Ctr	4533 Telephone Rd.	Ventura	CA	93003-
Piamonte	Jay	Volkswagen Pasadena	130 N. Sierra Madre Blvd.	Pasadena	CA	91107-
Scott	Leona Dalavai	Automotive Service Assn	1901 Airport Freeway	Bedford	TX	76021-
Corpin	Dexter R.	American Automotive	7900 Woodman Ave. #104	Panorama City	CA	91402-
Justo	Reynaldo		1282 Stabler Ln Ste. 630	Yuba City	CA	95993-
Sneed	Chuck	Rainbow Munil Water Dist.	3707 Old Highway 395	Fallbrook	CA	92028-
Jimenez	Ramon	Mobil Station	130 Ventura St.	Santa Paula	CA	93060-
Scott	Chuck	Smog it Quick	1956 Fulton Ave	Sacramento	CA	95825-
Zhao	Shuang Q.	G E Towing	182 Byxbee St.	San Francisco	CA	94132-
Chan	Lance	SBC	4645 Helpert Ct.	Pleasanton	CA	94588-
Oliveira	Joseph G.	AT&T Services- Fleet Ops	3707 Kings Way, B-18	Sacramento	CA	95821-
Bzhyan	Arthur	Smog Busters	6631 Longridge Ave.	Van Nuys	CA	91401-
Villalta	Heber	A & E Test Only	20226 Saticoy St.	Winnetka	CA	91306-
Lupian	Abel	Lupian's Auto Repair	83-816 Ave 45	Indio	CA	92201-
Mitchell	Johnny		7542 Muller St	Downey	CA	90241-
Murphy	Joaquin	UTH Auto	2781Wright Ave	Pinole	CA	94564-
Flores	John	Toyota Santa Monica	21109 Broadwell Ave	Torrance	CA	90502-
Nelson	Wally	Carb Shop	106 Alabama St	Huntington Beach	CA	92648-
Aybar	Adem	Adem's Test Only	419-C Lano St.	San Jose	CA	95125-
McCormick	Darrell	Saturn	3140 Newton St, #209G	Torrance	CA	90505-
Moore	Richard Lee	Qwik Smog	601 El Monte Rd	El Cajon	CA	92020-
Lorehzi	Marlyn	DFM Auto Repair	575 S State St	Ukiah	CA	95482-
Mendez	Victor M.	M. T. A.	6060 Ruby Place	Los Angeles	CA	90042-
Correa	Villedo	Fremont Auto Repair	3945 Thornton Ave.	Fremont	CA	94536-
Woodworth	Ed	Tri Valley ROP	600 Maple St.	Livermore	CA	94550-
Tran	John H.		2123 Nottoway Ave	San Jose	CA	95116-
De Jong	Blaine	Blaine DeJong's Auto Works Inc	324 N. Cluff Ave.	Lodi	CA	95240-
Grosz	Ryan	Desert Lexus	1185 E. Pioneer Ave.	Redlands	CA	92374-
Garcia	Fernando	Brother's Auto Repair	8914 E. Beverly Blvd.	Pico Rivera	CA	90660-
Carbajal	Linda K.	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-
VanHagen	Edward	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-
Sanchez-Parodi	Ernie	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-

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Hernandez	Michael	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-
Bodden	Robby	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-
Bergholdt	Brad	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-
Ames	David	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-
Morgan	Ken	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-
Carey	Mark	Evergreen Valley College	3095 Yerba Buena Rd	San Jose	CA	95135-
Wilson	Alan	Los Angeles Co Sheriff	1104 N. Eastern Ave, Door 50	Los Angeles	CA	90063-
Vega	Jerry	Jerry's Automotive	1228 Caoba Way	Salinas	CA	93906-
Akey	Brian		1143 Old Canyon Dr	Hacienda Heights	CA	91745-
Moreci	Ronald P.	PMB 158, Suite 29	3165 S. Alma School Rd	Chandler	AZ	85248-
Strait	Andy	Delek Auto Care Inc.	2876 S. Bundy Dr	Los Angeles	CA	90064-
Do	Kevin		14151 Flower St., #10	Garden Grove	CA	92843-
Back	Todd	Backs Quality Car Care	1595 Potter Rd, Unit A	San Jacinto	CA	92582-
Banuelos	Adrian	East Los Angeles College	1301 Avenida Cesar Chavez	Monterey Park	CA	91754-
Hernandez	Gregorio		6905 Park Drive	Bell	CA	90201-
Davis	Gary	Tail Pipes	7931 Cherry Brook Dr	Elverta	CA	95626-
Coleman	Ty	Muni of Anchorage/Health Dept	PO Box 196650	Anchorage	AK	99519-
Augustine	Bev	DCA-CCRD	1625 N. Market, Ste S308	Sacramento	CA	95834-
Shaw	Chris	Cross Roads	153 West St	Oakdale	CA	95361-
Zarazua	Jose	California Auto Plaza	824 Humboldt St	Vallejo	CA	94591-
Galang	Imelda	DCA-Legal Affairs	1625 N. Market, Ste. S309	Sacramento	CA	95814-
Tamayo	Gilberto	Gilberto's Auto	95 Sunset Circle	Vacaville	CA	95687-
Rodarte	Sergio		1353 Mohawk St	Los Angeles	CA	90026-
Kederich	Bruce	Smog It	502 E Haley St	Santa Barbara	CA	93103-
Houlihan	Wayne	Pasadena City College/Eng & Tech	1570 E. Colorado Blvd	Pasadena	CA	91106-
Tamrazian	Zorik	American Oil Co. #7.	318 N. Adams St, #305	Glendale	CA	91206-
Maurseth	Sherman	CA Inst of Auto. Tech.	1620 Grand Ave, #5	San Marcos	CA	92078-
Richards	Michael	College of the Redwoods	7351 Tompkins Hill Rd	Eureka	CA	95503-
Patel	Sanjiv	Dave's 76	849 University Ave.	Berkeley	CA	94710-
Kohl	Joseph	Boeing	632 Richbrook Dr	Claremont	CA	91711-
Ma	Blake	A & B Test Only Ctr	501 E. Garvey Ave. #B2	Monterey Park	CA	91755-
Blue	Fred	A Smog Test Only Inc.	9615 Lau Lane	Penngrove	CA	94951-
Constant	Bob	Forest Hill Auto Service	1123 Forest Ave	Pacific Grove	CA	93950-

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Bauman	Tom	Hickok, Inc.	10514 Dupont Ave	Cleveland	OH	44108-
Jubela	Joe	Jubella Inc.	1148 Industrial Ave	Escondido	CA	92029-
Andonian	John	Evans Tire & Service Ctr	510 N. Broadway	Escondido	CA	92025-
Jazwin	Rick	Universal Technical Institute	20410 North 19th Ave., Ste 200	Phoenix	AZ	85027-
Krakorian	Paul		620 N. Brand Blvd., Ste 403	Glendale	CA	91203-
Hisserich	John		2527 Micheltorena St.	Los Angeles	CA	90039-
Hotchkiss	Bruce		219 Greenway Dr.	Pacifica	CA	94044-
Kracov	Gideon		3772 San Rafael Ave.	Los Angeles	CA	90065-
Nickey	Roger	Folsom Quick Smog	9418 Sidesaddle Drive	Wilton	CA	95693-
Rue	Ben	California Test Only	6305 Watt Ave, #104	No. Highlands	CA	95660-
Schaap	John	Schaap Motors	16803 Barton Ct	Pioneer	CA	95666-
Haroutunian	Babken	B & V Automotive	7965 San Fernando Rd	Sun Valley	CA	91352-
Gassert	Lynn	Cool Master Auto	8501 B Ablette Rd	Santee	CA	92071-
Cook	Ken N.	Automotive City Inc	13326 Brunswick Rd	Grass Valley	CA	95945-
Lopez	Adalberto Cuellar	So. Fremont Test Only	43245 Osgood Rd	Fremont	CA	94539-
Tahmasian	Shahen		449 E Providencia Ave, #B	Burbank	CA	91501-
Bates	Michael	Pro Pacific Auto Repair Inc.	1208 5th St.	Eureka	CA	95501-
Atashbar	Greg	Auto Tech	2872 E. Vineyard Ave.	Oxnard	CA	93036-
Jones	Richard L.	Dicks Frame & Wheel Alignment	2359 Main St.	Riverside	CA	92501-
Piper	Adam	FCC Collision Ctrs	177 E. Evelyn Ave.	Mountain View	CA	94041-
Musil	Gerald	Simi Valley Ford	3037 Granville Ave.	Simi Valley	CA	93063-
Jackcich	Joseph	German Motors	8631 Folsom Blvd.	Sacramento	CA	95826-
Aldrich	Troy	Freeman Collision Ctr	2828 Dowd Drive	Santa Rosa	CA	95407-
Kardos	Gene & Deborah	Victor Valley's Smog Svc & Rep	15025 Palmdale Rd, Ste B	Victorville	CA	92392-
Schoen	Michael R.	MRS Enterprises	PO Box 3698	Wofford Hts	CA	93285-
Sokolski	James T.		8933 Barrhill Way	Fair Oaks	CA	95628-
Lessard	Pierre		8188 Marion Oaks Ct.	Sacramento	CA	95828-
Romero	Albert	O.S.C.T.O.	645 85th Ave.	Oakland	CA	94621-
Han	Trung	Dealer	270 Umbarger Rd, #105	San Jose	CA	95111-
Tomlinson	Jake	JD Tomlinson & Co.	13810 Lincoln Way	Auburn	CA	95603-
Kish	Rick	Santa Rosa Jr. College	1501 Mendocino Ave.	Santa Rosa	CA	95401-
Patterson	Ted	Ed's Auto Clinic	PO Box 519	Fremont	CA	94537-
Bottari	John	West Bay Bavarian	1221 Andersen Dr., #A	San Rafael	CA	94901-

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Vang	Jimmy Sua	Jimmy's Auto Repair	113 Orleans Ct	Stockton	CA	95210-
Mattera	David J.	Roesbery Car Care	1566 Thornbriar Dr.	San Jose	CA	95131-
Bernal	Lauri	Bernal Auto Body, Inc.	406 N. Buchanan Cr.	Pacheco	CA	94553-
Bodie	Nikki	Computer Smog Specialist	520 Wibie Rd.	Bakersfield	CA	93304-
Morrill	Gene	Certified Auto Specialists	476 S. Vermont	Glendora	CA	91741-
Michailov	Peter	Mikeloff Bros. Body Shop	4515 San Fernando Rd	Glendale	CA	91204-
Mendoza	Ray	Consumer Auto Center	18125 E. Valley Blvd.	La Puente	CA	91744-
Heminover	Dave	G.V. Smog	5201 Windham Way	Rocklin	CA	95765-
Alejandro	Delatore	The Smog Center	P O Box 712	Santa Rosa	CA	95402-
Arakelyan	Andrunik	5 Star Auto Sale Body Shop	10139 Folsom Blvd	Rancho Cordova	CA	95670-
Anderson	Larry	Future Ford	7831 Cherry Brook Dr.	Elverta	CA	95626-
Biasatti	David	Fletcher Jones Motorcars	5760 Cushing Pkwy	Fremont	CA	94538-
Gounaropoulos	Jason	Transmission Discount Center	76 Charter Oak Ave	San Francisco	CA	94124-
Hurtado	Rose	Priority Collision Center	4001 S. Broadway	Los Angeles	CA	90037-
Hernandez	Anthony	Primo Automotive	1129 Carnation Ct	Modesto	CA	95355-
Comer	Robert		73 Pacific Ave	Auburn	CA	95603-
Mathews	Daniel R.	Matthews & Sons Auto.	37 Sheridan St	Vallejo	CA	94590-
Sweatt	Larry	Automotive Aces, Inc.	3407 Adeline St	Berkely	CA	94703-
Bruni	Mike	Lima Auto Repair	4500 N Rosemead Blvd	Rosemead	CA	91770-
Barnwell	Nathan	Fortuna Ford	280 12th Street	Fortuna	CA	95540-
Boot	Jim	Corning Truck & Radiator	PO Box 586	Corning	CA	96021-
Burks	Sid	Chaffey College	25780 Sunrise Way	Loma Linda	CA	92354-
Beebe	Jeff	Columbia College	11600 Columbia College Dr	Sonora	CA	95370-
Castaneda	Raul	RC Automotive	9015 Sunland Blvd.	Sun Valley	CA	91352-
		Courthouse Union Inc	803 4th St.	Eureka	CA	95501-
Canning	Leonard R.	BAR	956 E Skylark Ct	Santa Maria	CA	93455-
Dahlguen	Rod	Rods of the Valley	2076 Coombsville Rd.	Napa	CA	94558-
Dien	Chan	Progressive Smog	3431 33rd Ave Ste C	Sacramento	CA	95824-
Kemnitz	Mary	D & H Enterprises	2689 Monument Blvd.	Concord	CA	94520-
De Souza	Ricardo		3619 Bassett Ct.	S San Francisco	CA	94080-
Emfinger	Vama	Stewarts Body Shop	12540 San Pablo Ave	Richmond	CA	94806-
Enriquez	Alvaro		1233 Ronan Ave	Wilmington	CA	90744-
Franklin	Richard	Johnson Controls, Inc	1104 N Eastern Ave	Los Angeles	CA	90063-

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Ferguson	James	Tire Guys Goodyear	610 Amigos Dr, Ste A	Redlands	CA	92373-
Fiebioh	Alexander	Conqurer Automotive	10935 Fremont Ave	Montclair	CA	91763-
Gomez	Carlotta	Eagle Automotive	PO Box 1474	Orangevale	CA	95662-
Gray	Dave	Fortuna Chevy-Pontiac	195 Fortuna Blvd.	Fortuna	CA	95540-
Graham	Jay	Fortuna Motors Autobody	280 12th Street	Fortuna	CA	95540-
Gillette	Jeff P.	Culver Motor Clinic	10707 Jefferson Blvd.	Culver City	CA	90230-
Garza	Pablo	Assembly Business & Prof.	1020 N St, Leg. Off. Comm.	Sacramanto	CA	95814-
Hengehold	Matt	Hengehold Motor Co. Inc.	762 San Antonio Rd.	Palo Alto	CA	94303-
Hinh	Brian	Expert Smog N' Tune Inc.	1658 Superior Ave	Costa-Mesa	CA	92627-
Heaston	Eldon	Mojave Desert AQMD	14306 Park Ave.	Victorville	CA	92392-
Kzm	Jung	Pro Automotive	1002 S. Hathaway Unit "A"	Santa Ana	CA	92705-
Loop	Angus	City of Santa Rosa	17021 Rockpile Rd.	Geyserville	CA	95441-
Lim	Earl Bryan A.	Elicarl & Son's Machineshop	10967 Canyon Hill Ln	San Diego	CA	92126-
Llewellyn	Mark	Leons Transmission	7528 Reseda Blvd.	Reseda	CA	91335-
Moore	George	GEM Motors & Repair	1517 2nd Ave	Walnut Creek	CA	94597-
Murphy	Cheryl	CA Smog & Discount Muffler	1000 E Acequia	Visalia	CA	93292-
Moran	Michael F.	ATAC Training	PO Box 1237	Fontana	CA	92334-
Stone	Kevin	Gary's Automotive Repair	18545 Gresham St, Unit A	Northridge	CA	91324-
Morales	Rodrigo		2809 Kentucky St.	Bakersfield	CA	93306-
Nguyen	Victor		14702 Wilson St.	Midway City	CA	92655-
Nobriga	Larry	Auto Serv Councils of Ca	1 Capitol Mall, Ste 320	Sacramento	CA	95814-
Pozzatto	Martin	City of La Verne	162 N Mountain Ave.	Claremont	CA	91711-
Podvalny	Mark	Monterey Auto Serv	590 Montery Blvd.	San Francisco	CA	94127-
Pain	Ryan	Ryans Auto. Serv Ctr	1203 N. Texas St.	Farfield	CA	94533-
Rose	Doug	Kustom Kurves Collison Rep.	4 N. Houston Lane	Lodi	CA	95240-
Ramirez	Frank	Peb Boys	4767 Avenida Vista Vorde	Palmdale	CA	93551-
Salido	Robert		1184 N Idaho St	La Habra	CA	90531-
Scott	Doug	Scott's Auto Serv DBA Midas	PO Box 990238	Redding	CA	96002-
Schermann	Nick	Circle Star	149 Benito Ave	Santa Cruz	CA	95062-
Squires	Brad	Miller Oil Co.	7101 Wilton Ave	Sebas Tobor	CA	95472-
Smith	Calvin	Smith Auto Repair	938 4th Avenue	Rio Oso	CA	95674-
Trugiro	Al	Als Automotive Etc	2305 Acorn Ln.	Ceres	CA	95307-
Tomory	Steve	Rio Hondo College	1008 E. Woodland Ln	Glendora	CA	91741-

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Ngoc	Thanh Tuan		PO Box 246	East Highland	CA	92346-
Toroni	Paul	Einstein's Mobile RV Service	21273 St. Hwy 299 E	Redding	CA	96003-
Trower	Don	Glenn's Refridgeration	8912A Golden State Hwy	Bakersfield	CA	93308-
Vang	Paul	Hmong Auto Body	2077 East Belmont Ave	Fresno	CA	93701-
Worthington	David	Lou Saare Body Shop	2929 Santa Rosa	Santa Rosa	CA	95407-
Wood	Douglas	Quik Smog	1130 Detroit Ave, Ste A	Concord	CA	94520-
West	Michael	Robert Morgan Enterprises	4171 Industrial Way	Tracy	CA	95304-
Woodhouse	David	Walnut Auto Air	19759 Valley Blvd.	Walnut	CA	91765-
Yousifsadiq	Janan		1515 Providence Dr	Vista	CA	92081-
Zargurof	Alfred	Chatsworth Transmission	8840 Mason Ave	Winnetka	CA	91306-
Saechao	Kao	ACE Smog & Lube	5675 Hillsdale Blvd #1	Sacramento	CA	95842-
Zamarano	Jose	Zamorano's Steel & Ornamental	19381 Ave. 242	Lindsay	CA	93247-
Huchel	Sarah	CA Senate Office of Research	1020 N St. Ste. 200	Sacamento	CA	95814-
Tran	Tom	MB Service	1225 E Plymouth St.	Long Beach	CA	90805-
Sing	Rick	Mastertech Inc.	2801 Industry St	Oceanside	CA	92054-
Tuirchan	Robert	Pride Auto	7950 Haskell	Van Nuys	CA	91406-
Mason	Monty	Santa Barbara City College	1709 Chapala St. #4	Santa Barbara	CA	93101-
Horn	Kevin	Deluxe Truckin Co	6550 Freeport Bvd.	Sacramento	CA	95822-
Commans	Walt	A.S.E. Consultant for CA	5312 Quail Ridge Terrace	Anaheim Hills	CA	92807-
Simpson	Paul	Simpson Sales Distrib/Motor Info Sys	40753 Capa Dr	Fremont	CA	94539-
Trzesnieuski	David	Walnut Creek Honda	1707 N. Main St	Walnut Creek	CA	94596-
McCurdy	Joseph		129 Piccadilly Pl. Unit H	San Bruno	CA	94066-
Eddings	Shane	Harv's Car Wash, Smog, & Detail Ctr	1901 L Street	Sacramento	CA	95814-
Marks	Roger	Infiniti of Pleasanton	4413 Clipper Dr.	Discovery Bay	CA	94514-
Gregory	Dale F.	Jim Hardy Motorsports Inc.	19 Vistawood Ct	Sacramento	CA	95831-
Crozier	Daniel	Foundation for CA Colleges	100 W.Acacia	Salinas	CA	93901-
Snyder	Kent		325 Lomitas Lane	Santa Rosa	CA	95404-
Hagopian	Brian	Las Positas College	3033 Collier Canyon Rd	Livermore	CA	94551-
Wong	Michael		4613 Palomino Way	Antioch	CA	94531-
Lung	Ken	Ken Lung's Lodi Tire Serv Inc	240 N. Cherokee Ln	Lodi	CA	95240-
Donlevy	Dan	Ford Motor Co.	1035 Serpentine Ln	Pleasanton	CA	94566-
Wahab	Hakeem	N/A	8250 Scenic Hills Way	Sacramento	CA	95828-
Mugnaini	Ron	Roadhaus Motorsport	16210 Suttles Dr.	Riverside	CA	92504-

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Romsberg	Paul	Susanville Motors Inc	PO Box 969	Susanville	CA	96121-
Sharma	Rajesh	Brentwood Serv Station	209 El Camino Real	S San Francisco	CA	94080-
		Pacific Technical Institute	660 Coleman Ave, #1	San Jose	CA	95110-
Johnson	Letitia	O Briens Auto Repair	P. O. Box 794	Willows	CA	95988-
Baumer	Tammy		850 Russell Ave #L-2	Santa Rosa	CA	95403-
Jafari	Mary	A&M Jafari Enterprises	2801 Sunview Dr.	Bakersfield	CA	92306-
Rubenstein	Bob	Grove Sign Comp.	P.O. Box 951	Garden Grove	CA	92842-
Burns	Ron	Lithia Toyota of Redding	250 E. Cypress Ave.	Redding	CA	96002-
Lee	Eugene	Monterey Penensula College	562 Pearl St.	Monterey	CA	93940-
Meymarian	Ara	Miracle Mile 76	5436 W 6th St	Los Angleles	CA	90036-
Petrone	Tom	Smog King	936 Olson Ln	El Dorado Hills	CA	95762-
Campansilli	Dominic	Roseville Toyota	350 Automall Dr	Roseville	CA	95661-
Lyu	Jerry	JL Auto Electric	531 Alandele Ave	Los Angles	CA	90036-
Mui	Ken	West Portal Serv	800 Ulloa St.	San Francisco	CA	94227-
Merkl	Fritz	Dept of Ecology-SWRO	P.O. Box	Olympia	WA	98504-
Maine	Robert		1237 W. Palmyra #F	Orange	CA	92868-
Shin	Kenneth	Dr. Smog & Diagnostics, Inc	624 N. La Brea Ave #A	Inglewood	CA	90302-
Morgan	Greg	Morgan Automotive	3317 Pico Blvd	Santa Monica	CA	90405-
Arango	Geronimo	A Smog Test Only	5675 Paddock Rd.	Oceanside	CA	92057-
Galahan	Art	Snap-On	PO Box 371503	Montana	CA	94037-
Gibson	Roger	Tune Up Masters	1247 Santa Ana Blvd.	Santa Ana	CA	92703-
Knight	Mark D.		6125 Wild Horse Place	Paso Robles	CA	93446-
Farsani	Mohammad	BS Chevron Services	1817 Corinith Ave #3	Los Angeles	CA	90025-
Lantz	Rick	Mitsubishi Mtr Sales of Amer Inc	6400 Katella Avenue	Cypress	CA	90630-
Ngan	Sonny	Key Nissan	203 N. Fairview St. #A	Santa Ana	CA	92703-
Brick	Gary D.	Advanced Diagnostic Consult.	325 Birchwood Ct.	Ione	CA	95640-
Herrick	Rick		287 Moraga Way	San Jose	CA	95119-
Vo	Toan	Lucky Smog Check	5742 Orange Ave.	Long Beach	CA	90805-
Vargas	Kenneth	Ken's Accurate Brake & Align.	16157 Caputo Dr.	Morgan Hill	CA	95037-
Colbourn	Jack	Bay Area Quality Man. Dist.	939 Ellis Street	San Francisco	CA	94109-
White	Tim	CA Auto Repair	1177 Prestige Way	Redding	CA	96003-
Krajewski	Peter		6044 Crossview Circle	San Jose	CA	95120-
Fagel	David		12382 Louise St	Garden Grove	CA	92891-

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Lawson	Eric	Pep Boys Inc	9601 Bloomsbury Ct.	Bakersfield	CA	93312-
Dinh	Cuong		5926 E Blue Bonnet Ct.	Orange	CA	92869-
Medejiras	Mark		26212 Rd 132	Visalia	CA	93292-
Hammack	William	Monte Vista High School	3230 Sweetwater Springs Blvd.	Spring Valley	CA	91977-
Manley	Larry	A.R.E.S	7928 La Capela Pl	Carlsbad	CA	92009-
Johnston	Joe	Skyline College	2005 Peasant Vly Ave, Apt. 30	Oakland	CA	94611-
Martinez	Steve	Smooth Rides	Box 409040-(B8-223)-H86685	Ione	CA	95640-
Haghshenas	Tony		1437 W Santa Cruz St.	San Pedro	CA	90732-
Bradley	Mike		10121 Canoga Ave Unit H & I	Chatsworth	CA	91311-
Do	Binh	AA Smog Test Only	61 Minnis Circle #A	Milpitas	CA	95035-
Harris	Jeff	Saturn of Cerritos (&Orange Co)	18400 Studebaker Road	Cerritos	CA	90703-
Carter	Henry	Water Star Motors	318A River Street	Santa Cruz	CA	95060-
Camp	Chas		2337 Bay Hill Rd	Chula Vista	CA	91915-
Coder	Michael	Smog Tech	8327 Crestmont Ave	Citrus Heights	CA	95610-
Ventors III	Drue P.	Nissan of Bakersfield	2800 Pachecho Road	Bakersfield	CA	93313-
Mead	Hamp	Mead Auto. & RV Repair	9231 E Hobsonway	Blythe	CA	92225-
Gill	George		205 Rio Del Mar	American Canyon	CA	94503-
Gonzalez, Jr.	Ruben	CA State Auto Assoc	900 Miramonte Ave	Mt. View	CA	94040-
Sanchez	Miguel	C & T Automotive, Inc.	12312 Main Street	Lamont	CA	93241-
Geilen	Lothar	Systech International	1834 NW 124th Way	Coral Springs	FL	33071-
Stahl	Robert	Smog King	3181 Fulton Ave.	Sacramento	CA	95821-
Torres	Hector	Trans-World Smog & Repair	15867 Foothill Blvd	Fontana	CA	92335-
Ramoby	Melissa	Better Business Bureau	5050 Murphy Canyon Rd. #10	San Diego	CA	92123-
Langley	Paul	Balswick Tire Shop	417 N. Golden State Blvd.	Turlock	CA	95380-
Wilson	Stewart	CAPCOA	980 9th Street, 16th Flr	Sacramento	CA	95814-
Corey	Jim	Corey's Auto Repair & Smog	2115 E. Main Street	Quincy	CA	95971-
Breitbach	Daniel	DCA/BAR	3260 Blume Dr., Ste 340	Richmond	CA	94806-
Bradley II	R.	Forms N' Printing	PO Box 32	Olancha	CA	93549-
Watson	Michael	Big O Tire Store #5012	3200 Sonoma	Vallejo	CA	94590-
Friemoth	Steve	Idyllwild Garage	P.O. Box 567	Idyllwild	CA	92579-
		Platinum Motors LLC	2441 Pullman St	Santa Ana	CA	92705-
Vargas	Alejandro	Whittier Mitsibishi	11124 Larrylyn Dr	Whittier	CA	90603-
Sharpe	Tom	Tom's Auto & Restoration	P.O. Box 572	Weimar	CA	95736-

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Brasher	Robert	Scotty's Automotive	6133 Illinois Ave	Orangevale	CA	95662-
		Signs Plus	150 E Stevens Ave	Santa Ana	CA	92707-
		Comm. for a Better Enviro.	1611 Telegraph, Ste 450	Oakland	CA	94612-
Rugge, Jr.	John	Subaru of America, Inc.	P.O. Box 6000	Cherry Hill	NJ	08034-
Corson	Matthew	Carringo, dba Mitts Serv Garage	515 Tuolumne St.	Vallejo	CA	94590-
Khen	Mohammad	A.M. Auto Repair & Smog	808 Forbes Ave.	Yuba City	CA	95993-
Ekmekjian	John	Columbia Auto Body & Paint	1567 Colorado Blvd, Unit D	Eagle Rock	CA	90041-
Fitzgerald	Kevin	Maaco Collison Repair	1825 W. 10th Street	Antioch	CA	94509-
Faecanda	Joseph	Inside Garage Inc.	211 87th Street	Daly City	CA	94015-
Felix	Kari	Los Banos Collision Ctr	85 West G Street, Ste C	Los Banos	CA	93635-
Quinlan	Kevin	Diamond Automotive	55761 29 Palms Hwy	Yucca Valley	CA	92284-
Gunning	Michael	Personal Insurance Fed. of CA	1201K St., Suite 1220	Sacramento	CA	95814-
Newkirk	Dave	Hontech Automotive	4033 30th Street	San Diego	CA	92104-
Cohn	Edwin J	Ca Tire Dealers Assn.-South	10240 Petit Ave	North Hills	CA	91343-
Llewwllyn	Leong M		353 Ave. E	Redondo Beach	CA	90277-
Custeau	Jim	Cuyamaca College	900 Rancho San Diego Pkwy	El Cajon	CA	92019-
Walker	Chris	Nossaman, Guthner, Knox & Elliott	915 L Street, Ste. 1000	Sacramento	CA	95814-
Shahan	Rosemary	Consumers for Auto Reli.& Safety	1303 J Street, Ste. 270	Sacramento	CA	95814-
Maas	Brian	CA Motor Car Dealers Assn	1415 L Street Ste. 700	Sacramento	CA	95814-
French	Paul	Auto. Trade Org. of CA	3002 Dow Avenue, Ste 308	Tustin	CA	92780-
Hritz	George	College of Marin-Indian Valley	1800 Ignacio Blvd.	Novato	CA	94949-
Molodanof	Jack	Holloway Rasmusson & Molodanof	2200 L Street	Sacramento	CA	95816-
Ward	Randy	CETIA	717 K Street, Ste 216	Sacramento	CA	95814-
Secundy	Gerald	CCEEB	100 Spear Street Ste. 805	San Francisco	CA	94105-
Conway	Andrew	DMV	2415 First Ave, M/S D148	Sacramento	CA	95818-
Blau	Dave	Smog It Quick	1956 Fulton Ave.	Sacramento	CA	95825-
Yang	Jimmy S.	Jimmy's Auto Repair	540 N. Grant #18	Stockton	CA	95202-
Leveroni	Carol	Auto. Serv. Councils of CA	One Capitol Mall #320	Sacramento	CA	95814-
Pennebaker	Allen	Orinda Motors Inc.	63 Orinda Way	Orinda	CA	94563-
Tjden	Steve	Auto Advisory Services	14771 Plaza Drive, Ste. A	Tustin	CA	92780-
Tran	Dave	Atlantic Smog	5200 E. Whittier Blvd.	E.Los Angeles	CA	90022-
Sattelmeyer	Steve	German Motors	8631 Folsom Blvd.	Sacramento	CA	95826-
Moreno	Alma	American Auto Institute	17522 Studebaker Rd.	Cerritos	CA	90703-

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Lunsford	Patrick	Susanville Motors, Inc.	P.O. Box 969	Susanville	CA	96130-
Brimager	Shirley	Country Club Auto Body, Inc.	17094 Road 26	Madera	CA	93638-
Forouzanfar	Ali	Payless Smog	2801 Sunview Dr.	Bakersfield	CA	93306-
Hurni	Kevin	Pete's Auto Serv	375 Quintana Rd	Morro Bay	CA	93442-
Riliey	Charles P.	A-1 Smog and Repair Ctr	4262 Sudden Wind Ct.	Redding	CA	96001-
Beaver	Craig	Grossmont Union High School	P. O. Box 1043	La Mesa	CA	91944-
Gulbrandson	G.L.		1956 Hopkins St	Berkeley	CA	94707-
Beck	Gary	Preston Yth Corr. Facility	201 Waterman Rd	Ione	CA	95640-
Britt	Michael	UPS	25201 Paseo De Alicia #200	Laguna Hills	CA	92653-
Hassan	Javadian	Superior Auto Serv	2050 Harbor Blvd.	Costa Mesa	CA	92627-
Low	Myron S.	Accu-Tech Unlimited	3125 Olympic Way	Auburn	CA	95609-
Keele	Terry	A/C Mobile	768 Blairwood Ct	San Jose	CA	95120-
McCreary	David	Motherlode Auto	3980 Sandridge Rd.	Placerville	CA	95667-
Grace	Charles	Duncan's Auto II	5512 Sky Ridge Dr	Orangevale	CA	95662-
McHenry	Chris	Brake Parts Supply	3861 Benatar Way	Chico	CA	95928-
Reshaw	Dan	Dan Reshaw Mobil	9315 Baseline Road	Rancho Cucamong	CA	91730-
Kaur	Iqbal	DMV-Rev. & Comp. Policy	2415 First Ave. MS D148	Sacramento	CA	95818-
Sherburne	Michael Hughes	Wyotech	2081 Orestes Way	Campbell	CA	95008-
Gonzalez	Aureo	Chico's Muffler Shop	322 1/2 Lemon St	Vallejo	CA	94590-
Nguyen	Tho The	Thedy Auto Repair	1169 N. 5th St	San Jose	CA	95112-
Maksimov	Vitaliy	ScanTool.net, LLC	1819 W Rose Garden Ln Ste 3	Phoenix	AZ	85027-
Bloxham	Graham	Jaguar Car Service	4744 Woodman Ave.	Sherman Oaks	CA	91423-
Gomez	David	Dave's Auto Service	240 W. Market St.	Salinas	CA	93901-
Mosso	David	Marco's Auto Body	559 N. Fair Oaks	Pasadena	CA	91103-
Manabat	John	Pepboys Auto	697 Vista San Rafael	San Diego	CA	92101-
Miller	Lynn		939 Ellis Street	San Francisco	CA	94109-
Lopez	Frank	Sacto Co Off of Educ-ROP	P.O. Box 269003	Sacramento	CA	95826-
Zambrano	Alfredo	Santee Transmission	10806 Prospect Ave, #7	Santee	CA	92071-
Vega	Carmelo	Marina Auto Serv	3016 Del Monte Blvd.	Marina	CA	93933-
Do	Joe	Auto Smog Center	1443 Little Lake St.	Chula Vista	CA	91913-
Williams	Thomas Scott	Range R.V. Hespira CA	4230 Duncan Road	Phelan	CA	92371-
Adamik	Chris	CSA Auto Serv Inc.	100 W. Chapman Ave.	Placentia	CA	92870-
Samuel	Scott	Moran Industries	4444 W. 147th St.	Midlothian	IL	60445-

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Hayes	Charles		2116 W. Corydon St.	Compton	CA	90220-
Romero	Cynthia		6938 Yarmouth Ave.	Reseda	CA	91335-
Horgan	Steven	Horgan's R&R Trans.	61 Harbor St.	San Rafael	CA	94901-
Kane	Kim		13191 Mesquite Rd.	Apple Valley	CA	92308-
Rich	David	Innova Electronics	17291 Mount Herrmann St	Fountain Valley	CA	92708-
McFarland	Jim	McFarland Consulting	4073 Pelican Hill Cove	Lakeland	TN	38002-
Cress	Shawn	Innova Electronics	17287 Mount Herrman	Fountain Valley	CA	92708-
Didone	John		1340 Munras Ave., Ste. 204	Monterey	CA	93940-
Castro	George	Orange Glen High School	2200 Glenridge Rd.	Escondido	CA	92027-
Waugh	Richard	SCV Smog Check	24309 Creekside Rd. Ste 106	Valencia	CA	91355-
Yang	John		3166 Cherrydale Dr.	Diamond Bar	CA	91765-
Hernandez	Gilbert	Barson Tire & Auto Repair	12200 E. Washington Blv. A	Whittier	CA	90606-
Mccann	Jeff		1270 Bush St.	San Francisco	CA	94109-
Tabarracci	Joe	Autoewst Honda, Roseville	500 Auto Mall Dr	Roseville	CA	95661-
Moore	David	Eagle Smog Check	364 E. Foothill Blvd.	Rialto	CA	92376-
Pollino	Andrew	Pro Care Automotive	9457 Thornton Rd.	Stockton	CA	95209-
Sanders	Jaime	Dayton Automtive, Inc.	650 E.Taylor Ave.	Sunnyvale	CA	94085-
Klobehinz	Paul	P & T Service Specialties	29683 New Hub Dr. #B	Sun City	Ca	92586-
Dominguez	Juan	Valley Transmission	1312 10th St.	Modesto	CA	95354-
		Valley Automotive	55 Los Padres Wy, Unit B	Buellton	CA	93427-
Shimko	Ed		PO Box 517	Yucca Valley	CA	92286-
Suzuki	Steven	Suzuki's Garage	909 Needham St.	Modesto	CA	95354-
Jamison	Wayne	Aviation Services	3528 LaPorte Rd.	Marysville	CA	95901-
Schultz	Mark	Fresno Infiniti	711 W.Palmdon Dr	Fresno	CA	93704-
Noori	Fazzy	Golden Auto Body & Paint	2222 Centinella Ave.	Los Angeles	CA	90064-
Satyanand	Sharma		12444 Gilmore Ave.	Los Angeles	CA	90066-
Lehmkuhl	Jeff	San Luis Obispo High School	1499 San Luis Dr.	San Luis Obispo	CA	93401-
Arnerich	Mike	City of Livermore	3500 Robrtson Park Rd.	Livermore	CA	94550-
Magdaleno	Jose	Number One Auto Collision	1500 Long Beach Blvd.	Long Beach	CA	90813-
Wells	Craig	Inland Smog & Repair	521 Railroad St.	Corona	CA	92882-
		A-1 Auto Tech	89 Pioneer Way	Mountain View	CA	94041-
Dow II	Bradley	Furgerson's Garage	1460 Orpheus Ave	Encinitas	CA	92024-
Geiger	Ed	The D.R. Service	10900 Kalam River Ave.	Fountain Valley	CA	92708-

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Meyer	Evan		PO Box 7337	Berkeley	CA	94707-
Tolentino	Phillip	California Z Cars	2101 W. Colorado Blvd.	Los Angeles	CA	90041-
Masef	Richard	Vallejo Smog Test Only	3424 Sonoma Blvd	Vallejo	CA	94950-
Hood	Alan	Laguna Niguel	30072 Crown Valley Pkwy	Laguna Niguel	CA	92677-
Pravica	Brian		4588 Live Oak Canyon Rd.	La Verne	CA	91750-
Chapman	David		14004 Ranchero Dr.	Fontana	CA	92337-
Kim	James	Avalon Smog Center	4368 S. Avalon Blvd. #B	Los Angeles	CA	90011-
Zheng	Songbo	East 14th Auto Services	5201 International Blvd.	Oakland	CA	94601-
Strong	Ron		48 W. Minarets	Fresno	CA	93650-
Beetler	Scott		1052 Railroad St.	Corona	CA	92882-
Anderson	Shirley		PO Box 2877	Turlock	CA	95381-
Drakos	Peter	Pete's Auto Body & Glass	214 Fountain Ave.	Pacific Grove	CA	93950-
Nguyen	Thanh Huu		4959 Orange Ave.	San Diego	CA	92115-
Lessard	Larry	The Smog Station	7869 Burlington Way	San Diego	CA	92126-
Cruz	Fina	Valvoline Instant Oil Change	PO Box 9627	San Diego	CA	92169-
Zaragarian	Ararat		11716 Eldridge Ave.	Sylmar	CA	91342-
Sanchez	Gerald	Novartis	1585 162nd Ave.	San Leandro	CA	94578-
Wharregard	Glenn		PO Box 442	Rail Road Flat	CA	95248-
Vasquez	Steve		18537 E. Arrow Hwy. #C205	Covina	CA	91722-
Rodriguez	Roger	Payless Trans. & Clutch	1550 N.Effie St.	Fresno	CA	93703-
Heineman	Michael	AMEX Petroleum	8303 Parkway Dr.	La Mesa	CA	91942-
Mccray	Lee		13377 Hildegarde St.	Moreno Valley	CA	92553-
Rolin	Corey		5734 Croydon Ave.	San Jose	CA	95118-
LaBarre	Jan	Phil's Automotive	PO Box 7113	Big Bear Lake	CA	92315-
		Four Star Automotive	1405 San Mateo Ave.	South San Francisc	CA	94080-
Pruessing	Eric	UBSI	420 1/2 Poinsetta Ave.	Corona Del Mar	CA	92625-
		Suzuki III	83407 Hwy 111	Indio	CA	92201-
Cambron	Robert	Cambron Auto Body	244 Industrial Rd.	San Carlos	CA	94070-
Fair	Douglas	German Auto Santa Maria	722 W. Betteravia Rd.	Santa Maria	CA	93455-
Ross	Scott	PepBoys Auto	1122 West Washington Blvd.	Los Angeles	CA	90015-
Haynes	Bob	Pep Bots Auto	14207 Rosecrans Ave	La Miranda	CA	90638-
Finklestein	Dave	Golden State Coll. Ctrs Inc.	841 Galleria Blvd.	Roseville	CA	95678-
Rabe	Tom	Pep Boys Auto	14207 Rosencrans Ave.	La Mirada	CA	90638-

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Afshar	Farzam	Verifacts Automotive	1000 Bristol Street North	Newport Beach	CA	92660-
Attanasio	Ed	Parts & People	3053 Fillmore St.	San Francisco	CA	94123-
D'Angelo	Mark		12882 Pierce st.	Pacoima	CA	91331-
Joe	Don	American River College	4700 College Oak	Sacramento	CA	95841-
Waco	Mark	MOC Producta Co., Inc.	12300 Montague St.	Pacoima	CA	91331-
Johndrow	Dennis	Sears Holdings	3333 Beverly Road	Hoffman Estates	IL	60179-
Small	Stephen		25555 Hesperian Blvd.	Hayward	CA	94545-
Lavery	Scott	UPS	8475 Pardee Dr	Oakland	CA	94621-
Ayers	Charles	Midas International Corp	PO Box 2801	Reno	CA	89505-
Carlson	Robert	Chaffey College	5885 Haven Ave.	Rancho Cucamong	CA	91737-
Yankowski	Ron	Mitchell 1	14145 Danielson St	Poway	CA	92064-
Jacques	Steven	Golden State Coll. Ctr Inc.	7407 Roseville Rd	Sacramento	CA	95842-
Schraml	Swen	Silver Star AG	2323 E.Larch St.	Simi Valley	CA	93065-
McNeal	Donell	Thunder Insurance Serv	762 Tennessee St.	Redlands	CA	92374-
McClue	David	CA Auto Body Assn	555 University Ave., Ste. 236	Sacramento	CA	95825-
Gattis	David	Quality Tune Up #12	4271 North First St. #110	San Jose	CA	95134-
Coduti	Robert		8592 Verlane Dr.	San Diego	CA	92119-
Banh	Mau	Import Motors	4000 Tellegraph Ave.	Oakland	CA	94609-
Perez	Isauro		1410 Miller Ave.	Oakland	CA	94601-
Davenport	Phyllis	DMV	2415 First Ave, M/S D148	Sacramento	CA	95818-
Castro	Paulo		1216 N.Douty St.	Hanford	CA	93230-
Leal	John		27800 McBean Parkway #344	Valencia	CA	91354-
Sevin	Eric	A+ Japanese Auto Repair	780 Industrial Rd	San Carlos	CA	94070-
Jimenez	A.		8305 Altavan Ave.	Los Angeles	CA	90045-
Mayberry	Bradley	Caltrans	15631 Foster Rd.	La Mirada	CA	90638-
Smith	Taryn	Senate of Research	1020 N Street, Ste 255	Sacramento	CA	95814-
Mayer	Linda	Rancho Auto Body	591-A Westlake St.	Eucinitas	CA	92024-
Chia	Wen		2100 Marengo St	Los Angeles	CA	90033-
Luna	Luis		2938 Chesapeake Ave.	Los Angeles	CA	90016-
Segura	Benjamin		8955 Sepulbeda Bl. # B	North Hills	CA	91343-
Volk	K.	Tri-City Smog	29770 Bradley Rd. Ste.-J	Sun City	CA	92586-
Morrison	Jonathan	CA New Car Dealers Assn	1415 L Street Ste 700	Sacramento	CA	95814-
Noftsier	Dan	The Lube Shop	274 Arneil Rd.	Camarillo	CA	93010-

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Haynes	William		10961-53 Desert Lawn Dr.	Calimasa	CA	92320-
Garabedian	Raffi	Mike & Son's Auto.	500 Altadena Dr.	Pasadena	CA	91107-
Brown	Timothy	Highland Autobody	26847 Baseline St.	Highland	CA	92346-
Littlejohn	Richard		12521 Grevillea Ave. #9	Hawthorne	CA	90250-
Murillo	Brian	Best Valley Smog & Auto Rep	26125 Coronada Dr.	Moreno Valley	CA	92555-
Newton	Maylan	Educational Seminars Inst.	2222 Emmett Ave.	Simi Valley	CA	93063-
Magdziak	John		28722 Visa Coronado	Mission Viejo	CA	92692-
Palad	Allen		PO BOX 802857	Santa Clarita	CA	91380-
Branson	Chris	Cuyamaca College	900 Rancho San Diego Pkwy.	El Cajon	CA	92019-
Marchioni	John		1148 mIndustrial Ave.	Escondido	CA	92029-
Hassel	Cliff	Gam Enterprises	8967 Oso Ave. #B	Chatsworth	CA	91311-
Anderson	Doug		12636 Ambermeadow St.	Moorpark	CA	93021-
Diotte	Robert		6079 Rickenbacker Rd.	Commerce	CA	90040-
Contreras	P.		2041 Katerri Dr.	Vista	CA	92084-
McClune	David	CA Autobody Assn	555 University Ave. , Ste.236	Sacramento	CA	95864-
McConnel	Jon	Independent Auto Prof. Ass.	1476 East Valley Rd.	Santa Barbara	CA	93108-
Heaney	Sarah	Valley Medical Trans.	1120 N. Chinowtch	Visalia	CA	93291-
Burge	Jim	Estorgas Allision	3250 Airport Way	Long Beach	CA	90806-
Esquivel	Tina	Tango Automotive Repair	95 E. 21st Ave	San Mateo	CA	94403-
Rochin	Benae	Golden West Coach	12456 Lambert Rd	Whittier	CA	90606-
Latorre	Albert	Santa Ana Smog	334 Bowling Green Dr.	Costa Mesa	CA	92626-
Reed	Wendy	Universal Technical Institute	4100 Duckhorn Dr.	Sacramento	CA	95837-
Sutton	Gregory	A to Z Automotive	5416 Buttercup Dr.	Pollock Pines	CA	95726-
Dawydiak	Walter	Vespa Marin	5830 Paradise Dr.	Corte Madera	CA	94925-
Kiel	Dan	Toyota of Walnut Creek	206 Riley Dr.	Pacheco	CA	94553-
Luft	Brian	BFE Classics	540 Crane St., Ste B	Lake Elsinore	CA	92530-
Medina	Rayumunda	Vanguard	14024 McGee Dr.	Whittier	CA	90605-
Moran	Roberto	Sierra Auto Body	687 North Benson Ave #D	Upland	CA	91786-
Sarac	Tom	North Ranch Bodycraft	3075 Los Feliz Dr.	Thousand Oaks	CA	91362-
Hansen	Chuck	Hansen Auto Body & Paint	4620 Lincoln Ave.	Cypress	CA	90630-
Pidgeon	Charlse	Cap's Paint & Body	2323 Orange Ave.	Signal Hill	CA	90755-
Lloyd	Richard	Allied Exhaust Systems	240 Citation Circle	Corona	CA	92880-
Oganesyan	Gnel		4521 Stonewall	Fair Oaks	CA	95628-

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Coelho	Tony	Serpa Hyundai	1990 Glendale Ave	Hanford	CA	93230-
Rommelfanger	Cory	Fremont Wheel & Brake	37555 Dusterberry Way	Fremont	CA	94536-
Paletta	Frank	Safeway Insurance	222 E. Huntington Dr. #200	Monrovia	CA	91016-
Kerrigan	Mike	Safeway Insurance	222 E. Huntington Dr. #200	Monrovia	CA	91016-
Hickey	Jim	Hickey's Auto Body	P.O. Box 826	Colfax	CA	95713-
Woodworth	E C	Tri Valley ROP	600 Maple St.	Livermore	CA	94550-
McCray	Rhonda	Betts Truck Parts	1121 Striker Ave., Ste.100	Sacramento	CA	95834-
Winston	Stephen Craig	Folsom Lake Toyota	6430 Lookout Pass Ct.	Rocklin	CA	95765-
Tovar	Juan	Sanchez Auto Repair	1542 5th Street Apt.# 103	Sanger	CA	93657-
DeCota	Dennis	CSSARA Inc.	1605 4th Street Suite C	Santa Rosa	CA	95404-
Nguyen	Kevin		7659 Agate Beach Way	Antelope	CA	95843-
Tsuji	Adam		8625 Beverly Park Place	Pico Rivera	CA	90660-
Fought	Grant	Grant Fought Auto Serv	12902 W. Washington Blvd.	Los Angeles	CA	90066-
Cruz	Michael	Clevenger Ford	701 N. Main St.	Porterville	CA	93257-
Hernandez	Jose	30 A Street	Pepe's Auto Body	Hayward	CA	94541-
Cometa	Jeff	A&J Automotive	1901 Prescott Rd. Ste A	Modesto	CA	95350-
Arriola	Tina	Dept of Motor Vehicles	1313 W. 12th St.	Merced	CA	95341-
Carrisales	Gilbert	Active Exhaust Corp	403 East 4th Street	Port Clinton	OH	43452-
Cronk	Jon	Automotive Forms	PO Box 3540	Camarillo	CA	93011-
Jeans	John	John's Mobile Truck Serv	799 Fremont Ave	San Leandro	CA	94577-
Curry	Robert	Alamitos Enterprises, LLC	10934 Portal Dr.	Los Alamitos	CA	96720-
Lehr	Michael Allen	Poway Chevrolet	24660 Watt Rd.	Ramona	CA	92065-
Worthington	David	Co of Sonoma, Fleet Oper. Div.	2688 Ventura Avenue Rm 105-	Santa Rosa	CA	95403-
Donnelly	Beth	Sterling Autobody	9 Tech Circle	Natick	MA	01760-
Favre	Alan	Fnd. CA Comm. College	88 Monterey Dr.	Oak View	CA	93022-
Reinke	John	Norcal Car Care	1666 Piner Road	Santa Rosa	CA	95403-
Spalansani	Yann	Driven Auto Care	1307 Selo Drive	Sunnyvale	CA	94087-
Buss	Jeffrey	Environmental Protection Ageny	75 Hawthorne St.(AIR-2)	San Francisco	CA	94105-
Dawid	Irvin	Loma Prieta Chapter, Sierra Club	753 Alma Street, #126	Palo Alto	CA	94301-
Maffia	Pete	Auto Tech 2000	P.O. Box 3746	Clearlake	CA	95422-
Mow	Vincent	MACTEC	560 Herndon Parkway, Ste 200	Herndon	VA	20170-
Hernandez	Joseph	City Collision	2029 Old Middlefield Way	Mountain View	CA	94043-
Mario	Bijelic	Atlas Diesel Injection Specialists	13162 Leadwell St.	North Hollywood	CA	91605-

Last Name	First Name	Organization Name	Address	City	State	Postal C
Greg	Pribble	Walnut Creek Ford	104 Wild Flower Valley Ct.	San Ramon	CA	94582-
Chris	Jones	Valley Collision	324 West 5th St.	Hanford	CA	93230-
Ray	Mendoza	Consumer Auto Center	18125 E. Valley Blvd.	La Puente	CA	91744-
Michelle	Miseirvitch	Ferrari Maserati Beverly Hills	2110 Cotner Ave.	Los Angeles	CA	90025-
Paul	Bailey		8507 Central Ave.	Orangevale	CA	95662-
Ron	Hill	Ronco Automotive, Inc.	772 Sutter St.	Yuba City	CA	95991-
Valencia	Felipe	Dependable Carburetor	660 Emory Street	Impreial Beach	CA	91932-
Lopez	Richard	MSC	511 N. Avenue 64	Los Angeles	CA	90042-
Rood	Jennifer	John Road Smog + Repairs	1050 A 17th Avenue	Santa Cruz	CA	95062-
Delazeri	Jatir	Cosmo Auto Parts	3332 Eagle Rock Blvd.	Los Angeles	CA	90065-
Tabassam	Mohammad		30931 Paseo Mar Azul	San Juan Capistran	CA	92675-
McCourt	John	Motor/Alldata Systems	4021 Palomar Dr.	Antioch	CA	94531-
Delaseri	Jatir	Cosmo Auto Parts	3332 Eagle Rock Blvd.	Los Angeles	CA	90065-
Hardy	Jeff	Auto Part Service Center	18019 Stone Haven Dr.	Salinas	CA	93908-
Scalf	Jim	Rancho Del Oro Truck Shop	2476 S. Santa Fe	Vista	CA	92084-
Schaller	Larry	Brabazon Ranch	PO Box 712221	Santee	CA	92072-
Bente	Ray	The Muffler and Brake Barn	795 Zion St.	Nevada City	CA	95959-
Dickerson	Tony	Air Resources Board	9528 Telstar Ave	El Monte	CA	91731-
Leach	Steven	A&A Any Car - Apple Valley	15307 Center St.	Victorville	CA	92395-
Yokoi	Michael	Wine Country Motors	237 S. Montgomery Street	Napa	CA	94559-
Hindi	Samer	Arrow Smog & Test Only	5512 Arrow Hwy #C	Montclair	CA	91963-
Monser	Susan	CETIA	4801 Laguna Blvd.	Elk Grove	CA	95758-
Peterson	John	Modesto J.C.	4004 Killigrew Dr.	Salida	CA	95638-
Soltz	Barry	Auto Maintanance & Repair Assn.	1314 Woodland Court W	Riverwoods	IL	60015-
Harr	Don	Harr Properties	3004 Hurr Ave. #1	San Jose	CA	95128-
Gin	Joanna		1020 N St. #124	Sacramento	CA	95814-
Huffman	Craig		3861 Chippewa Ct	San Diego	CA	92117-
Shaw	Erin	Assembly Ruskin Office	P.O. Box 942849	Sacramento	CA	94249-
Imai	Ed	Assembly Trans. Committee	1020 N Street	Sacramento	CA	95814-
		CA State Senate Florez	State Capitol Room 5061	Sacramento	CA	95814-
Nakadachi	Alan		9691 S. Newmark Ave	Parlier	Ca	93648-
Stewart	Scooter	Quality Lock & Safe	1707 La Brea St. #10E	Ramona	Ca	92065-
Donohoe	Kevin	Pacific Motor Service	550 E. Franklin St.	Monterey	CA	93940-

Last Name	First Name	Organization Name	Address	City	State	Postal C
Montano	Alfredo		10918 Columbus Ave Apt 6	Mission Hills	Ca	91345-
Evans	Holley	SMS Transportation	83333 Highway 111 Ste. D	Indio	Ca	92201-
Tabor	Krishna	SMS Transportation	915 Wilshire Blvd Ste. 1820	Los Angeles	Ca	90017-
Alexander	Jack	Snap On	31 Old Cross Road	Warwick	NY	10990-
Vincent	Ted	Alliance United Ins. Co.	2125 Knoll Dr., Ste. 101	Ventura	Ca	93003-
Gill	Jasbal		970 Meridian Ave #550	San Jose	CA	95126-
		Bunn Annevene Bradford	4 Krotona Hill	Ojai	CA	93023-
Vandenham	Scott		72 B States Ave.	Ventura	CA	93003-
Heptig	Rick	American Honda Motor Co.	123 Val Dervin Parkway	Stockton	CA	95206-
Gaxiola Lizarraga	Felizard	Smog Spot	68400 Ramon Rd (Rear)	Cathedral City	CA	92234-
Marks	Greg		PO BOX 283	Nevada City	CA	95959-
Boesche	Philip W.	Lube Express Inc.	1121 Old Hwy 99 South	Ashland	OR	97520-
Boesche	Gregory W.	Lube Express Inc.	2384 Harbor Blvd. #203	Costa Mesa	CA	92626-
Goofchild	Bob	Jack Harrison Buick Pontiac GMC	3687 Mount Ariane Dr.	San Diego	CA	92111-

South Coast
Air Quality Management District
21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 · www.aqmd.gov

Office of the Executive Officer
Barry Wallerstein, D.Env.
909.396.2100, fax 909.396.3340

May 1, 2009

Ms. Sherry Mehl, Chief
Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827

Dear Ms. Mehl:

Comments Regarding the Proposed Revisions to the State Implementation Plan
Regarding California's Vehicle Inspection and Maintenance (Smog Check) Program

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the proposed demonstration that California's Enhanced Inspection and Maintenance (I/M) Program meets or exceeds the performance standards specified in Title 40 of the Code of Federal Regulations, Part 51, Subpart S, section 51.353. The South Coast Air Basin experiences the worst ozone air quality in the nation and is one of two regions in California that must meet federal fine particulate air quality standards by 2015. Although great progress has been made over the years in the improvement of air quality, we must ensure that these improvements are maintained as the region and the California Air Resources Board seek further emissions reductions.

As you are aware, the Inspection and Maintenance Review Committee (IMRC) was formed to review the Inspection and Maintenance program and to provide recommendations for improvements based on their analysis of technical data. The SCAQMD staff has been participating on the IMRC and has been providing input on the implementation of the Enhanced I/M Program. A study sponsored by the Bureau of Automotive Repair and the California Air Resources Board was presented to the IMRC in October 2006 indicated that 49% of the vehicles that failed a Smog Check inspection and subsequently passed are failing random roadside tests within an average period of six months. A copy of the presentation is attached for your information. This re-fail rate is an alarming figure and according to the preliminary findings could potentially result in an estimated statewide loss in emission reductions of 70 tons per day of NOx and hydrocarbons.

The SCAQMD staff believes that the findings of the study are not reflected in the revised SIP I/M Program report dated April 7, 2009. The information that was inputted into the U.S. Environmental Protection Agency (EPA) MOBILE6.2 model for I/M compliance level was estimated by dividing total certifications issued (number of vehicles receive a certificate of passing or a waiver) by the total number of vehicles tested. This estimation method overstates the I/M compliance level because it does not take into account the high re-fail rate. In its 2008 report, the IMRC recommended several measures to address the shortfall in emission reductions that result from the overstated I/M compliance rate.

The SCAQMD staff recommends that the SIP demonstration be revised to incorporate the more recent information on roadside re-fail rates to determine whether California's Enhanced I/M program meets or exceeds the performance standard specified in section 51.351 of Title 40 of the Code of Federal Regulations, Part 51, Subpart S. Should the Bureau find that the current implementation of the I/M Program does not meet the performance standards as specified in federal regulations, we urge the Bureau and the California Air Resources Board to work expeditiously to develop strategies to improve the Program and to make up for the expected emissions benefits foregone. If you have any questions regarding our comments, please feel free to call me or Mr. Henry Hogo, Assistant Deputy Executive Officer – Mobile Source Division, Science and Technology Advancement, at 909-396-3184.

Sincerely,

Barry R. Wallerstein, D.Env
Executive Officer

CSL:HH:DKS:DRC:LB

Attachment

ATTACHMENT

Status Report
Smog Check Program Evaluation Project

Presented to
California Inspection and Maintenance Review Committee

October 24, 2006

Status Report

Smog Check Program Evaluation Project

Prepared for:
California Air Resources Board
Bureau of Automotive Repair

Prepared by:
Sierra Research, Inc.

Presented to:
California I/M Review Committee

October 24, 2006

Background

- In January, Sierra presented a list of analytical tasks to the IMRC.
- Several comments were received encouraging more thorough analysis of roadside data.
- Sierra has performed additional analysis of the roadside data; some of those results are presented today.

Merged Roadside and Smog Check Data

- Roadside data collected between February 2003 and April 2006 were merged with Smog Check data from January 2000 to April 2006.
- A stratified sampling technique is employed at the roadside that over-samples specific model year groups; within those groups, vehicles are selected at random.
- BAR staff carefully validated, and corrected where necessary, VINs and license plates prior to the merge.

"Re-Fail" Rates

- The 2004 ARB/BAR program evaluation report presented an analysis of 2001 roadside data showing that 40% of vehicles that initially failed, but obtained certificates by passing the Smog Check test, were failing at the roadside within a year.
- One of the first steps in the current study was to validate that 40% statistic with more recent roadside data.

Roadside Tailpipe Results for Vehicles Passing a Smog Check Within One Year Prior to the Roadside Inspection					
Model Year Group	Sample Size	Initial Smog Fail		Initial Smog Pass	
		Fail Road	Pass Road	Fail Road	Pass Road
1996+	286	29%	71%	3%	97%
1994-1995	319	58%	42%	11%	89%
1989-1993	1553	47%	53%	15%	85%
1986-1988	607	44%	56%	30%	70%
1981-1985	330	58%	42%	39%	61%
1976-1980	119	63%	37%	35%	65%
1976-1995 VID-Weighted		51%	49%	19%	81%
1976-1999 VID-Weighted		37% - 48%	52% - 63%	13%	87%

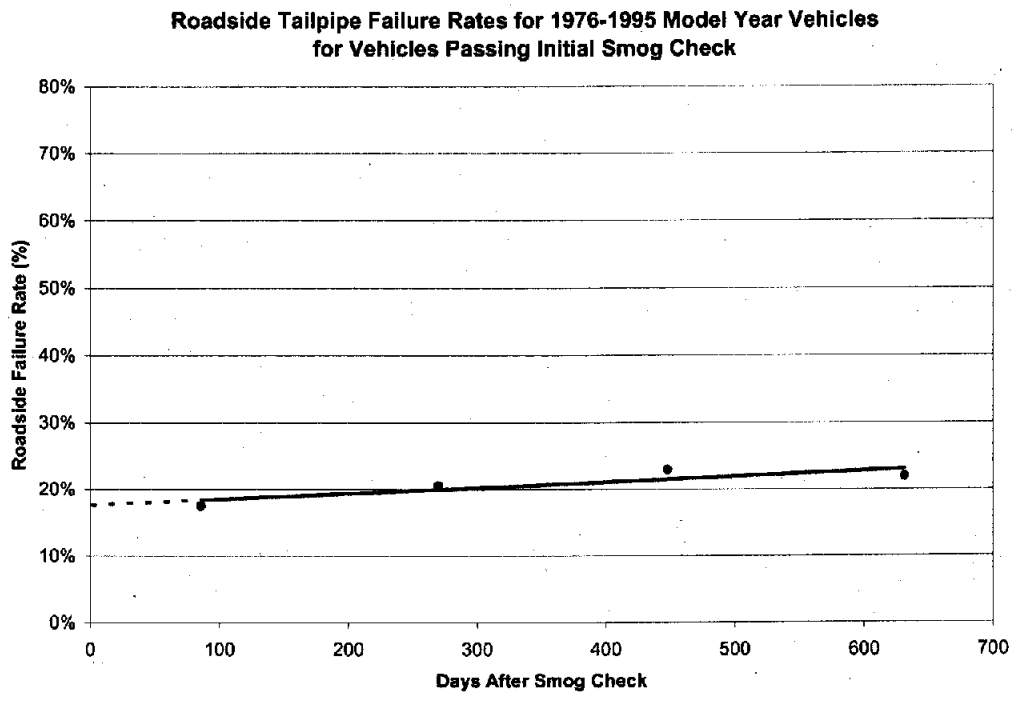
Note: The shaded cell is comparable to the 40% "re-fail" rate in the previous roadside analysis.

Differences in "Re-Fail" Rate Estimates

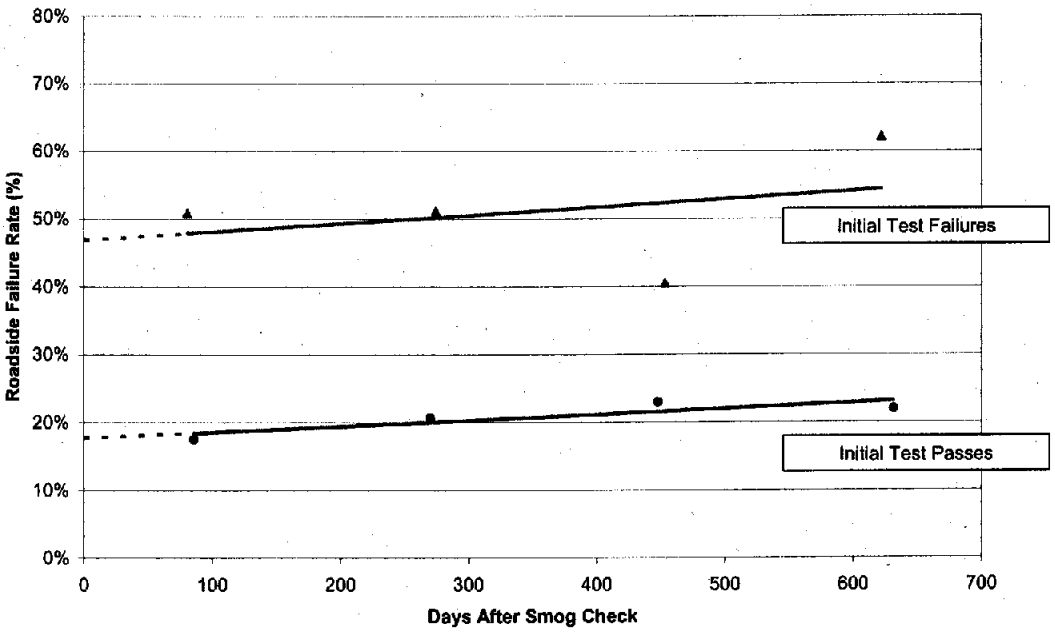
- The current results (37% to 48%) are similar to the previous evaluation (40%) when the data are analyzed on the same basis (i.e., fast-pass results are used and roadside results are translated to the fleet based on the VID model year distribution).
- Because of the small sample of 1996+ model year vehicles, the ensuing analyses were based on 1976 to 1995 model years.

In-Use Deterioration

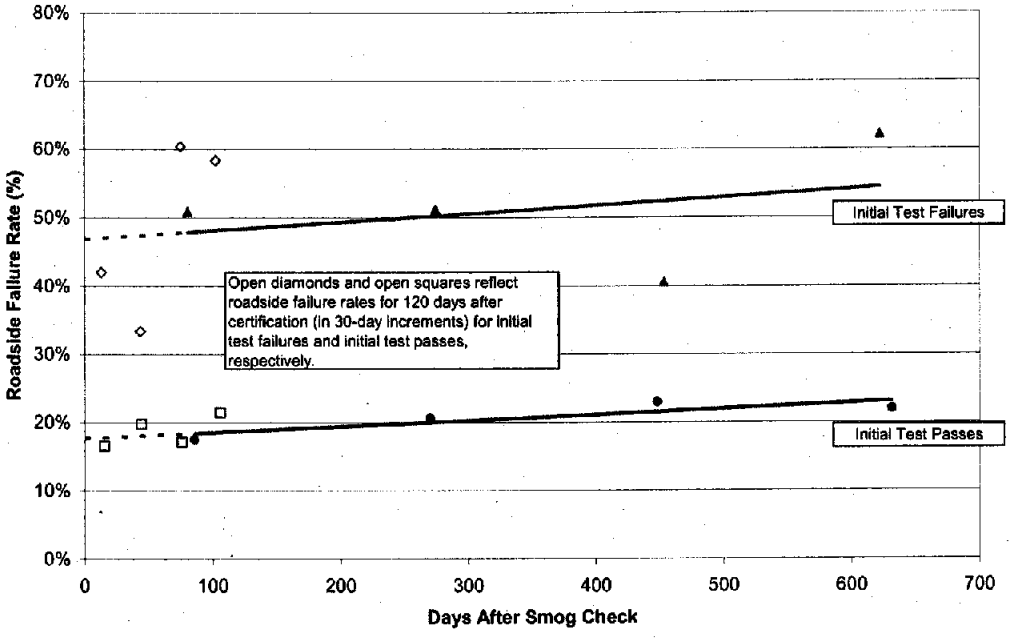
- The merged Smog Check-Roadside database was used to investigate deterioration after a Smog inspection.
- This was done by calculating roadside failure rates following a Smog Check.
- Differences were observed for initial test passes versus initial test failures.
- The data do not trend to a zero failure rate immediately after a passing Smog test at a Smog station.



Roadside Tailpipe Failure Rates for 1976-1995 Model Year Vehicles for Vehicles Failing Initial/Certified Final Smog Check



Roadside Tailpipe Failure Rates for 1976-1995 Model Year Vehicles for Initial Smog Test Passing and Failing Vehicles Certified at Time = 0



DEPARTMENT OF CONSUMER AFFAIRS

Bureau of Automotive Repair

10240 Systems Parkway
Sacramento, CA 95827
916.255.4300 Telephone
916.255.1369 Fax
www.autorepair.ca.gov

July 16, 2007

Ms. Mary D. Nichols, Chairman
California Air Resources Board
P. O. Box 2815
Sacramento, CA 95812

Dear Ms. Nichols,

The Bureau of Automotive Repair ("Bureau") is committed to working with the Air Resources Board ("Board") to obtain additional emission reductions through regulatory and/or legislative changes to the California Smog Check Program ("Program") as outlined in the proposed 2007 State Implementation Plan (SIP). It is further understood that the U.S. Environmental Protection Agency has asked the Bureau to describe how it will implement these Program changes. At this time, the Bureau plans to (1) continue to actively work with the Board to incorporate requested changes to the Program within the confines of existing statutory authority, including working with the Board on any needed legislation to broaden the Program, and (2) expeditiously implement future legislative changes to the Program.

As the national air quality standards become even more stringent, additional efforts to reduce motor vehicle emissions will be necessary, a fact the proposed 2007 SIP anticipates. As a result, new tests and additional vehicle types may be added to the Program in efforts to reduce excess emissions from California's vehicles. The Bureau understands that the anticipated emission reductions from improvements to the Program are part of a larger enforceable obligation contained in the proposed 2007 SIP. Therefore, the Bureau will ensure best efforts to obtain the emission reductions for each of the Program concepts outlined in the proposed SIP that the Bureau has legal authority and has determined feasible to implement.

However, if a particular concept falls short of its emission reduction target, the Bureau will work with the Board in obtaining the reductions through implementation of other permissible Program modifications. If Program improvements in total ultimately achieve less emission reductions than estimated in the SIP, the Bureau understands that the state is still legally bound to achieve the total aggregate emission reduction obligations contained in the SIP. Any outstanding reductions could be realized through additional measures, alternative control concepts or incentive programs not limited to the Program.

If you have any questions, or would like to discuss our commitment, please call me at (916) 255-4300.

Sincerely,

Sherry Mehl, Chief
Bureau of Automotive Repair

cc: Rosario Marin, Secretary
State and Consumer Services Agency

Carrie Lopez, Director
Department of Consumer Affairs

DEPARTMENT OF CONSUMER AFFAIRS
BAR
Bureau of Automotive Repair

Bureau of Automotive Repair I/M Regulations
Changes Made 1995 - 2008

OAL Reg. Action #	Subject	Sections Affected	History
95-0616-05E 95-1020-05C	**New Requirements for New Smog Check Technician Program**	**Adopt:** §§ 3340.28, 3340.29 and 3340.30 **Amend:** §§ 3303.2, 3340.1, 3340.15, 3340.22.1, 3340.23, 3340.24, 3340.31, 3340.32, 3340.32.1, 3340.33, 3340.33.1, 3340.35, 3340.36, 3340.37, 3340.50, 3340.50.3 and 3340.50.5 **Repeal:** §§ 3340.25, 3340.30 and 3340.34	**12/6/95** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
95-0426-02E 95-0831-02C	**Sign Language and Certification Fee Increase**	**Amend:** §§ 3340.22.2, 3340.35 and 3340.50.4	**9/25/95** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
95-0807-01E 95-1215-03C	**Fee for Inspection at Test-Only Facility**	**Adopt:** §§ 3340.1(p) and 3340.7	**1/15/96** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
95-0616-03E 95-1020-04C	**Exhaust Emission Inspection Standards and Test Procedures**	**Amend:** §§ 3340.42 and 3340.42.1	**12/1/96** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective Date:** 12/31/96.
96-0308-04S	**NOx Stickers**	**Amend:** § 3340.37	**4/15/96** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 5/15/96.
95-1115-01E 95-0308-05C 96-0308-05S	**Economic Hardship Extension Program**	**Adopt:** § 3340.8	**4/5/96** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
96-0419-05E 96-0821-01C	**Electronic Transmission**	**Adopt:** § 3340.16.7 **Amend:** §§ 3340.1, 3340.16.5, 3340.17 and 3340.42	**4/29/96** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**

OAL Reg. Action #	Subject	Sections Affected	History
96-0716-01E 96-1119-04C	**New Station Equipment and Technician License**	**Amend:** §§ 3340.1, 3340.10, 3340.16, 3340.16.5, 3340.16.7, 3340.22.1, 3340.28, 3340.29, 3340.32, 3340.33, 3340.36, 3340.37, 3340.41, 3340.42 and 3340.50	**1/6/97** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
97-0204-06E 97-0530-01C	**Certificate Fee Increase ($7.75 to $8.00)**	**Amend:** §§ 3340.35 and 3340.50.4	**7/8/97** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
97-0328-04E 97-0702-02C	**Heavy-Duty Vehicle Emissions Standards**	**Amend:** Table III (Emissions Standards for 2-Speed Idle) § 3340.42	**8/13/97** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
97-0408-02E 97-0811-01C	**Requirements for Smog Check, Test-Only, and Test-and-repair Stations**	**Amend:** §§ 3340.15, 3340.16 and 3340.16.5	**9/18/97** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
97-0415-02E 97-0819-03C	**Establish Gold Shield Guarantee Repair Program**	**Adopt:** §§ 3392.1, 3392.2, 3392.3, 3392.4, 3392.5 and 3392.6 **Amend:** §§ 3303.2 and 3340.1	**9/30/97** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
99-0318-02C	**Low Income Repair Assistance Program Requirements**	**Adopt**: § 3340.9 **Amend**: § 3340.1 **Repeal**: § 3340.8	**04/15/99** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
98-1104-04E 99-0310-01C	**Smog Check Station Test Equipment; Fuel Cap Tester**	**Amend**: § 3340.16	**04/21/99** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective Date:** 07/01/99.
99-0720-03ER 99-1118-01C	**Smog Check Vehicle Retirement Program**	**Adopt:** §§ 3394.1, 3394.2, 3394.3, 3394.4 and 3394.5 **Amend:** § 3340.1	**01/03/00** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**

OAL Reg. Action #	Subject	Sections Affected	History
01-0130-05SR	**Smog Check Stations, Technicians and Training Institutions Technical Clean-up**	**Amend:** §§ 3340.16, 3340.16.5, 3340.22.1, 3340.22.2, 3340.28, 3340.29, 3340.32, 3340.33 and 3340.41	**02/01/01** Resubmittal of disapproved or withdrawn nonemergency filing approved by the Office of Administrative Law and filed with the Secretary of State. **Effective upon filing.**
00-0614-01E 00-1019-05EE 01-0209-02C	**Consumer Assistance Program (CAP) Repair Assistance & Vehicle Retirement Components**	**Adopt:** § 3394.6 **Amend:** §§ 3340.1, 3394.1, 3394.2, 3394.3, 3394.4 and 3394.5 **Repeal:** § 3340.9	**03/27/01** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
02-0205-02E 02-0613-05C	**BAR-97 EIS Specifications Update (Dec. 2001)**	**Amend:** §§ 3340.16, 3340.16.5, 3340.17, 3340.32, 3340.42 and 3340.50 **Repeal:** § 3340.16.7	**07/26/02** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
01-1011-04S	**Smog Check Station Equipment Requirement**	**Amend:** § 3340.16.5	**11/27/01** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 12/27/01.
01-0814-01S	**Liquid Fuel Leak Inspection Procedures**	**Amend:** § 3340.42	**09/10/01** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective upon filing.**
01-0720-08N	**CAP Application Revisions; Federal Poverty Guidelines** (*Federal Register* Vol. 66, No. 33, February 16, 2001, pp. 10695 - 10697)	**Amend:** CAP/APP (01/01) and § 3394.6	**08/15/01** § 100 - Change without regulatory effect approved by the Office of Administrative Law and filed with the Secretary of State. **Effective upon filing.**
02-0417-01S	**Emissions Inspection Standards & Test Procedures: ASM SIP-like Cutpoints**	**Amend:** § 3340.42 (TABLE I only)	**05/28/02** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 06/27/02.
02-0225-04E 02-0613-06C	**Consumer Assistance Program (CAP); Application Form and Vehicle Retirement Payment Changes**	**Amend:** §§ 3394.4 and 3394.6	**07/01/02** Certificate of Compliance (Rulemaking File) approved by the Office of Administrative Law, filed with the Secretary of State and emergency amendments made permanent. **Effective upon filing.**
02-1209-01S	**Emissions Inspection Standards and Test Procedures: ASM Testing for Heavy-Duty Vehicles**	**Amend:** § 3340.42 **Repeal:** § 3340.42.1	**01/21/03** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 02/20/03.

OAL Reg. Action #	Subject	Sections Affected	History
03-0124-03S	**Definitions; "Clean Piping"**	**Amend:** § 3340.1	**03/03/03** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 04/02/03.
03-0314-08S	**Gold Shield/CAP Station Modifications**	**Amend:** §§ 3340.1, 3392.1, 3392.2, 3392.3, 3392.5 and 3392.6 **Repeal:** § 3392.4	**04/28/03** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 05/28/03.
06-0418-01S	**Revision and Cleanup of Smog Check Station Regulation:** 1. Requirements for Telephone Line; 2. Reinforcement of Prohibition Against Testing of Test-Only Vehicles at Test-and-Repair Stations	**Amend:** §§ 3340.1, 3340.16, 3340.16.5, 3340.17 and 3340.41 **Repeal:** § 3340.16.6	**05/30/06** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 06/29/06.
03-0422-03N	**Mandatory Emissions Inspection Standards and Test Procedures; ASM Testing for Heavy-Duty Vehicles; TABLE II**	**Amend:** § 3340.42 TABLE II	**06/04/03** § 100 - Change without regulatory effect approved by the Office of Administrative Law and filed with the Secretary of State. **Effective upon filing.**
03-0425-03S	**Emissions Inspection Equipment for Non-Enhanced Smog Check Program Areas**	**Amend:** §§ 3303.2, 3340.15, 3340.16, 3340.16.6, 3340.17, 3340.18, 3340.32, 3340.41 and 3340.42	**06/09/03** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 07/09/03.
06-0718-01S	**Consumer Assistance Program; Low-Income Eligibility (225% FPG) and CAP Application Revisions**	**Amend:** §§ 3394.4 and 3394.6	**07/31/06** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective upon filing.**
06-0829-02N	**Deletion of All Remaining References to BAR-90 Test Analyzer System (TAS)**	**Amend:** §§ 3303.2, 3340.15, 3340.18, 3340.32, 3340.42 and 3394.5	**10/11/06** § 100 - Change without regulatory effect approved by the Office of Administrative Law and filed with the Secretary of State. **Effective upon filing.**
06-1002-01N	**CAP Application Revisions (08/06)**	**Amend:** § 3394.6	**11/02/06** § 100 - Change without regulatory effect approved by the Office of Administrative Law and filed with the Secretary of State. **Effective upon filing.**

OAL Reg. Action #	Subject	Sections Affected	History
07-0820-01N	**Consumer Assistance Program Application Revisions (CAP/APP (7/07))**	**Amend:** § 3394.6	**10/1/07** § 100 - Change without regulatory effect approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 10/31/07.
08-0710-02S	**CAP Vehicle Retirement Option Eligibility Revisions**	**Amend:** § 3394.4	**8/12/08** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective upon filing.**
08-0821-04N	**Increase from 120 to 180 days when consumer may apply for Vehicle Retirement option after expiration of their vehicle's registration.**	**Amend:** § 3394.4	**08/13/08** § 100 - Change without regulatory effect approved by the Office of Administrative Law and filed with the Secretary of State.
08-0710-03N	**Consumer Assistance Program Application Revisions (CAP/APP (2/08))**	**Amend:** § 3394.6	**08/13/08** § 100 - Change without regulatory effect approved by the Office of Administrative Law and filed with the Secretary of State.
08-1103-01S	**Licensing of Smog Check Technicians**	**Amend:** §§ 3340.28 and 3340.29	**12/18/08** Rulemaking File approved by the Office of Administrative Law and filed with the Secretary of State. **Effective Date:** 1/17/09.

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:	
AUTOMOTIVE REPAIR	NOTICE OF APPROVAL OF REGULATORY ACTION (Gov. Code, Sec. 11349.3)
REGULATORY ACTION: Title 16 California Code of Regulations Adopt 3340.28, 3340.29, 3340.30; Amend 3303.2, 3340.1, 3340.15, 3340.22.1, 3340.23, 3340.24, 3340.31, 3340.32, 3340.32.1, 3340.33, 3340.33.1, 3340.35, 3340.36,	OAL File No. 95-1020-05 C

SUMMARY OF REGULATORY ACTION

This Certificate of Compliance amends requirements for licensure as a smog check technician.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 12/05/95

KATHLEEN EDDY
STAFF COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Donald Minnich

Additional Sections

Filenumber: 95-1020-05

Additional Sections:

Amended sections cont: 3340.37, 3340.50, 3340.50.3, 3340.50.5;
Repeal; 3340.25, 3340.30, 3340.34

State of California Office of Administrative Law

Memorandum

To :Agency Regulation Coordinator

Date :12/07/95

File No. :95-1020-05C & 95-0616-05E

Telephone :323-6225

From :OAL Front Counter

Subject :**RETURN OF APPROVED RULEMAKING MATERIALS**

OAL hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE!

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(c) requires that this record be available to the public and to the courts for possible later review. See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) and regarding retention of your records. Should you no longer desire to keep this rulemaking record at your agency office or at the State Records Center, please seriously consider releasing it to the Secretary of State Archives via the state's records management program for retention.

enclosures

STD. 400 (REV. 2-91)

AGENCY Department of Consume fairs
Bureau of Automotive Repair

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	295-0718-04	95-1020-05C	95-0616-05E	

For use by Office of Administrative Law (OAL) only

ENDORSED
APPROVED FOR FILING
AND PUBLICATION
1995 OCT 20 AM 11 20
DEC - 6 1995
OFFICE OF
ADMINISTRATIVE LAW
Office of Administrative Law

NOTICE | REGULATIONS

ENDORSED FILED
IN THE OFFICE OF
95 DEC -6 PM 3:32
BILL JONES
SECRETARY OF STATE

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
	-		

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	95, #30-Z	7-28-95

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

TITLE(S)	
16	ADOPT 3340.28, 3340.29, and 3340.30
SECTIONS AFFECTED	AMEND 3303.2, 3340.1, 3340.15, 3340.22.1, 3340.23, 3340.24, 3340.31, 3340.32 3340.32.1, 3340.33, 3340.33.1, 3340.35, 3340.36, 3340.37, 3340.50, 3340.50.3 3340.50.5
	REPEAL 3340.25, 3340.30, and 3340.34

2. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

N/A

4. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
	10/19/95

TYPED NAME AND TITLE OF SIGNATORY

Marjorie N. Berte, Director, Department of Consumer Affairs

For MARJORIE M. BERTE
Director

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

[NOTE TO READER. Pursuant to Section 46, Title 1, Chapter 1, California Code of Regulations, the following is a description of the method used to illustrate changes to the original text: Language to be deleted is identified by ~~strikeout~~ and language to be added is identified by redline.]

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 1. General Provisions

3303.2. Review of Applications for Licensure, Registration and Certification; Processing Time.

(a) An applicant for an initial license, registration or certification shall be informed in writing within 14 days whether the application is complete and accepted for filing or is incomplete and what specific information is required.

(b) An applicant for initial licensure as an official lamp, brake or smog check station shall be informed in writing, within 45 days application of the bureau's decision whether the applicant meets the requirements for licensure. Inspection of the applicant's station shall be performed during that time period. In the event that the inspection indicates a deficiency, the time period may be extended by that time necessary for correcting the deficiency.

(c) An applicant for initial licensure as an ~~adjuster or~~ smog check ~~mechanic~~ technician shall be informed in writing, within 70 days after completion of the application, of the bureau's decision whether the applicant meets the requirements ~~for licensure~~ to take the technician

examination. ~~This period may be extended by the time necessary for rescheduling an examination if the applicant fails the examination or fails to take the examination at the time first scheduled by the bureau.~~

(d) An applicant for initial licensure as an adjuster shall be informed in writing, within 70 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for licensure. This period may be extended by the time necessary for rescheduling an examination if the applicant fails the examination or fails to take the examination at the time first scheduled by the bureau.

~~(d)~~(e) An applicant for initial registration as an automotive repair dealer shall be informed in writing, within 45 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for registration.

~~(e)~~(f) An applicant for initial licensure as a fleet facility shall be informed in writing, within 15 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for licensure.

~~(f) An applicant for initial licensure as a smog check inspector shall be informed in writing, within 45 days after completion of the application, of the bureau's decision as to whether the applicant meets the requirements for licensure.~~

(g) An applicant for certification as an instructor of Smog Check Program ~~mechanics~~ technicians shall be informed in writing, within 45 days after completion of the application, as to whether the applicant meets the requirements for certification.

(h) An applicant for initial certification as an institution providing training to Smog Check Program ~~mechanics~~ technicians shall be informed in writing, within 70 days completion of the application, of the bureau's decision as to whether the applicant meets the requirements for certification. Inspection of the applicant's training facility shall be performed during that time period. In the event that the inspection indicates a deficiency, the time period may be extended by that time necessary for correcting the deficiency.

(i) "Completion of the application" as used in this section means that a completed application and fees have been filed by the applicant and received by the bureau.

(j) The minimum, maximum and median processing times for initial licensure from the time of receipt of the initial application until the bureau made a final decision on the application were:

	Lamp Station	Brake Station	Smog Check Mechanic
(1) Minimum	14 days	15 days	21 days
(2) Median	20 days	21 days	50 days
(3) Maximum	44 days	29 days	120 days

	Lamp Adjuster	Brake Adjuster
(1) Minimum	15 days	21 days
(2) Median	52 days	50 days
(3) Maximum	101 days	103 days

	Automotive Repair Dealer	Smog Check Station	Mechanic's Training Institution
(1) Minimum	17 days	3 days	10 days
(2) Median	39 days	22 days	61 days
(3) Maximum	97 days	120 days	347 days

	Fleet Facility	Smog Check Inspector	Mechanics' Training Instructor
(1) Minimum	1 day	2 days	2 days
(2) Median	10 days	9 days	22 days
(3) Maximum	28 days	112 days	264 days

(k) An applicant for certification to blend, fill or sell test analyzer system (TAS) calibration gases pursuant to section 44036.5 of the Health and Safety Code shall be informed in writing, within 70 days after completion of the application of the bureau's decision as to whether the applicant meets the requirements for certification. The minimum, maximum and median

processing times for initial certification for such applicants from the time of receipt of the initial application until the bureau made a final decision on the application has been as follows:

(1) Minimum	40 days
(2) Median	53 days
(3) Maximum	73 days

Note: Authority cited: Sections 9882 and 9887.1, Business and Professions Code; Sections 44002, 44014, 44031, ~~and~~ 44036.5, and 44045.5, Health and Safety Code; and Section 15376, Government Code. Reference: Section 15376, Government Code.

Article 5.5 - Motor Vehicle Inspection Program

3340.1. Definitions.

In this article, unless the context otherwise requires:

(a) "Heavy duty vehicle" means a vehicle with a manufacturer's gross vehicle weight rating of 8501 pounds or more.

(b) "Implementation area" means a geographical area, in which a local district has requested implementation of a biennial inspection program pursuant to section 44003 of the Health and Safety Code.

(c) "Smog check station" means a facility licensed by the bureau to test, inspect and, except for smog check test only stations, to repair vehicles.

(d) "Smog check test only station" means a smog check station licensed by the bureau to test and inspect vehicles.

~~(e) "Licensed inspector" means the owner or manager of a smog check or a smog check test only station who is authorized to sign certificates of compliance or noncompliance. The manager is the person responsible for the operation of the licensed station.~~

~~(f)~~(e) "Smog check ~~mechanic~~ technician," or "licensed ~~mechanic~~ technician," ~~or "qualified mechanic"~~ means an ~~mechanic~~ individual who ~~has been qualified by the bureau to~~

~~test, inspect and repair specified classes or categories of vehicles~~ holds one of the technician licenses specified in section 3340.28 of this article.

~~(g)~~(f) "Licensed station" means a smog check or a smog check test only station.

~~(h)~~(g) "BAR-90 test analyzer system" or "test analyzer system" means a tamper-resistant instrument which has met the requirements of subdivision (b) or section 44036 of the Health and Safety Code and which has been certified by the bureau for use in California.

~~(i)~~(h) "Bureau" or "BAR" means the Bureau of Automotive Repair.

~~(j)~~(i) "Smog check program" means the motor vehicle inspection program conducted pursuant to section 44005 of the Health and Safety Code, and as hereby described in this article.

~~(k)~~(j) "ARD-exempt heavy-duty station" means a smog check or smog check test only station that only tests and/or repairs commercial vehicles which have a gross vehicle weight rating of 10,000 pounds or greater.

(k) "Enhanced vehicle inspection and maintenance program area" means the smog check program conducted in any part of an urbanized area of the state which is classified by the Environmental Protection Agency as a serious, severe or extreme nonattainment area for ozone or a moderate or serious nonattainment area for carbon monoxide with a design value greater than 12.7 ppm.

(l) "Basic vehicle inspection and maintenance program area" means the smog check program conducted in any area of the state which is not classified as an enhanced vehicle inspection and maintenance program area.

(m) "Gaseous fuel" means fuel composed of propane, liquefied or compressed natural gas.

(n) "Supervising technician" means the licensed technician that performs the after repairs test of a vehicle that has failed an inspection at a smog check station.

(o) "After repairs test" means a test performed on a vehicle after repairs have been made to that vehicle as a result of failing an inspection at a smog check station.

NOTE: Authority cited: Section 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44003, 44005, 44014, 44015, 44031.5, 44033 ~~and~~ 44036~~,~~ and 44045.5, Health and Safety Code.

3340.15. General Requirements for Smog Check Stations.

A smog check station shall meet the following requirements for licensure and shall comply with these requirements at all times while licensed.

(a) Work Area. The testing and repairing of vehicles shall be performed only in a work area of the station that has been approved by the bureau during the licensing inspection. Other work may be performed in the approved area, as desired. Except for heavy-duty vehicles, the work area shall be within a building and shall be large enough to accommodate the type of vehicle being serviced. In the case of the testing and repair of heavy-duty vehicles the work area need not be in a building, but the test analyzer system used at the station may only be used within a building. The work area shall be kept clean and orderly.

~~(b) Licensed Inspector Required. A licensed inspector shall be present during all hours the station is open for the business of inspecting and/or repairing vehicles pursuant to this program.~~

~~(c)~~(b) ~~Qualified Mechanic~~Licensed Technician Required. During all hours the station is open for the business of testing and/or repairing vehicles pursuant to the smog check program, a ~~qualified mechanic~~ technician, licensed for the appropriate category of vehicle being tested or repaired and the appropriate area, shall be present.

(c) Intern Technician. A smog check station shall not have in its employ more than two Intern Technicians at any given time. The repairs or adjustments made by Intern Technicians at smog check stations to emissions control systems on vehicles subject to the smog check program shall be performed under the direction of a supervising technician that is on the premises of the smog check station at the time of the repair or adjustment.

(d) Display of Licenses ~~and Certificates~~. The station license~~,~~ ~~inspector license,~~ and ~~appropriate qualified mechanics' certificates~~ technician licenses shall be posted prominently under glass or other transparent material in an area frequented by customers.

(e) Posting of Prices. The station shall post conspicuously in an area frequented by customers a list of price ranges for the specific activities for which it is licensed. Such posted prices shall include the price charged by the station for inspections, and, if a separate price is charged for reinspections, such reinspection price. The station shall also post the inspection prices for vans and/or heavy duty vehicles if such prices differ from the passenger car inspection price. If the station imposes an hourly labor charge for repairs, such hourly labor rate shall be posted. The price of issuance of a certificate of compliance or noncompliance charged by the bureau shall be posted separately from the price of the inspection and of the reinspection, if any.

(f) Records. The station shall make, keep secure, and have available for inspection on request of the bureau, or its representative, legible records showing the station's transactions as a licensee for a period of not less than three years after completion of any transaction to which the records refer. All records shall be open for reasonable inspection and/or reproduction by the bureau or its representative. Station records required to be maintained shall include copies of:

(1) all certificates of compliance and certificates of noncompliance in stock and/or issued,

(2) repair orders relating to the inspection and repair activities, and

(3) vehicle inspection reports generated either manually or by the test analyzer system.

The above listed station records shall be maintained in such a manner that the records for each transaction are kept together, so as to facilitate access to such records by the bureau or its representative. In this regard, the second copy of an issued certificate shall be attached to the final invoice record.

(g) Availability to the public. A smog check station shall be open and available to the general public for smog check program services.

NOTE: Authority cited: Section 44002 and 44030, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44014 (c), 44030, 44033, 44036 ~~and~~, 44037 and 44045.5, Health and Safety Code.

3340.22.1. Smog Check Station Limited Service Signs.

(a) Separate sign requirements shall apply to the following types of stations which provide limited smog check program services:

(1) Smog check test only stations.

~~(2) Smog check stations which provide the services of a Class L mechanic but not a Class U mechanic, as these terms are defined in section 3340.34 of this article.~~

~~(3)~~(2) Smog check stations which only inspect and/or repair heavy-duty vehicles.

~~(4)~~(3) Smog check stations which do not inspect and/or repair heavy-duty vehicles.

(b) The limited service signs required by subdivision (a) shall be made of 0.040 aluminum or steel stock and shall be 24 inches wide and 8 inches high. Camera-ready design and content of required signs are shown in Figures 2 through 5.

(c) Limited service signs shall be securely attached to the bottom of or immediately below the smog check station signs required by section 3340.22 of this article. Attachment shall be by ring, hook, bracket, or similar device.

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Section 44033(a) and 44045.5, Health and Safety Code.

3340.23. Licensed Smog Check Station That Ceases Operating As a Licensed Station.

A smog check station shall cease performing the functions for which it has been licensed when it no longer has ~~the services of~~ in its employ a ~~licensed inspector or qualified mechanic~~ technician, licensed for the appropriate category of vehicle being tested or repaired and the

appropriate area, or when its license has expired or has been surrendered, suspended, or revoked. Such station shall dispose of materials related to its formerly licensed activity according to these provisions:

(a) Loss of Services of ~~Licensed Inspector or Qualified Mechanic~~ Licensed Technician. A licensed station that no longer has ~~the services of~~ in its employ ~~either a licensed inspector or an appropriately qualified~~ a smog check ~~mechanic~~ technician, licensed for the appropriate category of vehicle being tested or repaired and the appropriate area, shall immediately remove or cover the smog check station sign in accordance with subdivision (b) of this section. If the station does not have in its employ, within 60 days, ~~both a licensed inspector and an appropriately qualified~~ a smog check ~~mechanic~~ technician, licensed for the appropriate category of vehicle being tested or repaired and the appropriate area ~~within 60 days~~, the station shall surrender its station license to the bureau and shall return to the bureau all unused certificates of compliance and noncompliance.

(b) Removal of Sign. A licensed station that is no longer authorized to perform the function for which it was licensed shall remove or cover the smog check station sign.

(c) Return of Certificates. When a station license has expired or has been surrendered, suspended or revoked, the station shall return to the bureau all unused certificates purchased by the station.

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030(a) and (b), 44031, 44032, ~~and~~ 44033 and 44045.5, Health and Safety Code.

3340.24. Suspension, Revocation, and Reinstatement of Licenses.

(a) Any disciplinary or reinstatement proceeding under this article involving licensed stations, ~~licensed inspectors, qualified mechanics~~ licensed technicians, or fleet owners licensed pursuant to section 44020 of the Health and Safety Code shall be conducted in accordance with chapter 5 (commencing with section 11500) of division 3, Title 2 of the Government Code.

(b) The bureau may suspend or revoke the license of or pursue other legal action against a licensee, if the licensee knowingly and willfully resists, delays, or obstructs any employee of the bureau or any employee of the quality assurance contractor of the bureau in carrying out the lawful performance of his or her duties.

(c) The bureau may suspend or revoke the license of or pursue other legal action against a licensee, if the licensee falsely or fraudulently issues or obtains a certificate of compliance or a certificate of noncompliance.

(d) The bureau may suspend or revoke the license of or pursue other legal action against a licensee that fails to complete retraining when required by the department, pursuant to section 44045.6 of the Health and Safety Code.

NOTE: Authority cited: Sections 44002 and 44035, Health and Safety Code. Reference: Sections 44020, 44031.5, 44035, 44045.6, ~~and~~ 44050 and 44072.2, Health and Safety Code; and Section 11500, et seq., Government Code.

~~3340.25. Licensing of Inspectors.~~

~~(a) To become a licensed inspector, the owner or manager of a repair facility shall submit an application to the bureau on form 79-5 (4-89) "Application for Inspector License," together with a $10 application fee.~~

~~(b) An inspector's license shall be valid for only one smog check station.~~

~~(c) A licensed inspector shall notify the department in writing within two weeks of any change of employment.~~

~~(d) No licensed inspector shall sign any certificate of compliance unless the vehicle meets the criteria for issuance of a certificate of compliance as specified in Health and Safety Code section 44012 and this chapter.~~

~~(e) An inspector's license shall expire two years from the last day of the month in which the license was issued.~~

~~(f) To renew the license, the inspector shall submit a timely and complete renewal application to the bureau along with a fee of $10.00. If the renewal application is submitted after the license has expired, a delinquency fee of $25.00 shall be assessed in addition to the $10.00 renewal fee.~~

~~(g) An inspector whose license has expired shall cease performing the duties of a licensed inspector.~~

~~NOTE: Authority cited: Section 44002, Health and Safety Code; and 163.5, Business and Professions Code. Reference: Sections 44015, 44031 and 44031.5, Health and Safety Code.~~

§340.28. Licenses and Qualifications for Technicians.

(a) Licenses Until December 31, 1995. Until December 31, 1995, there shall be two smog check technician licenses, as follows:

(1) Class U Technician. The Class U Technician license allows an individual to test, inspect, adjust, repair and certify the emissions control systems on all vehicles subject to the smog check program.

(2) Class L Technician. The Class L Technician license allows an individual to test, inspect, adjust, repair and certify the emission control systems on only 1979 and earlier model year vehicles subject to the smog check program.

(b) Qualifications Until December 31, 1995. The Class U and Class L technician licenses require an examination. Until December 31, 1995, the qualifications to take a technician examination are as follows:

(1) Qualifying automotive mechanical experience and/or automotive mechanical course-work, totaling two or more years; or

(2) Qualifying automotive mechanical experience and/or automotive mechanical course-work totaling one or more years which must have been completed prior to applying to take the bureau's Clean Air Car Course; and successful completion, within the immediately preceding

two year period of the date of receipt of application, of the following educational objectives as they pertain to motor vehicles and as determined by an educational institution certified pursuant to section 3340.32 of this article (see the bureau's Clean Air Car Course):

(A) An understanding of the causes and effects of vehicular emissions;

(B) An understanding of the fundamentals of electricity and magnetism;

(C) The ability to use an engine analyzer/oscilloscope;

(D) The ability to use and calibrate an infrared hydrocarbon/carbon monoxide exhaust gas analyzer;

(E) An understanding of the basic carburetor circuits and their operation and maintenance;

(F) The ability to adjust carburetor idle mixture using manufacturer's procedures;

(G) An understanding of fuel injection systems operation, adjustment and repair;

(H) The ability to diagnose adjust and maintain breaker point and electronic ignition systems;

(I) The ability to inspect, maintain, and to understand the purpose and function of emission control systems;

(J) An understanding of the purpose and use of carbon dioxide, carbon monoxide, oxygen, hydrocarbon and oxides of nitrogen exhaust gas analysis;

(K) An understanding of the purpose, function and repair of computer controls on automobiles;

(L) The ability to locate and understand emission control labels, vacuum routing labels, vehicle certification status, vehicle identification number (VIN) and gross vehicle weight rating (GVWR) information;

(M) An understanding of motor vehicle inspection program requirements, rules and regulations;

(N) An understanding of motor vehicle inspection program vehicle inspection procedures; and

(O) An understanding of motor vehicle inspection program repair procedures for vehicles which fail their inspection.

(c) Licenses As of January 1, 1996. As of January 1, 1996, there shall be the following Smog Check technician licenses:

(1) Intern Technician. The Intern Technician license allows an individual, under the direction of a supervising technician, to perform repairs or adjustments to the emissions control systems on vehicles subject to the smog check program at smog check stations in all areas of the state. The Intern Technician license expires in two years, is nonrenewable and shall be issued to an individual only once.

(2) Basic Area Technician. The Basic Area Technician license allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the smog check program at smog check stations in areas of the state designated as basic vehicle inspection and maintenance program areas. The Basic Area Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(3) Advanced Emission Specialist Technician. The Advanced Emission Specialist Technician license allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the smog check program at smog check stations in all areas of the state. The Advanced Emission Specialist Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(d) Qualifications As of January 1, 1996. As of January 1, 1996, the qualifications to take an examination for technician licenses are as follows:

(1) Intern Technician License. The Intern Technician license does not require an examination. To qualify for the Intern Technician license, the applicant must provide proof of successful completion of the bureau's Basic or Advanced Clean Air Car Course. The qualification to take the Basic or Advanced Clean Air Car Course is:

(A) One year of automotive experience in the engine performance area, or

(B) Completion of nine semester units, or 13 quarter units, or 180 hours of engine performance related automotive training courses from a state accredited or recognized college, public school, or trade school, or

(C) Six months of automotive experience in the engine performance area, and 5 semester units, or 7 quarter units, or 90 hours of engine performance related automotive training courses from a state accredited or recognized college, public school, or trade school, or

(D) Possession of an Associate of Arts or Associate of Science degree in Automotive Technology from a state accredited or recognized college, public school, or trade school, or

(E) Possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school. Coursework must be a minimum of 360 hours in the engine performance area.

(2) Basic Area Technician License. The Basic Area Technician license requires an examination. The qualifications to take the examination for the Basic Area Technician license are:

(A) Education and Experience. The applicant must provide proof of:

(1) four years of verifiable experience in the vehicle engine performance area, or

(2) possession of an Intern Technician License and one year of verifiable experience in the vehicle engine performance area completed after obtaining the Intern Technician License, or

(3) possession of an Associate of Arts or Associate of Science degree in Automotive Technology from a state accredited or recognized college, public school, or trade school, and the successful completion of the bureau's Basic or Advanced Clean Air Car Course, or

(4) possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours of coursework in the engine performance area, and the successful completion of the bureau's Basic or Advanced Clean Air Car Course, or

(5) possession of a valid smog check technician's license other than an Intern Technician license.

(B) Training. The applicant must provide proof of:

(1) certification or a passing score from the National Institute for Automotive Service Excellence in the certification categories of Electrical/Electronic Systems (A6) and Engine Performance (A8) or,

(2) completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

(C) Update Training. An applicant for an initial license or renewal of a license must provide proof of successful completion of bureau certified update training courses. Update training courses provide training on new automotive technology that effects emission testing and/or repairs. Update training need not exceed 20 hours. Information regarding update training courses will be available through a bureau 800 telephone number published in the technician license renewal notice and the smog check technician application.

(3) Advanced Emission Specialist Technician License. The Advanced Emission Specialist Technician license requires an examination. The qualifications to take the examination for the Advanced Emission Specialist Technician license are:

(A) Education and Experience. The applicant must provide proof of:

(1) four years of verifiable experience in the vehicle engine performance area, or

(2) successful completion of the bureau's Advanced Clean Air Car Course, possession of a current Intern Technician license, and one year of verifiable experience in the vehicle engine performance area completed after obtaining the Intern Technician License, or

(3) successful completion of the bureau's Advanced Clean Air Car Course and possession of an Associate of Arts or Associate of Science degree in Automotive Technology from a state accredited or recognized college, public school, or trade school, or

(4) successful completion of the bureau's Advanced Clean Air Car Course and possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours of coursework in the engine performance area, or

(5) possession of a valid smog check technician's license other than an Intern Technician license.

(B) Training. The applicant must provide proof of:

(1) certification or a passing score from the National Institute for Automotive Service Excellence in the certification categories of Electrical/Electronic Systems (A6), Engine Performance (A8) and Advanced Engine Performance Specialist (L1), or

(2) completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

(C) Update Training. An applicant for an initial license or renewal of a license must provide proof of successful completion of bureau certified update training courses. Update training courses provide training on new automotive technology that effects emission testing and/or repairs. Update training need not exceed 20 hours. Information regarding update training courses will be available through a bureau 800 telephone number published in the technician license renewal notice and the smog check technician application.

(4) Optional Endorsement for Gaseous Fuels. An optional endorsement to test and repair vehicles powered by gaseous fuel, either solely or in combination with gasoline, is available for the Basic Area Technician and Advanced Emission Specialist Technician licenses.

(A) An individual wishing to have his/her license endorsed to test and repair vehicles powered by gaseous fuels, either solely or in combination with gasoline, must submit proof of:

(1) certification by the National Institute for Automotive Service Excellence in the certification category of Light Vehicle Compressed Natural Gas (F1), or

(2) completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

(B) The endorsement for gaseous fuels shall be accomplished pursuant to the requirements of subsection (e) of section 3340.29 of this Article.

NOTE: Authority cited: Sections 44002 and 44014(c), Health and Safety Code. Reference: Section 44014(c), 44045.5, Health and Safety Code.

3340.29. Licensing of Technicians.

(a) Application and Fee. An applicant for a license as a technician shall submit an application to the bureau on form T-6 (3-95), "Application for Smog Check Technician License," together with an application fee of $20.00.

(b) Examination and Fee. An applicant for a technician license shall be subject to the following requirements:

(1) An applicant for a technician license shall pay a $65 examination fee and successfully complete the appropriate technician examination in order to receive a technician's license.

(2) The Class U Technician license examination will not be given after December 31, 1995. An individual submitting an application before January 1, 1996, for an initial Class U Technician license or for renewal of a Class U Technician license, pursuant to the requirements of subsection (f) of this section, shall pass the Class U Technician examination before January 1, 1996, in order to receive a license.

(3) An applicant that receives a notice of qualification to take an examination, pursuant to section 3303.2 of this Article, and does not meet the requirements of subsections (b)(2) of this section, shall take the appropriate technician examination within 90 days of receipt of notification of qualification to take the examination or shall again submit an application to the bureau, pay an application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination.

(4) A qualified applicant who fails an examination may take another examination and shall again submit an application to the bureau, pay an application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination.

(c) Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2 of Article 1 of this Chapter.

(d) Endorsement of License for Gaseous Fuels. A technician license, except for the Intern license, shall be endorsed for gaseous fuels as follows:

(1) An individual submitting an application for an initial technician license or renewal of a technician license, may have the license endorsed for gaseous fuels by requesting the endorsement on the application and providing proof of qualification pursuant to subsection (d)(4) of section 3340.28.

(2) An individual may have an existing license endorsed for gaseous fuels by submitting a letter to the bureau requesting the endorsement be added to his/her existing license, and providing proof of qualification pursuant to subsection (d)(4) of section 3340.28.

(e) Expiration of License. A technician's license shall expire at the end of the month in which the second birthday of the technician occurs after the date of issuance of the license.

(f) Renewal of Technician License. To renew a license, the technician shall submit a timely and complete renewal application to the bureau on form T-6R (3-95), "Application for Renewal of Smog Check Technician License," pay a renewal application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination. A delinquency fee of $25 shall be assessed if the renewal application is submitted after the license has expired.

(1) A technician holding a Class L Technician license may not renew that license. The Class L Technician license shall not be valid after December 31, 1995. As of January 1, 1996, an individual holding the Class L Technician license shall apply for one of the licenses specified in subsection (c) of section 3340.28.

(2) A technician holding a Class U Technician license that expires before January 1, 1996, may apply for renewal of that license and shall submit an application to the bureau, pay an application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination. A technician holding a Class U Technician license that expires before January 1, 1996, and does not renew that license before January 1, 1996, shall apply for a Basic Area Technician or Advanced Emission Specialist Technician license.

(3) A technician holding a Class U Technician license that expires after December 31, 1995, may not apply for renewal of that license. The technician shall apply for a Basic Area

Technician or Advanced Emission Specialist Technician license on or before the expiration of the Class U license.

Note: Authority cited: Sections 44002, 44013(b), 44016, 44031.5 and 44034, Health and Safety Code; and Section 163.5, Business and Professions Code. Reference: Sections 44012, 44015(a) and (b), 44030(a), 44031.5, 44032, 44034, 44034.1, 44035, 44045.5, and 44045.6, Health and Safety Code.

3340.30. General Requirements for Licensed Technicians.

A smog check technician shall comply with the following requirements at all times while licensed:

(a) A licensed technician shall inspect, test and repair vehicles in accordance with section 44012 of the Health and Safety Code, section 44035 of the Health and Safety Code, and section 3340.42 of this article.

(b) A licensed technician shall maintain on file with the bureau a correct mailing address pursuant to section 3303.3 of Article 1 of this Chapter.

(c) A licensed technician shall notify the bureau in writing within two weeks of any change of employment.

(d) A licensed technician whose license has expired shall immediately cease to inspect, test, or repair failed vehicles.

Note: Authority cited: Sections 44002, 44013(b), 44016, 44031.5 and 44034, Health and Safety Code; and Section 163.5, Business and Professions Code. Reference: Sections 44012, 44015(a) and (b), 44030(a), 44031.5, 44032, 44034, 44034.1, 44035, 44045.5, and 44045.6, Health and Safety Code.

~~3340.30. Training and Certification of Qualified Technicians.~~

~~(a) An applicant for a license as a qualified technician and an applicant for renewal of that license shall submit an application to the bureau on form T-6 (7-94) "Application for Smog Check Technician License," together with an application fee of $20.00. The applicant shall also be required to pay a $65.00 examination fee to the state's examination contractor and shall take and pass the qualified technician examination. An applicant who fails the examination may submit an application for another examination and shall be subject to the application and examination fees prescribed in this section.~~

~~(b) The applicant to become a qualified mechanic shall show that he or she is eligible to take the bureau's qualification examination in one of the following ways:~~

~~(1) Submittal of an application along with proof of qualifying automotive mechanical experience and/or automotive mechanical course work, totaling two or more years; or~~

~~(2) Submittal of an application along with proof of qualifying automotive mechanical experience and/or automotive mechanical course work totaling one or more years which must have been completed prior to applying to take the bureau's Clean Air Car Course; and successful completion, within the immediately preceding two year period of the date of receipt of application, of the following educational objectives as they pertain to motor vehicles and as determined by an educational institution certified pursuant to section 34340.32 of this article (see the bureau's Clean Air Car Course):~~

~~(A) An understanding of the causes and effects of vehicular emissions;~~

~~(B) An understanding of the fundamentals of electricity and magnetism;~~

~~(C) The ability to use an engine analyzer/oscilloscope;~~

~~(D) The ability to use and calibrate an infrared hydrocarbon/carbon monoxide exhaust gas analyzer;~~

~~(E) An understanding of the basic carburetor circuits and their operation and maintenance;~~

~~(F) The ability to adjust carburetor idle mixture using manufacturer's procedures;~~

~~(G) An understanding of fuel injection systems operation, adjustment and repair;~~

~~(H) The ability to diagnose adjust and maintain breaker point and electronic ignition systems;~~

~~(I) The ability to inspect, maintain, and to understand the purpose and function of emission control systems;~~

~~(J) An understanding of the purpose and use of carbon dioxide, carbon monoxide, oxygen, hydrocarbon and oxides of nitrogen exhaust gas analysis;~~

~~(K) An understanding of the purpose, function and repair of computer controls on automobiles;~~

~~(L) The ability to locate and understand emission control labels, vacuum routing labels, vehicle certification status, vehicle identification number (VIN) and gross vehicle weight rating (GVWR) information;~~

~~(M) An understanding of motor vehicle inspection program requirements, rules and regulations;~~

~~(N) An understanding of motor vehicle inspection program vehicle inspection procedures; and~~

~~(O) An understanding of motor vehicle inspection program repair procedures for vehicles which fail their inspection.~~

~~(c) An applicant for a license as a technician must successfully complete the appropriate smog check technician examination in order to receive a technician's license.~~

~~(d) A qualified mechanic shall notify the bureau in writing within two weeks of any change of employment.~~

~~(e) A qualification certificate shall expire two years from the last day of the month in which the certificate was issued.~~

~~(f) To renew a license, the technician shall submit a timely and complete renewal application and shall again be subject to the examination fees indicated in subdivision (a) of this section.~~

~~(g) A qualified mechanic whose qualification certificate license has expired shall immediately cease to inspect, test, or repair failed vehicles.~~

~~(h) Every applicant for renewal as a qualified mechanic shall pay the examination fee and pass a bureau-administered examination hereby as condition of renewal.~~

~~(i) A qualified mechanic shall inspect, test and repair vehicles in accordance with section 44012 of the Health and Safety Code section 3340.42 of this article.~~

~~Note: Authority cited: Sections 44002, 44013(b), 44016, 44031.5 and 44034, Health and Safety Code; and Section 163.5, Business and Professions Code. Reference: Sections 44012, 44015(a) and (b), 44030(a), 44031.5, 44032, 44034, 44034.1 and 44035, Health and Safety Code.~~

3340.31. Retraining of ~~Qualified Mechanics~~ Licensed Technicians.

(a) ~~Qualified mechanics~~ Licensed technicians receiving citations pursuant to subdivision (b) of Section 44050 of the Health and Safety Code, or found lacking in skills pursuant to subdivision (b) of Section 44031.5 of the Health and Safety Code, or found lacking in skills pursuant to subdivision (c) of Section 44045.6 of the Health and Safety Code, shall be required to undergo retraining at institutions and by instructors certified by the bureau pursuant to Sections 44030.5 and 44045.6 of the Health and Safety Code.

(b) Failure by a licensed technician to complete retraining when required by the department shall be grounds for revocation or suspension of a smog check technician's license, pursuant to section 44045.6 of the Health and Safety Code.

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5~~(d)~~(b), 44045.6, ~~and~~ 44050 and 44072.2, Health and Safety Code.

3340.32. Standards for the Certification of Institutions Providing Retraining to ~~Qualified Mechanics~~ Licensed Technicians or Prerequisite Training to Those Seeking to Become ~~Qualified Mechanics~~ Licensed Technicians.

(a) An institution providing prerequisite training under subdivisions (a) and (b) of Section 44045.6 of the Health and Safety Code to those seeking to become ~~qualified mechanics~~ licensed technicians, or providing retraining to licensed technicians cited under the provisions of subdivision (c) of Section 44045.6 of the Health and Safety Code, or providing retraining to ~~mechanics~~ licensed technicians cited under the provisions of subdivision (b) of Section 44050 of the Health and Safety Code, or providing retraining to ~~mechanics~~ licensed technicians under the provisions of subdivision ~~(d)~~(b) of Section 44031.5 of the Health and Safety Code must be certified by the bureau prior to providing such training or retraining. ~~To become certified, an institution must submit an application to the bureau on form TS-1 (4-89) "Application to become a BAR-certified Educational Institution" and meet the following requirements:~~

~~(b)~~ Application. To become certified, an institution shall submit an application to the bureau on form "TS-1(3-95), "Application to become a BAR Certified Educational Institution."

~~(c)~~ Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2 of Article 1 of this Chapter.

~~(d)~~ Requirements Until December 31, 1995. Until December 31, 1995, an applicant shall meet the following requirements:

(1) Possess current course materials.

(2) Provide lecture and shop facilities adequate to train students.

(3) Possess the following tools and materials in quantities sufficient to adequately train all participating students:

(A) A bureau-approved exhaust gas analyzer and appropriate calibration gas.

(B) An ignition analyzer-oscilloscope.

(C) A tachometer/dwell meter.

(D) An ignition timing light which measures ignition advance.

(E) A hand vacuum pump, and a vacuum gauge.

(F) An ammeter and digital volt/ohm meter.

(G) A compression tester.

(H) Current emission control service manuals and systems application guides.

(I) Computer control diagnostic and repair manuals.

(J) Hand tools necessary to inspect, adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(K) Audio-visual equipment sufficient to adequately present the required course material.

(4) Offer instruction by instructors certified by the bureau pursuant to Section 3340.33 of this article.

(e) Requirements As of January 1, 1996. As of January 1, 1996, an applicant shall meet the following requirements:

(1) General. All institutions wishing to be certified to offer training to qualify an individual for a technician license shall:

(A) Show written proof of approval from the state's Council for Private Postsecondary and Vocational Education. Such approval shall remain current at all times.

(B) Fully identify on application form TS-1 (8-95), "Application to become a BAR Certified Educational Institution," all technician training courses for which the institution wishes to be certified, as specified in subsection (e)(2) of this section.

(C) Possess current course materials.

(D) Provide lecture and shop facilities sufficient to adequately train all participating students.

(E) Offer instruction by instructors certified by the bureau pursuant to section 3340.33 of this article.

(2) Training Courses: A school may be certified to instruct one or more of the following smog technician training courses:

(A) Basic Smog Technician Courses. The Basic Smog Technician courses consist of the Basic Clean Air Car Course, the Citation Retraining Course for Basic Area Technicians, the Bureau Training Program for Basic Area Technicians, and the Update Training for Basic Area Technicians.

(B) Advanced Smog Technician Courses. The Advanced Smog Technician courses consist of the Advanced Clean Air Car Course, the Citation Retraining Course for Advanced Emission Specialist Technicians, the Bureau Training Program for Advanced Emission Specialist Technicians, and the Update Training Course for Advanced Emission Specialist Technicians.

(3) Tools and Materials for Basic Smog Technician Courses. An institution wishing to be certified to offer Basic Smog Technician courses shall have the following tools and materials in quantities sufficient to adequately train all participating students:

(A) A test system and emission measuring system approved by the bureau for use in a basic area.

(B) An engine performance analyzer containing an electronic device capable of displaying and printing diagnostic information related to the engine ignition and fuel systems of the vehicle being tested.

(C) A tachometer/dwell meter.

(D) An ignition timing light which measures ignition advance.

(E) A hand vacuum pump, and a vacuum gauge.

(F) An ammeter capable of measuring amps and milliamps, and a digital volt/ohm meter.

(G) A compression tester.

(H) Current emission control service manuals and systems application guides.

(I) Automotive computer diagnostic and repair manuals, and electronic component location manuals.

(J) Hand tools necessary to inspect, adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(K) Audio-visual equipment sufficient to adequately present the required course material.

(L) Evaporative control system test equipment approved by the bureau.

(M) An electronic device capable of measuring external surface temperatures of catalytic converter inlet and outlet pipes. The device shall have, at a minimum, a range of measurement between 0 and 750 degrees Fahrenheit displayed in no more than 5 degree increments.

(N) A diagnostic device capable of retrieving trouble codes, interpreting codes, and displaying and storing data streams from the on-board computer systems of vehicles. Diagnostic data modules required to operate the device shall be kept updated to the current available calendar year.

(O) A fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles.

(P) A propane enrichment kit.

(4) Tools and Materials for Advanced Smog Technician Courses. An institution wishing to be certified to offer Advanced Smog Technician courses shall, in addition to the equipment required by subsection (e)(3) of this section, have the following equipment:

(A) A test system and emission measuring system approved by the bureau for use in an enhanced area.

(B) An evaporative emission control test system approved by the bureau for use in an enhanced program area.

(C) A digital storage oscilloscope capable of displaying a waveform for the diagnosis of engine control signals and power outputs. The oscilloscope shall have, at a minimum, a range of measurement between 0 and 400 volts with variable voltage scaling capabilities to 0.1 volts; a sample rate of 1 million samples per second; and a horizontal time base of 0.1 milliseconds per division. The oscilloscope shall have the capability to freeze a waveform generated by the engine control systems.

(f) Institutional certification by the bureau shall be for a one-year period from the date of certification.

~~(b)~~(g) ~~Once certified, the~~An institution certified before January 1, 1996, shall:

(1) Maintain adequate lecture and shop facilities, sufficient tools and materials, and current course materials.

(2) Provide competent instruction to students, including lab exercises and hands-on work (see the bureau's Clean Air Car course, or other bureau prescribed courses).

(3) Evaluate applications received from prospective students to verify that the students meet, as applicable, the automotive mechanical experience and/or automotive mechanical course-work requirements stated in section 3340.~~30~~28 of this chapter; and advise prospective students of the automotive mechanical experience and automotive mechanical course-work requirements for application, at the time of application.

(4) Instruct a maximum of twenty-five students per instructor at any one time.

(5) Allow the bureau reasonable access during normal business hours to training records and facilities.

(6) Report to the bureau on form TS-5 (4-89) "Certified Institution's Training Completion Record" the number of students receiving training or retraining courses prescribed by the bureau, the names of those students successfully completing training or retraining courses, and in the case of students taking retraining courses pursuant to Section 3340.31 of this article, the names of those failing to complete such retraining courses.

(b) All institutions certified after December 31, 1995 shall:

(1) Maintain adequate lecture and shop facilities, sufficient tools and materials, and current course materials.

(2) Identify in writing to all potential students the level of certification training the institution will provide and any limitations to this training applicable to obtaining a technician license. This written disclosure shall be presented to students no later than their first class meeting.

(3) Provide competent instruction to students, including lab exercises and hands-on work.

(4) Advise prospective students of the automotive mechanical experience and automotive mechanical course-work requirements at the time of application.

(5) Evaluate applications to verify that the applicant meets the applicable qualification requirements specified in subsection (d) of section 3340.28 of this article.

(6) Instruct a maximum of twenty-five students per instructor at any one time.

(7) Allow the bureau or authorized representative reasonable access during normal business hours to training records, equipment and facilities.

(8) Report to the bureau on form TS-5 (4-89), "Certified Institution's Training Record," the number of students receiving training or retraining courses prescribed by the bureau, the names of those students successfully completing training or retraining courses, and in the case of students taking retraining courses pursuant to section 3340.31 of this article, the names of those failing to complete such retraining courses.

(9) Have available for students the current year editions of all required vehicle reference and repair manuals, in electronic or print media.

(10) Have available for students the current operating instructions for all training aids and automotive test equipment.

(11) Have available for students an adequate number and variety of training aids such as demonstration engines, carburetors, and emission control devices, in order to meet student training needs and to ensure proper understanding of the course content and laboratory assignments.

(i) Pursuant to section 44045.5 of the Health and Safety Code, an institution may be certified to instruct the Bureau Training Program to meet the prerequisite for licensure, as follows

(1) The institution shall use training materials, course-work, and examinations developed by a bureau approved publisher.

(2) The institution shall obtain all training materials, course-work, and examinations from a bureau approved publisher. Failure to use training materials, course-work, or examinations developed by a bureau approved publisher may result in the disapproval of the training program or decertification of the institution.

(3) The institution's administration of examinations shall meet bureau standards, as outlined in the "Bureau Training Program Standards" (3-95), herein incorporated by reference, and meet or exceed all statutory requirements and federal and state standards regarding examination development. Failure to meet bureau standards, as outlined in the "Bureau Training Program Standards" (3-95), and meet or exceed all statutory requirements and federal and state standards regarding examination development, may result in the disapproval of the training program or decertification of the institution.

(4) The institution shall instruct the training program in accordance with the requirements outlined in the "Bureau Training Program Standards" (3-95). Failure to provide instruction that meets the requirements outlined in the "Bureau Training Program Standards" (3-95) may result in the disapproval of the training program or decertification of the institution.

(5) The bureau reserves the right to review and recommend changes to an institution's methods of instruction and/or administration of examinations. Failure to comply with the bureau's recommended changes to an institution's methods of instruction and/or administration of examinations may result in the disapproval of the training program or decertification of the institution.

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5~~(d)~~(b), 44045.6 and 44050, Health and Safety Code.

3340.32.1. Standards for the Decertification and Recertification of Institutions Providing Retraining to ~~Qualified Mechanics~~ Licensed Technicians or Prerequisite Training to Those Seeking to Become ~~Qualified Mechanics~~ Licensed Technicians.

(a) An application for certification may be denied or an institution may be decertified for the following reasons:

(1) Failure to comply with the provisions of Section 3340.32 of this article; or

(2) Misrepresentation of a material fact in obtaining or attempting to obtain certification as an institution; or

(3) Suspension or revocation of any bureau-issued license, registration, or qualification certificate held by the institution or by any owner, partner, officer, director, or manager of the institution, if the grounds for suspension or revocation are substantially related to the qualifications of the institution to provide bureau-prescribed courses of instruction, or

(4) Conviction of a crime or conduct which would be cause for denial of a license pursuant to Section 480 of the Business and Professions Code, or for suspension or revocation of a license pursuant to Section 490 of the Business and Professions Code.

(b) Institutions may be recertified as follows:

(1) Upon completion of an application for recertification; and

(2) After an on-site inspection of the institution has been accomplished by the bureau and a determination made by the bureau that the institution is again qualified to instruct students. In considering whether to make such determination, the bureau will evaluate the rehabilitation of the applicant based upon the criteria set forth in Section 3395 of this Chapter.

(c) Any decertification proceeding under this section shall be conducted in accordance with Chapter 5 (commencing with Section 11500) of Division 3, Title 2 of the Government Code.

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, ~~44031.5(d)~~ 44045.6 and 44050, Health and Safety Code; Sections 480 and 490, Business and Professions Code; and Section 11500, et. seq., Government Code.

3340.33. Standards for the Certification of Instructors Providing Retraining to ~~Qualified Mechanics~~ Licensed Technicians or Prerequisite Training to Those Seeking to Become ~~Qualified Mechanics~~ Licensed Technicians.

~~(a)~~ An instructor providing prerequisite training to those seeking to become ~~qualified mechanics~~ licensed technicians, or providing retraining to ~~mechanics~~ technicians cited under

the provisions of subdivision (b) of Section 44050 of the Health and Safety Code, or providing retraining to ~~mechanics~~ licensed technicians under provision of subdivision ~~(a)~~(b) of Section 44031.5 of the Health and Safety Code, or providing retraining to licensed technicians under Subdivision (c) of Section 44045.6 of the Health and Safety Code, must have certification from the bureau prior to providing such training or retraining. ~~To become certified, an individual must submit an application to the bureau on form TS-2 (4-89) "Application to become a BAR-certified Clean Air Car Course Instructor," be currently qualified by the bureau as a mechanic, and meet at least one of the following criteria:~~

(b) Application. To become certified, an individual shall submit an application to the bureau on form TS-2 (3-95), "Application To become a Certified Instructor."

(c) Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2 of Article 1 of this Chapter.

(d) Criteria Until December 31, 1995. Until December 31, 1995, an applicant shall be currently licensed by the bureau as a Class U technician and meet at least one of the following criteria:

~~(a)~~(1) Possess a current credential recognized by the State Department of Education in the field of automotive technology; or

~~(b)~~(2) Meet the current California Community College eligibility requirements for a credential in the field of automotive technology; or

~~(c)~~(3) Possess an automotive-related degree or credential, or other qualifying experience, which the bureau determines, upon the petition of the applicant, to be substantially equivalent to a California Community College's instructor's credential or a credential recognized by the State Department of Education, in the field of automotive technology.

(e) Criteria as of January 1, 1996. As of January 1, 1996, an applicant to be certified as an instructor shall:

(1) Be licensed by the bureau as an Advanced Emission Specialist Technician or Class U Technician.

(2) Possess current certification from the National Institute for Automotive Service Excellence in the certification categories of Electrical/Electronic Systems (A6), Engine Performance (A8), and Advanced Engine Performance Specialist (L1).

(3) Meet at least one of the following criteria:

(A) Possess a current credential recognized by the State Department of Education in the field of automotive technology; or

(B) Meet the current California Community College eligibility requirements for a credential in the field of automotive technology; or

(C) Possess an automotive-related degree or credential, or other qualifying experience, which the bureau determines, upon the petition of the applicant, to be substantially equivalent to a California Community College's instructor's credential or a credential recognized by the State Department of Education, in the field of automotive technology.

(f) Optional Endorsement for Gaseous Fuels. An optional endorsement to instruct a gaseous fuel course is available for a certified instructor with an Advanced Emission Specialist Technician or Class U Technician license endorsed to test and repair vehicles powered by gaseous fuels, either solely or in combination with gasoline.

(1) An individual submitting an application for initial certification as an instructor or renewal of certification as a instructor, may have the certification endorsed to instruct a gaseous fuels course by requesting the endorsement on the application and providing proof of qualification pursuant to subsection (f) of this section.

(2) An individual may have an existing certification endorsed to instruct a gaseous fuels course by submitting a letter to the bureau requesting the endorsement be added to his/her existing certification and providing proof of qualification pursuant to subsection (f) of this section.

(g) Instructor certification by the bureau shall be for a one-year period from date of certification.

(h) Certified instructors may be required to complete training on new automotive technology, as prescribed by the bureau, in order to instruct update training courses. Failure to successfully complete bureau prescribed training on new automotive technology may result in grounds for decertification or denial of certification, pursuant to section 3340.33.1 of this Article.

(i) Certification Renewal. To renew certification as an instructor, an individual shall be subject again to the requirements of subsections (b), (c), and (e) of this section.

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5~~(d)~~(b), 44045.6, and 44050, Health and Safety Code.

3340.33.1. Standards for the Decertification and Recertification of Instructors Providing Retraining to ~~Qualified Mechanics~~ Licensed Technicians or Prerequisite Training to Those Seeking to Become ~~Qualified Mechanics~~ Licensed Technicians.

(a) An application for certification may be denied or an instructor may be decertified for the following reasons:

(1) Failure to comply with the provisions of Section 3340.33 of this article; or

(2) Misrepresentation of a material fact in obtaining certification as an instructor; or

(3) Failure to instruct students in a competent manner in accordance with the specifications of the bureau-prescribed course; or

(4) Suspension or revocation of any bureau-issued license, registration, or qualification certificate held by the instructor if the grounds for suspension or revocation are substantially related to the qualifications of the instructor to teach bureau-prescribed courses of instruction; or

(5) Conviction of a crime or conduct which would be cause for denial of a license pursuant to Section 480 of the Business and Professions Code, or for suspension or revocation of a license pursuant to Section 490 of the Business and Professions Code.

(b) Instructors may be recertified as follows:

(1) Upon completion of an application for recertification; and

(2) Upon determination by the bureau that the instructor is again qualified to instruct students. In considering whether to make such determination, the bureau will evaluate the rehabilitation of the applicant based upon the criteria set forth in Section 3395 of this Chapter.

(c) Any decertification proceeding under this section shall be conducted in accordance with Chapter 5 (commencing with Section 11500) of Division 3, Title 2 of the Government Code.

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, ~~44031.5(d)~~ 44045.6 and 44050, Health and Safety Code; Sections 480 and 490, Business and Professions Code; and Section 11500, et. seq., Government Code.

~~**3340.34. Qualification Levels of Mechanics.**~~

~~There shall be two qualification levels of smog check mechanics, as follows:~~

~~(a) An unlimited qualification level designated as Class U for mechanics who have shown, by passing the applicable bureau examination, that they are qualified to test, inspect, adjust and repair the emissions control systems on all vehicles subject to the smog check program.~~

~~(b) A limited qualification level designated as Class L for mechanics who have shown by passing the applicable bureau examination, that they are qualified to test, inspect, adjust and repair the emission control systems on only 1979 and earlier model year vehicles subject to the smog check program.~~

~~NOTE: Authority cited: Sections 44002 and 44014(c), Health and Safety Code. Reference: Section 44014(c), Health and Safety Code.~~

3340.35. Certificates of Compliance and Noncompliance.

(a) A licensed station shall purchase certificates of compliance and noncompliance from the bureau or an authorized agent of the bureau only, and under the following terms and conditions:

(1) Certificates shall be purchased by licensed stations for a fee of $7.75 each; and

(2) Full payment is required at the time the certificates are ordered.

(b) A licensed station shall not sell or otherwise transfer unused certificates to another licensed station, to a new owner of the business, or to any person other than a customer whose vehicle has been inspected in accordance with the procedures specified in section 3340.40 of this article.

(c) A licensed station shall issue a certificate of compliance or noncompliance to the owner or operator of any vehicle that has been inspected in accordance with the procedures specified in section 3340.42 of this article and has all the required emission control equipment and devices installed and functioning correctly. The following conditions shall apply:

(1) Customers shall be charged the same price for certificates as that paid by the licensed station; and

(2) Sales tax shall not be assessed on the price of certificates.

~~(d) A licensed inspector shall sign a certificate of compliance or noncompliance and shall enter his or her assigned inspector number on the space provided on the certificate. A certificate shall be filled in and signed only upon completion of the vehicle inspection/test that meets the criteria for issuance of certificates as specified in section 44015 of the Health and Safety Code.~~

~~(e)~~(d) ~~In addition to the requirements of subdivision (d) of this section, a~~A smog check ~~mechanic~~ technician, ~~except an intern technician,~~ shall sign a certificate of compliance or noncompliance and shall assure that his or her assigned ~~qualified mechanic~~ licensed technician number is entered on the space provided on the certificate. A certificate shall be filled in and

signed only upon completion of the vehicle inspection/test that meets the criteria for issuance of certificates as specified in section 44015 of the Health and Safety Code.

~~(f)~~(e) No person shall sell, issue, cause or permit to be issued any certificate purported to be a valid certificate of compliance or noncompliance unless duly licensed to do so.

~~(g)~~(f) Certificates of compliance and noncompliance shall be stored in such a manner as to be accessible only to authorized station personnel, in order to minimize the possibility of loss or theft.

~~(h)~~(g) Within 24 hours of discovering the loss or theft of any certificate, the licensed station shall notify the bureau in writing of the serial number of each missing certificate.

NOTE: Authority cited: Sections 44002 and 44060, Health and Safety Code. Reference: Sections 44010, 44011, 44014, 44015, 44045.5 and 44060, Health and Safety Code; and Sections 4000.2, 4000.3 and 4602.1, Vehicle Code.

3340.36. Clearing Enforcement Forms.

When a customer requests certification of a motor vehicle for correction of a violation noted on an enforcement form, the licensed smog check station shall certify that the correction has been made. In conjunction with such certification, the licensed ~~inspector~~ technician shall also issue a certificate of compliance or noncompliance, provided the vehicle passes the inspection/test procedure and all emission control systems are in compliance or meet bureau requirements.

NOTE: Authority cited: Sections 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Section 44045.5, Health and Safety Code; Sections 27157, 27157.5, 27158 and 40616, Vehicle Code.

3340.37. Installation of Oxides of Nitrogen (NOx) Devices and Issuance of Compliance Window Stickers.

(a) A licensed smog check station may install a retrofit oxides of nitrogen (NOx) exhaust control device on a 1966 through 1970 model year vehicle.

(b) A licensed smog check station may purchase NOx window stickers from the bureau for a fee of seventy-five cents ($0.75) each. Full payment is required at the time window stickers are ordered.

(c) A licensed smog check station shall not sell or otherwise transfer unused window stickers. All window stickers shall be returned to the bureau upon termination of the licensed station's business.

(d) After a ~~qualified mechanic~~ licensed technician finds that an officially approved retrofit NOx control device has been properly installed on a 1966 through 1970 model year vehicle, the licensed ~~inspector~~ technician shall fill out an approved window sticker and affix it onto the 7-inch square on the lower corner of the windshield farthest removed from the driver.

(e) When a 1966 through 1970 model year vehicle is properly declared exempt from the requirements for a retrofit NOx control device pursuant to the exemption list adopted by the California Air Resources Board, the licensed ~~inspector~~ technician shall fill out an exempt window sticker and affix it onto the 7-inch square in the lower corner of the windshield farthest removed from the driver.

NOTE: Authority cited: Section 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 2814, 27158, 27158.5 and 40616, Vehicle Code; and Sections 43654, 43655, ~~and~~ 43657 and 44045.5, Health and Safety Code.

3340.50. Fleet Facility Requirements.

The owner of a fleet of vehicles shall meet the following requirements for licensure as a fleet facility, if they choose to be so licensed, and shall comply with these requirements at all times while licensed.

(a) Number of Fleet Vehicles. The fleet facility shall own and operate a fleet of 15 or more vehicles which are subject to the program and are exclusively for the use of fleet employees, for sale, or for rental or lease to members of the public in the regular course of business.

(b) Equipment. The fleet facility shall have the equipment required by a smog check station, as set forth in section 3340.16.5 of this chapter. Equipment shall be maintained and calibrated in accordance with section 3340.17 of this chapter.

~~(c) Licensed Inspector. The fleet facility shall employ a licensed inspector. The inspector need be present at the facility only when necessary to certify vehicles, except as specified in subsection (g) of this section.~~

~~(d)~~(c) ~~Qualified Mechanic~~ Licensed Technician. The fleet facility shall employ a ~~qualified mechanic~~ licensed technician. The ~~mechanic~~ licensed technician ~~need~~ shall be present at the facility ~~only~~ when necessary to test, inspect, ~~or~~ repair, or supervise the repair of a vehicle.

(d) Intern Technician. The fleet facility shall not have in its employ more than two Intern Technicians at any given time. The repairs or adjustments made by Intern Technicians at a fleet facility to emissions control systems on vehicles subject to the smog check program shall be performed under the direction of a supervising technician that is on the premises of the fleet facility at the time of the repair or adjustment.

(e) Work Area. The work area shall meet all the requirements specified in section 3340.15(a) of this article.

(f) Vehicles Serviced. A licensed fleet facility shall test, repair, and certify only vehicles owned by it. The repair cost limit shall not apply to the repair of fleet vehicles.

(g) Onsite Inspection. The responsible managing employee of the fleet facility shall provide the bureau with whatever access, information, and other cooperation is necessary to facilitate

onsite inspection of the fleet's vehicles or inspection system. At the bureau's request, the licensed ~~inspector~~ technician shall be present during regular business hours (8 a.m. to 5 p.m.) at a time agreed upon by the ~~inspector~~ licensed technician and a bureau representative.

(h) Display of Licenses. The station license ~~, inspector licenses,~~ and ~~appropriate qualified mechanics certificates~~ technician licenses shall be posted prominently in an area accessible to the bureau or its representative.

(i) Manuals and Bulletins. Bureau manuals and bulletins pertaining to fleet facilities shall be maintained in a location readily accessible to ~~licensed inspectors and qualified mechanics~~ licensed technicians.

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44020 and 44045.5, Health and Safety Code.

3340.50.3. Fleet Records and Reporting Requirements.

(a) All data relating to licensed test and repair activities shall be recorded on forms supplied by the bureau.

(b) The licensed fleet facility shall maintain certificate books prescribed by the bureau. All required information shall be recorded on the certificate by the ~~qualified test and repair mechanic~~ licensed technician on the day the final test on a vehicle was performed. Each certificate shall be signed and dated by the ~~licensed inspector~~ licensed technician on the day of the final test on a vehicle. For permanently registered fleets, an alternate procedure for certifying vehicles may be allowed by the bureau.

(c) The records required to be maintained by subsections (a) and (b) shall be retained for a period of not less than three years after the completion of any test or repair to which the records refer.

NOTE: Authority cited: Section 44002 and 44020(a) and (b) of the Health and Safety Code. Reference: Sections 44020 and 44045.5, Health and Safety Code.

3340.50.5. Suspension or Rescission of Fleet Facility License.

(a) A fleet facility licensee shall immediately cease to test, repair, or certify vehicles whenever the facility fails to meet any of the requirements of Section 3340.50. The fleet licensee shall not resume fleet emission testing, repairing, or certification until authorized by the bureau or if suspended, until the suspension expires. The fleet facility may not resume fleet emission testing, repairing or certification until authorized by the bureau.

(b) A fleet facility license may be suspended or rescinded in accordance with Section 44020 of Chapter 5, Part 5, Division 26 of the California Health and Safety Code for any of the following acts if done by the licensee or by any ~~mechanic~~ licensed technician, partner, officer, or member of the licensed fleet facility.

(1) Inspecting or testing vehicles while in violation of subsection (a) of this section.

(2) Violation of any provision of this article.

(3) Violation of any provision of Chapter 5, Part 5, Division 26, of the California Health and Safety Code.

NOTE: Authority cited: Section 44020, Health and Safety Code. Reference: Section 44020 and 44045.5, Health and Safety Code.

Dated: 17 October 1995

K. MARTIN KELLER
Chief
Bureau of Automotive Repair

Approved this 19 day of OCTOBER 1995.

MARJORIE M. BERTE
Director,
Department of Consumer Affairs

For MARJORIE M. BERTE
Director

State of California Office of Administrative Law

Memorandum

To :Agency Regulation Coordinator

Date : 9-25-95

File No. : 95-0831-02 9

Telephone : 95-0426-02

From :OAL Front Counter

Subject :**RETURN OF APPROVED RULEMAKING MATERIALS**

OAL hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE!

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(c) requires that this record be available to the public and to the courts for possible later review. See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq. regarding retention of your records.
Should you no longer desire to keep this rulemaking record at your agency office or at the State Records Center, please seriously consider releasing it to the Secretary of State Archives via the state's records management program for permanent retention.

Enclosures

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:

AUTOMOTIVE REPAIR

REGULATORY ACTION:
Title 16
California Code of Regulations
AMEND 3340.22.2, 3340.35,
3340.50.4

NOTICE OF APPROVAL OF
REGULATORY ACTION
(Gov. Code, Sec. 11349.3)

OAL File No. 95-0831-02 C

SUMMARY OF REGULATORY ACTION

The proposed regulatory action would amend section 3340.22.2 to delete "figure 6" which contains wording and point size for smog check station repair cost limit signs. It would also amend sections 3340.35 and 3350.50.4 to increase the smog certificate fee from $7.00 to $7.75.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 09/25/95

Sherry Akrawi
SHERRY AKRAWI
STAFF COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Donald Minnich

NOTICE PUBLICATION/REGULATIONS SUBMISSION (reverse)

STD. 400 (REV. 2-91)

AGENCY Department of Consumer Affairs
Bureau of Automotive Repair

CERT

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	ADOPT/AMEND/REPEAL REGULATORY ACTION NUMBER
	295-0509-01	95-0831-02C	95-0426-02E	

For use by Office of Administrative Law (OAL) only

ENDORSED APPROVED FOR FILING AND PUBLICATION
1995 AUG 31 AM 11 55
SEP 25 1995
OFFICE OF ADMINISTRATIVE LAW
Office of Administrative Law

NOTICE | REGULATIONS

ENDORSED FILED IN THE OFFICE OF
95 SEP 25 PM 4:00
SECRETARY OF STATE

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	95-#20-2	5-19-95

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

TITLE(S)	ADOPT
16	
SECTIONS AFFECTED	AMEND: 3340.22.2, 3340.35, and 3340.50.4
	REPEAL

2. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

N/A

4. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Marjorie M. Berte	8/31/95

TYPED NAME AND TITLE OF SIGNATORY

Marjorie M. Berte, Director, Department of Consumer Affairs

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

ARTICLE 5.5 - MOTOR VEHICLE INSPECTION PROGRAM

Amend Section 3340.22.2 to read as follows:

3340.22.2 Smog Check Station Repair Cost Limit Sign.

(a) The sign required by Section 44017.3 of the Health and Safety Code shall be provided by the bureau and shall have the following dimensions and specifications.

(1) Sign shall be 22 inches wide and 16 inches long.

(2) Sign shall be in black typeface on white background.

(3) Sign wording and point size shall be as ~~shown in Figure 6~~ supplied by the bureau.

(4) Typeface shall be bookman.

(b) If a sign no longer meets the outlined specifications or is no longer readily legible, it will be replaced by the bureau.

~~Figure 6~~

~~NOTICE~~

~~Under California law, the following amounts are the maximum you are required to spend in repairing the engine and exhaust systems to bring your automobile into compliance with emission control system standards:~~

~~Year of Auto~~	~~Maximum Amount~~
~~'55-'71~~	~~$50.00~~
~~'72-'74~~	~~$90.00~~
~~'75-'79~~	~~$125.00~~
~~'80-'89~~	~~$175.00~~
~~'90-On~~	~~$300.00~~

~~These amounts do not include the replacement costs for replacing missing, modified, or disconnected emission control system parts.~~

~~If your repair estimate exceeds the above amounts, you may elect to pay that amount and have the repairs completed, or call the referee at the toll-free number provided by this station.~~

NOTE: Authority cited: Sections 44002 and 44017.3, Health and Safety Code. Reference: Section 44017.3, Health and Safety Code.

Amend subdivision (a) of Section 3340.35 to read as follows:

3340.35 Certificates of Compliance and Noncompliance.

(a) A licensed station shall purchase certificates of compliance and noncompliance from the bureau or an authorized agent of the bureau only, and under the following terms and conditions:

(1) Certificates shall be purchased by licensed stations for a fee of ~~$7.00~~ $7.75 each; and

(2) Full payment is required at the time the certificates are ordered.

Note: Authority cited: Sections 44002 and 44060, Health and Safety Code. Reference: Sections 44010, 44011, 44014, 44015 and 44060, Health and Safety Code; and Sections 4000.2, 4000.3 and 4602.1, Vehicle Code.

Amend subdivision (a) of Section 3340.50.4 to read as follows:

3340.50.4 Fleet Certificates

(a) A licensed fleet facility shall order and purchase certificates of compliance and noncompliance from the bureau or an authorized agent of the bureau only, and for a fee of ~~$7.00~~ $7.75 per certificate. Certificates are not transferable.

Note: Authority cited: Sections 44002, 44020 and 44060, Health and Safety Code. Reference: Sections 44010, 44020(c) and 44060, Health and Safety Code.

State of California — Office of Administrative Law

Memorandum

To :Agency Regulation Coordinator

Date : 1-26-96

File No. : 95-1215-03C &

Telephone : 95-0807-01E

From :OAL Front Counter

Subject :**RETURN OF APPROVED RULEMAKING MATERIALS**

Oal hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE!

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(c) requires that this record be available to the public and to the courts for possible later review. See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) and regarding retention of your records. Should you no longer desire to keep this rulemaking record at your agency office or at the State Records Center, please seriously consider releasing it to the Secretary of State Archives via the state's records management program for retention.

enclosures

NOTICE PUBLICATION/REGULATIONS SUBMISSION (See reverse)

CERT

STD. 400 (REV. 2-91)

AGENCY: Department of Consumer Affairs
Bureau of Automotive Repair

AGENCY NUMBER (If any):

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	295-0824-01	95-1215-03C	95-0807-01E	

ENDORSED FILED
IN THE OFFICE OF
95 JAN 25 PM 3:44
JIM ARNETT
SECRETARY OF STATE

For use by Office of Administrative Law (OAL) only

ENDORSED
APPROVED 1995 DEC 15 PM 12:02
AND FILED
OFFICE OF
ADMINISTRATIVE LAW
JAN 25
Office of Administrative Law

NOTICE | REGULATIONS

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	95-1362	9-8-95

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

TITLE(S)	ADOPT
16	3340.1(p), 3340.7
SECTIONS AFFECTED	AMEND
	REPEAL

2. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

4. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7. ***I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.***

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Marjorie M. Berte	12/15/95

TYPED NAME AND TITLE OF SIGNATORY

Marjorie M. Berte, Director, Department of Consumer Affairs

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

[NOTE TO READER. Pursuant to Section 46, Title 1, Chapter 1, California Code of Regulations, the following is a description of the method used to illustrate changes to the original text: Language to be deleted is identified by ~~strikeout~~ and language to be added is identified by redline.]

ARTICLE 5.5 - MOTOR VEHICLE INSPECTION PROGRAM

3340.1. Definitions.

(p) "Test-only facility" means a facility contracted by the bureau to test and inspect vehicles.

NOTE: Authority cited: Section 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44003, 44005, 44014, 44014.5, 44015, 44031.5, 44033, 44036 and 44045.5, Health and Safety Code.

3340.7. Fee for Inspection at State-Contracted Test-Only Facility.

(a) The fee for an inspection at a test-only facility operating under the contract in existence on the effective date of this section shall be as negotiated with the department, and shall not exceed the department's actual cost of the test-only service. This fee shall remain operative in all regions of the state until implementation of subsection (b). Thereafter, the inspection fees shall be as provided in subsection (b).

(b) Upon commencement of testing by a contractor pursuant to an amended contract, or a new contract developed in the competitive bidding process, the fee for inspection at test-only facilities operated by the contractor shall be the fee as negotiated with the department.

(c) The department shall publish notice of each negotiated inspection fee, initially and as it may subsequently be modified, in one or more newspapers of general circulation in each region of the state in which the contractor's test-only facilities are to charge the fee. The department may also publish such notice in the California Regulatory Notice Register.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44014.5 and 44015, Health and Safety Code.

State of California Office : Administrative Law

Memorandum

To :Agency Regulation Coordinator

Date : 12/05/95

File No. : 95-1020-04C &
95-0616-04E

Telephone : 323-6225

From :OAL Front Counter

Subject :**RETURN OF APPROVED RULEMAKING MATERIALS**

Oal hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE!

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(c) requires that this record be available to the public and to the courts for possible later review. See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) and regarding retention of your records. Should you no longer desire to keep this rulemaking record at your agency office or at the State Records Center, please seriously consider releasing it to the Secretary of State Archives via the state's records management program for retention.

enclosures

TD. 400 (REV. 3-91)

AGENCY: Department of Consumer Affairs
Bureau of Automotive Repair

AGENCY FILE NUMBER (If any)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z95-0801-11	95-1020-04C	95-0616-04E	

For use by Office of Administrative Law (OAL) only

ENDORSED FILED
IN THE OFFICE OF
95 DEC -1 PM 4:01
BILL JONES
SECRETARY OF STATE

RECEIVED FOR FILING
AUG 01 '95
Office of Administrative Law

PUBLICATION DATE
AUG 11 '95

1995 OCT 20 AM 11:23
OFFICE OF
ADMINISTRATIVE LAW
DEC - 1 1995
Office of Administrative Law
REGULATIONS

NOTICE

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Emergency Regulations–Emissions Standards	16	3340.42	August 11, 1995

NOTICE TYPE
[X] Notice re Proposed Regulatory Action
[ ] Other

4. AGENCY CONTACT PERSON: Donald Minnich
TELEPHONE NUMBER: 255-3163

OAL USE ONLY — ACTION ON PROPOSED NOTICE:
[ ] Approved as Submitted
[X] Approved as Modified
[ ] Disapproved/ Withdrawn

NOTICE REGISTER NUMBER: 95, 32Z
PUBLICATION DATE: 8/11/95

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

TITLE(S)	
16	ADOPT
SECTIONS AFFECTED	AMEND: 3340.42, 3340.42.1
	REPEAL

TYPE OF FILING

[ ] Regular Rulemaking (Gov. Code, § 11346)
[ ] Resubmittal
[ ] Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)
[ ] Emergency (Gov. Code, § 11346.1(b))
[X] Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.
[ ] Print Only
[ ] Other (specify)

DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*
9/29/95 - 10/16/95

EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*
[X] Effective 30th day after filing with Secretary of State
[ ] Effective on filing with Secretary of State
[ ] Effective other *(Specify)*

CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
[ ] Department of Finance (Form STD. 399)
[ ] Fair Political Practices Commission
[ ] State Fire Marshal
[ ] Other (Specify)

CONTACT PERSON: Donald Minnich, Analyst; Robert Miller, Staff Counsel
TELEPHONE NUMBER: 255-3163; 445-4216

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE: [redacted]
DATE: 10/19/95

TYPED NAME AND TITLE OF SIGNATORY: [redacted], Department of Consumer Affairs, Ray Saatjian

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 5.5 - Motor Vehicle Inspection Program

3340.42. Mandatory Exhaust Emissions Inspection Standards and Test Procedures.

The test procedures shall be conducted in accordance with the bureau's BAR 90 Test Analyzer System Specifications dated June 1995, as herein incorporated by reference, and the following:

(a) There shall be two test procedures as follows: . The loaded mode test method shall be the primary test method used in the enhanced program areas and the idle mode test method shall be used in all other program areas of the state.

(1) A loaded mode test method~~, which measures~~ shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emission. The loaded mode test equipment shall be ~~Aeeelerated~~ Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded mode test procedures, including the preconditioning procedure, shall only be conducted according to bureau approved procedures and include the following:

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in Table ~~I~~ I .

(C) With the vehicle operating, sample the exhaust system in the following sequence:

(i) Accelerate the vehicle to the cruise condition as specified by the test procedures.

(ii) Operate the vehicle long enough to stabilize emission levels.

(iii) Measure and record emissions (hydrocarbon, carbon monoxide, carbon dioxide, and oxides of nitrogen).

~~(iv) Decelerate the engine to idle. Place transmission in neutral and continue to measure and record emissions until the test procedure is finished.~~

(2) The idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications.

Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in Table II or Table III, as applicable.

(3) All tests shall be performed with the engine at its normal operating temperature.

(4) All loaded mode testing shall be conducted in a manner which does not induce excess emissions to the test.

(b) On and after August 1, 1995, vehicles in the enhanced program area known as the Sacramento Area that are required to be tested at a test-only facility pursuant to section 44010.5 (a) shall be tested according to the ASM test procedures and emission standards.

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in TABLES I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) A gross polluting vehicle shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the

vehicle as indicated in TABLES I, II, or III. ~~and unless the emission cost waiver provision~~ However, the provisions described in section 44017 ~~(d)~~ of the Health and Safety Code ~~applies~~ may apply.

(4) This subsection shall become effective immediately and applies in all program areas statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

(5) Until January 1, 1996, as an interim procedure, smog check stations shall evaluate emission readings and designate a vehicle as a gross polluter based on the gross polluter emission standards provided in TABLE II for hydrocarbon and carbon monoxide emissions .

(6) On January 1, 1996, TABLE II and subsection (5) shall become inoperative, and Table III shall become operative. The gross polluter emission standards in TABLE III shall be used to determine if a vehicle shall be designated as a gross polluter.

Note: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 39032.5, 44010.5, 44012, 44013 and 44036, Health and Safety Code.

[Place here. New Table I - ACCELERATION SIMULATION MODE (ASM) EMISSION STANDARDS AND GROSS POLLUTER STANDARDS.]

[Place here. New Table II - EMISSION STANDARDS, GROSS POLLUTER STANDARDS, DILUTION THRESHOLDS AND MAXIMUM IDLE RPM LIMITS FOR BAR-90 TWO-SPEED TEST. (Operative until January 1, 1996.)]

[Place here. New Table III - EMISSION STANDARDS, GROSS POLLUTER STANDARDS, DILUTION THRESHOLDS AND MAXIMUM IDLE RPM LIMITS FOR BAR-90 TWO-SPEED TEST. (Operative January 1, 1996.)]

3340.42.1. Mandatory Exhaust Emissions Inspection Standards and Test Procedures for Heavy-Duty Vehicles Powered by Gasoline.

Heavy-duty vehicles powered by gasoline shall be tested in accordance with section 3340.42 of this article, and their exhaust emissions measured for compliance with the standards, including gross polluter standards, shown in Tables ~~I,~~ II or III, as applicable.

Note: Authority cited: Sections 44002, 44011 and 44013, Health and Safety Code. Reference: Sections 39032.5, 44010.5, 44011, 44012, 44013 and 44036, Health and Safety Code.

TABLE III
Emission Standards, Gross Polluter Standards, Dilution Thresholds and Maximum Idle RPM Limits for BAR-90 Two-speed Test (Operative January 1, 1996)

ESC	MODEL YEAR GROUP	VEHICLE TYPE (by GVWR)					PASS/FAIL STANDARDS				GROSS POLLUTER STANDARDS					
		Passen-ger	TRUCK (Includes motorhome, minivan, sport utility)													
		≤6,000	≤6,000	6,001 to 8,500	8,501 to 14,000	>14,001	IDLE HC	IDLE CO	2500 HC	2500 CO	IDLE HC	IDLE CO	2500 HC	2500 CO	MIN CO + CO_2	MAX IDLE RPM
1	1966-1967	X	X				700	5.5	600	4.5	950	8.0	850	7.0	8.0	1100
2	1968-1970	X	X				650	5.5	600	4.5	900	8.0	850	7.0	8.0	1100
3	1971-1974	X	X				550	5.0	400	4.0	800	7.5	650	6.5	8.0	1100
4	1975-1980	X					220	2.0	180	1.7	470	4.5	430	4.2	8.0	1100
5	1981-1983	X					120	1.5	150	1.5	270	3.0	300	3.0	8.0	1100
6	1984-1986	X					120	1.0	150	1.2	270	2.5	300	2.7	7.0	1100
7	1987-1992	X					120	1.0	140	1.0	270	2.5	290	2.5	7.0	1100
8	1993+	X					100	1.0	130	1.0	250	2.5	280	2.5	8.0	1100
9	1975-1978		X				250	2.5	200	3.0	500	5.0	450	5.5	7.0	1100
10	1979-1983		X	X			250	2.0	200	2.0	400	3.5	350	3.5	8.0	1100
11	1984-1987		X	X			150	1.2	180	1.2	300	2.7	330	2.7	7.0	1100
12	1988-1992		X	X			120	1.0	180	1.0	270	2.5	330	2.5	8.0	1100
13	1993+		X				100	1.0	170	1.0	250	2.5	320	2.5	7.0	1100
14	1993+			X			100	1.0	180	1.1	250	2.5	330	2.6	7.0	1200
15	1966-1969			X	X	X	700	5.5	750	5.0	950	8.0	1000	7.5	7.0	1200
16	1970-1973			X	X	X	550	5.0	600	4.5	800	7.5	850	7.0	8.0	1200
17	1974-1978			X	X	X	300	3.0	350	3.5	550	5.5	600	6.0	7.0	1200
18	1979-1983				X	X	250	2.2	250	3.0	400	3.7	400	4.5	7.0	1200
19	1984-1986				X	X	250	1.5	200	1.6	400	3.0	350	3.1	7.0	1200
20	1987-1990				X		220	1.5	200	1.6	370	3.0	350	3.1	7.0	1100
21	1991+				X		150	1.2	150	1.5	300	2.7	300	3.0	7.0	1100
22	1987-1990					X	250	2.5	200	1.6	400	4.0	350	3.1	7.0	1100
23	1991+					X	150	1.5	150	1.5	300	3.0	300	3.0	7.0	1100

Legend:
ESC = Emissions Standards Category
GVWR = Manufacturer's Gross Vehicle Weight Rating

PASS/FAIL STANDARDS = Emission standards used to determine if a vehicle passes the emissions portion of the inspection -- a vehicle passes if the emission levels are equal to or less than the hydrocarbon or carbon monoxide standard for the idle or 2500 RPM inspection.

GROSS POLLUTER STANDARDS = Emissions standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emissions levels at the time of the initial inspection, before repairs, are greater than the gross polluter standards for hydrocarbon or carbon monoxide for the idle or 2500 RPM inspection.

HC = Hydrocarbon
CO = Carbon Monoxide
MIN. CO + CO_2 = Minimum CO + CO_2 dilution threshold
MAX. IDLE RPM = Maximum Idle RPM Limits

NOTE: If test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards may be increased or decreased by the bureau by 30% or by the following tolerances, or standards may be set for any specific vehicle and engine configuration which the bureau determines has excessive errors of commission or omission, whichever is necessary to comply with section 44001.5 of the Health and Safety Code.

CO	1.5%	CO + CO_2	5%
HC	150 ppm	Maximum Idle 500 rpm	
NOx	350 ppm		

TABLE II

Emission Standards, Gross Polluter Standards, Dilution Thresholds and Maximum Idle RPM Limits for BAR-90 Two-speed Test

(Operative until January 1, 1996)

					Pass/Fail Standards				Gross Polluter Standards					
ESC	Model Year	VT	ECS	No. of Cyl.	IDLE HC	IDLE CO	2500 HC	2500 CO	IDLE HC	IDLE CO	2500 HC	2500 CO	MIN $CO+CO_2$	MAX IDLE RPM
1	55-65	P	ANY	5+	800	7.0	N/A	N/A	1050	9.5	N/A	N/A	8.0	1100
2	66-70	P	W/ AI	5+	400	3.5	N/A	N/A	650	6.0	N/A	N/A	8.0	1100
3	66-70	P	W/O AI	5+	500	5.5	N/A	N/A	750	8.0	N/A	N/A	8.0	1100
4	71-74	P	W/ AI	5+	300	2.5	N/A	N/A	550	5.0	N/A	N/A	8.0	1100
5	71-74	P	W/O AI	5+	400	5.5	N/A	N/A	650	8.0	N/A	N/A	8.0	1100
6	55-67	P	ANY	4-	1200	6.5	N/A	N/A	1450	9.0	N/A	N/A	7.0	1100
7	68-71	P	W/ AI	4-	450	4.5	N/A	N/A	700	7.0	N/A	N/A	7.0	1100
8	68-71	P	W/O AI	4-	700	6.0	N/A	N/A	950	8.5	N/A	N/A	8.0	1100
9	72-74	P	W/ AI	4-	350	5.0	N/A	N/A	600	7.5	N/A	N/A	7.0	1100
10	72-74	P	W/O AI	4-	350	6.5	N/A	N/A	600	9.0	N/A	N/A	8.0	1100
11	75-79	P	W/O CAT	ALL	200	2.5	N/A	N/A	450	5.0	N/A	N/A	7.0	1100
12	75-79	P	W/O AI, W/ OC	ALL	250	3.5	N/A	N/A	500	6.0	N/A	N/A	8.0	1100
13	75-79	P	W/ AI, W/ OC	ALL	150	1.2	N/A	N/A	400	3.7	N/A	N/A	7.0	1100
16	80+	P	W/O AI, W/O CAT	ALL	150	2.5	220	1.2	300	4.0	370	2.7	7.0	1200
17	80+	P	W/ AI , W/O CAT	ALL	150	2.5	220	1.2	300	4.0	370	2.7	7.0	1200
18	80+	P	W/O AI, W/ OC	ALL	150	2.5	220	1.2	300	4.0	370	2.7	8.0	1200
19	80+	P	W/ AI, W/ OC	ALL	150	1.2	220	1.2	300	2.7	370	2.7	7.0	1200
20	80+	P	W/O AI, W/ TWC	ALL	100	1.0	220	1.2	250	2.5	370	2.7	7.0	1200
21	80+	P	W/ AI, W/ TWC	ALL	100	1.0	220	1.2	250	2.5	370	2.7	7.0	1200
22	55-68	T or M	ANY	ALL	700	6.0	N/A	N/A	950	8.5	N/A	N/A	7.0	1100
23	69-72	T or M	ANY	ALL	500	5.5	N/A	N/A	750	8.0	N/A	N/A	7.0	1100
24	73-78	T or M	W/O AI	ALL	500	5.5	N/A	N/A	750	8.0	N/A	N/A	7.0	1100
25	73-78	T or M	W/ AI	ALL	350	3.5	N/A	N/A	600	6.0	N/A	N/A	7.0	1100
26	79+	T or M	W/O CAT	ALL	250	2.5	N/A	N/A	400	4.0	N/A	N/A	7.0	1100
27	79+	T or M	W/ CAT	ALL	150	1.5	N/A	N/A	300	3.0	N/A	N/A	7.0	1100

Legend:

ESC = Emissions Standards Category
VT = Vehicle Type
P = Passenger cars, light and medium-duty trucks and motor homes <8500 GVWR.
T = Heavy-Duty Truck (greater than or equal to 8501GVWR)
M = Heavy-Duty Motor Home (greater than or equal to 8501 GVWR)
GVWR = Manufacturer's Gross Vehicle Weight Rating
ECS = Emission Control System
CAT = Catalytic Converter
CYL = Cylinders
AI = Air Injection

PASS/FAIL STANDARDS= Emission standards used to determine if a vehicle passes the emissions portion of the inspection -- a vehicle passes if the emission levels are equal to or less than the hydrocarbon or carbon monoxide standard for the idle or 2500 RPM inspection.

GROSS POLLUTER STANDARDS= Emissions standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emissions levels at the time of the initial inspection, before repairs, are greater than the gross polluter standards for hydrocarbon or carbon monoxide for the idle or 2500 RPM inspection.

OC = Oxidation Catalyst
TWC = Three-Way Catalyst
HC = Hydrocarbon
CO = Carbon Monoxide
MIN. $CO + CO_2$ = Minimum $CO + CO_2$ dilution threshold
MAX. IDLE RPM = Maximum Idle RPM Limits
W/ = With
W/O = Without
N/A = Not applicable

NOTE: If test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards may be increased or decreased by the bureau by 30% or by the following tolerances or standards may be set for any specific vehicle and engine configuration which the bureau determines has excessive errors of commission or omission, whichever is necessary to comply with section 44001.5 of the Health and Safety Code.

CO	1.5%	$CO + CO_2$	5%
HC	150 ppm	Maximum Idle 500 rpm	
NOx	350 ppm		

TABLE I (C
Acceleration Simulat
Emission Standards and Gr

ESC	MODEL YEAR GROUP	VEHICLE TYPE (by GVWR)				PASS/FAIL EMISSION STANDARDS			
		Passenger	TRUCK (includes motorhome, minivan, sport utility)			ASM 5015			
		<6,000	<6,000	6,001 to 8,500		HC	CO	NOx	HC
12	1988 - 1992		X	X	A	120.0	0.27	1100.0	70.0
					B	150000.0	1350.00	750000.0	150000.0
13	1993 +		X		A	97.5	0.30	850.0	47.5
					B	112500.0	1350.00	750000.0	112500.0
14	1993 +			X	A	150.0	0.30	1250.0	100.0
					B	150000.0	1350.00	750000.0	150000.0
15	1966 - 1969			X	A	203.3	3.07	2683.3	153.3
					B	583333.3	4666.67	2333333.3	583333.3
16	1970 - 1973			X	A	186.3	2.98	2533.3	138.3
					B	583333.3	4083.33	2333333.3	583333.3
17	1974 - 1978			X	A	173.3	2.90	2433.3	123.3
					B	583333.3	3500.00	2333333.3	583333.3

Legend:
ESC = Emission Standards Category
VTW = Vehicle Test Weight
GVWR = Manufacturer's Gross Vehicle Weight Rating
HC = Hydrocarbon
CO = Carbon Monoxide
NOx = Oxides of Nitrogen

PASS/FAIL STANDARDS = Emission standards used to determine if a vehicle passes the emissions portion of the inspection -- a vehicle passe

GROSS POLLUTER STANDARDS = Emissions standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross po
NOx for ASM 5015 and ASM 2525.

NOTE: If test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards m
configuration which the bureau determines has excessive errors of commission or omission, whichever is necessary to comply with section 44

CO = 1.5% HC = 150 ppm NOx = 350 ppm

TABLE I
Acceleration Simulatio
Emission Standards and Gros

ESC	MODEL YEAR GROUP	VEHICLE TYPE (by GVWR)				PASS/FAIL EMISSION STANDARDS				
		Passenger	TRUCK (includes motorhome, minivan, sport utility)			ASM 5015			ASI	
		<6,000	<6,000	6,001 to 8,500		HC	CO	NOx	HC	
1	1966 - 1967	X	X		A	241.7	2.72	2459.3	191.7	
					B	554971.3	6165.96	1703703.7	554971.3	
2	1968 -1970	X	X		A	238.9	2.62	2259.3	188.9	
					B	494793.7	5480.85	1703703.7	494793.7	
3	1971 - 1974	X	X		A	235.4	2.56	1859.3	185.4	
					B	436041.7	4453.19	1703703.7	436041.7	
4	1975 - 1980	X			A	140.3	0.91	1451.9	90.3	
					B	273316.7	1362.96	1490740.7	273316.7	
5	1981 - 1983	X			A	103.1	0.64	1344.4	53.1	
					B	234259.3	1064.81	1277777.8	234259.3	
6	1984 - 1986	X			A	92.4	0.52	1244.4	42.4	
					B	212963.0	979.63	1277777.8	212963.0	
7	1987 - 1992	X			A	81.7	0.48	1229.6	31.7	
					B	191666.7	851.85	851851.9	191666.7	
8	1993 +	X			A	84.3	0.29	1259.3	34.3	
					B	128501.9	724.07	553703.7	128501.9	
9	1975 - 1978		X		A	155.0	1:08	1887.0	105.0	
					B	225000.0	2025.00	1064814.8	225000.0	
10	1979 - 1983		X	X	A	145.0	0.88	1879.6	95.0	
					B	225000.0	2025.00	851851.9	225000.0	
11	1984 - 1987		X	X	A	130.0	0.41	1350.0	80.0	
					B	150000.0	1725.00	750000.0	150000.0	

State of California Office of Administrative Law

Memorandum

To :Agency Regulation Coordinator

Date : 5-14-96

File No. : 96-0402-03S

Telephone :

From :OAL Front Counter

Subject :**RETURN OF APPROVED RULEMAKING MATERIALS**

Oal hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE!

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(c) requires that this record be available to the public and to the courts for possible later review. See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) and regarding retention of your records. Should you no longer desire to keep this rulemaking record at your agency office or at the State Records Center, please seriously consider releasing it to the Secretary of State Archives via the state's records management program for retention.

enclosures

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION — REGULAR

(See instructions on reverse)

STD. 400 (REV. 2-91)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF
96 MAY -9 PM 3:56
BILL JONES
SECRETARY OF STATE

AGENCY	AGENCY FILE NUMBER (If any)
Dept. of Consumer Affairs/Bureau of Automotive Repair	

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z95-1128-05	'96 0402 03 S		

For use by Office of Administrative Law (OAL) only

ENDORSED
APPROVED FOR FILING
96 AND PUBLICATION
OFFICE OF ADMINISTRATIVE LAW
MAY 9 1996
Office of Administrative Law

NOTICE | REGULATIONS

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	95 #48-Z	12-8-95

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

TITLE(S)	ADOPT
16	
SECTIONS AFFECTED	AMEND: 3353
	REPEAL

2. TYPE OF FILING

☒ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

☒ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other (Specify)

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst	255-3163

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
For Roy Saatjian	3/28/96

TYPED NAME AND TITLE OF SIGNATORY

Ray Saatjian, Deputy Director, Department of Consumer Affairs

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Article 7. Disclosure Requirements for Automotive Repair Dealers

3353. Written Estimate Required for Repair or Maintenance; Exceeding Estimate; Authorization Required.

No work for compensation shall be commenced and no charges shall accrue without specific authorization from the customer in accordance with the following requirements:

(a) Estimate for Parts and Labor. Every dealer shall give to each customer a written estimated price for labor and parts for a specific job. No dealer shall charge for work done or parts supplied in excess of the written estimated price without the oral or written consent of the customer, and if such consent is oral the dealer shall make a notation on the work order and on the invoice of the date, time, name of person authorizing the additional repairs, and telephone number called, if any, together with a specification of the additional parts and labor and the total additional cost. The dealer shall obtain the customer's consent before any additional work not estimated is done or parts not estimated are supplied.

(b) Estimated Price to Tear Down, Inspect, Report and Reassemble. For purposes of this article, to "tear down" shall mean to disassemble, and "teardown" shall mean the act of disassembly. If it is necessary to tear down a vehicle component in order to prepare a written estimated price for required repair, the dealer shall first give the customer a written estimated price for the teardown. This price shall include the cost of reassembly of the component. The estimated price shall also include the cost of parts and necessary labor to replace items such as gaskets, seals and O rings that are normally destroyed by teardown of the component. If the act of teardown might prevent the restoration of the component to its former condition, the dealer shall write that information on the work order containing the teardown estimate before the work order is signed by the customer.

The repair dealer shall notify the customer orally and conspicuously in writing on the teardown estimate the maximum time it will take the repair dealer to reassemble the vehicle or the vehicle component in the event the customer elects not to proceed with the repair or maintenance of the vehicle and shall reassemble the vehicle within that time period if the customer elects not to proceed with the repair or maintenance. The maximum time shall be counted from the date of authorization of teardown.

After the teardown has been performed, the dealer shall prepare a written estimated price for labor and parts necessary for the required repair. All parts required for such repair shall be listed on the estimate. The dealer shall then obtain the customer's authorization for either repair or reassembly before any further work is done.

(c) Revising an Itemized Work Order. If the customer has authorized repairs according to a work order on which parts and labor are itemized, the dealer shall not change the method of repair or parts supplied without the authorization of the customer. If such authorization has been obtained, the dealer shall make a record of the authorization on the work order and on the invoice by writing the date, time, name of customer, and telephone number called, if any, and a description of the changes authorized and any change in price.

(d) Unusual Circumstances; Authorization Required. When the customer is unable to deliver the motor vehicle to the dealer during business hours or if the motor vehicle is towed to the dealer without the customer during business hours, and the customer has requested the dealer to take possession of the motor vehicle for the purpose of repairing or estimating the cost of repairing the motor vehicle, the dealer shall not undertake the diagnosing or repairing of any malfunction of the motor vehicle for compensation unless such dealer has complied with all of the following conditions:

(1) The dealer ~~or customer~~ has prepared a work order stating the written estimated price for labor and parts necessary to repair the motor vehicle; and

(2) By telephone or otherwise, the customer has been given all of the information on the work order and the customer has approved the work order; and

(3) The customer has given oral or written authorization to the dealer to make the repairs pursuant to the work order.

If such authorization is oral, the dealer shall make, on both the work order and the invoice, a notation of the name of the customer, the date, the time, and the telephone number called, if any.

Any charge for parts or labor in excess of the original written estimated price must be separately authorized by the customer as provided in Section 9884.9 of the Business and Professions Code.

Note: Authority cited: Section 9882, Business and Professions Code. Reference: Sections 9884.8 and 9884.9, Business and Professions Code.

State of California — Office of Administrative Law

Memorandum

To :Agency Regulation Coordinator

Date : 4-30-96

File No. : 96-0308-04S

Telephone :

From :OAL Front Counter

Subject :**RETURN OF APPROVED RULEMAKING MATERIALS**

Oal hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE!

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(c) requires that this record be available to the public and to the courts for possible later review. See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) and regarding retention of your records. Should you no longer desire to keep this rulemaking record at your agency office or at the State Records Center, please seriously consider releasing it to the Secretary of State Archives via the state's records management program for retention.

enclosures

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re: AUTOMOTIVE REPAIR REGULATORY ACTION: Title 16 California Code of Regulations AMEND 3340.37	NOTICE OF APPROVAL OF REGULATORY ACTION (Gov. Code, Sec. 11349.3) OAL File No. 96-0308-04 S

SUMMARY OF REGULATORY ACTION

The regulatory action deletes existing subsections (b) through(e) which deal with the issuance of oxides of nitrogen compliance window stickers.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 04/15/96

/Barbara Eckard
BARBARA ECKARD
STAFF COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Donald Minnich

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

REGULAR

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 2-91)

ENDORSED FILED
IN THE OFFICE OF
96 APR 15 PM 3:25
SECRETARY OF STATE

AGENCY	AGENCY FILE NUMBER (If any)
Dept. of Consumer Affairs/Bureau of Automotive Repair	

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
		96-0308-04S		

For use by Office of Administrative Law (OAL) only

96 APR -8 PM 4:49

OFFICE OF
ADMINISTRATIVE LAW

APPROVED APR 15

NOTICE | REGULATIONS

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
NOx Stickers			

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

TITLE(S)	ADOPT
16	
SECTIONS AFFECTED	AMEND: 3340.37
	REPEAL

2. TYPE OF FILING

☒ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

4. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

☒ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Ray Saatjian	4/8/96

TYPED NAME AND TITLE OF SIGNATORY

Ray Saatjian, Deputy Director, Department of Consumer Affairs

STD. 400 (REV. 2-91)

AGENCY: Department of Consumer Affairs
Bureau of Automotive Repair

AGENCY FILE NUMBER (Optional)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
		96-0308-045		

For use by Office of Administrative Law (OAL) only

96 MAR -8 PM 2:33

OFFICE OF ADMINISTRATIVE LAW

NOTICE | REGULATIONS

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	95 #49-Z	12-8-95

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

TITLE(S)	ADOPT
16	
SECTIONS AFFECTED	AMEND: 3340.37
	REPEAL

2. TYPE OF FILING

☒ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

4. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

☒ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE

TYPED NAME AND TITLE OF SIGNATORY

Marjorie M. Berte, Director, Department of Consumer Affairs

For MARJORIE M. BERTE
Director

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby amends the following regulation in Division 33 of Title 16 of the California Code of Regulations:

ARTICLE 5.5 - MOTOR VEHICLE INSPECTION PROGRAM

3340.37. Installation of Oxides of Nitrogen (NOx) Devices ~~and Issuance of Compliance Window Stickers~~.

~~(a)~~ A licensed smog check station may install a retrofit oxides of nitrogen (NOx) exhaust control device on a 1966 through 1970 model year vehicle.

~~(b) A licensed smog check station may purchase NOx window stickers from the bureau for a fee of seventy-five cents ($0.75) each. Full payment is required at the time window stickers are ordered.~~

~~(c) A licensed smog check station shall not sell or otherwise transfer unused window stickers. All window stickers shall be returned to the bureau upon termination of the licensed station's business.~~

~~(d) After a licensed technician finds that an officially approved retrofit NOx control device has been properly installed on a 1966 through 1970 model year vehicle, the licensed technician shall fill out an approved window sticker and affix it onto the 7-inch square on the lower corner of the windshield farthest removed from the driver.~~

~~(e) When a 1966 through 1970 model year vehicle is properly declared exempt from the requirements for a retrofit NOx control device pursuant to the exemption list adopted by the California Air Resources Board, the licensed technician shall fill out an exempt window sticker and affix it onto the 7-inch square in the lower corner of the windshield farthest removed from the driver.~~

NOTE: Authority cited: Section 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 2814, 27158, 27158.5 and 40616. Vehicle Code; and Sections 43654, 43655 and 43657, Health and Safety Code.

April 8, 1996

TO: Barbara Eckard
Office of Administrative Law

FROM: Don Minnich
Bureau of Automotive Repair

Reference: STD Form 400

Please be informed that you are authorized to attach the attached STD Form 400 - NOTICE PUBLICATION/REGULATION SUBMISSION to the STD Form 400 attached to the rulemaking file that was filed under Regulatory Action Number 96-0308-04S on March 8, 1996.

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re: AUTOMOTIVE REPAIR REGULATORY ACTION: Title 16 California Code of Regulations ADOPT 3340.8	NOTICE OF APPROVAL OF REGULATORY ACTION (Gov. Code, Sec. 11349.3) OAL File No. 96-0308-05 S

SUMMARY OF REGULATORY ACTION

This Certificate of Compliance completes the rulemaking which establishes a twelve-month, one-time-only economic hardship extension for car owners who would experience an economic hardship if required to pay for emission control repairs for their car to pass the "smog check" and obtain a Certificate of Compliance.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 04/05/96

Barbara Steinhardt-Carter
B. STEINHARDT-CARTER
STAFF COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Donald Minnich

State of California Office of Administrative Law

Memorandum

To :Agency Regulation Coordinator

Date : 4-11-96

File No. : 96-0308-05C &
95-1115-01E &
95-1024-01E

Telephone :

From :OAL Front Counter

Subject :**RETURN OF APPROVED RULEMAKING MATERIALS**

Oal hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE!

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(c) requires that this record be available to the public and to the courts for possible later review. See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) and regarding retention of your records. Should you no longer desire to keep this rulemaking record at your agency office or at the State Records Center, please seriously consider releasing it to the Secretary of State Archives via the state's records management program for retention.

enclosures

NOTICE PUBLICATION/REGULATIONS SUBMISSION (reverse)

STD. 400 (REV. 2-91)

AGENCY: Department of Consumer Affairs
Bureau of Automotive Repair

AGENCY FILE NUMBER (If any)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER

For use by Office of Administrative Law (OAL) only

NOTICE | REGULATIONS

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

TITLE(S)	ADOPT
16	3340.8
SECTIONS AFFECTED	AMEND
	REPEAL

2. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other (Specify)

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
for Kay Sahtjian	3/5/96

TYPED NAME AND TITLE OF SIGNATORY: RAY SAHTJIAN, DEPUTY DIRECTOR

~~Marjorie M. Berte, Director~~, Department of Consumer Affairs

~~For MARJORIE M. BERTE~~
~~Director~~

corrected per 3/15/96 memo

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 5.5 - Motor Vehicle Inspection Program

3340.8. Economic Hardship Extension

(a) In areas of the state where the $450 cost repair minimum is operative, a one-time 12-month economic hardship extension from the biennial certificate of compliance requirement may be issued by a test-only facility. An economic hardship extension is issued solely to permit the currently registered owner to renew the expiring registration for the vehicle. The economic hardship extension shall not constitute a certificate of compliance for the purposes of transferring the ownership or the initial registration of the vehicle. On or before the expiration date of the economic hardship extension, the vehicle must be brought fully into compliance with emissions standards as provided in subdivision (e) of Health and Safety Code Section 44017.

(b) A test-only facility shall not issue an economic hardship extension to any person except the currently registered owner.

(c) A test-only facility shall not issue an economic hardship extension if an emission cost waiver was issued in conjunction with the previous biennial inspection of that vehicle.

(d) A test-only facility shall not issue an economic hardship extension if the vehicle's emissions control equipment is missing, modified, or disconnected or if the vehicle has been confirmed as a gross polluting vehicle. However, if all missing, modified, or disconnected emission control equipment has been restored to its fully functional condition and the vehicle

has been repaired as necessary to bring the vehicle's emissions below the applicable threshold established for gross polluters, an economic hardship extension may be issued.

(e) In accordance with the provisions of the Health and Safety Code Sections 44015 and 44017 and in accordance with the provisions of this section, a test-only facility ~~may~~ shall issue an economic hardship extension when: per 4/4/96 memo

(1) the vehicle has been properly tested in accordance with Section 44012 of the Health and Safety Code but does not meet the applicable emissions standards;

(2) the owner of the vehicle certifies that the cost of necessary emissions-related repairs would constitute an economic hardship;

(3) the owner of the vehicle requests an economic hardship extension; and

(4) a fee, in the same amount as the fee for a certificate of compliance as specified in Section 3340.35 of these regulations, is paid to the test-only facility.

NOTE: Authority cited: Sections 44002, 44015.3, and 44060, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44014.5, 44015, 44017, 44060 and 44062.1, Health and Safety Code; and Section 11519 of the Vehicle Code.

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re: AUTOMOTIVE REPAIR REGULATORY ACTION: Title 16 California Code of Regulations Adopt 3340.16.7; Amend 3340.1, 3340.16.5, 3340.17, 3340.42	NOTICE OF APPROVAL OF REGULATORY ACTION (Gov. Code, Sec. 11349.3) OAL File No. 96-0821-01 C

SUMMARY OF REGULATORY ACTION

This filing is a certificate of compliance for an emergency regulatory action with established new equipment and data transfer requirements for smog check stations pursuant to sections 44036 and 44037.1 of the Health and Safety Code.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 09/30/96

CRAIG TARPENNING
SENIOR COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Ray Saatjian, Deputy Director
cc: Donald Minnich

STATE OF CALIFORNIA—OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION (See instructions for use)

EMERGENCY

For use by Secretary of State only

STD. 400 (REV. 2-91)

AGENCY	AGENCY FILE NUMBER (If any)
Dept. of Consumer Affairs/Bureau of Automotive Repair	

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
			96 0419 05 E	

ENDORSED FILED
IN THE OFFICE OF
96 APR 29 PM 3:12
BILL JONES
SECRETARY OF STATE

For use by Office of Administrative Law (OAL) only

96 APR 19 PM 3:23
OFFICE OF
ADMINISTRATIVE LAW

NOTICE | REGULATIONS

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Electronic Transmission Update			

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

TITLE(S)	
16	ADOPT 3340.16.7
SECTIONS AFFECTED	AMEND 3340.1, 3340.16.5, 3340.17, 3340.42
	REPEAL

2. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☒ Emergency (Gov. Code, § 11346.1(b))

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other (Specify)

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7.

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SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Ray Saatjian	4/19/96

TYPED NAME AND TITLE OF SIGNATORY

RAY SAATJIAN, Deputy Director, Department of Consumer Affairs

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 5.5 - Motor Vehicle Inspection Program

3340.1. Definitions.

In this article, unless the context otherwise requires:

(a) "Heavy duty vehicle" means a vehicle with a manufacturer's gross vehicle weight rating of 8501 pounds or more.

(b) "Implementation area" means a geographical area, in which a local district has requested implementation of a biennial inspection program pursuant to section 44003 of the Health and Safety Code.

(c) "Smog check station" means a facility licensed by the bureau to test, inspect and, except for smog check test only stations, to repair vehicles.

(d) "Smog check test only station" means a smog check station licensed by the bureau to test and inspect vehicles.

(e) "Smog check technician" or "licensed technician" means an individual who holds one of the technician licenses specified in section 3340.28 of this article.

(f) "Licensed station" means a smog check or a smog check test only station.

(g) "~~BAR-90~~ test analyzer system" or "~~test analyzer system~~ emissions inspection system (EIS)" means a tamper-resistant instrument which ~~has met~~ meets the requirements of subdivision (b) ~~or~~ of section 44036 of the Health and Safety Code and which ~~has been~~ is certified by the bureau for use in the California Smog Check program.

(h) "Bureau" or "BAR" means the Bureau of Automotive Repair.

(i) "Smog check program" means the motor vehicle inspection program conducted pursuant to section 44005 of the Health and Safety Code, and as hereby described in this article.

(j) "ARD-exempt heavy-duty station" means a smog check or smog check test only station that only tests and/or repairs commercial vehicles which have a gross vehicle weight rating of 10,000 pounds or greater.

(k) "Enhanced vehicle inspection and maintenance program area" means the smog check program conducted in any part of an urbanized area of the state which is classified by the Environmental Protection Agency as a serious, severe or extreme nonattainment area for ozone or a moderate or serious nonattainment area for carbon monoxide with a design value greater than 12.7 ppm.

(l) "Basic vehicle inspection and maintenance program area" means the smog check program conducted in any area of the state which is not classified as an enhanced vehicle inspection and maintenance program area.

(m) "Gaseous fuel" means fuel composed of propane, liquefied or compressed natural gas.

(n) "Supervising technician" means the licensed technician that performs the after repairs test of a vehicle that has failed an inspection at a smog check station.

(o) "After repairs test" means a test performed on a vehicle after repairs have been made to that vehicle as a result of failing an inspection at a smog check station.

(p) "Test-only facility" means a facility contracted by the bureau to test and inspect vehicles.

NOTE: Authority cited: Section 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44003, 44005, 44014, 44014.5, 44015, 44031.5, 44033, 44036 and 44045.5, Health and Safety Code.

3340.16.5. Station Equipment and Testing Requirements.

(a) A smog check station other than a smog check test only station shall have the equipment and materials specified by, and conform to the requirements of, section 3340.16 of this article, and in addition shall have engine diagnostic equipment and repair tools that are capable of diagnosing and repairing engine ignition systems, fuel systems, emission control systems, computer engine control systems, and other related components for each vehicle type that the station works on including the following:

(1) Ignition analyzer/oscilloscope.

(2) Compression tester.

(3) Cam angle dwell meter.

(4) Fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles.

(5) Vacuum gauge.

(6) Propane enrichment kit.

(7) Ammeter.

(8) High impedance volt/ohmmeter.

(9) Basic hand tools necessary to perform repairs.

(10) Diagnostic and repair manuals for all vehicles being tested and repaired. These may be any of the nationally distributed and periodically updated manuals that contain repair and emission procedures. These manuals must be up to date and include current model year supplements for automobile emission control systems.

(11) The most currently available bureau test and repair manuals.

(b) A smog check station which has accepted a vehicle for inspection shall disclose both orally and in writing before the initial inspection of the vehicle if the vehicle is potentially affected by any of the following conditions:

(1) The station does not have adequate equipment, personnel, tools or reference materials to repair the vehicle, should the vehicle fail its inspection; or

(2) The station, as a matter of policy, does not repair certain types, makes or models of vehicles; or

(3) The station, as a matter of policy, does not repair certain types of vehicle inspection failures.

Such written disclosure shall be made on the written estimate provided pursuant to section 9884.9 of the Business and Professions Code.

~~(c) A smog check station which had been previously licensed as an official motor vehicle pollution control device installation and inspection station pursuant to section 9887.1 of the Business and Profession Code, and which became a smog check station on January 1, 1990, by operation of subdivision (a) of section 44022 of the Health and Safety Code, shall not be required, until January 1, 1992, to have a test analyzer system meeting the requirements of subdivision (b) of section 44036 of the Health and Safety Code. Until January 1, 1992, such stations may permissively meet the analyzer requirements of subdivision (a)(10) of section 3326 of this chapter as it read on December 31, 1989, in lieu of the requirements of subdivision (b) of section 44036 of the Health and Safety Code.~~

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44012~~,~~ ~~44022~~ and 44036(b), Health and Safety Code.

3340.16.7. Requirements for Electronic Transmission.

(a) On and after July 1, 1996, each Smog Check station shall have a BAR certified test analyzer system that meets the specifications contained in the BAR Test Analyzer System Specifications dated April 1996, herein incorporated by reference.

(b) Each smog check station shall transmit vehicle data emission test results to the department's centralized data base in accordance with the procedures contained in the specifications referenced in subsection (a), which includes the form, manner and frequency of data transmittals

Note: Authority cited: Section 44002, 44036 and 44037.1, Health and Safety Code. Reference: Sections 44012 and 44036(b) and 44037.1 , Health and Safety Code.

3340.17. Equipment Maintenance and Calibration.

(a) The test analyzer system shall be maintained and calibrated in accordance with the bureau's ~~BAR-90 Ttest Aanalyzer Ssystem Sspecifications issued in June 1989~~ referenced in section 3340.16.7(a) of this article, ~~as herein incorporated by reference,~~ and in accordance with manufacturer's specifications. The test analyzer system shall have the most current software and hardware updates required by the bureau.

(b) All other diagnostic and repair equipment shall be maintained in good working condition. All equipment requiring calibration or adjustment shall be calibrated or adjusted in accordance with the instructions of the manufacturer.

(c) An analyzer shall only be used within a building and shall not be used in an environment that would subject the analyzer to excessive heat, cold, dust, or moisture. The specifications for environmental conditions are referenced in the bureau's "BAR Exhaust Gas Analyzer Specifications" dated 1980, as herein incorporated by reference, and in the ~~June 1989 Ttest Aanalyzer Ssystem Sspecifications~~ referenced in subdivision (a) of this section.

(d) The analyzer shall be calibrated only with BAR approved gases as listed in the "BAR Exhaust Gas Analyzer Specifications."

(e) Only bureau-authorized representatives or authorized manufacturer representatives shall have access to the test analyzer system for service or inspection.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Section 44036, Health and Safety Code.

3340.42. Mandatory Exhaust Emissions Inspection Standards and Test Procedures.

The test procedures shall be conducted in accordance with the bureau's ~~BAR 90 T~~test ~~A~~analyzer ~~S~~system ~~S~~specifications dated ~~June 1995~~ referenced in section 3340.16.7(a) of this article, ~~as herein incorporated by reference,~~ and the following:

(a) There shall be two test procedures as follows. The loaded mode test method shall be the primary test method used in the enhanced program areas and the idle mode test method shall be used in all other program areas of the state.

(1) A loaded mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emissions. The loaded mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded mode test procedure, including the preconditioning procedure, shall only be conducted according to bureau approved procedures and include the following:

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in Table I.

(C) With the vehicle operating, sample the exhaust system in the following sequence:

(i) Accelerate the vehicle to the cruise condition as specified by the test procedures.

(ii) Operate the vehicle long enough to stabilize emission levels.

(iii) Measure and record emissions (hydrocarbon, carbon monoxide, carbon dioxide, and oxides of nitrogen).

(2) The idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications.

Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in Table II or Table III, as applicable.

(3) All tests shall be performed with the engine at its normal operating temperature.

(4) All loaded mode testing shall be conducted in a manner which does not induce excess emissions to the test.

(b) On and after August 1, 1995, vehicles in the enhanced program area known as the Sacramento Area that are required to be tested at a test-only facility pursuant to section 44010.5 (a) shall be tested according to the ASM test procedures and emission standards.

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in TABLES I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) A gross polluting vehicle shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the vehicle as indicated in TABLES I, II, or III. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection shall become effective immediately and applies in all program areas statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

(5) Until January 1, 1996, as an interim procedure, smog check stations shall evaluate emission readings and designate a vehicle as a gross polluter based on the gross polluter emission standards provided in TABLE II for hydrocarbon and carbon monoxide emissions.

(6) On January 1, 1996, TABLE II and subsection (5) shall become inoperative, and Table III shall become operative. The gross polluter emission standards in TABLE III shall be used to determine if a vehicle shall be designated as a gross polluter.

Note: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 39032.5, 44010.5, 44012, 44013 and 44036, Health and Safety Code.

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

To: Legal

In re:	
AUTOMOTIVE REPAIR	NOTICE OF APPROVAL OF REGULATORY ACTION
REGULATORY ACTION: Title 16 California Code of Regulations Amend 3340.1, 3340.10, 3340.16, 3340.16.5, 3340.16.7, 3340.22.1, 3340.28, 3340.29, 3340.32, 3340.33, 3340.36, 3340.37, 3340.41, 3340.42, 3340.50	(Gov. Code, Sec. 11349.3) OAL File No. 96-1119-04 C

SUMMARY OF REGULATORY ACTION

This is the certification of compliance for an action which amends some of the requirements applicable to smog check stations in basic and enhanced areas, adds the specifications for the emissions inspection system, and changes the standards and licensing categories for qualified technicians.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 01/06/97

David Potter
DAVID POTTER
SENIOR COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Donnald Minnich

State of California Office of Administrative Law

Memorandum

To :Agency Regulation Coordinator **Date** :01/22/97

File # : 96-1119-01C

Phone :323-6225

From :OAL Front Counter

Subject :**RETURN OF APPROVED RULEMAKING MATERIALS**

Oal hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(c) requires that this record be available to the public and to the courts for possible later review. See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) and regarding retention of you records Should you no longer desire to keep this rulemaking record at your agency office or at the State Records Center, please seriously consider releasing it to the Secretary of State Archives via the state's records management program for retention.

enclosures

ATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

OTICE PUBLICATION/REGUL ONS SUBMISSION (See instr ons on rev)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF
97 JAN -6 PM 4:07
Bill Jones
BILL JONES
SECRETARY OF STATE

D. 400 (REV. 2-91)

GENCY: ept of Consumer Affairs/Bureau of Automotive Repair

AGENCY FILE NUMBER (If any):

NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
UMBERS: 296-0730-01	% 1119 04C	96-0716-01E	

For use by Office of Administrative Law (OAL) only

96 NOV 19 PM 3:28
OFFICE OF ADMINISTRATIVE LAW

NOTICE | REGULATIONS

1. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

TOPIC OF NOTICE: ew Station Equipment & Technician License

TITLE(S) | FIRST SECTION AFFECTED | 2. REQUESTED PUBLICATION DATE

4. AGENCY CONTACT PERSON | TELEPHONE NUMBER

NOTICE TYPE
☐ Notice re Proposed Regulatory Action ☐ Other

OAL USE ONLY — ACTION ON PROPOSED NOTICE: ☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn | NOTICE REGISTER NUMBER: 96,#32-2 | PUBLICATION DATE: 8-9-96

3. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. CITY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

TITLE(S): 16

SECTIONS AFFECTED:
ADOPT:
AMEND: 3340.1, 3340.10, 3340.16, 3340.16.5, 3340.16.7, 3340.22.1, 3340.28, 3340.29, 3340.32, 3340.33, 3340.36, 3340.37, 3340.41, 3340.42, 3340.50
REPEAL:

2. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

10/12/96 - 10/28/96

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other (Specify)

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON: Donald Minnich, Analyst; Robert Miller, Staff Counsel | TELEPHONE NUMBER: 255-3163; 445-4216

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE | DATE: 11-19-96

TYPED NAME AND TITLE OF SIGNATORY: Ray Saatjian, Deputy Director, Department of Consumer Affairs

ORDER OF ADOPTION

[NOTE: This is the final version of these regulations which contains the originally proposed regulations, the amendments resulting in a 15-day comment period, and the withdrawal of the Advanced Test-Only Technician license.]

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 5.5. Motor Vehicle Inspection Program

3340.1. Definitions.

In this article, unless the context otherwise requires:

(a) "Heavy duty vehicle" means a vehicle with a manufacturer's gross vehicle weight rating of 8501 pounds or more.

(b) "Implementation area" means a geographical area, in which a local district has requested implementation of a biennial inspection program pursuant to section 44003 of the Health and Safety Code.

(c) "Smog check station" or "licensed station" means a ~~facility licensed by the bureau to test, inspect and, except for smog check test only stations, to repair vehicles~~ smog check test-only station or smog check test-and-repair station.

(d) "Smog check test-only station" means a smog check station licensed by the bureau to test and inspect vehicles in the smog check program.

(e) "Smog check test-and-repair station" means a smog check station licensed by the bureau to test, inspect, diagnose and repair vehicles in the smog check program.

(~~e~~f) "Smog check technician" or "licensed technician" means an individual who holds one of the technician licenses specified in section 3340.28 of this article.

~~(f) "Licensed station" means a smog check or a smog check test only station.~~

(g) "Test analyzer system" or "emissions inspection system (EIS)" means a tamper-resistant instrument which meets the requirements of subdivision (b) of section 44036 of the Health and Safety Code and which is certified by the bureau for use in the California Smog Check program.

(h) "Bureau" or "BAR" means the Bureau of Automotive Repair.

(i) "Smog check program" means the motor vehicle inspection program conducted pursuant to section 44005 of the Health and Safety Code, and as hereby described in this article.

(j) "ARD-exempt heavy-duty station" means a smog check or smog check test only station that only tests and/or repairs commercial vehicles which have a gross vehicle weight rating of 10,000 pounds or greater.

(k) "Enhanced area" or "Enhanced vehicle inspection and maintenance program area" means the smog check program conducted in any part of an urbanized area of the state which is classified by the Environmental Protection Agency as a serious, severe or extreme nonattainment area for ozone or a moderate or serious nonattainment area for carbon monoxide with a design value greater than 12.7 ppm.

(l) "Basic area" or "Basic vehicle inspection and maintenance program area" means the smog check program conducted in any area of the state which is not classified as an enhanced vehicle inspection and maintenance program area.

(m) "Gaseous fuel" means fuel composed of propane, liquefied or compressed natural gas.

(n) "Supervising technician" means the licensed technician that performs the after repairs test of a vehicle that has failed an inspection at a smog check station.

(o) "After repairs test" means a test performed on a vehicle after repairs have been made to that vehicle as a result of failing an inspection at a smog check station.

(p) "Test-only facility" means a facility contracted by the bureau to test and inspect vehicles.

Note: Authority cited: Section 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44003, 44005, 44014, 44014.5, 44015, 44031.5, 44033, 44036 and 44045.5, Health and Safety Code.

3340.10. Licensing of Smog Check Stations.

A registered automotive repair dealer may be licensed as a smog check station in accordance with the following:

(a) Application. An applicant for an initial or renewal license shall submit an application to the bureau on form ~~79-4~~ R-12 (~~5-89~~ 6-96) "Application for Smog Check Station License" ~~(see Figure 1)~~ along with the fee required in subsection (b).

(b) Fees. Fees are established as follows:

(1) Initial license fee-$100.00.

(2) Renewal license fee if submitted on or before the date of license expiration-$100.00.

(3) Delinquency fee if a renewal license fee is submitted after the date of license expiration-$50.00, which shall be assessed in addition to the $100.00 renewal license fee.

(c) Term of License. A station license shall expire one year from the last day of the month in which the license was issued unless renewed, suspended, rescinded, or terminated by operation of law. The bureau may advance the expiration date to correspond with the automotive repair dealer's registration expiration date. A licensee whose license has expired shall immediately cease to inspect, test, diagnose or repair vehicles or issue certificates as part of the smog check program.

(d) Inspection. An inspection of the applicant's facility shall be made by a representative of the bureau. A license may be issued only for an applicant that meets the qualifications prescribed in this article.

(e) Replacement License. In determining whether a fee is required for a replacement license, the definitions given in section 3306(c)(1) and (2) of this chapter shall apply.

(1) In the event of a change of name or address of a licensee, a new application shall be submitted to the bureau and no fee will be required.

(2) In the event of a change of ownership of a licensed business, a new application and a license fee of $100.00 shall be submitted to the bureau.

(3) In the event a license is lost, destroyed, or mutilated, application shall be made to the bureau for a duplicate license. The person to whom the license was issued shall furnish satisfactory proof of licensure. Upon receipt of application, the bureau shall issue a duplicate

license for the unexpired term of the license. Any lost license that is later found shall be returned to the bureau.

(f) No person shall operate a smog check station unless a license to do so has been issued by the department.

Note: Authority cited: Sections 44002 and 44034, Health and Safety Code; and Sections 163.5 and 9882, Business and Professions Code. Reference: Sections 44030, 44033 and 44034, Health and Safety Code.

3340.16. Test-Only Station Equipment and Testing Requirements.

(a) Basic Area. A smog check test-only station operating in a basic area shall have all testing equipment and emission application and reference manuals necessary to test and/or inspect all affected vehicles, including the following:

(1) Test analyzer system in accordance with the bureau's test analyzer system specifications referenced in section 3340.16.7(a) of this article.

(2) Ignition timing light~~, capable of~~ which measur~~inges~~ ignition advance.

(3) Hand vacuum pump and a vacuum gauge.

(4) Basic hand tools necessary to ~~perform the~~ inspect~~ion~~ vehicle ignition, fuel delivery, and emission control systems.

(5) ~~Voltmeter or other~~ A device capable of retrieving trouble codes from vehicles with on-board computers, along with instructions on how to extract codes, and definitions of codes found.

(6) Fuel fillpipe restrictor dowel gauge meeting the following specifications:

(A) Made of a non-sparking material meeting the standard for hardness of aluminum alloy No. 5052 as defined in Volume 02.02 of section 2 of the 1986 Annual Book of Standards published by the American Society for Testing and Materials

(B) Having a rounded test portion

(C) Having a test portion diameter not less than 0.9375 inches nor more than 0.950 inches

(D) Having an overall length not less than 5 inches nor more than 12 inches

(E) Having a handle no less than 1.25 inches in diameter, and no less than 4 inches in length, and

(F) Constructed of solid bar stock or tubing with a minimum wall thickness of 3/16 of an inch.

(7) The most currently available emission control system application information as contained in any of the nationally distributed and periodically updated manuals that address emission control systems applications; vacuum routing diagrams for all vehicles being tested; and specifications for those functional tests currently prescribed by the bureau.

(8) The most currently available bureau manuals and bulletins.

(b) Enhanced Area. A smog check test-only station operating in an enhanced area shall have all of the equipment and materials specified by and conform to the requirements of subsection (a) above, except for subsections (a)(1) and (a)(5), and an emissions inspection system in accordance with the bureau's Emissions Inspection System Specifications referenced in section 3340.16.7(b) of this article.

(~~b~~ c) A smog check test-only station shall post conspicuously, in an area frequented by consumers, a notice to the effect that the station is licensed to test vehicles only, and cannot make any required diagnosis or repairs to a vehicle which has failed a smog check test.

(~~c~~ d) Inspections or repairs required to be performed as part of the smog check program may not be sublet.

Note: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 44012, 44013 and 44015, Health and Safety Code.

3340.16.5. Test-and-Repair Station Equipment and Testing Requirements.

(a) Basic Area. A smog check ~~station other than a smog check test only~~ test-and-repair station operating in a basic area shall have the equipment and materials specified by, and conform to the requirements of, section 3340.16 of this article, and, in addition, shall have engine diagnostic equipment and repair tools that are capable of diagnosing and repairing engine ignition systems, fuel systems, emission control systems, computer engine control

systems, and other related components for each vehicle type that the station works on including the following:

(1) Ignition analyzer/oscilloscope

(2) Compression tester.

(3) ~~Cam angle dwell meter~~ Tachometer/dwell meter.

(4) Fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles.

~~(5) Vacuum gauge.~~

(~~6~~ 5) Propane enrichment kit.

(~~7~~ 6) Ammeter capable of measuring amps and milliamps.

(~~8~~ 7) High impedance digital volt/ohmmeter.

(~~9~~ 8) ~~Basic~~ Hhand tools necessary to ~~perform~~ adjust, maintain, and repairs vehicular ignition, fuel delivery, and emission control systems.

(~~10~~ 9) Diagnostic and repair ~~manuals~~ information for all vehicles being tested and repaired. Such information may be in printed or electronic form and ~~These~~ may be ~~any of the~~ nationally distributed and periodically updated ~~manuals~~ references that contain repair and emission procedures. These ~~manuals~~ references must be up to date and include current model year supplements for automobile emission control systems. Electronic references shall be provided in printed form upon request from the bureau.

(~~11~~10) The most currently available bureau test and repair manuals.

(11) Automotive computer diagnostic and repair manuals.

(12) Electronic component location manuals.

(b) Enhanced Area. A smog check test-and-repair station operating in an enhanced area shall have:

(1) The equipment and materials specified by, and conform to the requirements of, subsection (a) of this section, an emissions inspection system in accordance with the bureau's Emissions Inspection System Specifications referenced in section 3340.16.7(b) of this article.

(2) An electronic device capable of graphically displaying any electrical or electronic signal used by an automotive computer system. The device shall have the capability of displaying the electrical or electronic signal using a voltage and time scale that is adjustable.

The device shall have the capability of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or screen refresh rate.

(~~b~~ c) A smog check station which has accepted a vehicle for inspection shall disclose both orally and in writing before the initial inspection of the vehicle if the vehicle is potentially affected by any of the following conditions:

(1) The station does not have adequate equipment, personnel, tools or reference materials to repair the vehicle, should the vehicle fail its inspection; or

(2) The station, as a matter of policy, does not repair certain types, makes or models of vehicles; or

(3) The station, as a matter of policy, does not repair certain types of vehicle inspection failures.

Such written disclosure shall be made on the written estimate provided pursuant to section 9884.9 of the Business and Professions Code.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44012 and 44036(b), Health and Safety Code.

3340.16.7. ~~Requirements for~~ Test Equipment and Electronic Transmission Requirements.

(a) ~~On and after July 1, 1996,~~ Eeach Smog Check station operating in a basic area shall have a BAR certified test analyzer system that meets the specifications contained in the BAR Test Analyzer System Specifications dated April 1996, herein incorporated by reference. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in the these specifications, which include the form, manner and frequency of data transmittals.

(b) Each Smog Check station operating in an enhanced area shall have a BAR emissions inspection system that meets the specifications contained in the BAR Emissions Inspection System Specifications dated May 1996, herein incorporated by reference. Vehicle data emission test results shall be transmitted to the department's centralized data base in

accordance with the procedures contained in the these specifications, which include the form, manner and frequency of data transmittals.

~~(b) Each smog check station shall transmit vehicle data emission test results to the department's centralized data base in accordance with the procedures contained in the specifications referenced in subsection (a), which includes the form, manner and frequency of data transmittals.~~

Note: Authority cited: Section 44002, 44036 and 44037.1, Health and Safety Code. Reference: Sections 44012 and 44036(b) and 44037.1 , Health and Safety Code.

3340.22.1. Smog Check Station ~~Limited~~ Service Signs.

(a) Separate sign requirements shall apply to the following types of stations which provide ~~limited~~ smog check program services:

(1) Smog check test-only stations.

(2) Smog check stations which only inspect and/or repair heavy-duty vehicles.

(3) Smog check stations which do not inspect and/or repair heavy-duty vehicles.

(4) Smog check station - basic area.

(5) Smog check station - enhanced area.

(b) The ~~limited~~ service signs required by subdivision (a) shall be made of 0.040 aluminum or steel stock and shall be 24 inches wide and 8 inches high. Camera-ready design and content of required signs are ~~shown in Figures 2 through 5~~ available from the bureau upon request.

(c) ~~Limited~~ Sservice signs shall be securely attached to the bottom of or immediately below the smog check station signs required by section 3340.22 of this article. Attachment shall be by ring, hook, bracket, or similar device.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44033(a) and 44045.5, Health and Safety Code.

3340.28. Licenses and Qualifications for Technicians.

(a) ~~Licenses Until December 31, 1995. Until December 31, 1995, there shall be two smog check technician licenses, as follows:~~

~~(1) Class U Technician. The Class U Technician license allows an individual to test, inspect, adjust, repair and certify the emissions control systems on all vehicles subject to the smog check program.~~

~~(2) Class L Technician. The Class L Technician license allows an individual to test, inspect, adjust, repair and certify the emission control systems on only 1979 and earlier model year vehicles subject to the smog check program.~~

~~(b) Qualifications Until December 31, 1995. The Class U and Class L technician licenses require an examination. Until December 31, 1995, the qualifications to take a technician examination are as follows:~~

~~(1) Qualifying automotive mechanical experience and/or automotive mechanical course work, totaling two or more years; or~~

~~(2) Qualifying automotive mechanical experience and/or automotive mechanical course work totaling one or more years which must have been completed prior to applying to take the bureau's Clean Air Car Course; and successful completion, within the immediately preceding two year period of the date of receipt of application, of the following educational objectives as they pertain to motor vehicles and as determined by an educational institution certified pursuant to section 3340.32 of this article (see the bureau's Clean Air Car Course):~~

~~(A) An understanding of the causes and effects of vehicular emissions,~~

~~(B) An understanding of the fundamentals of electricity and magnetism,~~

~~(C) The ability to use an engine analyzer/oscilloscope,~~

~~(D) The ability to use and calibrate an infrared hydrocarbon/carbon monoxide exhaust gas analyzer,~~

~~(E) An understanding of the basic carburetor circuits and their operation and maintenance,~~

~~(F) The ability to adjust carburetor idle mixture using manufacturer's procedures,~~

~~(G) An understanding of fuel injection systems operation, adjustment and repair,~~

~~(H) The ability to diagnose adjust and maintain breaker point and electronic ignition systems,~~

~~(I) The ability to inspect, maintain, and to understand the purpose and function of emission control systems,~~

~~(J) An understanding of the purpose and use of carbon dioxide, carbon monoxide, oxygen, hydrocarbon and oxides of nitrogen exhaust gas analysis,~~

~~(K) An understanding of the purpose, function and repair of computer controls on automobiles,~~

~~(L) The ability to locate and understand emission control labels, vacuum routing labels, vehicle certification status, vehicle identification number (VIN) and gross vehicle weight rating (GVWR) information,~~

~~(M) An understanding of motor vehicle inspection program requirements, rules and regulations,~~

~~(N) An understanding of motor vehicle inspection program vehicle inspection procedures, and~~

~~(O) An understanding of motor vehicle inspection program repair procedures for vehicles which fail their inspection.~~

~~(c) Licenses As of January 1, 1996. As of January 1, 1996, there shall be~~ There are the following ~~Smog Check~~ technician licenses in the Smog Check Program:

(1) Class U Technician. The Class U Technician license allows an individual to test, inspect, adjust, diagnose, repair and certify the emissions control systems on all vehicles subject to the smog check program. The Class U Technician license is being phased out of the Smog Check Program. An initial Class U Technician license will not be issued and current Class U Technician licenses are not renewable.

(~~1~~2) Intern Technician. The Intern Technician license allows an individual, under the direction of a supervising technician, to perform repairs or adjustments to the emissions control systems on failed vehicles subject to the smog check program at smog check stations in all areas of the state. The Intern Technician license expires in two years~~,~~ and is nonrenewable and shall be issued to an individual only once ~~upon expiration of the initial license~~.

(~~2~~ 3) Basic Area Technician. The Basic Area Technician license allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the smog check program at smog check stations in areas of the state designated as basic

vehicle inspection and maintenance program areas. The Basic Area Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(~~3~~4) Advanced Emission Specialist Technician. The Advanced Emission Specialist Technician license allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the smog check program at smog check stations in all areas of the state. The Advanced Emission Specialist Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(~~d~~ b) Qualifications ~~As of January 1, 1996~~. ~~As of January 1, 1996,~~ T~~t~~he qualifications to take an examination for technician licenses are as follows:

(1) Intern Technician License. The Intern Technician license does not require an examination. To qualify for the Intern Technician license, the applicant must provide ~~proof~~ satisfactory evidence of successful completion within the last twelve months of the bureau's Basic or Advanced Clean Air Car Course. The qualification to take the Basic or Advanced Clean Air Car Course is:

(A) One year of automotive experience in the engine performance area, or

(B) Completion of nine semester units, or 13 quarter units, or 180 hours of engine performance related automotive training courses from a state accredited or recognized college, public school, or trade school, or

(C) Six months of automotive experience in the engine performance area, and 5 semester units, or 7 quarter units, or 90 hours of engine performance related automotive training courses from a state accredited or recognized college, public school, or trade school, or

(D) Possession of an Associate of Arts or Associate of Science degree in Automotive Technology from a state accredited or recognized college, public school, or trade school, or

(E) Possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school. Course-work in the engine performance area.

(2) Basic Area Technician License. The Basic Area Technician license requires an examination. The qualifications to take the examination for the Basic Area Technician license are:

(A) Education ~~and~~ or Experience. The applicant must provide ~~proof~~ satisfactory evidence of:

~~(1)~~ 1. four years of ~~verifiable~~ experience in the vehicle engine performance area, or

~~(2)~~ 2. possession of ~~an~~ valid and unexpired Intern Technician License and one year of ~~verifiable~~ experience in the vehicle engine performance area completed after obtaining the Intern Technician License, or

~~(3)~~ 3. possession of an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school, or trade school, and the successful completion within the last twelve months of the bureau's Basic or Advanced Clean Air Car Course, or

~~(4)~~ 4. possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with ~~a minimum of 360 hours of~~ course-work in the engine performance area, and the successful completion within the last twelve months of the bureau's Basic or Advanced Clean Air Car Course, or

~~(5)~~ 5. possession of a valid and unexpired smog check technician license other than an Intern Technician License.

(B) ~~Training~~ Certification. The applicant must provide satisfactory evidence ~~proof~~ of ÷

~~(1)~~ certification ~~or a passing score from the National Institute for Automotive Service Excellence~~ in the ~~certification~~ categories of Electrical/Electronic Systems (A6) and Engine Performance (A8). ~~or,~~ Certification may be from the National Institute for Automotive Service Excellence or from completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

~~(2) from completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.~~

(C) Update Training. An applicant for an initial license or renewal of a license must provide satisfactory evidence ~~proof~~ of successful completion of bureau certified update training courses. Update training courses provide training on new automotive technology that ~~e~~affects emission testing and/or repairs. Update training need not exceed 20 hours. Information regarding update training courses will be available through a bureau ~~800~~ toll free

telephone number ~~published in the technician license renewal notice and the smog check technician application~~.

(~~4~~ 3) Advanced Emission Specialist Technician License. The Advanced Emission Specialist Technician license requires an examination. The qualifications to take the examination for the Advanced Emission Specialist Technician license are:

(A) Education ~~and~~ or Experience. The applicant must provide ~~proof~~ satisfactory evidence of:

~~(1)~~ 1. four years of ~~verifiable~~ experience in the vehicle engine performance area, or

~~(2)~~ 2. successful completion within the last twelve months of the bureau's Advanced Clean Air Car Course, possession of a ~~current~~ valid and unexpired Intern Technician license, and one year of ~~verifiable~~ experience in the vehicle engine performance area completed after obtaining the Intern Technician License, or

~~(3)~~ 3. successful completion within the last twelve months of the bureau's Advanced Clean Air Car Course, and possession of an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school, or trade school, or

~~(4)~~ 4. successful completion within the last twelve months of the bureau's Advanced Clean Air Car Course, and possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with ~~a minimum of 360 hours of~~ course work in the engine performance area, or

(5) possession of a valid and unexpired smog check technician~~'s~~ license other than an Intern Technician License.

(B) ~~Training~~ Certification. The applicant must provide ~~proof~~ satisfactory evidence of ~~:~~

~~(1)~~ certification ~~or a passing score from the National Institute for Automotive Service Excellence~~ in the ~~certification~~ categories of Electrical/Electronic Systems (A6), Engine Performance (A8) and Advanced Engine Performance Specialist (L1) ~~, or~~ . Certification may be from the National Institute for Automotive Service Excellence or from completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

~~(2) completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.~~

(C) Update Training. An applicant for an initial license or renewal of a license must provide ~~proof~~ satisfactory evidence of successful completion of bureau certified update training courses. Update training courses provide training on new automotive technology that ~~ea~~affects emission testing and/or repairs. Update training need not exceed 20 hours. Information regarding update training courses will be available through a bureau ~~800~~ toll free telephone number ~~published in the technician license renewal notice and the smog check technician application~~.

(~~5~~ 4) Optional Endorsement for Gaseous Fuels. An optional endorsement to test and repair vehicles powered by gaseous fuel, either solely or in combination with gasoline, is available for the Basic Area Technician and Advanced Emission Specialist Technician licenses.

(A) An individual wishing to have his/her license endorsed to test and repair vehicles powered by gaseous fuels, either solely or in combination with gasoline, must submit ~~proof~~ satisfactory evidence of ÷

~~(1)~~ certification ~~by the National Institute for Automotive Service Excellence~~ in the certification category of Light Vehicle Compressed Natural Gas (F1)~~, or~~. Certification may be from the National Institute for Automotive Service Excellence or from completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

~~(2) completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.~~

(B) The endorsement for gaseous fuels shall be accomplished pursuant to the requirements of subsection (~~e~~ d) of section 3340.29 of this Article.

Note: Authority cited: Sections 44002 and 44014~~(e)~~, Health and Safety Code. Reference: Section 44014~~(e)~~, 44031.5(e) and 44045.5, Health and Safety Code.

3340.29. Licensing of Technicians.

(a) Application and Fee. An applicant for a license as a technician shall submit an application with appropriate documents to the bureau on form T-6 (~~3-95~~ 6-96), "Application for Smog Check Technician License," together with an application fee of $20.00. The applicant shall submit a new application with appropriate documents and an application fee of $20.00 when an application has been rejected for failure to file a complete application.

(b) Examination and Fee. An applicant for a technician license shall be subject to the following requirements:

(1) An applicant for a technician license shall pay a $65 examination fee and successfully complete the appropriate technician examination in order to receive a technician's license.

~~(2) The Class U Technician license examination will not be given after December 31, 1995. An individual submitting an application before January 1, 1996, for an initial Class U Technician license or for renewal of a Class U Technician license, pursuant to the requirements of subsection (f) of this section, shall pass the Class U Technician examination before January 1, 1996, in order to receive a license.~~

(~~3~~2) An applicant that receives a notice of qualification to take an examination, pursuant to section 3303.2 of this Article, ~~and does not meet the requirements of subsections (b)(2) of this section,~~ shall take the appropriate technician examination within 90 days of receipt of notification of qualification to take the examination, or shall again submit an application to the bureau, pay an application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination.

(43) A qualified applicant who fails an examination may take another examination and shall again submit an application to the bureau, pay an application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination.

(c) Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2. of Article 1 of this Chapter.

(d) Endorsement of License for Gaseous Fuels. A technician license, except for the Intern Technician license, shall be endorsed for gaseous fuels as follows:

(1) An individual submitting an application for an initial technician license or renewal of a technician license, may have the license endorsed for gaseous fuels by requesting the endorsement on the application and providing proof of qualification pursuant to subsection

(~~d~~ b)(4) of section 3340.28.

(2) An individual may have an existing license endorsed for gaseous fuels by submitting a letter to the bureau requesting the endorsement be added to his/her existing license, and providing proof of qualification pursuant to subsection (~~d~~ b)(4) of section 3340.28.

(e) Expiration of License. A technician's license shall expire at the end of the month in which the second birthday of the technician occurs after the date of issuance of the license. Initial license expiration dates are calculated from the date the department is notified that an applicant has passed the licensing examination. Once a license has been issued that expires in the birth month, all subsequent licenses will expire at the end of the month, ~~no more than~~ two years later. Withholding a license for enforcement purposes, or issuance of a temporary license due to family support obligations, does not change the expiration date as calculated above.

(f) Renewal of Technician License. To renew a license, the technician shall submit a timely and complete ~~renewal~~ application with appropriate documents to the bureau on form T-6~~R~~ (~~3-95~~ 6-96), "Application for ~~Renewal of~~ Smog Check Technician License," pay an ~~renewal~~ application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination. A delinquency fee of $25 shall be assessed if the ~~renewal~~ application is submitted after the license has expired.

~~(1) A technician holding a Class L Technician license may not renew that license. The Class L Technician license shall not be valid after December 31, 1995. As of January 1, 1996, an individual holding the Class L Technician license shall apply for one of the licenses specified in subsection (c) of section 3340.28.~~

~~(2) A technician holding a Class U Technician license that expires before January 1, 1996, may apply for renewal of that license and shall submit an application to the bureau, pay an application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination. A technician holding a Class U Technician license that expires before January 1, 1996, and does not renew that license before January 1, 1996, shall apply for a Basic Area Technician or Advanced Emission Specialist Technician license.~~

~~(3)~~ A technician holding a Class U Technician license that expires after December 31, 1995, may not apply for renewal of that license. The technician shall apply for a Basic Area

Technician or Advanced Emission Specialist Technician license on or before the expiration of the Class U license.

Note: Authority cited: Sections 44002, 44013(b), 44016, 44031.5 and 44034, Health and Safety Code; and Section 163.5, Business and Professions Code. Reference: Sections 44012, 44014, 44015(a) and (b), 44030(a), 44031.5, 44032, 44034, 44034.1, 44035, 44045.5 and 44045.6, Health and Safety Code.

3340.32. Standards for the Certification of Institutions Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians.

(a) An institution providing prerequisite training under subdivisions (a) and (b) of Section 44045.6 of the Health and Safety Code to those seeking to become licensed technicians, or providing retraining to licensed technicians cited under the provisions of subdivision (c) of Section 44045.6 of the Health and Safety Code, or providing retraining to licensed technicians cited under the provisions of subdivision (b) of Section 44050 of the Health and Safety Code, or providing retraining to licensed technicians under the provisions of subdivision (b) of Section 44031.5 of the Health and Safety Code must be certified by the bureau prior to providing such training or retraining.

(b) Training Courses. A school may be certified to instruct one or more of the following smog technician training courses:

(1) Basic Smog Technician Courses. The Basic Smog Technician courses consist of the Basic Clean Air Car Course, the Citation Retraining Course for Basic Area Technicians, the Bureau Training Program, and the Update Training for Basic Area Technicians.

(2) Advanced Smog Technician Courses. The Advanced Smog Technician courses consist of the Advanced Clean Air Car Courses, the Citation Retraining Course for Advanced Emission Specialist Technicians, the Bureau Training Program, and the Update Training Course for Advanced Emission Specialist Technicians.

(~~b~~ c) Application. To become certified, an institution shall submit an application to the bureau on form TS-1(~~3-95~~ 6-96), "Application to B~~b~~ecome a BAR Certified Educational Institution."

(~~c~~ d) Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2. of Article 1 of this Chapter.

~~(d) Requirements Until December 31, 1995. Until December 31, 1995, an applicant shall meet the following requirements:~~

~~(1) Possess current course materials.~~

~~(2) Provide lecture and shop facilities adequate to train students.~~

~~(3) Possess the following tools and materials in quantities sufficient to adequately train all participating students:~~

~~(A) A bureau approved exhaust gas analyzer and appropriate calibration gas.~~

~~(B) An ignition analyzer oscilloscope.~~

~~(C) A tachometer/dwell meter.~~

~~(D) An ignition timing light which measures ignition advance.~~

~~(E) A hand vacuum pump, and a vacuum gauge.~~

~~(F) An ammeter and digital volt/ohm meter.~~

~~(G) A compression tester.~~

~~(H) Current emission control service manuals and systems application guides.~~

~~(I) Computer control diagnostic and repair manuals.~~

~~(J) Hand tools necessary to inspect, adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.~~

~~(K) Audio visual equipment sufficient to adequately present the required course material.~~

~~(4) Offer instruction by instructors certified by the bureau pursuant to section 3340.33 of this article.~~

(e) Applicants Requirements ~~As of January 1, 1996. As of January 1, 1996,~~ A an applicant shall meet the following requirements:

(1) General. All institutions wishing to be certified to offer training to qualify an individual for a technician license shall provide satisfactory evidence of:

(A) ~~Show written proof of~~ A approval from the state's Council for Private Postsecondary and Vocational Education. Such approval shall remain current at all times.

~~(B) Fully identify on application form TS-1 (3-95), "Application to become a BAR Certified Educational Institution," all technician training courses for which the institution wishes to be certified, as specified in subsection (e)(2) of this section.~~

(~~C~~ B) Possession of current course materials.

(~~D~~ C) ~~Provide~~ Llecture and shop facilities sufficient to adequately train all participating students.

(~~E~~ D) ~~Offer instruction by~~ Iinstructors certified by the bureau pursuant to section 3340.33 of this article to offer instruction.

~~(2) Training Courses. A school may be certified to instruct one or more of the following smog technician training courses:~~

~~(A) Basic Smog Technician Courses. The Basic Smog Technician courses consist of the Basic Clean Air Car Course, the Citation Retraining Course for Basic Area Technicians, the Bureau Training Program for Basic Area Technicians, and the Update Training for Basic Area Technicians.~~

~~(B) Advanced Smog Technician Courses. The Advanced Smog Technician courses consist of the Advanced Clean Air Car Course, the Citation Retraining Course for Advanced Emission Specialist Technicians, the Bureau Training Program for Advanced Emission Specialist Technicians, and the Update Training Course for Advanced Emission Specialist Technicians.~~

(~~3~~ 2) Equipment. Tools and Materials for Basic Smog Technician Courses. An institution wishing to be certified to offer Basic Smog Technician courses shall have the following tools and materials in quantities sufficient to adequately train all participating students:

(A) A test analyzer system ~~and emission measuring system approved by the bureau for use in a basic area,~~ in accordance with the bureau's test analyzer system specifications referenced in section 3340.16.7(a) of this article.

(B) An engine performance analyzer containing an electronic device capable of displaying and printing diagnostic information related to the engine ignition and fuel systems of the vehicle being tested.

(C) A tachometer/dwell meter.

(D) An ignition timing light which measures ignition advance.

(E) A hand vacuum pump, and a vacuum gauge.

(F) An ammeter capable of measuring amps and milliamps~~, and a digital volt/ohm meter~~.

(G) A digital volt/ohm meter.

(~~G~~H) A compression tester.

(~~H~~ I) Current emission control service manuals and systems application guides.

(~~I~~ J) Automotive computer diagnostic and repair manuals ~~and electronic component location manuals~~.

(K) Electronic component location manuals.

(~~J~~ L) Hand tools necessary to inspect, adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(~~K~~ M) Audio-visual equipment sufficient to adequately present the required course material.

~~(L) Evaporative control system test equipment approved by the bureau.~~

~~(M) An electronic device capable of measuring external surface temperatures of catalytic converter inlet and outlet pipes. The device shall have, at a minimum, a range of measurement between 0 and 750 degrees Fahrenheit displayed in no more than 5 degree increments.~~

(N) A diagnostic device capable of retrieving trouble codes, interpreting codes, and displaying and storing data streams from the on-board computer systems of vehicles. Diagnostic data modules required to operate the device shall be kept updated to the current available calendar year.

(O) A fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles.

(P) A propane enrichment kit.

(Q) Fuel fillpipe restrictor dowel gauge meeting the following specifications:

(~~1~~) 1. Made of a non-sparking material meeting the standard for hardness of aluminum alloy No. 5052 as defined in Volume 02.02 of section 2 of the 1986 Annual Book of Standards published by the American Society for Testing and Materials.

(2) 2. Having a rounded test portion

(3) 3. Having a test portion diameter not less than 0.9375 inches nor more than 0.950 inches

(4) 4. Having an overall length not less than 5 inches nor more than 12 inches

(5) 5. Having a handle no less than 1.25 inches in diameter, and no less than 4 inches in length, and

(6) 6. Constructed of solid bar stock or tubing with a minimum wall thickness of 3/16 of an inch.

(R) The currently available bureau manuals and bulletins.

(S) A minimum of five operational shop vehicles, listed on the application to the bureau, must be available and must be used for demonstration of testing, diagnosis and repair procedures. The vehicles must be of the 1982 or newer model-year and have different computer-controlled engine/emission control configurations. At least one demonstration vehicle must be owned or leased by the institution. A fully operational stationary engine with computer-controlled emission control systems may be substituted for one of the listed vehicles. Changes to the vehicle list must be reported to the bureau in writing within 5 days of such changes.

(4 3) Equipment, Tools and Materials for Advanced Smog Technician Courses. An institution wishing to be certified to offer Advanced Smog Technician courses shall, in addition to the equipment required by subsection (e)(3 2) of this section, have the following equipment:

(A) An test system and emissions measuring inspection system approved by the bureau for use in an enhanced area , in accordance with the bureau's emissions inspection system specifications referenced in section 3340.16.7(b) of this article.

(B) An evaporative emission control test system approved by the bureau for use in an enhanced program area.

(C) A digital storage oscilloscope capable of displaying a waveform for the diagnosis of engine control signals and power outputs. The oscilloscope shall have, at a minimum, a range of measurement between 0 and 400 volts with variable voltage scaling capabilities to 0.1 volts, a sample rate of 1 million samples per second, and a horizontal time base of 0.1

~~milliseconds per division. The oscilloscope shall have the capability to freeze a waveform generated by the engine control systems.~~ An electronic device capable of graphically displaying any electrical or electronic signal used by an automotive computer system. The device shall have the capability of displaying the electrical or electronic signal using a voltage and time scale that is adjustable. The device shall have the capability of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or screen refresh rate.

(f) Institutional certification by the bureau shall be for a one-year period from the date of certification.

~~(g) An institution certified before January 1, 1996, shall:~~

~~(1) Maintain adequate lecture and shop facilities, sufficient tools and materials, and current course materials.~~

~~(2) Provide competent instruction to students, including lab exercises and hands-on work (see the bureau's Clean Air Car course, or other bureau prescribed courses).~~

~~(3) Evaluate applications received from prospective students to verify that the students meet, as applicable, the automotive mechanical experience and/or automotive mechanical course work requirements stated in section 3340.30 of this chapter; and advise prospective students of the automotive mechanical experience and automotive mechanical course work requirements for application, at the time of application.~~

~~(4) Instruct a maximum of twenty five students per instructor at any one time.~~

~~(5) Allow the bureau reasonable access during normal business hours to training records and facilities.~~

~~(6) Report to the bureau on form TS 5 (4 89) "Certified Institution's Training Completion Record" the number of students receiving training or retraining courses prescribed by the bureau, the names of those students successfully completing training or retraining courses, and in the case of students taking retraining courses pursuant to section 3340.31 of this article, the names of those failing to complete such retraining courses.~~

(~~h~~ g) All institutions certified ~~after December 31, 1995,~~ shall:

(1) Maintain adequate lecture and shop facilities, sufficient tools and materials, and current course materials.

(2) Identify in writing to all potential students the level of certification training the institution will provide and any limitations to this training applicable to obtaining a technician license. This written disclosure shall be presented to students no later than their first class meeting.

(3) Provide competent instruction to students, including lab exercises and hands-on work.

(4) Advise prospective students of the automotive mechanical experience and automotive mechanical course-work requirements at the time of application.

(5) Evaluate applications to verify that the applicant meets the applicable qualification requirements specified in subsection (~~d~~ b) of section 3340.28 of this article.

(6) Instruct a maximum of twenty-five students per instructor at any one time.

(7) Allow the bureau or authorized representative reasonable access during normal business hours to training records, equipment and facilities.

(8) Report to the bureau on form TS-5 (4-89), "Certified Institution's Training Record," the number of students receiving training or retraining courses prescribed by the bureau, the names of those students successfully completing training or retraining courses, and in the case of students taking retraining courses pursuant to section 3340.31 of this article, the names of those failing to complete such retraining courses.

(9) Have available for students the current year editions of all required vehicle reference and repair manuals, in electronic or print media.

(10) Have available for students the current operating instructions for all training aids and automotive test equipment.

(11) Have available for students an adequate number and variety of training aids such as demonstration engines, carburetors, and emission control devices, in order to meet student training needs and to ensure proper understanding of the course content and laboratory assignments.

(~~i~~ h) Pursuant to section 44045.5 of the Health and Safety Code, an institution may be certified to instruct the Bureau Training Program to meet the prerequisite for licensure, as follows:

(1) The institution shall use training materials, course-work, and examinations developed by a bureau approved publisher.

(2) The institution shall obtain all training materials, course-work, and examinations from a bureau approved publisher. Failure to use training materials, course-work, or examinations developed by a bureau approved publisher may result in the disapproval of the training program or decertification of the institution.

(3) The institution's administration of examinations shall meet bureau standards, as outlined in the "Bureau Training Program Standards" (3-95), herein incorporated by reference, and meet or exceed all statutory requirements and federal and state standards regarding examination development. Failure to meet bureau standards, as outlined in the "Bureau Training Program Standards" (3-95), and meet or exceed all statutory requirements and federal and state standards regarding examination development, may result in the disapproval of the training program or decertification of the institution.

(4) The institution shall instruct the training program in accordance with the requirements outlined in the "Bureau Training Program Standards" (3-95). Failure to provide instruction that meets the requirements outlined in the "Bureau Training Program Standards" (3-95) may result in the disapproval of the training program or decertification of the institution.

(5) The bureau reserves the right to review and recommend changes to an institution's methods of instruction and/or administration of examinations. Failure to comply with the bureau's recommended changes to an institution's methods of instruction and/or administration of examinations may result in the disapproval of the training program or decertification of the institution.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5(b), 44045.6 and 44050, Health and Safety Code.

3340.33. Standards for the Certification of Instructors Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians.

(a) An instructor providing prerequisite training to those seeking to become licensed technicians, or providing retraining to technicians cited under the provisions of subdivision (b) of Section 44050 of the Health and Safety Code, or providing retraining to licensed technicians under provision of subdivision (b) of Section 44031.5 of the Health and Safety

Code, or providing retraining to licensed technicians under Subdivision (c) of Section 44045.6 of the Health and Safety Code, must have certification from the bureau prior to providing such training or retraining.

(b) Application. To become certified, an individual shall submit an application to the bureau on form TS-2 (~~3-95~~ 6-96), "Application To ~~B~~become a Bureau Certified Instructor."

(c) Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2. of Article 1 of this Chapter.

~~(d) Criteria Until December 31, 1995. Until December 31, 1995, an applicant shall be currently licensed by the bureau as a Class U technician and meet at least one of the following criteria:~~

~~(1) Possess a current credential recognized by the State Department of Education in the field of automotive technology; or~~

~~(2) Meet the current California Community College eligibility requirements for a credential in the field of automotive technology; or~~

~~(3) Possess an automotive related degree or credential, or other qualifying experience, which the bureau determines, upon the petition of the applicant, to be substantially equivalent to a California Community College's instructor's credential or a credential recognized by the State Department of Education, in the field of automotive technology.~~

(~~e~~ d) Applicant Criteria ~~as of January 1, 1996~~. ~~As of January 1, 1996,~~ A ~~an~~ applicant to be certified as an instructor shall:

(1) Be licensed by the bureau as an Advanced Emission Specialist Technician or Class U Technician.

(2) Possess current certification from the National Institute for Automotive Service Excellence in the certification categories of Electrical/Electronic Systems (A6), Engine Performance (A8), and Advanced Engine Performance Specialist (L1).

(3) Meet at least one of the following criteria:

(A) Possess a current credential recognized by the State Department of Education in the field of automotive technology; or

(B) Meet the current California Community College eligibility requirements for ~~a credential~~ in the field of automotive technology; or

(C) Possess an automotive-related degree ~~or credential~~, or other qualifying experience, which the bureau determines, upon the petition of the applicant, to be substantially equivalent to a California Community College's instructor's ~~credential or a credential~~ qualifications recognized by the State Department of Education, in the field of automotive technology.

(~~f~~ e) Optional Endorsement for Gaseous Fuels. An optional endorsement to instruct a gaseous fuel course is available for a certified instructor with an Advanced Emission Specialist Technician or Class U Technician license endorsed to test and repair vehicles powered by gaseous fuels, either solely or in combination with gasoline.

(1) An individual submitting an application for initial certification as an instructor or renewal of certification as a instructor, may have the certification endorsed to instruct a gaseous fuels course by requesting the endorsement on the application and providing proof of qualification pursuant to subsection (~~f~~ e) of this section.

(2) An individual may have an existing certification endorsed to instruct a gaseous fuels course by submitting a letter to the bureau requesting the endorsement be added to his/her existing certification and providing proof of qualification pursuant to subsection (~~f~~ e) of this section.

(~~g~~ f) Instructor certification by the bureau shall be for a one-year period from date of certification.

(~~h~~ g) Certified instructors may be required to complete training on new automotive technology, as prescribed by the bureau, in order to instruct ~~update~~ training courses. Failure to successfully complete bureau prescribed training ~~on new automotive technology~~ may result in grounds for decertification or denial of certification of the instructor, pursuant to section 3340.33.1 of this Article.

(~~i~~ h) Certification Renewal. To renew certification as an instructor, an individual shall be subject again to the requirements of subsections (b), (c), and (e d) of this section.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5(b), 44045.6 and 44050, Health and Safety Code.

3340.36. Clearing Enforcement Forms.

When a customer requests certification of a motor vehicle for correction of a violation noted on an enforcement form, the ~~licensed~~ smog check station shall certify that the correction has been made. In conjunction with such certification, the licensed technician shall also issue a certificate of compliance or noncompliance, provided the vehicle passes the inspection/test procedure and all emission control systems are in compliance or meet bureau requirements.

Note: Authority cited: Sections 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Section 44045.5, Health and Safety Code; and Sections 27157, 27157.5, 27158 and 40616, Vehicle Code.

3340.37. Installation of Oxides of Nitrogen (NOx) Devices.

A licensed smog check station, except for a test-only station, may install a retrofit oxides of nitrogen (NOx) exhaust control device on a 1966 through 1970 model year vehicle.

Note: Authority cited: Section 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 2814, 27158, 27158.5 and 40616, Vehicle Code; and Sections 43654, 43655, 43657 and 44045.5, Health and Safety Code.

3340.41. ~~Test and Test Report~~ Inspection/Test/Repair Requirements.

(a) A licensed station shall give a copy of the test report printed from the test analyzer system to the customer. The report shall be attached to the customer's invoice.

(b) No person shall enter into the test analyzer system any access or qualification number other than as authorized by the bureau, nor in any way tamper with the test analyzer system.

(c) No person shall enter into the test analyzer system any vehicle identification information or emission control system identification data for any vehicle other than the one being tested. Nor shall any person knowingly enter into the test analyzer system any false information about the vehicle being tested.

(d) The specifications and procedures required by Section 44016 of the Health and Safety Code shall be the vehicle manufacturer's recommended procedures for emission problem diagnosis and repair or the emission diagnosis and repair procedures found in industry-standard reference manuals and periodicals published by nationally recognized repair information providers. Smog check stations and smog check technicians shall, at a minimum, follow the applicable specifications and procedures when diagnosing defects or performing repairs for vehicles that fail a smog check test.

Note: Authority cited: Section 44002, 44016 and 44030, Health and Safety Code; and Section 9882, Business and Profession Code. Reference: Sections 44012, 44016, 44030, 44036(a) and (b), 44050 and 44051.5, Health and Safety Code.

3340.42. Mandatory Exhaust Emissions Inspection Standards and Test Procedures.

The test procedures shall be conducted in accordance with the bureau's BAR Test Analyzer System Specifications ~~dated~~ referenced in section 3340.17(a) or the BAR Emissions Inspection System Specifications referenced in section 3340.17(b), whichever is appropriate, ~~dated June 1995, as herein incorporated by reference,~~ and the following:

(a) There shall be two test procedures as follows. The loaded mode test method shall be the primary test method used in the enhanced program areas and the idle mode test method shall be used in all other program areas of the state.

(1) A loaded mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emission. The loaded mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded mode test procedures, including the preconditioning procedure, shall only be conducted according to bureau approved procedures and include the following:

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in Table I.

(C) With the vehicle operating, sample the exhaust system in the following sequence:

~~(i)~~ 1. Accelerate the vehicle to the cruise condition as specified by the test procedures.

~~(ii)~~ 2. Operate the vehicle long enough to stabilize emission levels.

~~(iii)~~ 3. Measure and record emissions (hydrocarbon, carbon monoxide, carbon dioxide, and oxides of nitrogen).

(2) The idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications.

Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in Table II or Table III, as applicable.

(3) All tests shall be performed with the engine at its normal operating temperature.

(4) All loaded mode testing shall be conducted in a manner which does not induce excess emissions to the test.

(b) ~~On and after August 1, 1995,~~ V ~~v~~ehicles in the enhanced program area known as the Sacramento Area that are required to be tested at a test-only facility pursuant to section 44010.5 (a) of the Health and Safety Code shall be tested according to the ASM test procedures and emission standards.

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in TABLES I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) A gross polluting vehicle shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the

vehicle as indicated in TABLES I, II, or III. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection shall become effective immediately and applies in all program areas statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

~~(5) Until January 1, 1996, as an interim procedure, smog check stations shall evaluate emission readings and designate a vehicle as a gross polluter based on the gross polluter emission standards provided in TABLE II for hydrocarbon and carbon monoxide emissions.~~

(~~6~~ 5) ~~On January 1, 1996, TABLE II and subsection (5) shall become inoperative, and Table III shall become operative.~~ The gross polluter emission standards in TABLE III shall be used to determine if a vehicle shall be designated as a gross polluter.

Note: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 39032.5, 44010.5, 44012, 44013 and 44036, Health and Safety Code.

3340.50. Fleet Facility Requirements.

The owner of a fleet of vehicles shall meet the following requirements for licensure as a fleet facility smog check station, if they choose to be so licensed, and shall comply with these requirements at all times while licensed.

(a) Number of Fleet Vehicles. The fleet facility shall own and operate a fleet of 1~~5~~0 or more vehicles which are subject to the program and are exclusively for the use of fleet employees, for sale, or for rental or lease to members of the public in the regular course of business.

(b) Equipment. The fleet facility shall have the equipment required by a smog check station, as set forth in sections 3340.16.5 and 3340.16.7 of this chapter. Equipment shall be maintained and calibrated in accordance with section 3340.17 of this chapter.

(c) Licensed Technician. ~~The fleet facility shall employ a licensed technician. The~~ A licensed technician, other than an Intern Technician, shall be present at the facility when necessary to test, inspect, repair, or supervise the repair of a vehicle.

(d) Intern Technician. The fleet facility shall not have in its employ more than two Intern Technicians at any given time. The repairs or adjustments made by Intern Technicians at a fleet facility to emissions control systems on vehicles subject to the smog check program shall be performed under the direction of a supervising technician that is on the premises of the fleet facility at the time of the repair or adjustment.

(e) Work Area. The work area shall meet all the requirements specified in section 3340.15(a) of this article.

(f) Vehicles Serviced. A licensed fleet facility shall test, repair, and certify only vehicles owned by it. The repair cost limit shall not apply to the repair of fleet vehicles.

(g) Onsite Inspection. The responsible managing employee of the fleet facility shall provide the bureau with whatever access, information, and other cooperation is necessary to facilitate onsite inspection of the fleet's vehicles or inspection system. At the bureau's request, the licensed technician shall be present during regular business hours (8 a.m. to 5 p.m.) at a time agreed upon by the licensed technician and a bureau representative.

(h) Display of Licenses. The station license and technician licenses shall be posted prominently in an area accessible to the bureau or its representative.

(i) Manuals and Bulletins. Bureau manuals and bulletins pertaining to fleet facilities shall be maintained in a location readily accessible to licensed technicians.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44020 and 44045.5, Health and Safety Code.

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

RECEIVED

JUL 10 1997

DEPT. OF CONSUMER AFFAIRS
EXECUTIVE OFFICE
SACRAMENTO

In re: CONSUMER AFFAIRS REGULATORY ACTION: Title 16 California Code of Regulations Amend 3340.35 and 3340.50.4	NOTICE OF APPROVAL OF REGULATORY ACTION (Gov. Code, Sec. 11349.3) OAL File No. 97-0530-01 C

SUMMARY OF REGULATORY ACTION

This is a certificate of compliance for an emergency regulatory action which increased the fee charged for certificates of compliance and noncompliance from $7.75 to $8.00 as provided for in Health and Safety Code section 44060.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 07/08/97

CRAIG S. TARPENNING
SENIOR COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Donald Minnich

State of California

Office of Administrative Law

Memorandum

To: Agency Regulation Coordinator

Date :07/14/97

File # : 97-0530-01C

Phone :323-6225

From: OAL Front Counter

Subject: **RETURN OF APPROVED RULEMAKING MATERIALS**

OAL hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code Section 11347.3(e) further provides that "...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking record at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

STD. 400 (REV. 2-91) reverse)

AGENCY: Department of Consumer Affairs, Bureau of Automotive Repair | AGENCY FILE NUMBER (If any):

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	297-0214-01	97-0530-01C	97-0204-06E	

For use by Office of Administrative Law (OAL) only

97 MAY 30 AM 8:10

OFFICE OF ADMINISTRATIVE LAW

ENDORSED FILED
IN THE OFFICE OF
97 JUL -8 PM 3:54
BILL JONES
SECRETARY OF STATE

NOTICE | REGULATORY

1. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
SMOG CHECK CERT FEE INCREASE			

NOTICE TYPE: ☐ Notice re Proposed Regulatory Action ☐ Other

3. AGENCY CONTACT PERSON	TELEPHONE NUMBER

OAL USE ONLY — ACTION ON PROPOSED NOTICE: ☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn

NOTICE REGISTER NUMBER	PUBLICATION DATE
97, #10-2	3-7-97

3. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

TITLE(S): 16

SECTIONS AFFECTED:
- ADOPT:
- AMEND: 3340.35 AND 3340.50.4
- REPEAL:

TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

☐ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other (Specify)

CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
	5/28/97

TYPED NAME AND TITLE OF SIGNATORY

Marjorie M. Berte, Director, Department of Consumer Affairs

CERT FEE INCREASE

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

ARTICLE 5.5 - MOTOR VEHICLE INSPECTION PROGRAM

3340.35. Certificates of Compliance and Noncompliance.

(a) A licensed station shall purchase certificates of compliance and noncompliance from the bureau or an authorized agent of the bureau only, and under the following terms and conditions:

(1) Certificates shall be purchased by licensed stations for a fee of ~~$7.75~~ 8.00 each; and

(2) Full payment is required at the time the certificates are ordered.

(b) A licensed station shall not sell or otherwise transfer unused certificates to another licensed station, to a new owner of the business, or to any person other than a customer whose vehicle has been inspected in accordance with the procedures specified in section 3340.42 of this article.

(c) A licensed station shall issue a certificate of compliance or noncompliance to the owner or operator of any vehicle that has been inspected in accordance with the procedures specified in section 3340.42 of this article and has all the required emission control equipment and devices installed and functioning correctly. The following conditions shall apply:

(1) Customers shall be charged the same price for certificates as that paid by the licensed station; and

(2) Sales tax shall not be assessed on the price of certificates.

(d) A smog check technician, except an intern technician, shall sign a certificate of compliance or noncompliance and shall assure that his or her assigned licensed technician number is entered on the space provided on the certificate. A certificate shall be filled in and signed only upon completion of the vehicle inspection/test that meets the criteria for issuance of certificates as specified in section 44015 of the Health and Safety Code.

(e) No person shall sell, issue, cause or permit to be issued any certificate purported to be a valid certificate of compliance or noncompliance unless duly licensed to do so.

CERT FEE INCREASE

(f) Certificates of compliance and noncompliance shall be stored in such a manner as to be accessible only to authorized station personnel, in order to minimize the possibility of loss or theft.

(g) Within 24 hours of discovering the loss or theft of any certificate, the licensed station shall notify the bureau in writing of the serial number of each missing certificate.

Note: Authority cited: Sections 44002 and 44060, Health and Safety Code. Reference: Sections 44010, 44011, 44014, 44015, 44045.5 and 44060, Health and Safety Code; and Sections 4000.2, and 4000.3 ~~and 4602.1~~, Vehicle Code.

3340.50.4. Fleet Certificates.

(a) A licensed fleet facility shall order and purchase certificates of compliance and noncompliance from the bureau or an authorized agent of the bureau only, and for a fee of ~~$7.75~~ 8.00 per certificate. Certificates are not transferable.

(b) A certificate of compliance shall be issued only for a vehicle that complies with the emission control system requirements and meets the exhaust emission standards established by the bureau.

(c) Within 24 hours after discovering the loss or theft of any certificate, the fleet facility licensee shall notify the bureau in writing of the serial number of each missing certificate.

Note: Authority cited: Sections 44002, 44020 and 44060, Health and Safety Code. Reference: Sections 44010, 44020(c) and 44060, Health and Safety Code.

State of California Office of Administrative Law

Memorandum

To: Agency Regulation Coordinator

Date :03/24/97

File # : 97-0122-01S

Phone :323-6225

From: OAL Front Counter

Subject: **RETURN OF APPROVED RULEMAKING MATERIALS**

OAL hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code Section 11347.3(e) further provides that "...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking record at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 2-91)

ENDORSED FILED
IN THE OFFICE OF
97 MAR -7 PM 2:42
BILL JONES
SECRETARY OF STATE

AGENCY	AGENCY FILE NUMBER (If any)
Dept. of Consumer Affairs/Bureau of Automotive Repair	

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z96-0528-01	'97 0122 01 S		

For use by Office of Administrative Law (OAL) only

97 JAN 22 AM 8:05
OFFICE OF
ADMINISTRATIVE LAW
MAR - 7 1997

NOTICE | REGULATIONS

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Minor Transmission Service Exemption			

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	96 NO 23-Z	6-7-96

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

TITLE(S)	ADOPT
	AMEND
SECTIONS AFFECTED	3303
	REPEAL

2. TYPE OF FILING

☒ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

9/12/96 to 10/4/96

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

☒ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other (Specify)

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
	1/16/97

TYPED NAME AND TITLE OF SIGNATORY

Ray Saatjian, Deputy Director, Department of Consumer Affairs

ORDER OF PROPOSED ADOPTION

[NOTE: This is the final version of these regulations which contains the originally proposed regulations and the amendments resulting in a 15-day comment period.]

The Bureau of Automotive Repair hereby proposes to adopt the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 1. General Provisions

3303. Definitions.

In this chapter, unless the context otherwise requires:

(a) "Code" means the Business and Professions Code.

(b) "Department" means the Department of Consumer Affairs.

(c) "Act" means the Automotive Repair Act as contained in Chapter 20.3, Division 3 of the Business and Professions Code.

(d) "Passenger vehicle" means a motor vehicle used for private transportation or recreational purposes, including recreational vehicles and excluding commercial vehicles.

(e) "Commercial vehicle" means a vehicle designed, used or maintained primarily for the transportation of persons or property for hire, compensation or profit.

(f) "Recreational vehicle" means a motor vehicle designed or altered for recreational purposes or for human habitation and includes a motor vehicle used for transporting camper units.

(g) "Compensation" means any form of remuneration received for repairing or diagnosing malfunctions of motor vehicles. Where repair or diagnostic work is performed pursuant to a

warranty, compensation is presumed to have been paid, whether the warranty has been obtained in connection with the purchase of a motor vehicle or otherwise.

(h) "Repair of motor vehicles" as used in subdivision (fe) of Section 9880.1 of the Act shall not include the repair of that portion of a recreational vehicle which is intended for human habitation and which is unrelated to the operation of the vehicle, or a transmission fluid change.

(i) "Transmission fluid change" means changing the transmission fluid without removing the transmission pan or changing the transmission filter.

(ij) "Customer" means the person authorizing repairs to a motor vehicle.

(jk) "Authorization" means consent. Authorization shall consist of the customer's signature on the work order, taken before repair work begins. Authorization shall be valid without the customer's signature only when oral authorization is documented in accordance with applicable sections of these regulations.

(k l) "Building" means a permanent structure with walls, a floor, and a roof.

Note: Authority cited: Sections 9882, 9884.19 and 9887.1, Business and Professions Code. Reference: Sections 9880.1(a), (e) and (f), 9882, 9884.7(1)(b), and 9884.9, Business and Professions Code.

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:

AUTOMOTIVE REPAIR

REGULATORY ACTION:
Title 16
California Code of Regulations
Amend 3340.42

NOTICE OF APPROVAL OF
REGULATORY ACTION
(Gov. Code, Sec. 11349.3)

OAL File No. 97-0702-02 C

SUMMARY OF REGULATORY ACTION

The proposed regulatory action would reduce the smog check program emission standards for heavy-duty trucks for vehicle model years 1970-1978.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 08/13/97

Sherry Akrawi
SHERRY AKRAWI
STAFF COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Donald Minnich

State of California Office of Administrative Law

Memorandum

To: Agency Regulation Coordinator

Date :08/20/97

File # : 97-0328-04E
97-0702-02C

Phone :323-6225

From: OAL Front Counter

Subject: **RETURN OF APPROVED RULEMAKING MATERIALS**

OAL hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code Section 11347.3(e) further provides that "...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking record at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

STATE OF CALIFORNIA—OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 2-91)

AGENCY	AGENCY FILE NUMBER (If any)
Dept. of Consumer Affairs/Bureau of Automotive Repair	

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	294-0415-01	97-0702-02S	97-0328-04E	

ENDORSED FILED IN THE OFFICE OF

97 AUG 13 PM 2:38

SECRETARY OF STATE

For use by Office of Administrative Law (OAL) only

97 JUL -2 AM 8:25

OFFICE OF ADMINISTRATIVE LAW

NOTICE | REGULATIONS

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. TOPIC OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Heavy-Duty Vehicle Emissions Standard			

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☐ Notice re Proposed Regulatory Action ☐ Other		

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	97-XII-Z	4-25-97

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

TITLE(S)	ADOPT
16	
SECTIONS AFFECTED	AMEND: Table III - Referenced in Section 3340.42
	REPEAL

TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Emergency (Gov. Code, § 11346.1(b))

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other (Specify)

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Donald Minnich, Analyst; Robert Miller, Staff Counsel	255-3163; 445-4216

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
	7/1/97

TYPED NAME AND TITLE OF SIGNATORY

Ray Saatjian, Deputy Director, Department of Consumer Affairs

Amend Table III: Heavy-Duty Truck Emissions Standards

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 5.5. Motor Vehicle Inspection Program

NOTE: THIS REGULATORY ACTION AMENDS TABLE III (ENCLOSED), WHICH IS REFERENCED IN SECTIONS 3340.42 AND 3340.42.1.

3340.42. Mandatory Exhaust Emissions Inspection Standards and Test Procedures.

The test procedures shall be conducted in accordance with the bureau's BAR Test Analyzer System Specifications referenced in section 3340.17(a) or the BAR Emissions Inspection System Specifications referenced in section 3340.17(b), whichever is appropriate, and the following:

(a) There shall be two test procedures as follows. The loaded mode test method shall be the primary test method used in the enhanced program areas and the idle mode test method shall be used in all other program areas of the state.

(1) A loaded mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emission. The loaded mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded mode test procedures, including the preconditioning procedure, shall only be conducted according to bureau approved procedures and include the following:

Amend Table III: Heavy-Duty Truck Emissions Standards

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in Table I.

(C) With the vehicle operating, sample the exhaust system in the following sequence:

1. Accelerate the vehicle to the cruise condition as specified by the test procedures.

2. Operate the vehicle long enough to stabilize emission levels.

3. Measure and record emissions (hydrocarbon, carbon monoxide, carbon dioxide, and oxides of nitrogen).

(2) The idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications.

Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in Table II or Table III, as applicable.

(3) All tests shall be performed with the engine at its normal operating temperature.

(4) All loaded mode testing shall be conducted in a manner which does not induce excess emissions to the test.

(b) Vehicles in the enhanced program area known as the Sacramento Area that are required to be tested at a test-only facility pursuant to section 44010.5 (a) of the Health and Safety Code shall be tested according to the ASM test procedures and emission standards.

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in TABLES I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters

during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) A gross polluting vehicle shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the vehicle as indicated in TABLES I, II, or III. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection shall become effective immediately and applies in all program areas statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

(5) The gross polluter emission standards in TABLE III shall be used to determine if a vehicle shall be designated as a gross polluter.

Note: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 39032.5, 44010.5, 44012, 44013 and 44036, Health and Safety Code.

3340.42.1. Mandatory Exhaust Emissions Inspection Standards and Test Procedures for Heavy-Duty Vehicles Powered by Gasoline.

Heavy-duty vehicles powered by gasoline shall be tested in accordance with section 3340.42 of this article, and their exhaust emissions measured for compliance with the standards, including gross polluter standards, shown in Tables II or III, as applicable.

Note: Authority cited: Sections 44002, 44011 and 44013, Health and Safety Code. Reference: Sections 39032.5, 44010.5, 44011, 44012, and 44013, and 44036, Health and Safety Code.

TABLE III
Emission Standards, Gross Polluter Standards, Dilution Thresholds and Maximum Idle RPM Limits for the Two-Speed Idle Test
~~(Operative January 1, 1996)~~

ESC	MODEL YEAR GROUP	VEHICLE TYPE (by GVWR)					PASS/FAIL STANDARDS				GROSS POLLUTER STANDARDS					
		Passenger	TRUCK (includes motorhome, minivan, sport utility)													
		≤6,000	≤6,000	6,001 to 8,500	8,501 to 14,000	≥14,001	IDLE HC	IDLE CO	2500 HC	2500 CO	IDLE HC	IDLE CO	2500 HC	2500 CO	MIN CO+CO$_2$	MAX IDLE RPM
1	1966-1967	X	X				700	5.5	600	4.5	950	8.0	850	7.0	8.0	1100
2	1968-1970	X	X				650	5.5	600	4.5	900	8.0	850	7.0	8.0	1100
3	1971-1974	X	X				550	5.0	400	4.0	800	7.5	650	6.5	8.0	1100
4	1975-1980	X					220	2.0	180	1.7	470	4.5	430	4.2	8.0	1100
5	1981-1983	X					120	1.5	150	1.5	270	3.0	300	3.0	8.0	1100
6	1984-1986	X					120	1.0	150	1.2	270	2.5	300	2.7	7.0	1100
7	1987-1992	X					120	1.0	140	1.0	270	2.5	290	2.5	7.0	1100
8	1993+	X					100	1.0	130	1.0	250	2.5	280	2.5	8.0	1100
9	1975-1978		X				250	2.5	200	3.0	500	5.0	450	5.5	7.0	1100
10	1979-1983		X	X			250	2.0	200	2.0	400	3.5	350	3.5	8.0	1100
11	1984-1987		X	X			150	1.2	180	1.2	300	2.7	330	2.7	7.0	1100
12	1988-1992		X	X			120	1.0	180	1.0	270	2.5	330	2.5	8.0	1100
13	1993+		X				100	1.0	170	1.0	250	2.5	320	2.5	7.0	1100
14	1993+			X			100	1.0	180	1.1	250	2.5	330	2.6	7.0	1200
15	1966-1969			X	X	X	700	5.5	750	5.0	950	8.0	1000	7.5	7.0	1200
16	1970-1973			X	~~X~~	~~X~~	550	5.0	600	4.5	800	7.5	850	7.0	8.0	1200
17	1974-1978			X	~~X~~	~~X~~	300	3.0	350	3.5	550	5.5	600	6.0	7.0	1200
18	1979-1983				X	X	250	2.2	250	3.0	400	3.7	400	4.5	7.0	1200
19	1984-1986				X	X	250	1.5	200	1.8	400	3.0	350	3.1	7.0	1200
20	1987-1990				X		220	1.5	200	1.8	370	3.0	350	3.1	7.0	1100
21	1991+				X		150	1.2	150	1.5	300	2.7	300	3.0	7.0	1100
22	1987-1990					X	250	2.5	200	1.8	400	4.0	350	3.1	7.0	1100
23	1991+					X	150	1.5	150	1.5	300	3.0	300	3.0	7.0	1100
24	1970-1978				X	X	550	5.0	600	4.5	800	7.5	850	7.0	8.0	1200

Legend:
ESC = Emissions Standards Category
GVWR = Manufacturer's Gross Vehicle Weight Rating

PASS/FAIL STANDARDS = Emission standards used to determine if a vehicle passes the emissions portion of the inspection -- a vehicle passes if the emission levels are equal to or less than the hydrocarbon or carbon monoxide standard for the idle or 2500 RPM inspection.

GROSS POLLUTER STANDARDS = Emissions standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emissions levels at the time of the initial inspection, before repairs, are greater than the gross polluter standards for hydrocarbon or carbon monoxide for the idle or 2500 RPM inspection.

HC = Hydrocarbon
CO = Carbon Monoxide
MIN. CO + CO_2 = Minimum CO + CO_2 dilution threshold
MAX. IDLE RPM = Maximum Idle RPM Limits

NOTE: If test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards may be increased or decreased by the bureau by 30% or by the following tolerances, or standards may be set for any specific vehicle and engine configuration which the bureau determines has excessive errors of commission or omission, whichever is necessary to comply with section 44001.5 of the Health and Safety Code.

CO	1.5%	CO+CO_2	5%
HC	150 ppm	Maximum Idle 500 RPM	
NOx	350 ppm		

NOTE: Shaded areas indicate a new addition to the table.

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:

CONSUMER AFFAIRS
REGULATORY ACTION:
Title 16
California Code of Regulations)
Adopt 3395.4

NOTICE OF APPROVAL OF REGULATORY ACTION
(Gov. Code, Sec. 11349.3)

OAL File No. 97-0616-02 S

SUMMARY OF REGULATORY ACTION

This regulatory action adopts section 3395.4 which incorporates by reference the Bureau of Automotive Repair's "Guidelines for Disciplinary Penalties and Terms of Probation" [revised May 1997].

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 07/07/97

Debra M. Cornez
DEBRA M. CORNEZ
STAFF COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Miriam Townsend

State of California Department of Consumer Affairs

Memorandum

Date: July 7, 1997

To: Deborah Cornez
Office of Administrative Law

From: MIRIAM C. TOWNSEND
Program Analyst

Subject: DISCIPLINARY GUIDELINES REGULATIONS

As discussed, the following are attached for incorporation into the rulemaking package:

1. New "Table of Contents" with a July 7, 1997 file closure date.
2. Revised Page 8 of the "Final Statement of Reasons (Exhibit #8)".
3. Seven copies of the guideline.

As you have requested, the Department of Consumer Affairs/Bureau of Automotive Repair would like the regulations to be effective date upon filing with the Secretary of State based upon the provisions of Senate Bill 523 (Kopp). This bill clearly requires adoption of the Bureau's permanent disciplinary guidelines as regulations no later than July 1, 1997. Additionally, this bill prohibits the use of these guidelines if not be adopted by July 1, 1997.

The Bureau's disciplinary guidelines are used by Administrative Law Judges as a reference when writing proposed decisions after formal disciplinary hearings. They are also used in formal administrative actions to set forth standard terms and conditions of probationary periods. Failure to adopt these guidelines into regulations creates undue hardship and hampers the Bureau's ability to take appropriate enforcement action.

Should you need additional information or need further clarification, please do not hesitate to contact me at 322-7928.

Attachments

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:	
CONSUMER AFFAIRS	NOTICE OF APPROVAL OF REGULATORY ACTION
REGULATORY ACTION: Title 16 California Code of Regulations Adopt 3395.4	(Gov. Code, Sec. 11349.3)
	OAL File No. 97-0616-02 S

SUMMARY OF REGULATORY ACTION

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OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 07/07/97

Debra M. Cornez

DEBRA M. CORNEZ
STAFF COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Miriam Townsend

State of California Office of Administrative Law

Memorandum

To: Agency Regulation Coordinator

Date :07/14/97

File # :97-0016-025

Phone :323-6225

From: OAL Front Counter

Subject: **RETURN OF APPROVED RULEMAKING MATERIALS**

OAL hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code Section 11347.3(e) further provides that "...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking record at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

REGULAR

(See instructions on reverse)

STD. 400 (REV. 2-91)

For use by Secretary of State only

AGENCY

Dept. of Consumer Affairs/Bureau of Automotive Repair

AGENCY FILE NUMBER (If any)

ENDORSED FILED
IN THE OFFICE OF

97 JUL -7 PM 3:35

BILL JONES
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z97-0128-06	97-0616-02S		

For use by Office of Administrative Law (OAL) only

RECEIVED FOR FILING	PUBLICATION DATE
JAN 28 '97	FEB 07 '97
Office of Administrative Law	
NOTICE	

97 JUN 16 AM 11:05
OFFICE OF ADMINISTRATIVE LAW

-7 1997

REGULATIONS

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. TOPIC OF NOTICE: Disciplinary Guidelines

TITLE(S): 16

FIRST SECTION AFFECTED: 3395.4

2. REQUESTED PUBLICATION DATE: February 7, 1997

3. NOTICE TYPE
[X] Notice re Proposed Regulatory Action
[ ] Other

4. AGENCY CONTACT PERSON: Miriam Townsend

TELEPHONE NUMBER: 255-4341

OAL USE ONLY
ACTION ON PROPOSED NOTICE
[ ] Approved as Submitted
[ ] Approved as Modified
[ ] Disapproved/ Withdrawn

NOTICE REGISTER NUMBER: 97#62

PUBLICATION DATE: 2-7-97

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

TITLE(S): 16

SECTIONS AFFECTED
ADOPT: 3395.4
AMEND:
REPEAL:

2. TYPE OF FILING

[XX] Regular Rulemaking (Gov. Code, § 11346)
[ ] Resubmittal
[ ] Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)
[ ] Emergency (Gov. Code, § 11346.1(b))
[ ] Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.
[ ] Print Only
[ ] Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

May 12, 1997 through May 27, 1997

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

[ ] Effective 30th day after filing with Secretary of State
[X] Effective on filing with Secretary of State
[ ] Effective other (Specify)

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

[ ] Department of Finance (Form STD. 399)
[ ] Fair Political Practices Commission
[ ] State Fire Marshal
[ ] Other (Specify)

6. CONTACT PERSON: Miriam Townsend

TELEPHONE NUMBER: (916) 322-7928

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE

DATE: 6/12/97

TYPED NAME AND TITLE OF SIGNATORY: Ray Saatjian, Deputy Director, Department of Consumer Affairs

The Chief of the Bureau of Automotive Repair/Department of Consumer Affairs hereby adopts regulations in Title 16, California Code of Regulations as follows:

Section 3395.4 is added to Division 33 of Title 16 of the California Code of Regulations to read:

§3395.4. Disciplinary Guidelines.

In reaching a decision on a disciplinary action under the Administrative Procedure Act (Government Code Section 11400 et seq.), including formal hearings conducted by the Office of Administrative Hearing, the Bureau of Automotive Repair shall consider the disciplinary guidelines entitled "Guidelines for Disciplinary Penalties and Terms of Probation" [May, 1997] which are hereby incorporated by reference. The "Guidelines for Disciplinary Penalties and Terms of Probation" are advisory. Deviation from these guidelines and orders, including the standard terms of probation, is appropriate where the Bureau of Automotive Repair in its sole discretion determines that the facts of the particular case warrant such deviation -- for example: the presence of mitigating factors; the age of the case; evidentiary problems.

NOTE: Authority cited: Section 9882, Business and Professions Code; Sections 11400.20 and 11400.21, Government Code. Reference: Sections 11400.20, 11400.21, and 11425.50 (e), Government Code.

Dated: June 9, 1997

K Martin Keller

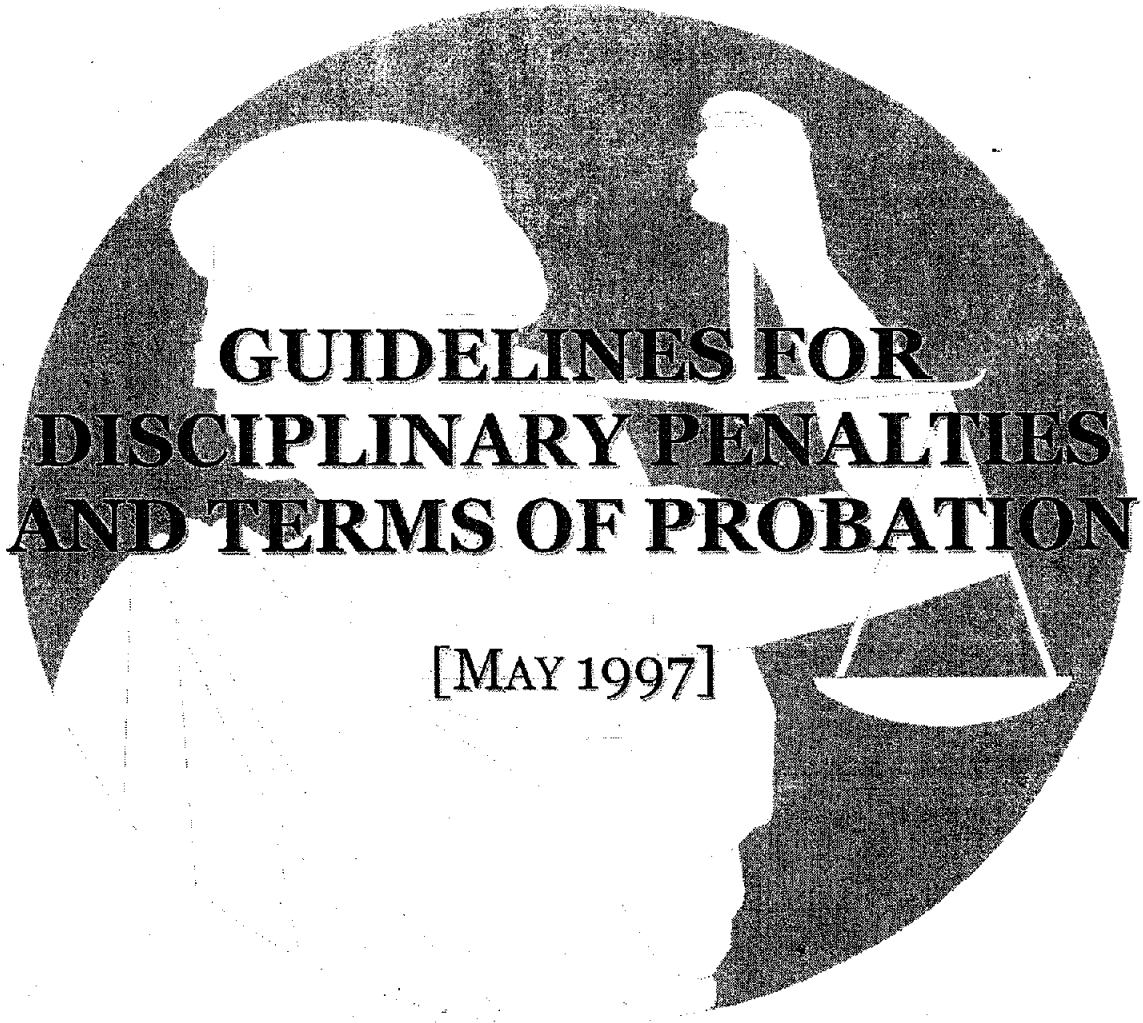
K. MARTIN KELLER, Bureau Chief
Bureau of Automotive Repair/Department of Consumer Affairs

Approved this 12 **of** JUNE **, 1997.**

RAY SAATJIAN, Deputy Director
Legislative and Regulatory Review

BAR

Bureau of Automotive Repair



GUIDELINES FOR DISCIPLINARY PENALTIES AND TERMS OF PROBATION

[MAY 1997]

ISSUED BY THE

CALIFORNIA DEPARTMENT OF CONSUMER AFFAIRS

BUREAU OF AUTOMOTIVE REPAIR

10240 SYSTEMS PARKWAY

SACRAMENTO, CALIFORNIA 95827

www.autorepair.ca.gov

www.smogcheck.ca.gov

State of California Department of Consumer Affairs

TABLE OF CONTENTS

GUIDELINES FOR
DISCIPLINARY PENALTIES AND TERMS OF PROBATION

[May 1997]

I. INTRODUCTION

To foster uniformity of penalties and to make sure our licensees and registrants understand the consequences of violations of the Automotive Repair Act or the Smog Check Program, the Bureau of Automotive Repair has established these guidelines. The guidelines provide a range of penalties for each section of law found to have been violated. The Bureau requests that Administrative Law Judges take into account the "Factors in Aggravation and in Mitigation" listed below, when deciding the severity of the penalty within the range.

Should a probationary period be a part of a proposed decision, the Bureau requests that the Administrative Law Judge impose the appropriate "Terms and Conditions of Probation," as outlined below. These terms and conditions are intended to protect the public from continued illegal behavior and to facilitate the rehabilitation of the probationer without being unduly burdensome or anti-competitive.

The letters A through C following each section of law or regulation refer to the Standard Terms and Conditions of Probation (A-C) to be applied for a confirmed violation of that section.

II. FACTORS IN AGGRAVATION AND IN MITIGATION

The Bureau normally submits cases for the filing of an Accusation based on investigations and the use of undercover vehicle operations in order to detect and document multiple violations of the Smog Check Program or the Automotive Repair Act.

In determining the proper penalty within the suggested ranges, the following factors should be considered:

1. Factors in Aggravation

a. Prior warnings from BAR.

b. Prior Notices of Violations.

c. Prior Office Conference with BAR.

d. Prior adverse Inspection Reports.

e. Prior demonstrations of incompetence.

f. Prior history of citations.

g. Prior history of formal disciplinary action.

h. Failure to permit BAR inspection of records.

i. Abuse of mechanic's lien.

j. Attempts to intimidate consumer.

k. Negligent or willful improper repair work that endangers consumer.

l. Evidence that the unlawful act was part of a pattern of practice.

m. Failure to comply with BAR request for corrective action/retraining.

n. Currently on probation for improper acts.

o. Failure to successfully complete prior period of probation.

p. Failure to pay court judgment to victim.

q. Violation of previous court order.

r. Any other conduct which constitutes fraud or gross negligence.

2. Factors in Mitigation

a. Evidence that respondent accepted BAR's suggested resolution to consumer complaint.

b. Evidence of voluntary participation in retraining for self or employees.

c. Evidence of voluntary purchase of proper diagnostic equipment and manuals.

d. Evidence of temporary medical condition that prevented respondent from exercising supervision and control over employees or others, which led to wrongdoing.

e. No loss to consumer and no damage to consumer's property. (Undercover cars are treated as if they were consumers.)

f. Evidence that shop has taken specific steps for retraining and has initiated steps to minimize recurrence.

g. Evidence of resolution of all consumer complaints with a subsequent change in business practice.

h. Evidence of internal control or audit designed to eliminate errors.

The absence of any new allegations or amendments to the accusation as originally filed, during the period between the filing of the accusation and the date the matter comes to hearing, in itself, shall not be regarded as evidence of mitigation.

III. STANDARD TERMS AND CONDITIONS OF PROBATION

A. Standard Terms and Conditions "A" include the following:

1. During the period of probation, respondent(s) shall:

a. Comply with all statutes, regulations and rules governing automotive inspections, estimates and repairs.

b. *(Applicable only when actual suspension is ordered.)* Post a prominent sign, provided by the Bureau, indicating the beginning and ending dates of the suspension and indicating the reason for the suspension. The sign shall be conspicuously displayed in a location open to and frequented by customers and shall remain posted during the entire period of actual suspension.

c. Respondent or respondent's authorized representative must report in person or in writing as prescribed by the Bureau of Automotive Repair, on a schedule set by the Bureau, but no more frequently than each quarter, on the methods used and success achieved in maintaining compliance with the terms and conditions of probation.

d. Within 30 days of the effective date of this action, report any financial interest which any partners, officers, or owners of the respondent facility may have in any other business required to be registered pursuant to Section 9884.6 of the Business and Professions Code.

e. Provide Bureau representatives unrestricted access to inspect all vehicles (including parts) undergoing repairs, up to and including the point of completion.

f. If an accusation is filed against respondent during the term of probation, the

Director of Consumer Affairs shall have continuing jurisdiction over this matter until the final decision on the accusation, and the period of probation shall be extended until such decision.

g. Should the Director of Consumer Affairs determine that respondent has failed to comply with the terms and conditions of probation, the Department may, after giving notice and opportunity to be heard [*temporarily or permanently invalidate the registration*] [*suspend or revoke the license*].

h. If the accusation involves false and misleading advertising, during the period of probation, respondent shall submit any proposed advertising copy, whether revised or new, to the Bureau at least thirty (30) days prior to its use.

B. Standard Terms and Conditions "B" include the following:
(Applicable to Technicians only)

1. During the period of probation, respondent shall attend and successfully complete a Bureau certified training course in diagnosis and repair of emission systems failures and engine performance, applicable to the class of license held by the respondent. Said course shall be completed and proof of completion submitted to the Bureau within 60 days of the effective date of this decision and order. If proof of completion of the course is not furnished to the Bureau within the 60-day period, respondents' license shall be immediately suspended until such proof is received.

C. Standard Terms and Conditions "C" include the following:
(Applicable to Smog Check Stations only)

1. During the period of probation, respondent shall not perform any form of smog inspection, or emission system diagnosis or repair, until respondent has purchased, installed, and maintained the diagnostic and repair equipment prescribed by BAR necessary to properly perform such work, and BAR has been given 10 days notice of the availability of the equipment for inspection by a BAR representative.

IV. PENALTY GUIDELINES

Accusations are filed by the Bureau only in cases it deems serious. The Bureau's emphasis is on disciplining licensees who show a pattern of abuse or willful misconduct in dealing with the public. The following guidelines were formulated for licensees who are found to have committed substantial violations. The Bureau suggests that in cases involving multiple violations, orders for suspension or other discipline run concurrently.

Because the Bureau reserves the filing of a Petition for Interim Suspension Order (ISO) for only the most egregious of cases, the only recommended penalty would be invalidation and revocation of all registrations and licenses. Therefore, in such cases the following guidelines need not be consulted.

CODE SECTIONS	TERMS AND CONDITIONS OF PROBATION
1. **Business and Professions Code**	
§ 9884.7	
(a) - False and Misleading Statements	
MIN. – 90-day suspension 80 days stayed 2 years probation	A
MAX. – Revocation	
(d) - Conduct Constituting Fraud	
MIN. – Revocation, stayed 30-day suspension 5 years probation	A
MAX. – Revocation	
(e) - Gross Negligence	
MIN. – 90-day suspension 80 days stayed 2 years probation	A
MAX. – Revocation	

(f) - Failure to Comply

MIN. – 180-day suspension
160 days stayed
2 years probation

A

MAX. – Revocation

(g) - Willful Departure

MIN. – 90-day suspension
80 days stayed
2 years probation

A

MAX. – Revocation

(h) - False Promises

MIN. – 180-day suspension
160 days stayed
2 years probation

A

MAX. – Revocation

§ 9884.8 - Improper Invoice

MIN. – 10-day suspension
2 years probation

A

MAX. – Revocation

§ 9884.9 - No Written Estimate

MIN. – 90-day suspension
80 days stayed
2 years probation

A

MAX. – Revocation

§ 9884.11 - Failure to Retain Records

MIN. – 90-day suspension
80 days stayed
2 years probation

A

MAX. – Revocation

§ 9889.16 - Licensed Installer Required

MIN. – 90-day suspension
80 days stayed
2 years probation **A**

MAX. – Revocation

2. Health and Safety Code

§ 44012 - Improper Inspections

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation **A & B**

MAX. - Revocation of ARD & Station License

§ 44014 - Test and Repair Conducted by Unqualified/Unlicensed Technician/Station

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation **A**

MAX. - Revocation of ARD & Station license

§ 44014.5(b) - Repairs Performed at a Test- Only Station

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station/Technician license
2 years probation **A & B**

MAX. - Revocation of ARD, stayed
3 years probation
Station license revoked

§ 44015 - Improper Issuance of Certificates of Compliance

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation **A & B**

MAX. - Revocation of ARD & Station license

§ 44017 - Failure to Comply with Cost Limits

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation — **A & B**

MAX. - Revocation of ARD & Station license

§§ 44031.5 & 44032 - Test and Repair by Non- Qualified Technician

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation — **A**

MAX. - Revocation of ARD & Station license

§ 44059 - Making Any False Statement or Entry in Any Certificate of Compliance or TAS Analyzer

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation — **A & B**

MAX. - Revocation of ARD & Station license

3. Cal. Code Regs., Title 16

§§ 3340.16 & 3340.16.5 - Station Equipment and Testing Requirements

MIN. - Revocation of ARD & Station license, stayed
10-day suspension of Station license
2 years probation — **A, B & C**

MAX. - Revocation of ARD & Station license, stayed
60-day suspension of Station license
3 years probation

§ 3340.16.6 - Requirement for Telephone Line

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation — **A & C**

MAX. - Revocation of ARD, stayed
3 years probation.
Revocation of Station license

§ 3340.41(a) - Failure to Give Customer a Copy of Test Report

MIN. - Revocation of ARD & Station license, stayed
10-day suspension of Station license
2 years probation

A & B

MAX. - Revocation of ARD & Station license, stayed
60-day suspension of Station license
3 years probation

§ 3340.41(b) & (c) - Tampering with or Entering False Information into a Test Analyzer System (TAS)

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation

A & B

MAX. - Revocation of ARD, stayed
3 years probation.
Revocation of Station license

§ 3340.41(d) - Failing to Follow Proper Specifications and Procedures for Diagnosis and Repair

MIN. - Revocation of ARD & Station license, stayed
30-day suspension of Station license
2 years probation

A, B & C

MAX. - Revocation of ARD, stayed
3 years probation.
Revocation of Station license

§ 3360.2 - Ball Joints

MIN. – 90-day suspension

A

MAX. – Revocation

§ 3361.1 - Automatic Transmission

MIN. – 90-day suspension, 80 days stayed
2 years probation

MAX. – Revocation

A

§§ 3371 & 3372 - Misleading Advertising

MIN. – 180-day suspension, 160 days stayed
2 years probation **A**

MAX. – Revocation

State of California Department of Consumer Affairs

Memorandum

Date: July 7, 1997

97 JUL -7 AM 11:24

OFFICE OF ADMINISTRATIVE LAW

To: Deborah Cornez
Office of Administrative Law

From: MIRIAM C. TOWNSEND
Program Analyst

Subject: DISCIPLINARY GUIDELINES REGULATIONS

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Attachments

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re: AUTOMOTIVE REPAIR REGULATORY ACTION: Title 16 California Code of Regulations Amend 3340.15, 3340.16 & 3340.16.5	NOTICE OF APPROVAL OF REGULATORY ACTION (Gov. Code, Sec. 11349.3) OAL File No. 97-0811-01 C

SUMMARY OF REGULATORY ACTION

The regulatory action is the Certificate of Compliance for emergency regulations that dealt with general requirements for smog check stations and requirements for test-only stations and test-and-repair stations. (Prior OAL File 97-0408-02E.)

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 09/18/97

Barbara Eckard
BARBARA ECKARD
STAFF COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Marjorie M. Berte, Director
cc: Donald Minnich

BARCLAYS CALIFORNIA CODE OF REGULATIONS

Register 97, No. 38 CALIFORNIA REGULATORY CODE SUPPLEMENT September 19, 1997

DIGEST OF NEW REGULATIONS

CALIFORNIA REGULATORY CODE SUPPLEMENT DIGEST

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OFFICIAL PUBLICATION

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SUMMARIES OF NEW REGULATIONS

For subscribers to the amendment service for
Title 16. Professional and Vocational Regulations
Complete Title
Includes all amendments to regulations approved by the Office of Administrative Law and filed with the Secretary of State for the period 9/15/97 through 9/19/97

Title 16

Automotive Repair, Bureau of

Emergency amendments to smog check station requirements made permanent

Summary: The Bureau of Automotive Repair has made permanent amendments to regulations governing motor vehicle smog check stations.

The general requirements for smog check stations have been amended to state that representatives of the Bureau shall be allowed access to stations during normal business hours to evaluate the effectiveness of tests and/or repairs to motor vehicles. The amendments also prohibit the sublet of inspections or repairs required as part of the smog check program, with specified exceptions.

The amendments expressly prohibit smog check test–only stations from engaging in any automotive repair work. Referrals to a particular provider of motor vehicle repairs are also prohibited. Test–only stations are required to provide customers with a Bureau–prepared list of smog check repair stations in that region.

The amendments also prohibit smog check test–only stations from having any financial interest in smog check test–and–repair stations, and prohibit smog check test–and–repair stations from having any financial interest in smog check test–only stations, within a geographical radius of 50 statute miles.

These amendments, which were in effect on an emergency basis, have now been permanently adopted, with minor changes.

Regulatory Action: Certificate of Compliance. Changes affect title 16, sections 3340.15, 3340.16 and 3340.16.5, and title 26, sections 16–3340.15, 16–3340.16 and 16–3340.16.5.

Filed: 9/18/97, **Effective:** 9/18/97, **OAL File No.:** 97–0811–01

Agency Contact: Donald Minnich (916) 255–3163

File #97-0811-01C

Summary of Revisions to the Test-Only Station Regulations

California Code of Regulations
Title 16. Professional and Vocational Regulations
Division 33. Bureau of Automotive Repair
Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters
Article 5.5. Motor Vehicle Inspection Program

Section 3340.15. General Requirements for Smog Check Stations amendments are:

1. Specifies that a Test-Only Station is required to provide BAR with access to their station during normal business hours which permits BAR to evaluate the effectiveness of the program.

2. Prohibits a licensed Test-Only Station from subletting inspections or repairs except under specific conditions such as: previously diagnosed repairs to the exhaust system authorized by the customer, or previously diagnosed repairs of individual components that were removed under authorization by the customer.

Section 3340.16. Test-Only Station Requirements amendments are:

1. Deletion of the provision that inspections and repairs performed as part of the program may not be sublet.

2. Specifies that a station is prohibited from performing any automotive repair work and making referrals to a particular emissions control repair station.

3. Requires a station to provide customers a listing of stations licensed to make repairs to emission control systems, including licensed Gold Shield Guaranteed Repair Program Stations.

4. Prohibits ownership, corporate interest, or any financial interest in a licensed test and repair station within 50 miles of the test-only station.

Section 3340.16.5. Test-and-Repair Station Requirements amendment is:

1. Prohibits a station from having ownership, corporate interest, or any financial interest in a licensed test and repair station within 50 miles of the test-only station.

Test-Only Stations Regulations

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 5.5. Motor Vehicle Inspection Program

3340.15. General Requirements for Smog Check Stations.

A smog check station shall meet the following requirements for licensure and shall comply with these requirements at all times while licensed.

(a) Work Area. The testing and repairing of vehicles shall be performed only in a work area of the station that has been approved by the bureau during the licensing inspection. Other work may be performed in the approved area, as desired. Except for heavy-duty vehicles, the work area shall be within a building and shall be large enough to accommodate the type of vehicle being serviced. In the case of the testing and repair of heavy-duty vehicles the work area need not be in a building, but the test analyzer system used at the station may only be used within a building. The work area shall be kept clean and orderly.

(b) Licensed Technician Required. During all hours the station is open for the business of testing and/or repairing vehicles pursuant to the smog check program, a technician, licensed for the appropriate category of vehicle being tested or repaired and the appropriate area, shall be present.

(c) Intern Technician. A smog check station shall not have in its employ more than two Intern Technicians at any given time. The repairs or adjustments made by Intern Technicians at smog check stations to emissions control systems on vehicles subject to the smog check

program shall be performed under the direction of a supervising technician that is on the premises of the smog check station at the time of the repair or adjustment.

(d) Display of Licenses. The station license and technician licenses shall be posted prominently under glass or other transparent material in an area frequented by customers.

(e) Posting of Prices. The station shall post conspicuously in an area frequented by customers a list of price ranges for the specific activities for which it is licensed. Such posted prices shall include the price charged by the station for inspections, and, if a separate price is charged for reinspections, such reinspection price. The station shall also post the inspection prices for vans and/or heavy duty vehicles if such prices differ from the passenger car inspection price. If the station imposes an hourly labor charge for repairs, such hourly labor rate shall be posted. The price of issuance of a certificate of compliance or noncompliance charged by the bureau shall be posted separately from the price of the inspection and of the reinspection, if any.

(f) Records. The station shall make, keep secure, and have available for inspection on request of the bureau, or its representative, legible records showing the station's transactions as a licensee for a period of not less than three years after completion of any transaction to which the records refer. All records shall be open for reasonable inspection and/or reproduction by the bureau or its representative. Station records required to be maintained shall include copies of:

(1) all certificates of compliance and certificates of noncompliance in stock and/or issued,

(2) repair orders relating to the inspection and repair activities, and

(3) vehicle inspection reports generated either manually or by the test analyzer system.

The above listed station records shall be maintained in such a manner that the records for each transaction are kept together, so as to facilitate access to such records by the bureau or its representative. In this regard, the second copy of an issued certificate shall be attached to the final invoice record.

(g) Availability to the public. A smog check station shall be open and available to the general public for smog check program services.

(h) A smog check station shall afford the bureau or its representative reasonable access during normal business hours to the station for the bureau's quality assurance efforts to evaluate the effectiveness of tests and/or repairs made to vehicles subject to the smog check program.

(i) A licensed Smog Check Station shall not sublet inspections or repairs required as part of the Smog Check Program, except for the following:

(1) Repairs of a vehicle's exhaust system which are normally performed by muffler shops, provided that the malfunction has been previously diagnosed by the specific Smog Check Station originally authorized by the customer to perform repairs to the vehicle.

(2) Repairs of those individual components that have been previously diagnosed as being defective and that have been removed by the specific Smog Check Station originally authorized by the customer to perform repairs to the vehicle.

Note: Authority cited: Section 44002 and 44030, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44014~~(c)~~, 44030, 44032, 44033, 44036, 44037 and 44045.5, Health and Safety Code.

3340.16. Test-Only Station ~~Equipment and Testing~~ Requirements.

(a) Basic Area. A smog check test-only station operating in a basic area shall have all testing equipment and emission application and reference manuals necessary to test and/or inspect all affected vehicles, including the following:

(1) Test analyzer system in accordance with the bureau's test analyzer system specifications referenced in section 3340.16.7(a) of this article.

(2) Ignition timing light which measures ignition advance.

(3) Hand vacuum pump and a vacuum gauge.

(4) Basic hand tools necessary to inspect vehicle ignition, fuel delivery, and emission control systems.

(5) A device capable of retrieving trouble codes from vehicles with on-board computers, along with instructions on how to extract codes, and definitions of codes found.

(6) Fuel fillpipe restrictor dowel gauge meeting the following specifications:

(A) Made of a non-sparking material meeting the standard for hardness of aluminum alloy No. 5052 as defined in Volume 02.02 of section 2 of the 1986 Annual Book of Standards published by the American Society for Testing and Materials

(B) Having a ~~rounded~~ radiused test portion

(C) Having a test portion diameter not less than 0.9375 inches nor more than 0.950 inches

(D) Having an overall length not less than 5 inches nor more than 12 inches

(E) Having a handle no less than 1.25 inches in diameter, and no less than 4 inches in length, and

(F) Constructed of solid bar stock or tubing with a minimum wall thickness of 3/16 of an inch.

(7) The most currently available emission control system application information as contained in any of the nationally distributed and periodically updated manuals that address emission control systems applications; vacuum routing diagrams for all vehicles being tested; and specifications for those functional tests currently prescribed by the bureau.

(8) The most currently available bureau manuals and bulletins.

(b) Enhanced Area. A smog check test-only station operating in an enhanced area shall have all of the equipment and materials specified by and conform to the requirements of subsection (a) above, except for subsections (a)(1) and (a)(5), and an emissions inspection system in accordance with the bureau's Emissions Inspection System Specifications referenced in section 3340.16.7(b) of this article.

Test-Only Stations Regulations

(c) A smog check test-only station shall post conspicuously, in an area frequented by consumers, a notice to the effect that the station is licensed to test vehicles only, and cannot make any required diagnosis or repairs to a vehicle which has failed a smog check test.

~~(d) Inspections or repairs required to be performed as part of the smog check program may not be sublet.~~

(d) Repairs. A smog check test-only station shall not engage in any automotive repair work.

(e) Referral to Providers of Motor Vehicle Repairs. No smog check test-only station may refer a vehicle owner to a particular provider of motor vehicle repair services for emissions related repairs. The test-only station shall make available to each customer a list prepared by the bureau of all smog check stations in that region licensed to make repairs of vehicular emission control systems, which shall include licensed stations certified under the Gold Shield program.

(f) A smog check test-only station shall not have ownership in, corporate interest in, nor any financial interest in a smog check test-and-repair station within a geographical radius of 50 statute miles of the test-only station.

Note: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 44012, 44013, 44014.5, and 44015, Health and Safety Code.

3340.16.5. Test-and-Repair Station ~~Equipment and Testing~~ Requirements.

(a) Basic Area. A smog check test-and-repair station operating in a basic area shall have the equipment and materials specified by, and conform to the requirements of, section 3340.16(a) of this article and in addition shall have engine diagnostic equipment and repair tools that are capable of diagnosing and repairing engine ignition systems, fuel systems, emission control systems, computer engine control systems, and other related components for each vehicle type that the station works on including the following:

(1) Ignition analyzer/oscilloscope

(2) Compression tester.

(3) Tachometer/dwell meter.

(4) Fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles.

(5) Propane enrichment kit.

(6) Ammeter capable of measuring amps and milliamps.

(7) High impedance digital volt/ohmmeter.

(8) Hand tools necessary to adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(9) Diagnostic and repair information for all vehicles being tested and repaired. Such information may be in printed or electronic form and may be nationally distributed and periodically updated references that contain repair and emission procedures. These references must be up to date and include current model year supplements for automobile emission control systems. Electronic references shall be provided in printed form upon request from the bureau.

(10) The most currently available bureau test and repair manuals.

(11) Automotive computer diagnostic and repair manuals.

(12) Electronic component location manuals.

(b) Enhanced Area. A smog check test-and-repair station operating in an enhanced area shall have:

(1) The equipment and materials specified by, and conform to the requirements of, subsection (a) of this section, an emissions inspection system in accordance with the bureau's Emissions Inspection System Specifications referenced in section 3340.16.7(b) of this article.

(2) An electronic device capable of graphically displaying any electrical or electronic signal used by an automotive computer system. The device shall have the capability of displaying the electrical or electronic signal using a voltage and time scale that is adjustable. The device shall have the capability of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or screen refresh rate.

Test-Only Stations Regulations

(c) A smog check test-and-repair station which has accepted a vehicle for inspection shall disclose both orally and in writing before the initial inspection of the vehicle if the vehicle is potentially affected by any of the following conditions:

(1) The station does not have adequate equipment, personnel, tools or reference materials to repair the vehicle, should the vehicle fail its inspection; or

(2) The station, as a matter of policy, does not repair certain types, makes or models of vehicles; or

(3) The station, as a matter of policy, does not repair certain types of vehicle inspection failures.

Such written disclosure shall be made on the written estimate provided pursuant to section 9884.9 of the Business and Professions Code.

(d) A smog check test-and-repair station shall not have ownership in, corporate interest in, nor any financial interest in a smog check test-only station within a geographical radius of 50 statute miles of the test-and-repair station.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44012 and 44036(b), Health and Safety Code.

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

FILED
OFFICE OF
97 SEP 30 PM 4:12
SECRETARY OF STATE

STD. 400 (REV. 3-92) FMC

OAL FILE NUMBERS: NOTICE FILE NUMBER Z97-0506-09 | REGULATORY ACTION NUMBER '97 0819 05 04 | EMERGENCY NUMBER | PREVIOUS REGULATORY ACTION NUMBER 97-0415-02E

For use by Office of Administrative Law (OAL) only

97 AUG 19 PM 2:55
OFFICE OF ADMINISTRATIVE LAW

RECEIVED FOR FILING	PUBLICATION DATE
MAY 06 '97	MAY 16 '97

Office of Administrative Law

NOTICE | REGULATIONS

AGENCY: Department of Consumer Affairs

AGENCY FILE NUMBER (If any):

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE: Gold Shield Guaranteed Repair Program
2. TITLE(S): 16
3. FIRST SECTION AFFECTED: 3303.2
4. REQUESTED PUBLICATION DATE: May 16, 1997
5. NOTICE TYPE: [X] Notice re Proposed Regulatory Action [ ] Other
6. AGENCY CONTACT PERSON: Betty Fernandez
7. TELEPHONE NUMBER: (916) 255-4217

OAL USE ONLY — ACTION ON PROPOSED NOTICE: [ ] Approved as Submitted [ ] Approved as Modified [ ] Disapproved/ Withdrawn | NOTICE REGISTER NUMBER | PUBLICATION DATE

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTIONS AFFECTED
- ADOPT: 3392.1, 3392.2, 3392.3, 3392.4, 3392.5, 3392.6
- AMEND: 3303.2 & 3340.1
- REPEAL:

TITLE(S): 16

2. TYPE OF FILING

[ ] Regular Rulemaking (Gov. Code, § 11346) [ ] Resubmittal [ ] Emergency (Gov. Code, § 11346.1(b)) [ ] Resubmittal of disapproved or withdrawn emergency filing

[X] Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

[ ] Print Only [ ] Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) [ ] Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*: 7-18-97 Through 8-4-97

4. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

[ ] Effective 30th day after filing with Secretary of State [X] Effective on filing with Secretary of State [ ] Effective other *(Specify)*

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

[ ] Department of Finance (Form STD. 399) [ ] Fair Political Practices Commission [ ] State Fire Marshal

[ ] Other (Specify)

6. CONTACT PERSON: Betty Fernandez or Robert Miller

TELEPHONE NUMBER: 255-4217 or 445-4216

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE: [signature]

DATE: 8/19/97

TYPED NAME AND TITLE OF SIGNATORY

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

CONSUMER AFFAIRS DEPT. REGULATORY ACTION: Title 16 California Code of Regulations Adopt 3392.1, 3392.2, 3392.3 3392.4, 3392.5, 3392.6 Amend 3303.2, 3340.1	NOTICE OF APPROVAL OF REGULATORY ACTION (Gov. Code, Sec. 11349.3) OAL File No. 97-0819-03 S

SUMMARY OF REGULATORY ACTION

This is the certification of compliance formally adopting regulations which establish the Gold Shield Guaranteed Repair program designed to offer assurance to motorists that automotive repairs obtained for the purpose of enabling a vehicle to meet air pollution control standards will result in approval.

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 09/30/97

David Potter

DAVID POTTER
SENIOR COUNSEL

for: JOHN D. SMITH
DIRECTOR

Original: Ray Saatjian, Deputy Director
cc: Betty Fernandez

GOLD SHIELD GUARANTEED REPAIR STATION PROGRAM, (8/97)

LEGEND:
Italic Print: Current emergency language, File # 97-0415-02E
Additions: Underline
Deletions: Strikeout

ORDER OF ADOPTION

Title 16. Professional and Vocational Regulations
Division 33. Bureau of Automotive Repair
Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 1. General Provisions

§3303.2. Review of Applications for Licensure, Registration and Certification; Processing Time.

(a) An applicant for an initial license, registration or certification shall be informed in writing within 14 days whether the application is complete and accepted for filing or is incomplete and what specific information is required.

(b) An applicant for initial licensure as an official lamp, brake or smog check station shall be informed in writing, within 45 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for licensure. Inspection of the applicant's station shall be performed during that time period. In the event that the inspection indicates a deficiency, the time period may be extended by that time necessary for correcting the deficiency.

(c) An applicant for initial licensure as a smog check technician shall be informed in writing, within 70 days after completion of the application, of the bureau's decision whether the applicant meets the requirements to take the technician examination.

(d) An applicant for initial licensure as an adjuster shall be informed in writing, within 70 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for licensure. This period may be extended by the time necessary for rescheduling an examination if the applicant fails the examination or fails to take the examination at the time first scheduled by the bureau.

(e) An applicant for initial registration as an automotive repair dealer shall be informed in writing, within 45 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for registration.

(f) An applicant for initial licensure as a fleet facility shall be informed in writing, within 15 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for licensure.

(g) An applicant for certification as an instructor of Smog Check Program technicians shall be informed in writing, within 45 days after completion of the application, as to whether the applicant meets the requirements for certification.

(h) An applicant for initial certification as an institution providing training to Smog Check Program technicians shall be informed in writing, within 70 days after completion of the

application, of the bureau's decision as to whether the applicant meets the requirements for certification. Inspection of the applicant's training facility shall be performed during that time period. In the event that the inspection indicates a deficiency, the time period may be extended by that time necessary for correcting the deficiency.

(i) An applicant applying for certification as a Gold Shield Guaranteed Repair Station shall be informed in writing, within 45 days after the bureau has received a completed Gold Shield Application Form (GSR-1 ~~(4/97)~~ (08/05/97)) *which is incorporated by reference, of the bureau's decision that the station meets, or does not meet, the eligibility requirements, or the basis for disapproving the certification. Inspection of the applicant's station shall be performed during that time period. In the event that the inspection indicates a deficiency, the time period may be extended by that time necessary for correcting the deficiency. An inspection of the applicant's station may be made by a representative of the bureau. A certification may be issued only for an applicant that meets the specifications contained in Article 10, of this Chapter.*

~~(i)~~ *(j)* "Completion of the application" as used in this section means that a completed application and *required* fees have been filed by the applicant and received by the bureau.

~~(j)~~ (k) The minimum, maximum and median processing times for initial licensure*, or a Gold Shield Guaranteed Repair (GSGR) Station certification* from the time of receipt of the initial application until the bureau makes a final decision on the application*, or the GSGR Station certification* were:

	Lamp Station	Brake Station	Smog Check Mechanic
(1) Minimum	14 days	15 days	21 days
(2) Median	20 days	21 days	50 days
(3) Maximum	44 days	29 days	120 days

	Lamp Adjuster	Brake Adjuster
(1) Minimum	15 days	21 days
(2) Median	52 days	50 days
(3) Maximum	101 days	103 days

	Automotive Repair Dealer	Mechanic's Smog Check Station	Training Institution
(1) Minimum	17 days	3 days	10 days
(2) Median	39 days	22 days	61 days
(3) Maximum	97 days	120 days	347 days

	Mechanics' Fleet Facility	Smog Check Inspector	Training Instructor

(1) Minimum	1 day	2 days	2 days
(2) Median	10 days	9 days	22 days
(3) Maximum	28 days	112 days	264 days

	Gold Shield Guaranteed Repair Station
(1) Minimum	*30 days*
(2) Median	*42 days*
(3) Maximum	*72 days*

~~(k)~~ *(l)* An applicant for certification to blend, fill or sell test analyzer system (TAS) calibration gases pursuant to section 44036.5 of the Health and Safety Code shall be informed in writing, within 70 days after completion of the application of the bureau's decision as to whether the applicant meets the requirements for certification. The minimum, maximum and median processing times for initial certification for such applicants from the time of receipt of the initial application until the bureau made a final decision on the application has been as follows:

(1) Minimum	40 days
(2) Median	53 days
(3) Maximum	73 days

NOTE: Authority cited: Sections 9882 and 9887.1, Business and Professions Code; Sections *44001.5,* 44002, 44014, 44031, 44036.5 and 44045.5, Health and Safety Code; and Section 15376, Government Code. Reference: Section 15376, Government Code, ~~and~~ *Section 44014.2, Health and Safety Code, and Section 20, Title 1, Government Code*.

Article 5.5. Motor Vehicle Inspection Program

§3340.1. Definitions.

In this article, unless the context otherwise requires:

(a) "Heavy duty vehicle" means a vehicle with a manufacturer's gross vehicle weight rating of 8501 pounds or more.

(b) "Implementation area" means a geographical area, in which a local district has requested implementation of a biennial inspection program pursuant to section 44003 of the Health and Safety Code.

(c) "Smog check station" or "licensed station" means a smog check test-only station or smog check test-and-repair station.

(d) "Smog check test-only station" means a smog check station licensed by the bureau to test and inspect vehicles in the smog check program.

(e) "Smog check test-and-repair station" means a smog check station licensed by the bureau to test, inspect, diagnose and repair vehicles in the smog check program.

(f) "Smog check technician" or "licensed technician" means an individual who holds one of the technician licenses specified in section 3340.28 of this article.

(g) "Test analyzer system" or "emissions inspection system (EIS)" means a tamper-resistant instrument which meets the requirements of subdivision (b) of section 44036 of the Health and Safety Code and which is certified by the bureau for use in the California Smog Check program.

(h) "Bureau" or "BAR" means the Bureau of Automotive Repair.

(i) "Smog check program" means the motor vehicle inspection program conducted pursuant to section 44005 of the Health and Safety Code, and as hereby described in this article.

(j) "ARD-exempt heavy-duty station" means a smog check or smog check test only station that only tests and/or repairs commercial vehicles which have a gross vehicle weight rating of 10,000 pounds or greater.

(k) "Enhanced area" or "Enhanced vehicle inspection and maintenance program area" means the smog check program conducted in any part of an urbanized area of the state which is classified by the Environmental Protection Agency as a serious, severe or extreme nonattainment area for ozone or a moderate or serious nonattainment area for carbon monoxide with a design value greater than 12.7 ppm.

(l) "Basic area" or "Basic vehicle inspection and maintenance program area" means the smog check program conducted in any area of the state which is not classified as an enhanced vehicle inspection and maintenance program area.

(m) "Gaseous fuel" means fuel composed of propane, liquefied or compressed natural gas.

(n) "Supervising technician" means the licensed technician that performs the after repairs test of a vehicle that has failed an inspection at a smog check station.

(o) "After repairs test" means a test performed on a vehicle after repairs have been made to that vehicle as a result of failing an inspection at a smog check station.

(p) "Test-only facility" means a facility contracted by the bureau to test and inspect vehicles.

(q) "Gold Shield Guaranteed Repair Station" means a registered Automotive Repair Dealer who is also a licensed Smog Check Station which has been certified by the department and meets all the requirements specified in Article 10. of these regulations.

(r) "Re-inspection Rate" also refers to the "ping-pong rate" and means the number of gross polluting vehicles repaired and retested by a GSGR station which fail their re-inspection at a test-only facility or station. The re-inspection rate does not include vehicles whose owners agree to have less than full repairs recommended by the GSGR station.

(s) "Offline Certification" means the certification of a vehicle when a test analyzer system (TAS) or EIS is disconnected from the Vehicle Identification Database (VID).

(t) "Vehicle Identification Database" ~~is~~ means a centralized computer database and computer network which is readily accessible by all licensed smog check technicians on a real time basis.

GOLD SHIELD GUARANTEED REPAIR STATION PROGRAM, (8/97)

NOTE: Authority cited: Section 44002 and 44001.5, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44003, 44005, 44014, *44014.2,* 44015, 44031.5, 44033, 44036, 44037.1 and 44045.5, Health and Safety Code, *and Section 11505, Government Code.*

Article 10. Gold Shield Program

§3392.1 Gold Shield Guaranteed Repair (GSGR) Program Eligibility Requirements

An applicant for certification as a GSGR Station must file an application on the form GSR-1 ~~(4/97)~~ (08/05/97) *and must, as of the date of the application, meet all of the following basic requirements for eligibility:*

(a) The applicant must hold a current registration as an Automotive Repair Dealer and a current license as a Smog Check Station;

(b) Neither the registration nor the license is suspended;

(c) No accusation is filed and pending against the registration or the license;

(d) During the 12 months preceding the date of the application, no citation has been issued against the applicant; and,

(e) During the 12 months preceding the date of the application, neither the current or the previous registration nor the current or previous license has been issued an order of suspension, a probationary order, or any other disciplinary order.

~~44014.4~~

NOTE: Authority cited: Section 44001.5, Health and Safety Code. Reference: Sections 44014, 44014.2, 44050, and 44072, Health and Safety Code, and Sections 480 and 9884, Business and Professions Code.

§3392.2 Causes for a Denial of a GSGR Station Application

The following are causes for denial of a GSR-1 ~~(4/97)~~ (08/05/97) *application:*

(a) The applicant fails to meet any of the eligibility requirements of Section 3392.1;

(b) The applicant has been convicted of any crime substantially related to the applicant's qualifications, functions or duties as a certified GSGR Station;

(c) The applicant has done any act involving dishonesty, fraud or deceit with the intent to substantially benefit the applicant or another, or substantially injure another;

(d) The applicant has done any act which if done by a certificate holder would be cause for withdrawal of the certificate; ~~or;~~

(e) The applicant has engaged in any conduct which would be cause for discipline of the applicant's Automotive Repair Dealer registration or the applicant's Smog Check Station license, or which would be cause for issuance of a citation to the registration or license. ~~;~~

(f) During the three months preceding the date of the application, the applicant has engaged in offline certification;or, ~~resulting in the issuance of a certificate for vehicles while the Vehicle Identification Database (VID) was operational, and the station had at the time of certification, no reported verifiable problems with the dedicated telephone lines; or,~~

(g) During the three months preceding the date of the application, the applicant has engaged in issuing certificates to vehicles with no corresponding Department of Motor Vehicles (DMV)/Vehicle Identification Database (VID) match although the vehicle is correctly identified and referenced in the DMV database. This provision excludes both out-of-state ~~or~~ and no-license-plate vehicles.

NOTE: Authority cited: Section 44001.5, Health and Safety Code. Reference: Section 44014, 44014.2, ~~44014.4~~ 44037.1, *Health and Safety Code, and Sections 480 and 490, Business and Professions Code.*

§3392.3 Gold Shield Guaranteed Repair (GSGR) Program Performance Standards

(a) A certified GSGR Station shall comply with all statutes and regulations relating to its Automotive Repair Dealer registration and its Smog Check Station license.

(b) A GSGR Station shall also:

(1) guarantee at a minimum *that a vehicle will pass the certification inspection at a test-only facility or station, if the inspection is performed within ~~a minimum of~~ 10 days or 1,000 miles, whichever comes first, of the GSGR Station's repairs.*

(2) maintain a re-inspection rate of five percent or less.

~~(3) perform guaranteed emission-related repairs to a vehicle. If the certification inspection at the test-only facility or station indicates that further repairs are necessary, they shall be performed at the GSGR Station at no charge to the consumer.~~

(3) perform guaranteed emission-related repairs to a vehicle and *perform an after-repairs test for all vehicles given emissions-related repairs.*

(4) disclose guarantees and warranties in accordance with sections 3375 and 3376, of these regulations.

(5) verify exceptions to the re-inspection rate as being official if the customer together with the GSGR Station both sign the repair order ~~receipt~~ indicating that the customer does not want full repairs recommended by the GSGR Station as documented in the repair order ~~receipt~~.

~~(6) perform an after-repairs test for all vehicles given emissions-related repairs.~~

(6) *~~(6)~~ if the certification inspection at the test-only facility or station indicates that further repairs are necessary to obtain a certification, they shall be performed at the GSGR Station at no charge to the consumer.*

(7) cooperate fully with the department and its agents and employees in the department's monitoring, including on-site inspections, of the station's performance.

NOTE: Authority cited: Section 44001.5, Health and Safety Code. Reference: Section 44014.2, Health and Safety Code.

§3392.4 Gold Shield Guaranteed Repair (GSGR) Program Advertising Rights.

(a) A GSGR Station certified pursuant to this Article shall prominently display a GSGR Certification, a GSGR Station Sign and a Guarantee Sign.

(1) GSGR Certification issued by the Department shall be prominently posted in a conspicuous area frequented by customers.

(2) GSGR Station Sign Design.

a. Dimensions of the sign shall be 24 inches wide and 30 inches high.

b. Sign material. The sign shall be made of 0.040 inch aluminum or steel.

c. Content. Camera-ready design and content of the sign shall be supplied by the department.

(3) Guarantee Sign Design.

a. Dimensions of the sign shall be 22 inches wide and 16 inches high and posted, in a conspicuous area frequented by customers, indicating rights and responsibilities of a GSGR certified station.

b. This includes a statement, printed in large letters, of the station's performance standards specified in subsections 3392.3(a) and (b)(1) through (7), of these regulations.

NOTE: Authority cited: Section 44001.5, Health and Safety Code. Reference: Section 44014.2, 44014.4, Health and Safety Code.

§3392.5 Gold Shield Guaranteed Repair (GSGR) Station Withdrawal of Certification

(a) It shall be cause for withdrawal of certification, temporarily or permanently, if the GSGR Station engages in any conduct which violates any provision of this Article or which would be cause for discipline of the station's Automotive Repair Dealer (ARD) registration or Smog Check Station license, or which would be cause for issuance of a citation to the registration or license.

(b) Nothing in this Article shall limit the department's authority to discipline or to cite the registration of an ARD or the license of a Smog Check Station or technician.

(c) The department shall summarily cancel the certification of a GSGR Station upon expiration of the station's ARD registration or Smog Check Station license unless timely renewed.

(d) The department ~~shall~~ may summarily cancel the certification of a GSGR Station in the event the station's ARD or Smog Check Station license is disciplined in any form.

(e) The department may summarily cancel the certification of a GSGR Station in the event the station has engaged in offline certification. ~~resulting in the issuance of a certificate for vehicles while the Vehicle Information Database (VID) was operational, and the station had at the time of certification, no reported, verifiable problems with the dedicated telephone lines.~~

(f) The department may summarily cancel the certification of a GSGR Station in the event the station has issued certificates to vehicles with no corresponding Department of Motor Vehicles (DMV)/Vehicle Identification Database (VID) match although the vehicle is correctly identified and referenced in the DMV database. This provision excludes both out-of-state or no-license-plate vehicles.

NOTE: Authority cited: Section 44001.5, Health and Safety Code. Reference: Section 44014.2, 44037.1, Health and Safety Code, and Sections 480 and 490, Business and Professions Code.

§3392.6 Gold Shield Guaranteed Repair (GSGR) Program Hearing and Determination

If the department denies an application for GSGR certification or if the department withdraws an existing certification, the department shall file and serve a written notice of denial or withdrawal. The written notice shall contain a summary of the facts and allegations which form the cause or causes for denial or withdrawal:

(a) Service of the written notice may be effected in any manner authorized by Business and Professions Code Section 124.

(b) If a written request for a hearing is delivered 15 days from the date of service, a hearing shall be held as provided for in (d) below.

(c) The department shall schedule a hearing within 30 days of the date the department receives a timely request for a hearing. The department shall notify the applicant or GSGR Station or representative of the time and place of the hearing.

(d) The hearing shall be limited in scope to the time period, and facts and allegation specified in the written notice prepared by the department.

(e) The applicant or GSGR Station shall be notified of the determination by the director, or the director's designee, who shall issue a decision and notify the applicant or GSGR Station within 15 days of the close of the hearing.

(f) The department may order that a certification be withdrawn temporarily pending any hearing and pending any post-hearing decision of the director.

NOTE: Authority cited: Section 44001.5, Health and Safety Code. Reference: Section 44014.2, Health and Safety Code and Section 124, Business and Professions Code.

Article ~~10~~ *11*. Miscellaneous

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

To Legal

In re:	
AUTOMOTIVE REPAIR	NOTICE OF APPROVAL OF REGULATORY ACTION (Gov. Code, Sec. 11349.3)
REGULATORY ACTION: Title 16 California Code of Regulations Adopt 3340.9; Amend 3340.1; Repeal 3340.8	OAL File No. 99-0318-02 C

SUMMARY OF REGULATORY ACTION

This filing is a certificate of compliance for the emergency regulatory action which established requirements for the Low-Income Repair Assistance Program (LIRAP).

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 04/15/99

CRAIG S. TARPENNING
SENIOR COUNSEL

for: CHARLENE G. MATHIAS
DEPUTY DIRECTOR

Original: Kathleen Hamilton, Director
cc: Robin Meckfessel

cc: Marty Keller

STATE OF CALIFORNIA—OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATION SUBMISSION

CERT

(See Instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 3-92)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z98-1214-01	99-0318-02C		

For use by Office of Administrative Law (OAL) only

RECEIVED FOR FILING

DEC 14 '98 (NOTICE) DEC 25 '98 (REGULATIONS)

Office of Administrative Law

99 MAR 18 P 1:24

OFFICE OF ADMINISTRATIVE LAW

#44

AGENCY: Department of Consumer Affairs/Bureau of Automotive Repair

AGENCY FILE NUMBER (If any):

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE: Low-Income Repair Assistance Program Requirements
2. TITLE(S): 16
3. FIRST SECTION AFFECTED: 3340.1
4. REQUESTED PUBLICATION DATE: December 25, 1998
5. NOTICE TYPE: [✓] Notice re Proposed Regulatory Action [ ] Other
6. AGENCY CONTACT PERSON: Robin Meckfessel, Program Analyst
7. TELEPHONE NUMBER: 445-3232 or 600-3481

OAL USE ONLY: ACTION ON PROPOSED NOTICE: [ ] Approved as Submitted [ ] Approved as Modified [ ] Disapproved/Withdrawn; NOTICE REGISTER NUMBER: ; PUBLICATION DATE:

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTIONS AFFECTED — ADOPT	3340.9
AMEND	3340.1
TITLE(S)	16
REPEAL	3340.8

2. TYPE OF FILING

[ ] Regular Rulemaking (Gov. Code, § 11346) [ ] Resubmittal [ ] Emergency (Gov. Code, § 11346.1(b)) [ ] Resubmittal of disapproved or withdrawn emergency filing

[X] Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

[ ] Print Only [ ] Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) [ ] Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)
February 25 - March 11, 1999

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)
[ ] Effective 30th day after filing with Secretary of State [ ] Effective on filing with Secretary of State [XX] Effective other (Specify) May 1, 1999

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
[ ] Department of Finance (Form STD. 399) [ ] Fair Political Practices Commission [ ] State Fire Marshal
[ ] Other (Specify)

6. CONTACT PERSON: Robin Meckfessel — TELEPHONE NUMBER: 445-3232 or 600-3481

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE: Kathleen Hamill — DATE: 3-18-99

TYPED NAME AND TITLE OF SIGNATORY: KATHLEEN HAMILTON, Director, Department of Consumer Affairs

DEPARTMENT OF CONSUMER AFFAIRS
BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION
LOW-INCOME REPAIR ASSISTANCE PROGRAM (LIRAP)

Legend: **Strikeout = Delete**
Underline = Add
Italic & Strikeout = Delete from originally proposed text
Italic & Double Underline = Add from originally proposed text

The Department of Consumer Affairs hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Title 16. Professional and Vocational Regulations
Division 33. Bureau of Automotive Repair
Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters
Article 5.5 Motor Vehicle Inspection Program

(1) Adopt subsections (u), (v), (w) and (x), of Section 3340.1 to read as follows:

§3340.1 Definitions

* * *

(u) " Gold Shield Gross Polluter Certification (GPC) Station" means a licensed smog check station certified pursuant to Section 44014.2 of the Health and Safety Code and which participates in the pilot program established pursuant to Section 44014.5(g)(2)(B).

(v) "Low-Income Repair Assistance Program" or "LIRAP" means the program established pursuant to Section 44062.1 of the Health and Safety Code and designed to offer eligible low income motor vehicle owners financial assistance to make emissions-related repair to bring vehicles into compliance with the requirements of the Smog Check Program.

(w) "Low-Income Motor Vehicle Owner" means a person whose household income is less than or equal to one hundred and seventy-five percent of the federal poverty level as specified in paragraph (1) of subdivision (b) of Section 44062.1 of the Health and Safety Code and who is the legal registered owner of a vehicle that needs emissions-related repairs as a result of having failed a biennial smog check inspection.

(x) "Household" means ~~*family members or domestic partners that reside together and share common living expenses*~~ *comprised of all persons who occupy a housing unit.*

NOTE: Authority cited: Sections 44001.5 44002 and ~~44001.5~~ 44095, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections: 44001.3, 44003, 44005, 44014, 44014.2, 44014.5, 44015, 44017, 44017.1, 44031.5, 44033, 44036, 44037.1 ~~and~~ 44045.5, 44056, 44062.1, 44090, 44091, 44092, 44093, 44094, and 44095 Health and Safety Code; and Section 11505, Government Code.

(2) Repeal Section 3340.8.

~~§3340.8. Economic Hardship Extension~~

~~(a) In areas of the state where the $450 cost repair minimum is operative, a one-time 12-month economic hardship extension from the biennial certificate of compliance requirement may be issued by a test-only facility. An economic hardship extension is issued solely to permit the currently registered owner to renew the expiring registration for the vehicle. The economic hardship extension shall not constitute a certificate of compliance for the purposes of transferring the ownership or the initial registration of the vehicle. On or before the expiration date of the economic hardship extension, the vehicle must be brought fully into compliance with emission standards as provided in subdivision (c) of Health and Safety Code Section 44017.~~

~~(b) A test-only facility shall not issue an economic hardship extension to any person except the currently registered owner.~~

~~(c) A test-only facility shall not issue an economic hardship extension if an emission cost waiver was issued in conjunction with the previous biennial inspection of that vehicle.~~

~~(d) A test-only facility shall not issue an economic hardship extension if the vehicle's emissions control equipment is missing, modified, or disconnected or if the vehicle has been confirmed as a gross polluting vehicle. However, if all missing, modified, or disconnected emission control equipment has been restored to its fully functional condition and the vehicle has been repaired as necessary to bring the vehicle's emissions below the applicable threshold established for gross polluters, an economic hardship extension may be issued.~~

~~(e) In accordance with the provisions of the Health and Safety Code Sections 44015 and 44017 and in accordance with the provisions of this section, a test-only facility shall issue an~~

~~economic hardship extension when:~~

~~(1) the vehicle has been properly tested in accordance with Section 44012 of the Health and Safety Code but does not meet the applicable emissions standards;~~

~~(2) the owner of the vehicle certifies that the cost of necessary emissions-related repairs would constitute an economic hardship;~~

~~(3) the owner of the vehicle requests an economic hardship extension; and~~

~~(4) a fee, in the same amount as the fee for a certificate of compliance as specified in Section 3340.35 of these regulations, is paid to the test-only facility.~~

NOTE: Authority cited: Sections 440002, 44015.3 and 44060, Health and Safety Code: and Section 9882, Business and Professions Code. Reference: Sections 44014.5, 44015, 44017, 44060 and 44062.1, Health and Safety Code: and Section 11519, Vehicle Code.

(3) Adopt Section 3340.9 to read as follows:

§3340.9 Low-Income Repair Assistance Program.

(a) LIRAP services shall be offered at GPC stations that have entered into a contract with the Department for the performance of these services.

(b) A motor vehicle owner shall be eligible to receive State-funded financial repair assistance if all of the following conditions are satisfied:

(1) The vehicle has been properly inspected in accordance with Section 44012 of the Health and Safety Code within the last ninety (90) days but does not meet the applicable certification standards;

(2) The motor vehicle owner requests LIRAP assistance and certifies on a form prescribed by the Department (Form "RAP-APP, ~~*10/06/98*~~ *04/07/99*") that his or her household income is equal to or less than one hundred seventy-five percent (175%) of the federal poverty threshold.

(3) The motor vehicle owner verifies his or her household income by providing the GPC station with at least one of the documents listed in (A) or (B), or at least two of the

documents listed in (C) through (F) below:

(A) A letter from the issuing agency stating that the registered motor vehicle owner receives any of the following benefits:

1. Supplemental Security Income (SSI);

2. Supplemental Security Payments (SSP);

3. Temporary Assistance for Needy Families (TANF), or

4. General Assistance (GA) or General Relief (GR).

(B) A copy of the the motor vehicle owner's state or federal income tax form (Forms 540 or 1040) filed in the most recent tax year;

(C) Evidence of publicly subsidized medical coverage;

(D) A paycheck stub issued within the last sixty (60) days which specifies the number of hours worked and the pay rate per hour;

(E) An unemployment, veterans benefits, or disability check issued within the last 60 days; or,

(F) A monthly bank statement issued within the last sixty days.

(4) The motor vehicle owner provides the GPC station with all of the following documents:

(A) A vehicle inspection report confirming that the vehicle failed a biennial inspection within the last 90 days;

(B) The vehicle's registration renewal notice and registration card confirming the applicant owns the vehicle for which repairs are requested;

(C) The motor vehicle owner's California issued driver license or identification (ID) card; and

(D) If applicable, any and all invoices and repair orders confirming expenditures on emissions-related repairs performed at a licensed Smog Check station other than the GPC station from which the applicant seeks subsidized repairs.

(5) The State repair subsidy for LIRAP is as follows:

DEPARTMENT OF CONSUMER AFFAIRS
BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION
LOW-INCOME REPAIR ASSISTANCE PROGRAM (LIRAP)

(A) In order to be eligible for any State subsidy, the motor vehicle owner shall spend ~~*two hundred fifty dollars ($250)*~~ *seventy-five dollars ($75)* on emissions-related repairs at a licensed smog check station. If the emissions-related repairs were performed at a licensed smog check station other than the GPC station from which the motor vehicle owner is seeking assistance, the motor vehicle owner shall provide the GPC station with invoices or repair orders confirming all expenditures on emission-related repairs. Moneys spent to correct tampered emissions control systems shall not be included in the ~~*two hundred fifty dollar ($250)*~~ *$75* minimum vehicle owner expenditure.

(B) After the motor vehicle owner has spent ~~*$250*~~ *$75*, the Department may then contribute no more than four hundred and fifty dollars ($450) dollars in emissions-related repair assistance to any vehicle within a biennial inspection cycle.

(C) Ineligibility. The following vehicles are not eligible to receive LIRAP assistance:

1. Vehicles undergoing a change of ownership transaction.
2. Any of the following vehicles: a vehicle previously registered outside of this state, a direct import vehicle, an alternate fuel vehicle, a vehicle with an engine change, a specially constructed vehicle or a dismantled vehicle pursuant of Section 11519 of the Vehicle Code.
3. Vehicles with tampered emission control systems.

NOTE: Authority cited: Sections 44001.5, 44002, and 44095, Health and Safety Code. Reference: Sections: 44015, 44017, 44017.1, 44062.1, and 44092, 44093, 44094, 44095, Health and Safety Code.

Part 1

OFFICIAL SMOG CHECK REPAIR ASSISTANCE PROGRAM APPLICATION

(TO BE COMPLETED BY APPLICANT)

DO NOT WRITE HERE — OFFICIAL USE ONLY

California law provides eligible low-income consumers the opportunity to receive repair assistance when the cost of emissions-related repairs exceeds $75. To obtain repair assistance, the eligible vehicle owner's household income must be equal to or less than the specified income eligibility guidelines on the back of this form.

1 — VEHICLE INFORMATION

Vehicle Year	Make	Model

Vehicle Identification Number (VIN)	License Plate Number

2 — OWNER INFORMATION

First Name	M.I.	Last Name	
Street Address	**Apt.**	**City**	**Zip**
California Driver's License or I.D. Number	**(Area Code) Phone Number**	**Number of people living in household**	**Head of Household?** Y ☐ N ☐

3 — INCOME INFORMATION

Step 1 — Compute the Total Gross Monthly Income for all household members — including yourself
(see Table 2 on back)

Wages	$_____
Welfare/Unemployment Payments	$_____
Social Security Payments	$_____
Temporary Assistance for Needy Families Payments	$_____
Other Income	$_____
Total Monthly Household Income	$_____

Step 2 — Determine whether you're eligible

(A) Total Monthly Gross Income (from Step 1)	$
(B) From Table 1 (on back) enter maximum MONTHLY household income	$

If the amount on Line A exceeds the amount on Line B, you are not eligible for repair assistance. If the amount on Line A is less than or equal to the amount on Line B, please sign this form and follow the instructions on the back.

The information you provide on this application is maintained by the Director of the Department of Consumer Affairs, 400 R Street, Sacramento, CA 95814, (800) 952-5210. The information is requested pursuant to Health and Safety Code Section 44062.1 and your completed application becomes the property of the Department and will be used by authorized personnel to determine your eligibility for program participation. Information on your application may be transferred to other governmental or law enforcement agencies. Individuals have the right to review the records maintained on them by the Department, unless the records are exempt by Section 1798.40 of the Civil Code. It is mandatory that you provide all information requested. Omission of any item of requested information will result in the application being rejected as incomplete. This notice is provided pursuant to the provisions of California Civil Code Section 1798.17

I acknowledge that the information on this form will be used to assess and verify my eligibility for economic assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this form is true and correct. I understand that submitting false information may result in a criminal conviction or may result in a civil penalty of not less than $150 and not more than $1,000, and I will not be eligible to receive any future Smog Check assistance.

gnature_____ **Date** _____

State of California Department of Consumer Affairs

INFORMATION ABOUT THE SMOG CHECK REPAIR ASSISTANCE PROGRAM

4 — ADDITIONAL INFORMATION

A. After completing this form, you'll need to provide the following items to the Smog Check repair facility:

- ❑ This completed application.
- ❑ Documents to verify low-income eligibility in one of the following ways:

Option 1

A letter from the issuing agency stating that the applicant receives *any* of these benefits:

- ★ Supplemental Security Income (SSI);
- ★ State Supplemental Payments (SSP);
- ★ Temporary Assistance for Needy Families (TANF); or
- ★ General Assistance (GA) or General Relief (GR).

OR

Option 2

- ★ A federal or state income tax form (Form 1040 or Form 540) from the most recent year.

OR

Option 3

(at least TWO of the following)

- ★ Evidence of publicly subsidized medical coverage (Medicare, Medi-Cal, etc.);
- ★ An unemployment, veterans benefits, or disability check issued within the last 60 days; or
- ★ A monthly bank statement not more than 60 days old.
- ★ A paycheck stub issued within the last 60 days, which specifies the number of hours worked and the pay rate per hour.

- ❑ The vehicle, along with the vehicle's registration card and renewal notice.
- ❑ The Vehicle Inspection Report (VIR) for the failed vehicle (not more than 90 days old).
- ❑ All related repair invoices. These must be from licensed Smog Check stations.
- ❑ The motor vehicle owner's California issued driver's license or identification card.

B. In order for repair assistance to be approved, the following information **MUST** match:

- ☛ The request must match the low-income documentation as well as the vehicle registration. Only the vehicle's registered owner(s) can apply for repair assistance.
- ☛ The vehicle's registration information must match the information on the vehicle's failed Vehicle Inspection Record (VIR) and the repair invoices.

If the information does not match, no assistance will be approved.

C. By law, the following vehicles are NOT eligible for repair assistance:

- ☛ Vehicles undergoing a change-of-ownership transaction.
- ☛ Initial registration of any of the following:
  An out-of-state vehicle; a salvaged vehicle; a vehicle with an engine change; a direct import vehicle; an alternate fuel vehicle; or a specially constructed vehicle (kit car).
- ☛ Vehicles with tampered emissions control systems.

Table 1 — Federal Income Information

Number of People in Household*	Maximum ANNUAL Gross Household Income	Maximum MONTHLY Gross Household Income
1	$14,420	$1,202
2	$19,355	$1,613
3	$24,290	$2,024
4	$29,225	$2,435
5	$34,160	$2,847
6	$39,095	$3,258
7	$44,030	$3,669
8	$48,965	$4,080

* A"Household" means all persons who occupy a housing unit — BE SURE TO INCLUDEYOURSELF!

Table 2 — Types of Income

- ■ Money, wages, salary
- ■ Business income
- ■ Social Security retirement income
- ■ Retirement benefits/pensions
- ■ Strike benefits from union
- ■ Workers' compensation
- ■ Veterans payments
- ■ Public assistance (TANF, SSI, GR or GA)
- ■ Emergency assistance money payments
- ■ Training stipends
- ■ Alimony
- ■ Child support
- ■ Military allotments
- ■ Any regular support from an absent family member or someone not living in the household
- ■ Regular insurance or annuity payments
- ■ College scholarship, grants, fellowships and family assistance
- ■ Dividends Interest
- ■ Net rental income

State of California Office of Administrative Law

Memorandum

To: Agency Regulation Coordinator

Date :01/10/00

File # :99-1118-01C

Phone :323-6225

From: OAL Front Counter

Subject: **RETURN OF APPROVED RULEMAKING MATERIALS**

OAL hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code Section 11347.3(e) further provides that "...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking record at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

NOTICE PUBLICATION/REGULATIONS SUBMISSION (See instructions on reverse)

CERT

STD. 400 (REV. 3-92) FMC

For use by Secretary of State only

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z99-0330-02	99-1118-01C	99-0720-03ER	99-0324-01ER

For use by Office of Administrative Law (OAL) only

1999 NOV 18 PM 12:13

OFFICE OF ADMINISTRATIVE LAW

RECEIVED FOR FILING

APR 30 '99 APR 09 '99

Office of Administrative Law

APPROVED FOR FILING AND PUBLICATION

JAN - 3 2000

Office of Administrative Law

00 JAN -3 PM 4:11

BILL JONES SECRETARY OF STATE

NOTICE

AGENCY: Department of Consumer Affairs/Bureau of Automotive Repair

AGENCY FILE NUMBER (If any):

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Smog Check Vehicle Retirement Program	16	3340.1	04/09/99

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
[X] Notice re Proposed Regulatory Action [ ] Other	Francine Aguirre	(916) 445-4191

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	[ ] Approved as Submitted [X] Approved as Modified [ ] Disapproved/ Withdrawn	99,15Z	4/9/99

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTIONS AFFECTED

ADOPT: 3394.1, 3394.2, 3394.3, 3394.4, 3394.5

AMEND: - 3340.1

TITLE(S): 16

REPEAL:

2. TYPE OF FILING

[ ] Regular Rulemaking (Gov. Code, § 11346) [ ] Resubmittal [ ] Emergency (Gov. Code, § 11346.1(b)) [ ] Resubmittal of disapproved or withdrawn emergency filing

[X] Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

[ ] Print Only [ ] Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) [ ] Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 46)

October 13, 1999 through October 28, 1999

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

[ ] Effective 30th day after filing with Secretary of State [X] Effective on filing with Secretary of State [ ] Effective other (Specify)

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

[ ] Department of Finance (Form STD. 399) [ ] Fair Political Practices Commission [ ] State Fire Marshal

[ ] Other (Specify)

6. CONTACT PERSON	TELEPHONE NUMBER
Francine Aguirre, Regulations Coordinator; Bob Miller, Senior Staff Counsel	322-9655; 445-4216

7.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Kathleen Hamilton	11-17-99

TYPED NAME AND TITLE OF SIGNATORY: KATHLEEN HAMILTON, Director, Department of Consumer Affairs

State of California
Department of Consumer Affairs
Bureau of Automotive Repair

SMOG CHECK VEHICLE RETIREMENT PROGRAM

FINAL TEXT TO REGULATIONS

CALIFORNIA CODE OF REGULATIONS
TITLE 16 – PROFESSIONAL AND VOCATIONAL REGULATIONS
DIVISION 33 – BUREAU OF AUTOMOTIVE REPAIR
CHAPTER 1 – AUTOMOTIVE REPAIR DEALERS AND OFFICIAL STATIONS AND ADJUSTERS
ARTICLE 5.5 – MOTOR VEHICLE INSPECTION PROGRAM
ARTICLE 11 – SMOG CHECK VEHICLE RETIREMENT PROGRAM

Department of Consumer Affairs
Bureau of Automotive Repair
Smog Check Vehicle Retirement Program

LEGEND
Additions: Underlined
Deletions: Strikeout

The Bureau of Automotive Repair hereby amends the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Title 16.	Professional and Vocational Regulations
Division 33.	Bureau of Automotive Repair
Chapter 1.	Automotive Repair Dealers ad Official Stations and Adjusters
Article 5.5	Motor Vehicle Inspection Program
Article 11.	Smog Check Vehicle Retirement Program (VRP)

(1) Adopt subsections (ad – ag) of section 3340.1. to read as follows:

Section 3340.1. Definitions.

(ad) "Smog Check Vehicle Retirement Program (VRP)" means a specific program which issues ~~cash~~ payments to encourage ~~a~~ registered vehicle owners to voluntarily retire ~~their vehicle~~ from service ~~earlier than expected~~ their high-polluting vehicle when it does not meet or comply with emissions standards as determined during a biennial smog check inspection.

(ae) "Dismantler means ~~a person or business which is BAR approved and has a contract with BAR to dismantle or otherwise remove~~ an automobile dismantler as defined in Section 20 of the Vehicle Code and licensed pursuant to Section 11500 of the Vehicle Code, who has contracted with the Bureau to retire vehicles from service.

(af) "~~Revivable~~ Nonrevivable Junk ~~Receipt~~ Slip" ~~is~~ means a receipt ~~issued~~ showing proof that the vehicle is recorded and titled as 'junked' by the Department of Motor Vehicles. This junk ~~receipt~~ slip is a requirement for the participating consumer in the Smog Check Vehicle Retirement Program. State-contracted dismantlers shall obtain a "Nonrevivable" Junk Slip from the Department of Motor Vehicles for eligible VRP participants. ~~This receipt must be obtained by the registered owner or their agent, for their registered vehicle.~~

(ag) "Vehicle Inspection Report (VIR)" ~~is a copy of the~~ means a smog check inspection report ~~printed~~ from ~~the BAR-90 (TAS) or BAR-97 (EIS)~~ an official smog check test that is printed from a test analyzer system and given to the registered vehicle owner(s) or ~~his/her agent~~ their legal representative.

Note: Authority cited: Sections ~~44002 and~~ 44001.5 and 44002, Health and Safety Code; and Section 9882, Business and Professions Code.

Reference: Sections 44001.3, 44003, 44005, 44014, 44014.2, 44014.5, 44015, 44031.5, 44033, 44036, 44037, ~~and~~ 44045.5, 44090, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code; and Section 11505, Government Code.

(2) Adopt new Article 11 to read as follows:

Article 11. SMOG CHECK VEHICLE RTIREMENT PROGRAM (VRP)

(3) Adopt section 3394.1. to read as follows:

Section 3394.1. Purpose of the Smog Check Vehicle Retirement Program (VRP).

The ~~VRP is a program designed to offer a registered vehicle owner in this state~~ purpose of the Smog Check Vehicle Retirement Program (VRP) is to improve California air quality and allow the state to meet federal clean air requirements by offering vehicle owners, who meet the eligibility requirements of Section 3394.4., the option of voluntarily retiring a registered, operable, on-road motor vehicle ~~including passenger cars and light- to medium-duty trucks with a manufacturer's gross vehicle weight rating of 8,500 pounds or less.~~ when it does not meet or comply with emissions standards as determined during a biennial smog check inspection. ~~A VRP vehicle shall have failed a biennial smog check inspection within the last 90 days.~~

Note: Authority cited: Sections 44001.3, 44001.5, ~~and~~ 44002 and 44091 Health and Safety Code.

Reference: Sections 44090, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

(4) Adopt section 3394.2. to read as follows:

Section 3394.2. ~~VRP~~ Vehicle Retirement Program Administration.

The VRP shall be administered ~~pursuant to contracts by the department~~ by the Bureau of Automotive Repair through contracts with ~~automotive~~ dismantlers ~~licensed by the Department of Motor Vehicles~~.

Note: Authority cited: Sections 44001.3, 44001.5 and 44002, Health and Safety Code.

Reference: Sections 44090, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

(5) Adopt section 3394.3. to read as follows:

Section 3394.3. Voluntary Sale of a Vehicle.

A vehicle determined to be eligible for the VRP ~~pursuant to Section 3394.3.~~ may be voluntarily sold by the ~~eligible~~ registered vehicle owner(s) or their legal representative to the ~~department~~ Bureau for Four Hundred Fifty dollars ($450.00).

Note: Authority cited: Sections 44001.3, 44001.5, and 44002, Health and Safety Code.

Reference: Sections 44037.1, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

(6) Adopt section 3394.4. to read as follows:

Section 3394.4. Vehicle Retirement Program (VRP) Eligibility Requirements.

(a) ~~A registered~~ In order to participate in the VRP, a vehicle owner ~~shall file a Smog Check VRP Application (VRP/APP-001 (12/98)). A registered vehicle owner shall~~ must meet all of the following ~~basic eligibility~~ requirements:

(1) possess a current and valid California Drivers License or California Identification Card;

(2) hold clear title to ~~the~~ a vehicle that meets the requirements of subsection (b); and,

~~(2) obtain and submit to the department a Revivable Junk Receipt;~~

~~(4)~~(3) submit a completed Smog Check VRP ~~A~~application; and, (VRP/APP 002(10/99)) with original signature(s).

~~(5) pass a visual and operational inspection performed by a representative of the department.~~

~~(d)~~(b) The Bureau shall not purchase any vehicle under the VRP Program unless it is: ~~A vehicle owner who meets all of the other program eligibility requirements specified in this article shall qualify for the VRP if his/her registered vehicle is:~~

(1) a passenger car or light- to medium-duty truck with a manufacturer's gross vehicle weight of 8,500 pounds or less;

(2) a vehicle, with no modified, missing, or disconnected emission components, that ~~failing~~ does not comply with emission standards during a biennial Smog Check inspection prior to the expiration of the registration and the completed application is postmarked not more than ninety (90) days after expiration of registration, ~~from the date the department receives the completed application~~ except as provided in ~~subsection (e) below or sub~~section 3394.5.~~(a)(1), or a vehicle which has failed its last smog check inspection and has a valid economic hardship extension or repair cost waiver in effect~~;

(3) ~~a vehicle~~ currently registered with the California Department of Motor Vehicles (DMV) as an operable vehicle and ~~must have~~ has been registered as an operable vehicle for the past twenty-four (24) consecutive months immediately prior to the qualifying failed biennial ~~s~~Smog ~~e~~Check inspection, except as provided in section 3394.5; and,

(4) a vehicle which passes the ~~department's~~ Bureau's "visual" and "operational" inspection as follows:

A) The ~~department's~~ Bureau's "visual" inspection means the vehicle must have:

1) all doors present with at least one door able to be opened and closed without the use of ropes, wires, tape, or other assistance;

2) the hood lid present, although it may be held down with the use of ropes, wires, tape, or other assistance;

3) the dashboard present, although it may not be completely intact;

4) the windshield present ~~and~~ without cracks or holes in the driver's field of vision;

5) at least one side window glass ~~is~~ present, although the rear window may be missing;

6) the driver's seat present;

7) at least one vehicle bumper present;

8) the interior pedals operational;

9) the exhaust system present;

10) the quarter panels present;

11) at least one head, one tail, and one brake light present; and,

12) the ~~B~~brakes operational.

B) The ~~department's~~ Bureau's "operational" inspection means:

1) the vehicle must not have any damage which adversely affects the vehicle's driveability, although unobstructive, minor damage to the body, steering, or suspension may be present;

~~1)~~ 2) the vehicle's engine must start readily through ordinary means without the use of starting fluids or external booster batteries;

~~2)~~ 3) the vehicle must be able to drive forward and in reverse for a minimum distance of ten yards in both directions; and,

~~3)~~ 4) the vehicle must be driven to the inspection site under its own power~~; and~~,.

~~4) damage to body, steering or suspension may be present but does not adversely affect the vehicle's driveability.~~

~~(b)~~(c) A registered vehicle owner may not sell more than one (1) vehicle to the VRP in a twelve (12) month period.

~~(c)~~(d) A vehicle owner who is a joint owner of ~~the~~ a vehicle may not sell more than two (2) ~~of his/her~~ vehicles to the VRP in a twelve (12) month period.

~~(e) if the vehicle failed a Smog Check inspection between June 8, 1998 and November 2, 1998, then section 3394.4(d)(2) does not apply.~~

Note: Authority cited: Sections 44001.3, 44001.5, and 44002, Health and Safety Code.

Reference: Sections 44037.1, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code. Section 20, Title 1, Chapter 1, Article 2, California Code of Regulations.

(7) Adopt section 3394.5. to read as follows:

Section 3394.5 Vehicle Retirement Program Exceptions ~~for Rejection~~.

~~(a) The department may allow an exception for a vehicle that failed its Smog Check inspection between June 8, 1998, and November 2, 1998, if, because of the failure the vehicle has been registered as a non-operational vehicle. This provision shall sunset on June 8, 1999.~~

The Bureau will allow an eligibility exception for a vehicle that failed its biennial Smog Check inspection, if any of the following apply:

(a) the vehicle was registered as a non-operational vehicle between the date that it failed its biennial smog check inspection and not to exceed ninety (90) days from the expiration date of the registration; or

(b) the last failed biennial smog check inspection is more than ninety (90) days old, and the vehicle has a valid Economic Hardship Extension, Repair Cost Waiver, Temporary Operating Permit or other DMV form indicating the vehicle is registered.

Note: Authority cited: Sections 44001.3, 44001.5 and 44002, Health and Safety Code.

Reference: Sections 44037.1, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:	
AUTOMOTIVE REPAIR	NOTICE OF APPROVAL OF REGULATORY ACTION
REGULATORY ACTION: Title 16 California Code of Regulations Amend 3340.16	(Gov. Code, Sec. 11349.3)
	OAL File No. 99-0310-01 C

SUMMARY OF REGULATORY ACTION

This Certificate of Compliance requires test-only smog stations to test for gas cap leakage. (Previous OAL file #98-1104-04)

OFFICE OF ADMINISTRATIVE LAW DECISION

OAL approves this regulatory action.

REASON FOR DECISION

This regulatory action meets all applicable legal requirements.

Comments:

DATE: 04/21/99

KATHLEEN EDDY
STAFF COUNSEL

for: CHARLENE G. MATHIAS
DEPUTY DIRECTOR

Original: Kathleen Hamilton, Director
cc: Wayne Brumett

State of California Office of Administrative Law

Memorandum

To: Agency Regulation Coordinator

Date :04/27/99

File # :99-0310-01C

Phone :323-6225

From: OAL Front Counter

Subject: **RETURN OF APPROVED RULEMAKING MATERIALS**

OAL hereby returns this approved rulemaking file your agency submitted for our review.

Included with this approved file is a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State.

The effective date of an approved file is specified on the Form 400 (see item B.4) Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code Section 11347.3(e) further provides that "...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking record at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE

NOTICE PUBLICATION/REGULATIONS SUBMISSION

CERT

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 3-92) FMC

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z98-1204-02	99-0310-01C	98-1104-04E	98-1104-04E

For use by Office of Administrative Law (OAL) only

APR 21 1999

99 MAR 10 AM 11:39

OFFICE OF ADMINISTRATIVE LAW

NOTICE REGULATIONS

99 APR 21 PM 3:37

Bill Jones
BILL JONES
SECRETARY OF STATE

AGENCY

Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER (If any)

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Smog Station Test Equipment	16	3340.16	12/18/98

3. NOTICE TYPE
☐ Notice re Proposed Regulatory Action ☐ Other

4. AGENCY CONTACT PERSON — TELEPHONE NUMBER

OAL USE ONLY — ACTION ON PROPOSED NOTICE: ☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn

NOTICE REGISTER NUMBER: 98#51-Z PUBLICATION DATE: 12-18-98

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTIONS AFFECTED — ADOPT: ; AMEND: 3340.16 ; REPEAL:

TITLE(S):

2. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Emergency (Gov. Code, § 11346.1(b)) ☐ Resubmittal of disapproved or withdrawn emergency filing

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.4 - 11346.8 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

3. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

N/A

4. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code § 11346.2)

☐ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☒ Effective other (Specify) July 1, 1999

5. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

6. CONTACT PERSON: Wayne Brumett — TELEPHONE NUMBER: (916) 255-1391

7. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE: for Derry Knight, Deputy Director — DATE: 3/10/99

TYPED NAME AND TITLE OF SIGNATORY: DERRY L. KNIGHT, Deputy Director, Department of Consumer Affairs

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

Division 33. Bureau of Automotive Repair

Chapter 1. Automotive Repair Dealers and Official Stations and Adjusters

Article 5.5. Motor Vehicle Inspection Program

(1) Adopt subsection (a)(9) of section 3340.16 to read as follows:

3340.16. Test-Only Station Requirements.

(a) Basic Area. A smog check test-only station operating in a basic area shall have all testing equipment and emission application and reference manuals necessary to test and/or inspect all affected vehicles, including the following:

* * *

(9) An evaporative emission control inspection system that meets subsections (a) through (h) and (j) of section 2.8 of the emissions inspection system specifications referenced in section 3340.16.7(b).

* * *

NOTE: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 44012, 44013, 44014.5, and 44015, Health and Safety Code.

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

In re: **BUREAU OF AUTOMOTIVE REPAIR** **REGULATORY ACTION:** **Title 16, California Code of Regulations** **Amend sections 3340.16, 3340.16.5, 3340.22.1, 3340.22.2, 3340.28, 3340.29, 3340.32, 3340.33, 3340.41**	**NOTICE OF APPROVAL OF REGULATORY ACTION** **Government Code Section 11349.3** **OAL File No. 01-0130-05 SR**

This filing is a resubmittal of a regulatory action which revises existing regulations on the requirements for smog check stations, technicians, training institutions and instructors.

OAL approves this regulatory action as meeting all applicable legal requirements

DATE: 02/01/01

CRAIG S. TARPENNING
Senior Staff Counsel

for: DAVID B. JUDSON
Deputy Director/Chief Counsel

Original : Russ Heimerich, Public Relations Officer
cc: Yvette Johnson

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: Yvette Johnson

Date: 03/01/01

File# 01-0130-05 SR

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

RESUBMITTAL

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

STD. 400 (REV. 4-99)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF
2001 FEB -1 PM 4:00
BILL JONES
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 00-0124-05	01-0130-05R	

For use by Office of Administrative Law (OAL) only

ENDORSED
APPROVED FOR FILING
AND PUBLICATION
FEB - 1 2001
Office of Administrative Law

NOTICE

2001 JAN 30 PM 3:17
OFFICE OF
ADMINISTRATIVE LAW

REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs/Bureau of Automotive Repair

AGENCY FILE NUMBER (If any)

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Smog Check Stations, Technicians and Training Institutions	

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	ADOPT	
	AMEND	3340.16, 3340.16.5, 3340.22.1, 3340.22.2, 3340.28,3340.29,3340.32,3340.33,3340.41
TITLE(S) 16	REPEAL	

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☑ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)
July 24, 2000 - August 11, 2000 and December 27, 2000 - January 11, 2001

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))
☐ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☑ Effective other (Specify) February 1, 2001

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal
☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Yvette Johnson	(916) 255-1099	(916) 255-1369	

8. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE: Denise Brown — DATE: 1-30-01

TYPED NAME AND TITLE OF SIGNATORY: DENISE BROWN, Chief Deputy Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

1. Amend Section 3340.16 to read as follows:

§3340.16. Test Only Station Requirements.

(a) Basic Area. A smog check test-only station operating in a basic area shall have all testing equipment and emission application and reference manuals necessary to test and/or inspect all affected vehicles, including the following:

(1) Test analyzer system in accordance with the bureau's test analyzer system specifications referenced in section 3340.16.7 (a) of this article.

(2) Ignition timing light, which measures ignition advance.

(3) Hand vacuum pump and a vacuum gauge.

(4) Basic hand tools necessary to inspect vehicle ignition, fuel delivery, and emission control systems.

(5) A device capable of retrieving trouble codes from vehicles with on-board computers, along with instructions on how to extract codes, and definitions of codes found.

(6) Fuel fillpipe restrictor dowel gauge meeting the following specifications:

(A) Made of a non-sparking material meeting the standard for hardness of aluminum alloy No. 5052 as defined in Volume 02.02 of section 2 of the 1986 Annual Book of Standards published by the American Society for Testing and Materials;

(B) Having a radiused test portion;

(C) Having a test portion diameter not less than 0.9375 inches nor more than 0.950 inches;

(D) Having an overall length not less than 5 inches nor more than 12 inches;

(E) Having a handle no less than 1.25 inches in diameter, and no less than 4 inches in length;; and

(F) Constructed of solid bar stock or tubing with a minimum wall thickness of 3/16 of an inch.

(7) The most currently available emission control system application information as contained in any of the nationally distributed and periodically updated manuals that address emission control systems applications; vacuum routing diagrams for all vehicles being tested; electronic component location manuals; and specifications for those functional tests currently prescribed by the bureau.

(8) The most currently available bureau manuals and bulletins.

(9) An evaporative emission control inspection system that meets subsections (a) through (h) and (j) of section 2.8 of the emissions inspection system specifications referenced in section 3340.16.7(b).

(b) Enhanced Area. A smog check test-only station operating in an enhanced area shall have all of the equipment and materials specified by and conform to the requirements of subsection (a) above, except for subsections (a)(1) and (a)(5), and an emissions inspection system in accordance with the bureau's Emissions Inspection System Specifications referenced in section 3340.16.7 (b) of this article. A smog check test-only station operating in an enhanced area shall have a tire pressure gauge capable of accurately measuring tire pressure at the specification for the vehicles being tested and inspected using the loaded mode test procedure.

(c) A smog check test-only station shall post conspicuously, in an area frequented by consumers, a notice to the effect that the station is licensed to test vehicles only, and cannot make any required diagnosis or repairs to a vehicle which has failed a smog check test.

(d) Repairs. A smog check test-only station shall not engage in any automotive repair work.

(e) Referral to Providers of Motor Vehicle Repairs. No smog check test-only station may refer a vehicle owner to a particular provider of motor vehicle repair services for emissions related repairs. The test-only station shall make available to each customer a list prepared by the bureau of all smog check stations in that region licensed to make repairs of vehicular emission control systems, which shall include licensed stations certified under the Gold Shield program.

(f) A smog check test-only station shall not have ownership in, corporate interest in, nor any financial interest in a smog check test-and-repair station within a geographical radius of 50 statute miles of the test-only station.

Note: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 44012, 44013, 44014.5 and 44015, Health and Safety Code.

2. Amend Section 3340.16.5 to read as follows:

§3340.16.5. Test-and-Repair Station Requirements.

(a) Basic Area. A smog check test-and-repair station operating in a basic area shall have the equipment and materials specified by, and conform to the requirements of, section 3340.16 (a) of this article and, in addition, shall have engine diagnostic equipment and repair tools that are capable of diagnosing and repairing engine ignition systems, fuel systems, emission control systems, computer engine control systems, and other related components for each vehicle type that the station works on including the following:

(1) Ignition analyzer/oscilloscope.

(2) Compression tester.

(3) Tachometer/dwell meter.

(4) Fuel pressure gauge capable of measuring the higher pressures of fuel- injected vehicles.

(5) Propane enrichment kit.

(6) Ammeter capable of measuring amps and milliamps.

(7) High impedance digital volt/ohmmeter.

(8) Hand tools necessary to adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(9) Diagnostic and repair information for all vehicles being tested and repaired. Such information may be in printed or electronic form and may be nationally distributed and periodically updated references that contain repair and emission procedures. These references must be up to date and include current model year supplements for automobile emission control systems. Electronic references shall be provided in printed form upon request from the bureau.

(10) The most currently available bureau test and repair manuals.

(11) Automotive computer diagnostic and repair manuals.

(12) Electronic component location manuals.

(13) A device capable of retrieving trouble codes from vehicles with on-board computers, along with instructions on how to extract codes, and definitions of codes. This device shall have the ability to display and store data streams from the on-board computer systems of vehicles. The device shall be On-Board Diagnostic II compliant, and shall have the Enhanced E/E Diagnostic Test Modes capabilities as noted in the Society of Automotive Engineers' document number J2190 dated June 1993. Diagnostic data modules required to operate the device shall be kept updated to the current available calendar year.

(b) Enhanced Area. A smog check test-and-repair station operating in an enhanced area shall have:

(1) The equipment and materials specified by, and conform to the requirements of, subsection (a) of this section, an emissions inspection system in accordance with the bureau's Emissions Inspection System Specifications referenced in section 3340.16.7(b) of this article.

(2) An electronic device capable of graphically displaying any electrical or electronic signal used by an automotive computer system. The device shall have the capability of displaying the electrical or electronic signal using a voltage and time scale that is adjustable. The device shall have the capability of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or screen refresh rate.

(3) A tire pressure gauge capable of accurately measuring tire pressure at the specification for the vehicles being tested and inspected using the loaded mode test procedure.

(c) A smog check test-and-repair station which has accepted a vehicle for inspection shall disclose both orally and in writing before the initial inspection of the vehicle if the vehicle is potentially affected by any of the following conditions:

(1) The station does not have adequate equipment, personnel, tools or reference materials to repair the vehicle, should the vehicle fail its inspection; or

(2) The station, as a matter of policy, does not repair certain types, makes or models of vehicles; or

(3) The station, as a matter of policy, does not repair certain types of vehicle inspection failures.

Such written disclosure shall be made on the written estimate provided pursuant to section 9884.9 of the Business and Professions Code.

(d) A smog check test-and-repair station shall not have ownership in, corporate interest in, nor any financial interest in a smog check test-only station within a geographical radius of 50 statute miles of the test-and-repair station.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44012 and 44036(b), Health and Safety Code.

3. Amend Section 3340.22.1 to read as follows:

§3340.22.1. Smog Check Station Service Signs

(a) Separate sign requirements shall apply to the following types of stations which provide smog check program services:

(1) Smog check test-only stations.

(2) Smog check stations which only inspect and/or repair heavy-duty vehicles.

(3) Smog check stations which do not inspect and/or repair heavy-duty vehicles.

~~(4) Smog check station - basic area.~~

~~(5) Smog check station - enhanced area.~~

(b) The service signs required by subdivision (a) shall be made of 0.040 aluminum or steel stock and shall be 24 inches wide and 8 inches high. Camera-ready design and content of required signs are available from the bureau upon request.

(c) Service signs shall be securely attached to the bottom of or immediately below the smog check station signs required by section 3340.22 of this article. Attachment shall be by ring, hook, bracket, or similar device.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44033(a) and 44045.5, Health and Safety Code.

4. Amend Section 3340.22.2 to read as follows:

§3340.22.2. Smog Check Station Repair Cost Limit Sign

(a) The sign required by Section 44017.3 of the Health and Safety Code shall be provided by the bureau and shall have the following dimensions and specifications:

(1) Sign shall be 22 inches wide and 16 inches ~~long~~ high.

(2) Sign shall be in black typeface on white background.

(3) Sign wording and point size shall be as supplied by the bureau.

(4) Typeface shall be ~~b~~Bookman.

(b) If a sign no longer meets the outlined specifications or is no longer readily legible, it will be replaced by the bureau.

Note: Authority cited: Sections 44002 and 44017.3, Health and Safety Code. Reference: Section 44017.3, Health and Safety Code.

5. Amend Section 3340.28 to read as follows:

§3340.28. Licenses and Qualifications for Technicians.

(a) There are the following technician licenses in the Smog Check Program:

~~(1) Class U Technician. The Class U Technician license allows an individual to test, inspect, adjust, diagnose, repair and certify the emissions control systems on all vehicles subject to the smog check program. The Class U Technician license is being phased out of the Smog Check Program. An initial Class U Technician license will not be issued and current Class U Technician licenses are not renewable.~~

~~(2)~~ (1) Intern Technician. The Intern Technician license allows an individual, under the direction of a supervising licensed Smog Check technician, to perform repairs or adjustments to the emissions control systems on failed vehicles subject to the smog check program at smog check stations in all areas of the state. The Intern Technician license expires in two years, is nonrenewable and shall be issued to an individual only once.

~~(3)~~ (2) Basic Area Technician. The Basic Area Technician license allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the smog check program at smog check stations in areas of the state designated as basic vehicle inspection and maintenance program areas. The Basic Area Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

~~(4)~~ (3) Advanced Emission Specialist Technician. The Advanced Emission Specialist Technician license allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the smog check program at smog check stations in all areas of the state. The Advanced Emission Specialist Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(b) Qualifications. The qualifications to take an examination for technician licenses are as follows:

(1) Intern Technician License. The Intern Technician license does not require an examination. To qualify for the Intern Technician license, the applicant must provide satisfactory evidence of successful completion within the last twelve months of the bureau's Basic ~~or Advanced~~ Clean Air Car Course. The qualification to take the Basic ~~or Advanced~~ Clean Air Car Course is:

~~(A)~~ One year of automotive experience or equivalent automotive training courses in the engine performance area~~, or~~ as determined by the bureau certified course instructor.

~~(B) Completion of nine semester units, or 13 quarter units, or 180 hours of engine performance related automotive training courses from a state accredited or recognized college, public school, or trade school, or~~

~~(C) Six months of automotive experience in the engine performance area, and 5 semester units, or 7 quarter units, or 90 hours of engine performance related automotive training courses from a state accredited or recognized college, public school, or trade school, or~~

~~(D) Possession of an Associate of Arts or Associate of Science degree in Automotive Technology from a state accredited or recognized college, public school, or trade school, or~~

~~(E) Possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school. Coursework must be a minimum of 360 hours in the engine performance area.~~

(2) Basic Area Technician License. The Basic Area Technician license requires an

examination. The qualifications to take the examination for the Basic Area Technician license are:

(A) Education and Experience. The applicant must provide satisfactory evidence of:

~~1. four years of verifiable experience in the vehicle engine performance area, or~~

~~2.~~ 1. possession of a valid and unexpired Intern Technician License and one year of experience ~~in the vehicle engine performance area completed after obtaining the~~ as a licensed Intern Technician ~~License,~~; or

~~3.~~ 2. possession of an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school, or trade school, and the successful completion within the last twelve months of the bureau's Basic ~~or Advanced~~ Clean Air Car Course~~,~~; or

~~4.~~ 3. possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area, and the successful completion within the last twelve months of the bureau's Basic ~~or Advanced~~ Clean Air Car Course~~,~~; or

~~5.~~ 4. possession of a valid and unexpired Basic Area or Advanced Emission Specialist smog check technician's license ~~other than an Intern Technician License.~~; or

5. successful completion within the last twelve months of the bureau's Basic Clean Air Car Course. The qualifications to take the Basic Clean Air Car Course (for those not possessing a degree or certificate as provided in subsection (b)(2)(A) 2. and (b)(2)(A) 3.) are one year of automotive experience or equivalent automotive training courses in the engine performance area, as determined by the bureau certified course instructor.

(B) Certification.

1. The applicant must provide satisfactory evidence of unexpired certification in the categories of Electrical/Electronic Systems (A6), ~~and~~ Engine Performance (A8), and Advanced Engine Performance Specialist (L1). The Advanced Engine Performance Specialist (L1) certification requirement shall become effective on January 1, 2002. Certification may be from the National Institute for Automotive Service Excellence, or ~~from~~

2. The applicant must provide satisfactory evidence of completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code. The training program must have been completed within the last five years.

(C) Update Training. An applicant for an initial license or renewal of a license must provide satisfactory evidence of successful completion of a bureau certified update training course. Update training courses provide training on new automotive technology that affects emission testing and/or repairs. Update need not exceed 20 hours. Technicians may take a challenge test in lieu of taking the course, at the bureau's discretion. Technicians who elect to take the challenge test shall take it at a bureau certified training institution that is certified to provide that update training course. Information regarding update-training courses will be available through a bureau toll free telephone number, published in the technician license renewal notice.

(3) Advanced Emission Specialist Technician License. The Advanced Emission Specialist Technician license requires an examination. The qualifications to take the examination for the

Advanced Emission Specialist Technician license are:

(A) Education and Experience. The applicant must provide satisfactory evidence of:

~~1. four years of verifiable experience in the vehicle engine performance area, or~~

~~2.~~ 1. successful completion within the last twelve months of the bureau's Advanced Clean Air Car Course, possession of a valid and unexpired Intern Technician license, and one year of experience ~~in the vehicle engine performance area completed after obtaining the~~ as a licensed Intern Technician ~~License,~~; or

~~3.~~ 2. successful completion within the last twelve months of the bureau's Basic and Advanced Clean Air Car Course and possession of an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school or trade school~~,~~; or

~~4.~~ 3. successful completion within the last twelve months of the bureau's Basic and Advanced Clean Air Car Course and possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area~~,~~; or

~~5.~~ 4. possession of valid and unexpired Basic Area Technician License ~~smog check technician's license other than an Intern Technician license.~~, and successful completion of the Advanced Clean Air Car Course within the last twelve months; or

5. possession of a valid and unexpired Advanced Emission Specialist Technician License; or

6. Successful completion within the last twelve months of the bureau's Basic and Advanced Clean Air Car Courses. An applicant not possessing a degree or certificate as provided in subsection (b)(3)(A)2. and (b)(3)(A)3. may qualify to take the Basic Clean Air Car Course by demonstrating one year of automotive experience or equivalent automotive training courses in the engine performance area, as determined by a bureau certified instructor. The applicant may qualify to take the Advanced Clean Air Car Course by successful completion of the Basic Clean Air Car Course within the last twelve months.

(B) Certification.

1. The applicant must provide satisfactory evidence of certification in the categories of Electrical/Electronic Systems (A6), Engine Performance (A8) and Advanced Engine Performance Specialist (L1). Certification may be from the National Institute for Automotive Service Excellence, or ~~from~~

2. The applicant must provide satisfactory evidence of completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code. The training program must have been completed within the last five years.

(C) Update Training. An applicant for an initial license or renewal of a license must provide satisfactory evidence of successful completion of a bureau certified update training course. Update training courses provide training on new automotive technology that affects emission testing and/or repairs. Update need not exceed 20 hours. Technicians may take a challenge test in lieu of taking the course, at the bureau's discretion. Technicians who elect to take the challenge test shall take it at a bureau certified training institution that is certified to provide that update training course. Information regarding update-training courses will be available through a bureau toll free telephone number, published in the technician license renewal notice.

(4) Optional Endorsement for Gaseous Fuels. An optional endorsement to test and

repair vehicles powered by gaseous fuels, either solely or in combination with gasoline, is available for the Basic Area Technician and Advanced Emission Specialist Technician licenses.

(A) An individual wishing to have his/her license endorsed to test and repair vehicles powered by gaseous fuels, either solely or in combination with gasoline, must submit satisfactory evidence of certification in the certification category of Light Vehicle Compressed Natural Gas (F1). Certification may be from the National Institute for Automotive Service Excellence or from completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

(B) The endorsement for gaseous fuels shall be accomplished pursuant to the requirements of subsection (d) of section 3340.29 of this Article.

Note: Authority cited: Sections 44002 and 44014, Health and Safety Code. Reference: Section 44014, 44031.5(e) and 44045.5, Health and Safety Code.

6. Amend Section 3340.29 to read as follows:

§3340.29. Licensing of Technicians.

(a) Application and Fee. An applicant for a license as a technician shall submit an application with appropriate documents to the bureau on form T-6 (~~6-96~~ 10-99), "Application for Smog Check Technician License," together with an application fee of $20.00. An application shall be rejected, and the fee shall not be refunded, if the applicant fails to include all required documentation, or complete all questions regarding the applicant's background, or otherwise fails to submit a complete original application. The applicant shall submit a new application with appropriate documents and an application fee of $20.00 when an application has been rejected for failure to file a complete application.

(b) Examination and Fee. An applicant for a technician license shall be subject to the following requirements:

(1) An applicant for a technician license shall pay a $65 examination fee and successfully complete the appropriate technician examination in order to receive a technician's license.

(2) An applicant that receives a notice of qualification to take an examination, pursuant to section 3303.2 of this Article, shall take the appropriate technician examination within 90 days of receipt of notification of qualification to take the examination, or shall again submit an application to the bureau, pay an application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination.

(3) A qualified applicant who fails an examination may take another examination and shall again submit an application to the bureau, pay an application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination.

(c) Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2 of Article 1 of this Chapter.

(d) Endorsement of License for Gaseous Fuels. A technician license, except for the Intern Technician license, shall be endorsed for gaseous fuels as follows:

(1) An individual submitting an application for an initial technician license or renewal of a technician license, may have the license endorsed for gaseous fuels by requesting the endorsement on the application and providing proof of qualification pursuant to subsection (b)(4) of section 3340.28.

(2) An individual may have an existing license endorsed for gaseous fuels by submitting a letter to the bureau requesting the endorsement be added to his/her existing license, and providing proof of qualification pursuant to subsection (b)(4) of section 3340.28.

(e) Expiration of License. A technician's license shall expire ~~at the end~~ on the last day of the month in which the second birthday of the technician occurs after the date of issuance of the license. Initial license expiration dates are calculated from the date the department is notified that an applicant has passed the licensing examination. Once a license has been issued that expires in the birth month, ~~all~~ subsequent renewal licenses will expire ~~at the end~~ on the last day of the birth month, two years later. Withholding a license for enforcement purposes, or issuance of a temporary license due to family support obligations, does not change the expiration date as calculated above.

(f) Renewal of Technician License. To renew a license, the technician shall submit a ~~timely and~~ complete application with the appropriate documents to the bureau prior to the expiration date on the current license on form T-6 (~~6-96~~ 10-99), "Application for Smog Check Technician License," pay ~~an~~ a renewal application fee of $20, pay a $65 examination fee, and successfully complete the appropriate technician examination. ~~A delinquency fee of $25 shall be assessed if the application is submitted after the license has expired.~~

~~A technician holding a Class U Technician license that expires after December 31, 1995, may not apply for renewal of that license. The technician shall apply for a Basic Area Technician or Advanced Emissions Specialist Technician license on or before the expiration of the Class U license.~~

Note: Authority cited: Sections 44002, 44013(b), 44016, 44031.5 and 44034, Health and Safety Code; and Section 163.5, Business and Professions Code. Reference: Sections 44012, 44014, 44015(a) and (b), 44030(a), 44031.5, 44032, 44034, 44034.1, 44035, 44045.5 and 44045.6, Health and Safety Code.

7. Amend Section 3340.32 to read as follows:

§3340.32. Standards for the Certification of Institutions Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians.

(a) An institution providing prerequisite training under subdivisions (a) and (b) of Section 44045.6 of the Health and Safety Code to those seeking to become licensed technicians, or providing retraining to licensed technicians cited under the provisions of subdivision (c) of Section 44045.6 of the Health and Safety Code, or providing retraining to licensed technicians cited under the provisions of subdivision (b) of Section 44050 of the Health and Safety Code, or providing retraining to licensed technicians under the provisions of subdivision (b) of Section 44031.5 of the Health and Safety Code must be certified by the bureau prior to providing such training or retraining.

(b) Training Courses. A school may be certified to instruct one or more of the following smog technician training courses:

(1) Basic Smog Technician Courses. The Basic Smog Technician courses consist of the Basic Clean Air Car Course, the Citation Retraining Course for Basic Area Technicians, the Bureau Training Program, and the Update Training for Basic Area Technicians.

(2) Advanced Smog Technician Courses. The Advanced Smog Technician courses consist of the Advanced Clean Air Car Course, the BAR 97 Transition Course, the Citation Retraining Course for Advanced Emission Specialist Technicians, the Bureau Training Program, and the Update Training Course for Advanced Emission Specialist Technicians.

(c) Application. To become certified, an institution shall submit an application to the bureau on form TS-1 (~~6-96~~ 10-99), "Application to Become a BAR Certified ~~Educational~~ Training Institution."

(d) Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2 of Article 1 of this Chapter.

(e) Applicants Requirements. An applicant shall meet the following requirements:

(1) General. All institutions wishing to be certified to offer training to qualify an individual for a technician license shall provide satisfactory evidence of:

(A) Approval from the ~~state's Council~~ Department's Bureau for Private Postsecondary and Vocational Education, if applicable. Such approval shall remain current at all times.

(B) Possession of current course materials.

(C) Lecture and shop facilities sufficient to adequately train all participating students.

(D) Instructors certified by the bureau pursuant to section 3340.33 of this article to offer instruction.

(E) Having functional access to a bureau-designated web site and having an electronic mail address where the institution can receive electronic information from, and send electronic information to the bureau.

(2) Equipment, Tools and Materials for Basic Smog Technician Courses. An institution wishing to be certified to offer Basic Smog Technician courses shall have the following tools and materials in quantities sufficient to adequately train all participating students:

(A) A test analyzer system in accordance with the bureau's test analyzer system specifications referenced in section 3340.16.7(a) of this article.

(B) An engine performance analyzer containing an electronic device capable of displaying and printing diagnostic information related to the engine ignition and fuel systems of the vehicle being tested.

(C) A tachometer/dwell meter.

(D) An ignition timing light which measures ignition advance.

(E) A hand vacuum pump, and a vacuum gauge.

(F) An ammeter capable of measuring amps and milliamps.

(G) A digital volt/ohm meter.

(H) A compression tester.

(I) Current emission control service manuals and systems application guides.

(J) Automotive computer diagnostic and repair manuals.

(K) Electronic component location manuals.

(L) Hand tools necessary to inspect, adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(M) Audio-visual equipment sufficient to adequately present the required course material.

(N) A diagnostic device capable of retrieving diagnostic trouble codes, interpreting codes, and displaying and storing data streams from the on-board computer systems of vehicles. Diagnostic data modules required to operate the device shall be kept updated to the current available calendar year. The device shall be On-Board Diagnostic II compliant, and shall have the Enhanced E/E Diagnostic Test Modes capabilities as noted in the Society of Automotive Engineer's document number J2190 dated June 1993.

(O) A fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles.

(P) A propane enrichment kit.

(Q) Fuel fillpipe restrictor dowel gauge meeting the following specifications:

1. Made of a non-sparking material meeting the standard for hardness of aluminum alloy No. 5052 as defined in Volume 02.02 of section 2 of the 1986 Annual Book of Standards published by the American Society for Testing and Materials.;

2. Having a ~~rounded~~ radiused test portion;

3. Having a test portion diameter not less than 0.9375 inches nor more than 0.950 inches;

4. Having an overall length not less than 5 inches nor more than 12 inches;

5. Having a handle no less than 1.25 inches in diameter, and no less than 4 inches in length;; and

6. Constructed of solid bar stock or tubing with a minimum wall thickness of 3/16 of an inch.

(R) The currently available bureau manuals and bulletins.

(S) A minimum of ~~five~~ one operational ~~shop~~ demonstration vehicles, or stationary engine per every four students attending a course ~~listed on the application to the bureau~~, must be available and must be used for demonstration and student laboratory assignments involving ~~of~~ testing, diagnosis and repair procedures. The vehicles or stationary engine must be appropriate to the demonstration or laboratory assignment. ~~must be of the 1982 or newer model year and have different computer controlled engine/emission control configurations.~~ At least one demonstration vehicle must be owned, rented or leased by the institution. ~~A~~ Demonstration vehicles and stationary engines must be fully operational ~~stationary engine~~ with computer-controlled ~~emission control~~ systems. ~~may be substituted for one of the listed vehicles. Changes to the vehicle list must be reported to the bureau in writing within 5 days of such changes.~~

(3) Equipment, Tools and Materials for Advanced Smog Technician Courses. An institution wishing to be certified to offer Advanced Smog Technician courses shall, in addition to the equipment required by subsection (e)(2) of this section, have the following equipment:

(A) An emissions inspection system in accordance with the bureau's emissions inspection system specifications referenced in section 3340.16.7(b) of this article.

(B) An evaporative emission control test system approved by the bureau for use in an enhanced program area.

(C) An electronic device capable of graphically displaying any electrical or electronic signal used by an automotive computer system. The device shall have the capability of displaying the electrical or electronic signal using a voltage and time scale that is adjustable. The device shall have the capability of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or screen refresh rate.

(f) Institutional certification by the bureau shall ~~be for a~~ not exceed one-year ~~period from the date of certification~~. Institutions shall renew their certification electronically using form TS-1 (10-99); "Application To Become A Bureau Certified Training Institution" located at a bureau designated Internet web site.

(g) All institution certified shall:

(1) Maintain adequate lecture and shop facilities, sufficient tools and materials, and current course materials.

(2) Identify in writing to all potential students the level of certification training the institution will provide and any limitations to this training applicable to obtaining a technician license. This written disclosure shall be presented to students no later than their first class meeting.

(3) Provide competent instruction to students, including lab exercises and hands-on work.

(4) Advise prospective students of the automotive mechanical experience and automotive mechanical course-work requirements at the time of application.

(5) Evaluate applications to verify that the applicant meets the applicable qualification requirements specified in subsection (b) of section 3340.28 of this article.

(6) Instruct a maximum of twenty-five students per instructor at any one time.

(7) Allow the bureau or authorized representative reasonable access during normal business hours to training records, equipment and facilities.

(8) Report to the bureau on form TS-5 (~~4-89~~10-99),"Certified Institution's Training Record," the number of students receiving training or retraining courses prescribed by the bureau, the names of those students successfully completing training or retraining courses, and in the case of students taking retraining courses pursuant to section 3340.31 of this article, the names of those failing to complete such retraining courses. Reporting shall be performed electronically using form TS-5 (10-99); "Certified Institution's Training Record" located at a bureau designated Internet web site.

(9) Have available for students the current year editions of all required vehicle reference and repair manuals, in electronic or print media.

(10) Have available for students the current operating instructions for all training aids and automotive test equipment.

(11) Have available for students an adequate number and variety of training aids such as demonstration engines, carburetors, and emission control devices, in order to meet student training needs and to ensure proper understanding of the course content and laboratory assignments.

(h) Pursuant to section 44045.5 of the Health and Safety Code, an institution may be certified to instruct the Bureau Training Program to meet the prerequisite for licensure, as follows:

(1) The institution shall use training materials, course-work, and examinations developed by a bureau-approved publisher.

(2) The institution shall obtain all training materials, course-work, and examinations from a bureau approved publisher. Failure to use training materials, course-work, or examinations developed by a bureau-approved publisher may result in the disapproval of the training program or decertification of the institution.

(3) The institution's administration of examinations shall meet bureau standards, as outlined in the "Bureau Training Program Standards" (3-95), herein incorporated by reference, and meet or exceed all statutory requirements and federal and state standards regarding examination development. Failure to meet bureau standards, as outlined in the "Bureau Training Program Standards" (3-95), and meet or exceed all statutory requirements and federal and state standards regarding examination development, may result in the disapproval of the training program or decertification of the institution.

(4) The institution shall instruct the training program in accordance with the requirements outlined in the "Bureau Training Program Standards" (3-95). Failure to provide instruction that meets the requirements outlined in the "Bureau Training Program Standards" (3-95) may result in the disapproval of the training program or decertification of the institution.

(5) The bureau reserves the right to review and recommend changes to an institution's methods of instruction and/or administration of examinations. Failure to comply with the bureau's recommended changes to an institution's methods of instruction and/or administration of examinations may result in the disapproval of the training program or decertification of the institution.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5(b), 44045.6 and 44050, Health and Safety Code.

8. Amend Section 3340.33 to read as follows:

§3340.33. Standards for the Certification of Basic and Advanced Instructors Providing Retraining to Intern, Basic Area, and Advanced Emission Specialist Licensed Technicians or Prerequisite Training to Those Seeking to Become Intern, Basic Area, or Advanced Emission Specialist Licensed Technicians.

(a) There are the following instructor certification categories in the smog check program:

~~(a)~~ (1) Basic Instructor. An instructor providing Basic smog technician courses, or prerequisite training to those seeking to become Intern, or Basic Area licensed technicians, or providing retraining to Intern, or Basic Area technicians cited under the provisions of subdivision (b) of Section 44050 of the Health and Safety Code, or providing retraining to Intern, or Basic Area licensed technicians under provision of subdivision (b) of Section 44031.5 of the Health and Safety Code, or providing retraining to Intern, or Basic Area licensed technicians under Subdivision (c) of Section 44045.6 of the Health and Safety Code~~,~~. A Basic instructor must have certification from the bureau prior to providing such training or retraining.

(2) Advanced Instructor. An instructor providing Advanced Smog Technician Courses, or prerequisite training to those seeking to become Intern, Basic Area, or Advanced Emission Specialist licensed technicians, or providing retraining to Intern, Basic Area, or Advanced Emission Specialist licensed technicians cited under the

provisions of Subdivision (b) of Section 44050 of the Health and Safety Code, or providing retraining to Intern, Basic Area, or Advanced Emission Specialist licensed technicians under Subdivision (c) of Section 44045.6 of the Health and Safety Code. An Advanced Instructor must have certification from the bureau prior to providing such training or retraining.

~~(b) Application. To become certified, an individual shall submit an application to the bureau on form TS-2 (6-96), "Application To Become a Bureau Certified Instructor."~~

(b) Application.

(1) To become certified as a Basic instructor, an individual shall submit an application to the bureau on form TS-2 (10-99), "Application To Become a Bureau Certified Basic Instructor."

(2) To become certified as an Advanced instructor, an individual shall submit an application to the bureau on form TS-3 (10-99) "Application To Become a Bureau Certified Advanced Instructor."

(c) Initial Application Review. An initial application shall be subject to the review procedures specified in section 3303.2 of Article 1 of this Chapter.

(d) Applicant Criteria. ~~An applicant to be certified as an instructor shall:~~

(1) An applicant to be certified as a Basic Instructor shall:

~~(1)~~ (A) Be licensed by the bureau as an Advanced Emission Specialist Technician ~~or Class U Technician.~~

~~(2)~~ (B) Possess current certification from the National Institute for Automotive Service Excellence in the certification categories of Electrical/Electronic Systems (A6), Engine Performance (A8), and Advanced Engine Performance Specialist (L1).

~~(3)~~ (C) Meet at least one of the following criteria:

~~(A)~~ 1. Possess a current credential recognized by the State Department of Education in the field of automotive technology; or

~~(B)~~ 2. Meet the current California Community College eligibility requirements for a credential in the field of automotive technology; or

~~(C)~~ 3. Possess an automotive-related degree, or credential, or other qualifying experience, which the bureau determines, upon the petition of the applicant, to be substantially equivalent to a California Community College's instructor's qualifications or credential or a credential recognized by the State Department of Education, in the field of automotive technology ~~(~~more specifically described on bureau form TS-2 dated 10-99, "An Application To Become a Bureau Certified Basic Instructor," herein incorporated by reference).

(D) Have functional access to a bureau-designated web site and have an electronic mail address where the instructor can receive electronic information from, and send electronic information to the bureau.

(2) An applicant to be certified as an Advanced Instructor shall:

(A) Be currently certified as a Basic Instructor.

(B) Complete an Advanced Instructor training course prescribed by the bureau. Advanced Instructor training need not exceed 40 hours.

~~(1)~~ 1. An individual submitting an application for initial certification as an instructor or renewal of certification as a instructor, may have the certification endorsed to instruct a gaseous fuels course by requesting the endorsement on the application and providing proof of qualification pursuant to subsection (e) of this section.

~~(2)~~ 2. An individual may have an existing certification endorsed to instruct a gaseous fuels course by submitting a letter to the bureau requesting the endorsement be added to his/her existing certification and providing proof of qualification pursuant to subsection (e) of this section.

(e) Optional Endorsement for Gaseous Fuels. An optional endorsement to instruct a gaseous fuel course is available for a certified instructor with an Advanced Emission Specialist Technician ~~or Class U Technician~~ license endorsed to test and repair vehicles powered by gaseous fuels, either solely or in combination with gasoline.

(f) Instructor certification by the bureau shall ~~be for a~~ not exceed one-year. ~~period from date of certification.~~ Instructors shall renew their certification electronically using a form TS-4 (10-99) "Bureau Certified Instructor Renewal Application" located at a bureau-designated web site.

(g) Certified Basic or Advanced instructors may be required to complete training on new automotive technology, as prescribed by the bureau, in order to instruct update training courses. Failure to successfully complete bureau prescribed training on new automotive technology may result in grounds for decertification or denial of certification, pursuant to section 3340.33.1 of this Article.

(h) Certification Renewal. To renew certification as ~~an~~ a Basic or Advanced instructor, an individual shall be subject again to the requirements of subsections (b), (c), and (d) of this section.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5(b), 44045.6 and 44050, Health and Safety Code.

9. Amend Section 3340.41 to read as follows:

§3340.41. Inspection/Test /Repair Requirements.

(a) A licensed station shall give a copy of the test report printed from the test analyzer system to the customer. The report shall be attached to the customer's invoice.

(b) No person shall enter into the test analyzer system any access or qualification number other than as authorized by the bureau, nor in any way tamper with the test analyzer system.

(c) No person shall enter into the test analyzer system any vehicle identification information or emission control system identification data for any vehicle other than the one being tested. Nor shall any person knowingly enter into the test analyzer system any false information about the vehicle being tested.

(d) The specifications and procedures required by Section 44016 of the Health and Safety Code shall be the vehicle manufacturer's recommended procedures for emission problem diagnosis and repair or the emission diagnosis and repair procedures found in industry-standard reference manuals and periodicals published by nationally recognized repair information providers. Smog check stations and smog check technicians shall, at a minimum, follow the applicable specifications and procedures when diagnosing defects or performing repairs for vehicles that fail a smog check test.

(e) Smog check test-only stations shall not refer a vehicle owner to a particular automotive repair dealer or provider of smog check repair services. Test-only stations shall make available to each customer a list prepared by the bureau of those smog check

stations in that region licensed to make repairs of vehicular emission control systems, which shall include licensed stations certified under the Gold Shield Program. Stations are prohibited from altering or revising the list supplied by the bureau.

Note: Authority cited: Section 44002, 44016 and 44030, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44012, 44016, 44030, 44036(a) and (b), 44050, and 44051.5, Health and Safety Code.

DOUGLAS E. LAUE
Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA - STATE AND CONSUMER SERVICES AGENCY Gray Davis, Governor

State of California Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

10240 SYSTEMS PARKWAY, SACRAMENTO, CA 95827
PHONE: (916) 255-3465

APPLICATION TO BECOME A BUREAU CERTIFIED TRAINING INSTITUTION

Check One:

☐ **New Institution Certification** ☐ **Upgrading from a Basic to Advanced Institution**

☐ **Renewal of Institution Certification** (If renewing, fill in front page only) ☐ **Institute Relocation**

Please Print

Name of Institution:_____

Address of Instructional Facility (no P.O. Boxes):_____

City:_____ County:_____ Zip:_____

Phone Number: (_____)_____ Ext. #:_____

E-Mail Address:_____ School Number: 99_____

Student Information Phone # (class schedule and enrollment information):

(_____)_____ Ext. #:_____

Is this institution a California public educational institution?

☐ Yes (If yes, move to the Administrative Contact box below) ☐ No (If no, answer the following question)

Is your institution "approved" by the Department of Consumer Affairs, Bureau for Private Post Secondary Education (BPPVE)?

☐ Yes (If yes, provide proof of BPPVE "approval" with application)

☐ No (Contact BPPVE at (916) 445-3427 for approval, or to obtain a waiver) **BAR cannot accept this application** without approval or a waiver from BPPVE..

Provide the name of the automotive department head or administrative person who will be responsible for coordinating bureau-approved training courses, maintaining records, **and be responsible for receiving, distributing, and responding to all bureau correspondence.**

Administrative Contact Person:_____

Mailing Address (if different from address listed above):_____

City:_____ County:_____ Zip:_____

Phone Number: (_____) _____ Ext. #:_____

Bureau Certified Instructor's Name:	Instructor's Certification #:	Cert. Exp. Date:	Instructor is Advanced Certified?
#1	CI		Yes No
#2	CI		Yes No
#3	CI		Yes No

BASIC AREA TECHNICIAN TRAINING INSTITUTION

To be certified to teach Basic area technician training courses, your institution must employ either a "Basic" or "Advanced" bureau certified instructor, and have the following tools, equipment, educational materials, and lecture and laboratory facilities:

What is the maximum **legal** student seating capacity of your lecture facility?_____

Note: Do not write in shaded area

- Bureau Use Only -
Inspector Field Audit Area

	YES	NO
Adequate lecture and laboratory facilities to accommodate the number of students to be instructed.	____	____
Emission Test Analyzer System (TAS - BAR 90ET or BAR 97 EIS) approved by the bureau for use in a Basic Program Area	____	____
Instructional Materials for Basic Area Technician Courses) *(only for courses being taught; see page 4*	____	____
Demonstration Vehicles (5 computer controlled vehicles required):	____	____

Note: At least one vehicle must be owned, leased, rented or donated to your institution. Provide documentation of this vehicle with application.

License or Vehicle Identification #	Year	Make	Model	Computer Format OBD I or OBD II

	YES	NO
Engine performance analyzer (with printer)	____	____
Tachometer/dwell meter	____	____
Ammeter	____	____
Video equipment: (Minimum) 1- VCR, 1- 25" TV (or 2 - 19")	____	____
Digital Volt/Ohm Meters (DVOM) (4 minimum)	____	____
Fillpipe restrictor dowel gauges (2 minimum)	____	____
Timing lights with advance testing capabilities (2 minimum)	____	____
Propane Enrichment Tool	____	____

	YES	NO
Hand vacuum pumps (2 minimum)	___	___
Vacuum gauge (1 minimum)	___	___
Fuel Cap Tester	___	___
Fuel pressure gauge	___	___
Computer diagnostic equipment (scan tool - 1 minimum)	___	___
Compression tester (1 minimum)	___	___
Hand tools necessary to inspect, adjust, maintain, and repair vehicular ignition systems, fuel delivery systems, and emission control systems	___	___
Current emission control manuals and systems application guides (paper or electronic format)	___	___
Automotive computer diagnostic and repair manuals (paper or electronic format)	___	___
Electronic component location manuals (paper or electronic format)	___	___
Current bureau manuals and bulletins	___	___

ADVANCED EMISSION SPECIALIST TECHNICIAN TRAINING INSTITUTION

To be additionally certified to teach Advanced Emission Specialist technician training courses, an institution must employ an "Advanced" bureau certified instructor, and have all the equipment, tools, educational materials, and lecture and laboratory facilities required for institutions teaching Basic area technician training courses (except BAR 90ET), and the following additional equipment/materials:

	YES	NO
Digital storage oscilloscope/graphing multimeter (1 minimum)	___	___
Emission Inspection System (BAR 97 EIS) approved by the bureau for use in an Enhanced Program Area	___	___
Does your institution own this equipment (BAR 97 EIS), or lease the equipment from the manufacturer? (If no, provide a copy of evidence of access to this equipment at another facility)	___	___
Fuel cap tester (may be incorporated in BAR 97 EIS)	___	___
Instructional Materials for Advanced Emission Specialist Courses *(only for courses being taught; see page 4)*	___	___

Basic Area Technician Training Courses (check the courses your institution wishes to be certified to provide):

- ☐ Basic Clean Air Car Course
- ☐ Citation Retraining for Basic Area Technicians
- ☐ Bureau Training Program (ASE Alternative Courses A6, A8, & L1)
- ☐ Update Training for Basic Area Technicians

Advanced Emission Specialist Technician Training Courses (check the courses your institution wishes to be certified to provide):

- ☐ Advanced Clean Air Car Course
- ☐ Citation retraining for Advanced Emission Specialist technicians
- ☐ BAR 97 Transition Class
- ☐ Update Training for Advanced Emission Specialist technicians

---

I certify under penalty of perjury under the laws of the State of California that the statements in this application and supporting documents pertaining to this application are true and correct.

Signature of Administrative Contact Person:_____ Date:_____

Print Name:_____ Title:_____ County Where signed:_____

Upon the receipt of a completed and qualifying initial application, a bureau field representative will contact your school to schedule a site inspection. Once certified, your institution will be contacted by a bureau representative to make periodic site inspections.

Note: Passing the site inspection **does not constitute certification** of your institution. Your institution **cannot** commence bureau certified training courses, until you receive written approval from this office.

PROCEDURES TO BECOME A BUREAU CERTIFIED INSTRUCTOR

Instructor Certification Categories

The bureau has two instructor categories:

Basic Instructor. A Basic instructor can teach the following bureau certified courses:

- Basic Clean Air Car Course
- BAR ASE alternative courses
- Basic Area (EB) Smog Technician update training course
- Basic Area Smog Technician citation training courses

Advanced Instructor. An Advanced instructor can teach **all** Basic instructor courses, and the following additional courses:

- Advanced Clean Air Car Course
- BAR 97 Transition Course
- Advanced Emission Specialist (EA) update training course
- Advanced Emission Specialist citation training course

Note: To be an Advanced instructor, an individual must hold a current **Basic** instructor certificate, and must have completed an instructor training course (Train-the-Trainer) given by a Master instructor.

Basic Instructor Credentialing Requirements

An applicant who wishes to become a bureau certified **Basic** instructor must fill out page 5 of this application, and must meet **one** of the following instructor certification criteria:

1. **Credentialed Applicants.** The applicant must possess:
   A. A teaching credential in automotive technology that is recognized by the Department of Education; **or**
   B. Meet the California Community College eligibility requirements for teaching an engine performance course.
   Note: An **original** letter from a California community college (on college letterhead stationary) stating the applicant has been **hired** to teach an engine performance course(s) will be accepted as meeting the eligibility requirements.

OR

2. **Non-Credentialed Applicants.** The applicant must meet one of the following qualifications:
   A. A minimum of **two** years experience in the engine performance area, and a Baccalaureate degree in vocational education (emphasis in automotive technology); **or**
   B. A minimum **four** years experience in the engine performance area, and an Associate of Arts degree or Certificate in automotive technology;
   or
   C. A minimum of **six** years experience in the engine performance area.

PROCEDURES TO BECOME A BUREAU CERTIFIED INSTRUCTOR

Basic Instructor Credentialing Requirements (con't)

Non-credentialed applicants must submit a (typed) resume detailing job experience. The resume should include: the employer's name, address, phone number, dates of employment, length of time employed, a short description of job duties, supervisor's name, and a copy of school transcripts or diplomas to verify minimum education requirements (if applicable).

In addition to the experience/education requirements noted above, the non-credentialed applicant must give a short instructional presentation in front of an evaluation committee. The committee will determine if the applicant meets a minimum teaching skills requirement. (see "Instructor Presentation and Evaluation Procedure" on pages 3 and 4 for further details regarding the presentation).

Licensing and Certification Requirements

All applicants must have a current Advanced Engine Performance Specialist (EA) smog technician license, and be **currently** certified by the National Institute of Automotive Service Excellence (ASE) in the following areas:

- Electrical/Electronic Systems (A6)
- Engine Performance (A8)
- Advanced Engine Performance (L1)

Instructor Update Training

Applicants may be required to attend an *instructor* update training course [pursuant to section 3340.33(g)], as a requirement to become a certified instructor. Contact Wayne Brumett at (916) 255-1391 for further information on this training.

Basic Instructor Application

To be considered for **Basic** instructor certification, an applicant must submit to the bureau the following documents for review:

1. A completed page 5 of this application.
2. A copy of the applicant's Advanced Emission Specialist (EA) smog technician license
3. A copy of ASE certificates in the following categories: A6, A8, and L1. **Note: BAR ASE alternative courses are not acceptable.**
4. A copy of a vocational instructor credential (credentialed applicants only)
5. A copy of a degree(s) and/or job experience resume (non-credentialed applicants only)

Applicant shall mail the application package to:

Attention: Wayne Brumett
Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827

Note: After review of application, non-credentialed applicants will be contacted by phone to set up a presentation date.

INSTRUCTOR PRESENTATION AND EVALUATION PROCEDURES

Instructional Presentation Evaluation Format

The applicant will provide a lecture and laboratory demonstration to an evaluation team of BAR and Educational Advisory Committee members (up to 4 evaluators). The applicant's presentation will consist of:

- A lecture on the theory/operation and diagnosis of a computer controlled system or component selected from the "Clean Air Car Course Training Manual" (1993). The applicant may choose the lecture subject material.
- A laboratory demonstration relevant to the lecture subject matter.

The applicant's lecture and demonstration presentation will not be less than 15 minutes, or more than a maximum of 45 minutes in length.

Evaluation Sites

Applicants can choose to be evaluated at any of several public automotive events that occur at various locations and times throughout the year.

Applicants may opt to be evaluated at the Bureau of Automotive Repair in Sacramento at any time of the year.

After review of the application, applicants will be contacted by this office to discuss scheduling a presentation.

Materials and Equipment Criteria

The applicant must provide the evaluation group (up to four members) with any written materials relevant to the lecture/demonstration (i.e. handouts, diagrams, etc.). The applicant will supply any diagnostic testing equipment, training aids, support equipment, demonstration vehicles, etc. needed to carry out the presentation.

Applicants traveling to Sacramento to give a presentation, may make arrangements with this office to provide support equipment (slide projector, overhead projector, VCR, etc.). The applicant must inform this office at least two weeks prior to the presentation of their material needs.

The bureau will provide a training room, and a marker board at any of the above noted evaluation sites. Vehicle demonstrations will be performed in the parking lot of the host setting.

Evaluation Criteria

Applicants will be evaluated on several criteria, some of which are:

- Organization of materials
- Knowledge of subject matter
- Clear explanation of subject matter
- Proper use of training aid(s)
- Material taught at student level
- Presentation skills
- Demonstrated safe practice
- Observed proper diagnostic procedures

INSTRUCTOR PRESENTATION AND EVALUATION PROCEDURES

Evaluation Criteria (con't)

The evaluation committee will assess the applicant's knowledge of the subject matter, delivery skills, and adherence to time constraints.

The bureau highly recommends that the applicant practice their presentation in front of other automotive instructor for critiquing, prior to being evaluated by the committee.

Evaluation Process

Committee members will use a form to evaluate the presentation. At the end of the evaluation process, the bureau will discuss with the applicant the outcome of the evaluation (positive and negative aspects). The bureau will make the final determination in granting instructor certification to the applicant; based, in part, on the input of the evaluation committee members.

Applicant Re-Evaluations

Applicants that fail the presentation evaluation, may choose one of the following
re-evaluation processes:

1. Give a follow up (same day) presentation (same subject matter) within a time frame agreed upon by the evaluation committee. The committee may limit the presentation to cover only the areas not adequately addressed in the original presentation/laboratory demonstration. For those applicants that the committee feels may require additional training/practice, the applicant will be required to follow evaluation process number two (below).

2. Set up another full presentation evaluation with this office for a different time and date (location).

Applicants that fail **two** presentations in a row, must wait **three** months from the date of the last failed presentation, to request another evaluation.

STATE OF CALIFORNIA - STATE AND CONSUMER SERVICES AGENCY GRAY DAVIS, Governor

State of California Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR
10240 SYSTEMS PARKWAY, SACRAMENTO, CA 95827
PHONE: (916) 255-3465

APPLICATION TO BECOME A BUREAU CERTIFIED BASIC INSTRUCTOR

Name:_____
First Middle Last

Street Address:_____
(no P.O. Box)

City, State, Zip:_____

Home Phone #: (___)_____ Daytime Phone#:(___)_____Ext:___

Fax Number: (___)_____ E-Mail Address:_____

Name of bureau certified training institution(s) where you are currently employed:

School Name:_____ School Number: 99_____

Advanced Emission Specialist (EA) License Number:_____ Expiration Date:_____

Automotive Service Excellence (ASE) certification in the following categories:

Electrical/Electronic Systems (A6)	Expiration Date:_____
Engine Performance (A8)	Expiration Date:_____
Advanced Engine Performance Specialist (L1)	Expiration Date:_____

Note: BAR ASE Alternative courses are not acceptable.

Meet at least one of the following (check one):

☐ Possession of a current credential recognized by the State Department of Education in the field of automotive technology; **or**

☐ Meet current California Community College eligibility requirements for a credential in the field of automotive technology; **or**

☐ Possess an automotive-related degree or credential, or other qualifying experience, which the bureau determines, upon petition of the applicant, to be substantially equivalent to a California Community College instructor's credential or a credential recognized by the State Department of Education in the field of automotive technology.

I certify under penalty of perjury under the laws of the state of California that the statements in this application are true and correct.

_____ _____
Applicant Signature Date

State of California Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR
10240 SYSTEMS PARKWAY, SACRAMENTO, CA 95827
PHONE: (916) 255-3465

APPLICATION TO BECOME A BUREAU CERTIFIED ADVANCED INSTRUCTOR

Name:_____
First Middle Last

Street Address:_____
(no P.O. Box)

City, State, ZIP:_____

Daytime Phone #: (____)_____Ext:_____ Home Phone #: (____)_____

Certification Requirements

To become a bureau certified Advanced instructor, you must meet the requirements in categories 1, 2, and 3, and successfully complete the California Train-the Trainer course:

1. **Possession of a current smog technician license:**

   Advanced Emission Specialist (EA) Technician License Number: EA_____
   License Expiration Date:_____

2. **Current Automotive Service Excellence (ASE) certification in the following categories:**

Electrical/Electronic Systems (A6)	Expiration Date:_____
Engine Performance (A8)	Expiration Date:_____
Advanced Engine Performance Specialist (L1)	Expiration Date:_____

3. **Possession of a current bureau issued Basic instructor certificate:**

   Instructor Certification Number:_____ Expiration Date:_____

I certify under penalty of perjury under the laws of the state of California that the statements in this application are true and correct.

_____ _____
Applicant Signature Date

- Proof of Course Completion -

This section to be filled out by the Master Instructor providing the applicant's training.

I declare that the above noted applicant has successfully completed the California Train-the-Trainer course.

Master Instructor's Name (print):_____

_____ **Date of Course Completion:**_____
(Master Instructor's Signature)

BUREAU OF AUTOMOTIVE REPAIR
Standards and Training Branch
10240 Systems Parkway
Sacramento, CA 95827
(916) 255-3465, (916) 255-4352 (fax)

BUREAU CERTIFIED INSTRUCTOR RENEWAL APPLICATION

Check One: ☐ Basic Instructor ☐ Advanced Instructor

Name:_____

Mailing Address:_____

Street Address:_____
(no P.O. Box)

City, State, ZIP:_____

Home Phone #: (____)_____ Daytime Phone #: (____)_____Ext:____

Fax Number: (____)_____ E-Mail Address (required) :_____

Name of bureau certified training institution(s) where you are currently employed:

School Name:_____ School Number: 99_____

Advanced Emission Specialist (EA) Smog Technician License Number:_____

License Expiration Date:_____

Automotive Service Excellence (ASE) certification in the following categories:

Electrical/Electronic Systems (A6) Expiration Date:_____

Engine Performance (A8) Expiration Date:_____

Advanced Engine Performance Specialist (L1) Expiration Date:_____

Note: BAR ASE Alternative courses are not acceptable.

STATE OF CALIFORNIA - STATE CONSUMER SERVICES AGENCY GRAY DAVIS, Governor

State of California Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR
Standards & Training Branch
10240 System Parkway,
Sacramento, CA 95827
Phone: (916) 255-4214 *
(fax) (916) 255-4352

CERTIFIED INSTITUTION'S TRAINING RECORD

****Select the School Where the Course is/was conducted:** (If your school is not listed, please contact Standards & Training at the above listed telephone number.)	991934 / ABRAM FRIEDMAN OCCUPATIONAL CTR., Los Angeles

Select Instructor [0] CI113559 / Brumett, Wayne

Select Course Description: (If the course is not listed, please contact Standards & Training at the above listed telephone number.)	OBDII (Update Training)

Submit

SchoolID=0, CourseID=0, Status=, Session=0, Assignment=0

STATE OF CALIFORNIA - STATE CONSUMER SERVICES AGENCY GRAY DAVIS, Governor

State of California Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR
Standards & Training Branch
10240 System Parkway, Sacramento, CA 95827
Phone: (916) 255-4214 * (fax) (916) 255-4352

CERTIFIED INSTITUTION'S TRAINING RECORD

School Name: ABRAM FRIEDMAN OCCUPATIONAL CTR., Los Angeles

School Number: 991934

Instructor's Name: Brumett, Wayne

Instructor's ID Number: 182

Course: OBDII (Update Training)

Session Start Date:	Session Complete Date:	Session Status
01/03/01	01/05/01	Completed
mm/dd/yyyy	mm/dd/yyyy	

Submit

SchoolID=30, CourseID=9, Status=, Session=0, Assignment=0

STATE OF CALIFORNIA - STATE CONSUMER SERVICES AGENCY

State of California Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR
Standards & Training Branch
10240 System Parkway,
Sacramento, CA 95827
Phone: (916) 255-4214 * (fax)
(916) 255-4352

CERTIFIED INSTITUTION'S TRAINING RECORD

School Name: ABRAM FRIEDMAN OCCUPATIONAL CTR., **School Number:** 991934
Los Angeles

Instructor's Name: Brumett, Wayne

Instructor's ID Number: 182

Course: OBDII (Update Training)

Start: 01/03/01
Complete: 01/05/01
Status: Completed

Enroll No.	Student's First Name and MI	Last Name	Smog License # (Specify EB or EA)	Other ID (skip if Smog Lic. Entered)	Final Res
3593	John E.	Doe	EA111111		

Add Student to Roster

(click on Enroll Number to modify or delete a student from this list)

Display for Printing

State of California Department of Consumer Affairs

APPLICATION FOR SMOG CHECK TECHNICIAN LICENSE

LICENSING DIVISION (BAR)
P.O. BOX 989001
WEST SACRAMENTO, CA 95798-9001
(916) 255-3145

Bureau of Automotive Repair

Overview of License Requirements:

- Licensure is required for all persons inspecting, testing, diagnosing, and/or repairing vehicles with the purpose of certification in the Smog Check program. *(Per 44031.5.(a) and 44032 of the Health and Safety Code)*
- No person shall sell, issue, cause or permit to be issued any certificate purported to be a valid certificate of compliance or noncompliance unless licensed to do so. *(Per section 3340.35(e) of Title 16 of the California Code of Regulations)*
- All applicants are required to meet the training and/or certification requirements as listed in this application, and pass an examination to obtain a license. An examination fee will be charged. *(Per 44045.5 & .6 and 44034.1 of the Health and Safety Code)*
- A licensed technician whose license has expired shall immediately cease to inspect, test, diagnose, and/or repair failed vehicles. *(Per section 3340.30(d) of Title 16 of the California Code of Regulations)*
- Licenses must be posted prominently under a transparent material in an area frequented by consumers. *(Per section 3340.15(d) of Title 16 of the California Code of Regulations)*
- All licensees must inform the Bureau of an address change within 14 days. *Send address change to the above address. (Per section 3303.3 of Title 16 of the California Code of Regulations)*

ALL APPLICATIONS WILL BE REJECTED AND FEE NOT REFUNDED FOR FAILURE TO :

- Include required documentation (i.e. ASE certification and/or original completed page 4); or
- Complete questions regarding applicant's background; or
- Submit a completed original application with all pages.

IF YOUR APPLICATION IS ACCEPTED, you will be contacted by the examination service contractor to schedule your examination. A $65.00 examination fee is required per attempt and is payable directly to the examination service. You must bring two forms of ID to the examination. Read the Candidate Handbook for complete instructions.

You must pass the examination within 90 days of receipt of notification that you are qualified to take the exam, or you must submit a new application and application fee.

Disclosure of your social security number (SSN) is mandatory. Section 30 of the Business and Professions Code and Public Law 94-455(42 USCA 405(c)(2)(C) authorizes collection of your SSN. Your SSN will be used exclusively for tax enforcement purposes, for purposes of compliance with any judgment or order for family support in accordance with Family Code section 17520, or for verification of licensure or examination status by a licensing or examination entity which utilizes a national examination and where licensure is reciprocal with the requesting state. **If you fail to disclose your SSN, your application will not be processed and you will be reported to the Franchise Tax Board, which may assess a $100.00 penalty against you.**

Per California Civil Code, Section 1798.17 (Information Practice Act), the Director of the Department is responsible for maintaining the information in this application. This information may be transferred to other governmental and enforcement agencies. Individuals have the right to review the records maintained on them by the agencies, unless the records are exempt by Section 1798.40 of the Civil Code.

Examination cheating is in violation of Section 123 of the Business and Professions Code. Examination cheating can result in denial of application, suspension, revocation and restriction of a license. Once the examination begins, no talking or other communication which compromises the exam is permitted between applicants. Details are contained in Section 123 of the Business and Professions Code. A copy is contained in the Candidate Handbook to the California Bureau of Automotive Repair Smog Check Technician Licensing Examination as well as in the laws and regulations booklet published by BAR.

INSTRUCTIONS:

1. Read all instructions and information contained in this application.
2. Pay fees by check or money order made payable to "Licensing Division - BAR."
3. Submit a completed application with all the appropriate documents and fees to the Licensing Division at the above address.

IF ANY INFORMATION IS OMITTED, THE APPLICATION WILL BE RETURNED TO YOU FOR COMPLETION AND WILL DELAY PROCESSING.

APPLICATION FOR SMOG CHECK TECHNICIAN LICENSE

Application Fee $20.00

Type of License: *Check one only*

- ❑ Advanced Emission Specialist
- ❑ Intern Technician
- ❑ Basic Area Technician

Application Type: *Check one only*

- ❑ Initial
- ❑ Renewal

For Department Use Only	
Qualification Number	
Receipt Number	
Reviewed & Approved By	
Signature	
Date Processed	

Please type or print legibly in ink

Note: Name on application must match name on California Driver License or California ID Card or Active Military ID. **You must present the same photo identification at examination.**

Applicant's Full Name: LAST	FIRST	MIDDLE

Date of Birth: Month / Day / Year	Social Security Number:

California Driver License/ID Card/or Military I.D. Number:	Smog Check Technician License Number: E	Expiration Date: / /

Applicant's Home Address: Number and Street (No Post Office Boxes)	City	State	Zip Code

Applicant's Mailing Address: (if different than above) Number and Street or Post Office Box	City	State	Zip Code

Applicant's Home Area Code and Telephone Number: ( )	Applicant's Work Area Code and Telephone Number: ( )

Employer's Full Business Name:	Automotive Repair Dealer Registration or Fleet Station License Number:

Business Address: Number and Street	City	State	Zip Code

Applicant's Background: ***Attach additional sheets if necessary.***

1. Have you ever been issued a license, certificate, or registration by this Department? ❑ YES ❑ NO
   If yes, please explain:
2. Have you ever had any license, certificate, or registration denied, suspended, revoked, or placed on probation by this Department? ❑ YES ❑ NO
   If yes, please explain:
3. Have you ever been issued a citation by this Department? ❑ YES ❑ NO
   If yes, please explain:
4. Have you ever been convicted of, or pled nolo contendere to, any misdemeanor or felony offense of any state, or of the United States? ❑ YES ❑ NO
   If Yes, please explain:

NOTE: If you have a disability or impairment for which you may need assistance during an examination, please call the BAR Licensing Unit at (916) 255-3145 to request an official "Special Accommodation Form." This form must be completed by a health care professional and be submitted to the Licensing Division with your application.

ADVANCED EMISSION SPECIALIST SMOG TECHNICIAN APPLICANTS MUST COMPLETE THIS SECTION

ADVANCED EMISSION SPECIALIST TECHNICIAN: *May inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the Smog Check Program at Smog Check stations in all areas of the state.*

Note: To perform an official Smog Check inspection in an enhanced program area, you must also complete the Bureau's "Bar 97 Transition Class."

REQUIREMENTS FOR LICENSURE: An examination is required. You must meet **requirements 1, 2, & 3** to qualify to take the examination.

REQUIREMENT 1. EDUCATION/EXPERIENCE: *You must meet one of the following requirements. Check the box next to the requirement you meet:*

❑ I have a valid unexpired Advanced Emission Specialist Smog Check Technician License;

OR

❑ I possess a valid unexpired Basic Area Smog Check Technician license, and have completed the Bureau's "Advanced Clean Air Car Course" within the last twelve months (course completion should be noted on page 4 of this application);

OR

❑ I possess a valid unexpired Intern Technician License, have one year experience as an Intern Technician, and have completed the Bureau's "Advanced Clean Air Car Course" within the last twelve months (course completion should be noted on page 4 of this application);

OR

❑ I have one year automotive experience and/or education in the engine performance area, and have completed the Bureau's "Basic and Advanced Clean Air Car Courses" within the last twelve months (course completion should be noted on page 4 of this application).

OR

❑ I possess an Associate of Arts, Associate of Science, or higher degree in Automotive Technology from a state accredited or recognized college, or public school, or trade school AND I have successfully completed the Bureau of Automotive Repair's Basic and Advanced Clean Air Car Course within the last twelve months. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED;

OR

❑ I possess a certificate in Automotive Technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area AND I have successfully completed the Bureau of Automotive Repair's Basic and Advanced Clean Air Car Course within the last twelve months. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED;

CONTINUED ON NEXT PAGE

REQUIREMENT 2. **CERTIFICATION:** *You must me[et] ALL of the following **three** certification requirements. You ma[y] these requirements through certification from the National Institute for Automotiv[e] ice Excellence (ASE) **and/or** by completion of a training pr[o]gram approved by the Bureau of Automotive Repair in a similar subject area (courses sh[ould] be noted on page 4 of application).*

I have the following ASE certification(s):
(check the appropriate box)

1. ☐ Electrical/Electronic Systems (A 6)
2. ☐ Engine Performance (A 8)
3. ☐ Advanced Engine Performance Specialist (L1)

AND/OR

I have completed the following Bureau alternative course(s):
(check the appropriate box)

☐ Electrical and Electronic Systems
☐ Engine Performance Diagnosis and Repair
☐ Advanced Emission Systems Diagnosis and Repair

☞ **YOU MUST ATTACH copies** of valid and **unexpired** ASE certifications **and/or** a completed page four(s) of this application noting completion of Bureau alternative courses. The page four must have a course certification stamp, **and an original signature** from the course instructor. The Bureau **will not** accept copies of completed page fours

Note: This documentation **is not needed** if the Bureau has a record of unexpired certifications or courses from a previous application.

REQUIREMENT 3. **UPDATE TRAINING:** (As required by the Bureau)
Check the box if you meet this requirement

☐ I have completed the required Bureau of Automotive Repair certified update training course. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED.

BASIC AREA SMOG TECHNICIAN APPLICANTS MUST COMPLETE THIS SECTION

BASIC AREA TECHNICIAN: *May inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the Smog Check Program at Smog Check stations in areas of the state designated as Basic Smog Check Program areas.*

REQUIREMENTS FOR LICENSURE: Examination Required. You must meet **requirements 1, 2, & 3** to qualify to take the examination.

REQUIREMENT 1. **EDUCATION/EXPERIENCE:** *You must meet **one** of the following requirements. Check the box next to the requirement you meet.*

☐ I possess a valid unexpired Basic Area, or Advanced Emission Specialist Smog Check Technician License;

OR

☐ I possess a valid unexpired Intern Technician License, and have one year experience as an Intern Technician;

OR

☐ I have one year of automotive experience and/or education in the engine performance area, and have completed the Bureau's Basic Clean Air Car Course within the last twelve months (course completion should be noted on page 4 of this application).

OR

☐ I possess an Associate of Arts, Associate of Science, or higher degree in Automotive Technology from a state accredited or recognized college, or public school, or trade school AND I have successfully completed the Bureau of Automotive Repair's Basic Clean Air Car Course within the last twelve months. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED;

OR

☐ I possess a certificate in Automotive Technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area AND I have successfully completed the Bureau of Automotive Repair's Basic Clean Air Car Course within the last twelve months. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED;

REQUIREMENT 2. **CERTIFICATION:** *You must meet **ALL** of the following **three** certification requirements (see note below). You may meet these requirements through certification from the National Institute for Automotive Service Excellence (ASE) **and/or** by completion of a training program approved by the Bureau of Automotive Repair in a similar subject area (courses should be noted on page 4 of application).*

I have the following ASE certification(s):
(check the appropriate box)

1. ☐ Electrical/Electronic Systems (A 6)
2. ☐ Engine Performance (A 8)
3. ☐ Advanced Engine Performance Specialist (L 1)
(see note below)

AND/OR

I have completed the following Bureau alternative course(s):
(check the appropriate box)

☐ Electrical and Electronic Systems
☐ Engine Performance Diagnosis and Repair
☐ Advanced Emission Systems Diagnosis and Repair
(see note below)

NOTE: *The Advanced Engine Performance Specialist (L1) certificate OR the Advanced Emission Systems Diagnosis and Repair course is required **if a renewal applicant's license expires after December 31, 2001,** or a **new applicant's** application is **postmarked** after **December 31, 2001.***

☞ **YOU MUST ATTACH copies** of valid and **unexpired** ASE certifications **and/or** a completed page four(s) of this application noting completion of Bureau ASE alternative courses. The page four must have a course certification stamp, **and an original** signature from the course instructor. The Bureau **will not** accept copies of completed page fours

Note: This documentation **is not needed** if the Bureau has a record of unexpired certifications or courses from a previous application.

REQUIREMENT 3. **UPDATE TRAINING:** (As required by the Bureau)
Check the box if you meet this requirement

☐ I have completed the required Bureau of Automotive Repair certified update training course. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED.

INTERN APPLICANTS MUST COMPLETE THIS SECTION

INTERN TECHNICIAN: *Under the direction of a licensed supervising technician, the Intern Technician may perform repairs or adjustments to the emissions control systems on failed vehicles subject to the Smog Check program at Smog Check stations in all areas of the state. The Intern Technician license expires in two years and is nonrenewable (can be issued to an individual only once).*

REQUIREMENTS FOR LICENSURE: *You must meet the following requirement. Check the box if you meet this requirement.*

☐ I have one year experience and/or education in the engine performance area, and have completed the Bureau's Basic Clean Air Car Course within the last twelve months (course completion should be noted on page 4 of this application).

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA the statements I have made in this application are true and correct.

Signature of Applicant: _____ Date: _____

EVIDENCE OF COMPL TION OF BUREAU CERTIFIE. TRAINING COURSE(S)

THIS PAGE MUST BE COMPLETED BY THE INSTRUCTOR

- Instructor shall check the "Yes" box on courses successfully completed by the student.
- Instructor shall check the "No" box on courses not given by the instructor, or not successfully completed by the student.
- School or trade organization certificates cannot be used in place of this form to qualify for licensure.
- Students must send in this form with instructor's original signature (faxes and copies are not acceptable).
- Schools shall maintain a copy of this page on file for three years.

Note: The instructor may copy this page if other blank copies are needed.

Applicant's Name: Last First Middle	Applicant's California Driver License/ID Card/or Military I.D. Number:

Answer "Yes" or "No", DO NOT leave blank

COURSE TITLE	COURSE COMPLETED		COURSE COMPLETION DATE
Basic Clean Air Car Course	☐ Yes	☐ No	
Advanced Clean Air Car Course	☐ Yes	☐ No	
Update Training *COURSE TITLE:* _____	☐ Yes	☐ No	
BAR 97 Transition Class	☐ Yes	☐ No	
BUREAU ALTERNATIVE COURSES			
Electrical and Electronic Systems	☐ Yes	☐ No	
Engine Performance Diagnosis and Repair	☐ Yes	☐ No	
Advanced Engine/Emission Systems Diagnosis and Repair	☐ Yes	☐ No	

Print the name of the school:	**COURSE CERTIFICATION STAMP AREA**
Print the city and county where the certification was signed:	
Print the name of the instructor:	

NOTE: INSTRUCTOR SHALL SIGN CERTIFICATION STAMP AREA IN A COLOR OTHER THAN BLACK

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

In re:	**NOTICE OF APPROVAL OF CERTIFICATE OF COMPLIANCE**
DEPARTMENT OF CONSUMER AFFAIRS	
REGULATORY ACTION:	**Government Code section 11349.6**
Title 16, California Code of Regulations	**OAL File No. 01-0209-02 C**
Adopt sections **3394.6**	
Amend sections **3340.1, 3394.1, 3394.2, 3394.3, 3394.4, 3394.5**	
Repeal sections **3340.9**	

This is the certification of compliance for an action that amended the repair assistance and vehicle retirement programs to conform with statutory changes effective 7/6/99, and increase vehicle owner participation in these programs.

OAL approves this Certificate of Compliance as meeting all applicable legal requirements.

DATE: 03/27/01

David D. Potter

DAVID D. POTTER
Senior Staff Counsel

for: DAVID B. JUDSON
Deputy Director/Chief Counsel

Original : Kathleen Hamilton, Director
cc : Jim Allen

STATE OF CALIFORNIA -- OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION — CERT

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 4-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-00-1010-09	01-0209-02C	

FILED
9 AM 8:15

For use by Office of Administrative Law (OAL) only

OFFICE OF ADMINISTRATIVE LAW

RECEIVED FOR FILING	PUBLICATION DATE
OCT 10 '00	OCT 20 '00
Office of Administrative Law	
NOTICE	REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: DEPARTMENT OF CONSUMER AFFAIRS

AGENCY FILE NUMBER (If any): 53

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
CONSUMER ASSISTANCE PROGRAM	16	3340.1	OCTOBER 20, 2000

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☑ Notice Proposed Regulatory Action ☐ Other	JIM ALLEN	(916) 255-1379 ( )	

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☒ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	2000, #42	10/20/00

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
CONSUMER ASSISTANCE PROGRAM	00-0614-01E 00-1019-05EE

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	
	ADOPT: 3394.6
	AMEND: 3340.1, 3394.1, 3394.2, 3394.3, 3394.4, 3394.5
TITLE(S): 16	REPEAL: 3340.9

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, §11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§11349.3, 11349.4)
☐ Emergency (Gov. Code, §11346.1(b))
☐ Emergency Readopt (Gov. Code, §11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, §11346.1)

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§11346.2-11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only
☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, §100)
☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

N/A

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))

☐ Effective 30th day after filing with Secretary of State
☒ Effective on filing with Secretary of State
☐ Effective other (Specify)

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660)
☐ Fair Political Practices Commission
☐ State Fire Marshal
☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Jim Allen	( ) (916) 255-1379	( ) (916) 255-1369	

8. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE

TYPED NAME AND TITLE OF SIGNATORY: KATHLEEN HAMILTON, Director, Department of Consumer Affairs

2/7/01

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

(1) Amend Section 3340.1 to read as follows:

Section 3340.1. Definitions.

* * * *

(v) "Repair Assistance" means a ~~specific option under~~ component of the Consumer Assistance Program (CAP) ~~designed to offer eligible motor vehicle owners~~ that provides financial assistance ~~to make~~ for emissions-related repairs to help eligible motor vehicle owners bring their vehicles into compliance with the requirements of the Smog Check Program.

(w) "Household" means a family ~~members and/or any~~ of persons or any group of two or more unrelated persons that reside together and share common living expenses.

(x) "Vehicle Retirement" means a ~~specific option under~~ component of the Consumer Assistance Pprogram (CAP) ~~which issues payments to encourage registered vehicle owners to voluntarily retire their vehicles from service when they fail a smog check inspection.~~ that provides payments to eligible motor vehicle owners who choose to voluntarily retire their vehicles from operation rather than make emissions-related repairs to bring the vehicles into compliance with the requirements of the Smog Check Program.

(y) "Dismantler" means an automobile dismantler, as defined in Section 220 of the Vehicle Code and licensed pursuant to Section 11500 of the Vehicle Code, who has contracted with the Bureau to retire vehicles from ~~service~~ operation.

(z) "Revivable Junk Receipt" means a receipt showing proof that the vehicle is recorded and titled as 'junked' by the Department of Motor Vehicles.

~~(z)~~ (aa) "Vehicle Inspection Report (VIR)" means an official smog check inspection report that is printed from a test analyzer or emissions inspection system and given to the registered vehicle owner(s) or their legal representative.

~~(aa)~~ (bb) "Consumer Assistance Program (CAP)" means a ~~specific~~ program ~~under~~ of the Bureau of Automotive Repair that provides ~~designed to offer~~ eligible motor vehicle owners the options ~~to comply with the Smog Check Program~~ of Repair Assistance and Vehicle Retirement.

Note: Authority cited: Sections 44001.5, 44002, 44091, and 44095, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44001.3, 44005, 44010.5, 44011, 44012, 44014, 44014.2, 44014.5, 44017, 44017.1, 44030, 44036, 44037.1, 44056, 44062.1, 44070, 44092, 44093, 44094, and 44103, Health and Safety Code; Sections 220 and 11500, Vehicle Code; and Section 11505, Government Code.

(2) Amend Article 11 to read as follows:

Article 11. ~~SMOG CHECK VEHICLE RETIREMENT PROGRAM (VRP).~~Consumer Assistance Program.

(3) Amend section 3394.1 to read as follows:

Section 3394.1. Purpose and ~~Options~~ Components of the Consumer Assistance Program

The purpose of the Consumer Assistance Program (CAP) is to improve California air quality ~~and allow the state to meet federal Clean Air Act requirements by offering vehicle owners, who meet eligibility requirements, the following options:~~ by helping consumers comply with the requirements of the Smog Check Program. Vehicle owners, who meet eligibility requirements are offered the following:

(a) Payment for voluntarily retiring from operation a ~~registered, operable~~ motor vehicle ~~when it~~ that fails a smog check inspection.

(b) Financial assistance to make emissions-related repairs ~~when~~ to a vehicle that fails a smog check inspection.

Note: Authority cited: Sections 44000, 44001.3, 44001.5, 44002 and 44091, Health and Safety Code. Reference: Sections 44011, 44062.1, 44090, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

(4) Amend section 3394.2. to read as follows:

Section 3394.2. Consumer Assistance Program Administration.

The Consumer Assistance Program shall be administered by the Bureau of Automotive Repair through contracts with dismantlers, licensed smog check test-and-repair stations, and other entities as necessary.

Note: Authority cited: Sections 44000, 44001.3, 44001.5 and 44002, Health and Safety Code. Reference: Sections 44010.5, 44037.1, 44037.2, 44062.1, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

(5) Amend section 3394.3. to read as follows:

Section 3394.3. State Assistance Limits.

An applicant determined to be eligible under the Consumer Assistance Program may receive the following assistance:

(a) Under the Vehicle Retirement option, payment up to one thousand dollars ($1,000) for each ~~retired~~ vehicle retired from operation at a dismantler operating under contract with the Bureau of Automotive Repair.

(b) Under the Repair Assistance option, up to five hundred dollars ($500) in emissions-related diagnostic and repair services performed at a licensed smog check test-and-repair station operating under contract with the Bureau of Automotive Repair.

Note: Authority cited: Sections 44001.3, 44001.5, and 44002, Health and Safety Code. Reference: Sections 44001.3, 44015, 44017, 44037.1, 44062.1, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

(6) Amend section 3394.4. to read as follows:

Section 3394.4. Eligibility Requirements.

(a) In order to participate in the Consumer Assistance Program, a person must meet the following requirements, as applicable:

(1) Be the registered owner of an eligible vehicle who has paid all appropriate registration fees for the vehicle with the Department of Motor Vehicles.

(2) Under a Repair Assistance option which is based on a person's income level:

(A) Have a household income that is less than or equal to one hundred eighty-five percent (185%) of the federal Poverty Guidelines, as published by the United States Department of Health and Human Services; and

(B) Spend a minimum co-payment of twenty dollars ($20) on emissions-related repairs at a licensed smog check test-and-repair station. Money spent to correct tampered emissions control systems or to make a vehicle testable shall not be included in the co-payment.

(3) Under a Repair Assistance option which is based on a person's vehicle being directed to a Test-Only station to have its smog check inspection, as indicated on the Department of Motor Vehicles renewal notice, spend a minimum co-payment of one hundred dollars ($100) on emissions-related repairs at a licensed smog check test-and-repair station. Money spent to correct tampered emissions control systems or to make a vehicle testable shall not be included in the co-payment.

(4) Under the Vehicle Retirement option:

(A) ~~Hold clear title to an eligible vehicle; and~~ Obtain a Revivable Junk Receipt from the Department of Motor Vehicles after receiving written confirmation from the Bureau of Automotive Repair on program eligibility;

(B) Not have retired another vehicle through the Smog Check Consumer Assistance Program within a preceding twelve-(12) month period.; and

(C) A vehicle owner who is a joint owner of a vehicle may not sell more than two (2) vehicles to the Consumer Assistance Program within a twelve-(12) month period.

(b) In order to qualify for participation in the Consumer Assistance Program, a vehicle must meet the following requirements, as applicable:

(1) Be a motor vehicle that is required biennially to obtain a certificate of compliance pursuant to Section 44011 of the Health and Safety Code and Section 3340.5 of this Code.

(2) ~~Be currently registered as an operable vehicle with the Department of Motor Vehicles.~~ Under the Vehicle Retirement option, at the time of application, the vehicle must:

(A) be currently registered with the Department of Motor Vehicles; or,

(B) be currently operating under a repair cost waiver or economic hardship extension issued by the Bureau of Automotive Repair; or,

(C) be currently operating under a Temporary Operating Permit issued by the Department of Motor Vehicles; or,

(D) not have a registration that has been expired for more than 120 days after the date the application is postmarked.

(3) ~~Under the Vehicle Retirement option, be a passenger vehicle or light- to medium-duty truck with a gross vehicle weight rating of 8,500 pounds or less.~~ Under the Vehicle Retirement option, have been continuously registered as an operable vehicle with the Department of Motor Vehicles for the twenty-four (24) months immediately preceding the current registration expiration date.

(4) ~~Under the Repair Assistance option, have failed a smog check inspection required pursuant to Section 44011(a) of the Health and Safety Code.~~ Under the Vehicle Retirement option, have failed a biennial smog check inspection, as required pursuant to Section 44011(a) of

the Health and Safety Code, no later than one hundred twenty (120) days after the expiration of the vehicle's most current renewal of registration with the Department of Motor Vehicles, provided that the registration renewal date is not more than 120 days prior to the postmarked date on the application.

(5) Under the Vehicle Retirement option, have failed a smog check inspection for causes other than an ignition timing adjustment, a failed gas cap functional test, or a non-emission related failure identified by the malfunction indicator light.

(6) Under the Vehicle Retirement option, ~~have been continuously registered for twenty-four (24) months immediately preceding the qualifying smog check inspection~~ be a passenger vehicle, or light-duty truck, with a gross vehicle weight rating of 8,500 pounds of less.

(7) Under the Vehicle Retirement option, pass a visual inspection conducted by the Bureau or its representative verifying that:

(A) all doors are present~~, with at least one door able to be opened and closed without the use of ropes, wires, tape, or other assistance~~;

(B) the ~~engine~~ hood lid is present~~, although it may be held down with the use of ropes, wires, tape, or other assistance~~;

(C) the dashboard is present~~, although it may not be completely intact~~;

(D) the windshield is present ~~intact without cracks or holes that obstruct the driver's field of vision~~;

(E) at least one side window glass is present~~, although the rear window may be missing~~;

(F) the driver's seat is present;

(G) at least one ~~vehicle~~ bumper is present;

~~(H) the brake and accelerator pedals are present;~~

~~(I)~~(H) the exhaust system is present;

~~(J)~~(I) ~~the rear quarter body panels are present~~ all side and/or quarter panels are present; and

~~(K)~~(J) at least one headlight, one taillight, and one brake light are present.

(8) Under the Vehicle Retirement option, pass an operational inspection conducted by the Bureau or its representative verifying that:

(A) the vehicle is driven under its own power to ~~a dismantler site approved by the Bureau~~ an approved dismantler site;

~~(B) the vehicle does not have any damage which adversely affects the vehicle's driveability, although unobstructive, minor damage to the body, steering, or suspension may be present;~~

~~(C)~~(B) the vehicle's engine starts readily through ordinary means without the use of starting fluids or external booster batteries;

(C) the drivability of the vehicle is not affected by any body, steering, or suspension damage;

~~(D) the brakes are optional; and~~

~~(E)~~(D) the vehicle is able to ~~move~~ drive forward a minimum distance of ten (10) yards under its own power.

(E) the interior pedals are operational.

Note: Authority cited: Sections 44001.3, 44001.5 and 44002, Health and Safety Code. Reference: Sections 44005, 44010.5, 44011, 44012, 44014.7, 44015, 44017, 44017.1, 44037.1, 44062.1, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

(7) Amend section 3394.5. to read as follows:

Section 3394.5. Ineligible Vehicles.

(a) The following vehicles are not eligible for participation in the Consumer Assistance Program:

(1) A vehicle undergoing a transfer of ownership.

(2) A vehicle being initially registered in California.

(3) A direct import vehicle being initially registered in California.

(4) A vehicle powered by alternate fuel, unless a Bureau Referee label is posted on the vehicle.

(5) A specially constructed vehicle ~~or dismantled vehicle pursuant to Section 11519 of the Vehicle Code~~, unless a Bureau Referee label is posted on the vehicle.

(6) A dismantled vehicle pursuant to Section 11519 of the Vehicle Code.

~~(6)~~(7) A vehicle operated by a fleet licensed and registered pursuant to Section 44020 of the Health and Safety Code.

~~(7)~~(8) A vehicle ~~owned by~~ registered to a non-profit organization or a business.

(9) A vehicle that is untestable on a BAR-90 Test Analyzer System (TAS) or BAR-97 Emissions Inspection System (EIS).

~~(8)~~(10) Under the Repair Assistance option, ~~A~~ a vehicle with a tampered emissions control system.

(11) Under the Vehicle Retirement option, a vehicle with a tampered emissions control system where the tampered system is the cause for failing the smog check inspection.

Note: Authority cited: Sections 44000, 44001.3, 44001.5, 44002, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code. Reference: Sections 44011, 44015, 44017, 44020, 44037.1, 44091, 44092, 44093, 44094 and 44095, Health and Safety Code; and Section 11519, Vehicle Code.

(8) Adopt Section 3394.6. to read as follows:

Section 3394.6. Application and Documentation Requirements.

(a) In order to participate in the Consumer Assistance Program, an applicant must submit a completed application, CAP/APP (01/01), which is hereby incorporated by reference, to the Department or its designee with original signature(s).

(b) The application must include copies of the following documents, as applicable:

(1) Under the Repair Assistance option, copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting the consumer co-payment required under section 3394.4.

(2) Under the Repair Assistance option, if applying based on income level, an applicant must show proof of household income by providing a copy of any one of the following documents:

(A) A letter from the issuing agency stating that the applicant receives any of the following benefits:

1. Supplemental Security Income (SSI);
2. State Supplemental Payments (SSP);
3. Temporary Assistance for Needy Families (TANF);
4. General Assistance (GA) or General Relief (GR); or
5. Publicly subsidized medical coverage, such as Medicare or Medi-Cal.

(B) The applicant's state or federal income tax form (Form 540 or 1040) from the most recent tax year;

(C) A paycheck stub reflecting year-to-date earnings, hours worked, and hourly wage of the applicant;

(D) An unemployment, veteran's benefits, or disability check issued to the applicant within the last sixty (60) days;

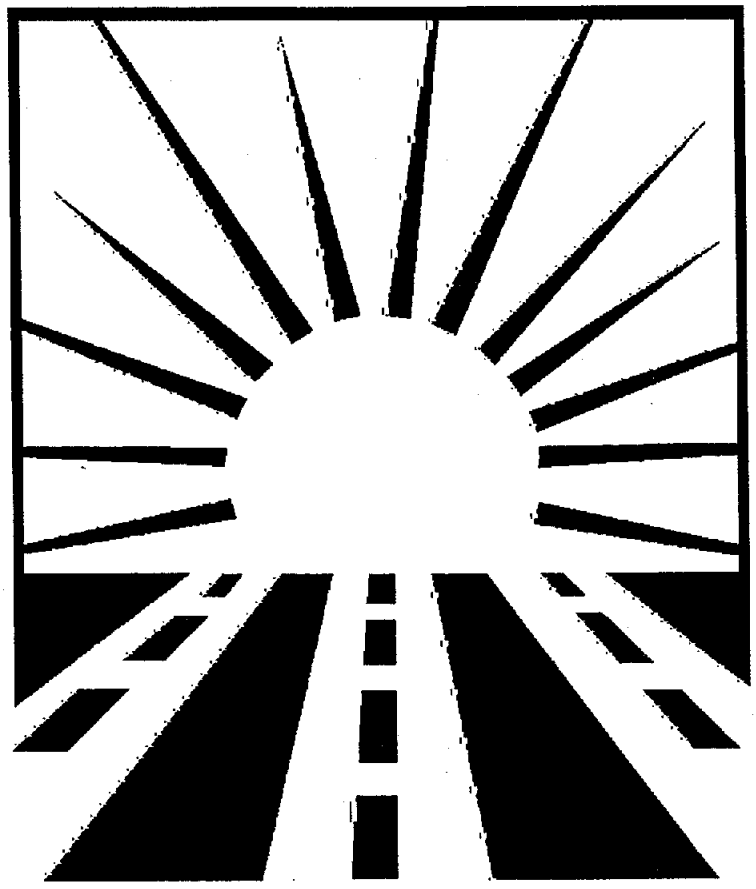
(E) A bank statement issued to the applicant within the last sixty (60) days reflecting deposit of Social Security or Public Assistance; or

(F) Other documentation satisfactory to the Department.

Note: Authority cited: Sections 44001.5, 44002, 44091, and 44094, Health and Safety Code. Reference: Sections: 44001.3, 44005, 44010.5, 44011, 44012, 44014, 44014.2, 44015, 44017, 44017.1, 44062.1 44092, 44093, 44094, and 44095, Health and Safety Code.

DOUGLAS E. LAUE, Chief
Bureau of Automotive Repair

Smog Check
Consumer Assistance Program



The Consumer Assistance Program (CAP) offers three options to help California consumers whose vehicles need Smog Check repairs to bring them into compliance with California emissions standards. These options not only aid consumers, but help clean California's air by reducing vehicle emissions.

The following options are now available: ***Repair Assistance***, ***Vehicle Retirement***, and ***Repair Cost Waiver***. Look inside for more details.

YOUR APPLICATION MUST BE APPROVED PRIOR TO RECEIVING CAP ASSISTANCE.

Smog Check Consumer Assistance Program

If your vehicle needs help meeting Smog Check standards, the Consumer Assistance Program (CAP) may be of help. You may be eligible for one of the following options.

(1) REPAIR ASSISTANCE

Income Eligible: Your household income is not more than the maximum amount shown in the "Income Eligibility Table." If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

– OR –

Test-Only Eligible: Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle.

If you are Test-Only Eligible and Income Eligible, you will only have to pay the first $20 toward diagnosing and repairing your vehicle.

Income Eligibility Table

Number of People in Household*	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$15,448	- OR -	$1,287
2	$20,813	- OR -	$1,734
3	$26,178	- OR -	$2,182
4	$31,543	- OR -	$2,629
5	$36,908	- OR -	$3,076
6	$42,273	- OR -	$3,523
7	$47,638	- OR -	$3,970
8	$53,003	- OR -	$4,417
For more than 8, add the following amount for each individual:	$ 5,365	- OR -	$ 447

* "Household" means all family members or other persons who reside together and share common living expenses — **BE SURE TO INCLUDE YOURSELF!**

(2) VEHICLE RETIREMENT

If you don't think your vehicle is worth repairing, and you qualify, the state will pay you ***$1,000*** to voluntarily retire it at a CAP-approved dismantler. You must not have retired a vehicle through the Consumer Assistance Program within the last 12 months. Joint owners are limited to no more than two vehicles within the last 12 months.

To qualify for either Repair Assistance or Vehicle Retirement, your vehicle:

- ★ Must have failed a "biennial" Smog Check inspection.
- ★ Must not have a tampered emissions-control system.
- ★ Must not be in the process of being sold or being registered in California for the first time.
- ★ For Vehicle Retirement, the vehicle also:
  - must have failed the inspection no later than 120 days after expiration of the current registration.
  - must have been continuously registered in California for two years immediately preceding the current registration expiration date.
  - must be currently registered, or be operating under a repair cost waiver/extension, or not have an expired registration more than 120 days old.
  - must be a passenger vehicle, or light-duty or medium-duty truck.
  - must pass a visual and operational check (see Section 6 of the application).

(3) REPAIR COST WAIVER

You may be eligible to receive a two-year extension to complete necessary emissions-related repairs. You do not need to complete the attached application. For more information, call **1-800-622-7733**.

Repair Assistance: "Income Eligible" Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. The Consumer Assistance Program will pay ***only*** for repairs performed at a CAP-approved station.

2) Fill out the application.
Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2–5, and sign the back of the application.

3) Mail the application and required documents.
Include the following documents with your application:

- ✔ A copy of your current vehicle renewal notice from DMV.
- ✔ A copy of the Vehicle Inspection Report from your vehicle's Smog Check inspection.
- ✔ Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
- ✔ A copy of ***one*** of the following documents that verify your income eligibility:

  ☆ ***A copy of your federal or state income tax form (Form 540 or 1040) from the most recent tax year.***

  – OR –

  ☆ ***A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.***

  – OR –

  ☆ ***A letter from the issuing agency stating that you receive one of these benefits:***

  - Supplemental Security Income (SSI).
  - Temporary Assistance for Needy Families (TANF).
  - State Supplemental Payments (SSP).
  - General Assistance (GA) or General Relief (GR).
  - Publicly subsidized medical coverage (Medicare or Medi-Cal).

  – OR –

  ☆ ***A copy of one of the following income verification documents:***

  - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
  - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance.

4) If your application is approved...
You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Repair Assistance: "Test-Only Eligible" Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. The Consumer Assistance Program will pay ***only*** for repairs performed at a CAP-approved station.

2) Fill out the application.
Be sure to check the **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2–4, and sign the back of the application.

3) Mail the application and required documents.
Include the following documents along with your application:

- ✔ A copy of your current vehicle renewal notice from DMV.
- ✔ A copy of the Vehicle Inspection Report from your vehicle's Smog Check inspection.
- ✔ Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.

4) If your application is approved . . .
You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Vehicle Retirement Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. The Consumer Assistance Program will pay ***only*** for vehicles retired at a CAP-approved dismantler.

2) Fill out the application.
Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1.
Then, completely fill out Sections 2 and 3; read Section 6; and sign the back of the application.

3) Mail the application and required documents.
Include the following documents with your application:

- ❑ A copy of your current vehicle renewal notice from DMV.
- ❑ A copy of the Vehicle Inspection Report from your vehicle's Smog Check inspection.

4) If your application is approved . . .
You will receive a phone call and additional information about how to retire your vehicle.

If you have questions regarding the attached application or need assistance completing it, please call:

1-800-622-7733

SMOG CHECK
CONSUMER ASSISTANCE PROGRAM APPLICATION

Please fill out the application completely. Incomplete applications cannot be processed.

We must receive your completed application no later than 120 days after the expiration of your vehicle registration with the Department of Motor Vehicles.

Section 1 — APPLICATION SELECTION

Please check one:

☐ **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-5, and sign the back of the application.

☐ **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-4, and sign the back of the application. *(Note: Test-Only Eligible applicants should apply for Income Eligible assistance, if they qualify.)*

☐ **VEHICLE RETIREMENT APPLICANT** — If this box is checked, complete Sections 2 and 3, read Section 6, and sign the back of the application.

Section 2 — VEHICLE OWNER INFORMATION

First Name	M.I.	Last Name	Driver's License or I.D. Number	
Street Address	Apt.	City	ZIP	Daytime Phone Number ( )
Best Time to Contact You Between 8 a.m. and 5 p.m.				

Section 2a — JOINT OWNER INFORMATION (if applicable) (Vehicle Retirement Only)

First Name	M.I.	Last Name	Driver's License or I.D. Number	
Street Address	Apt.	City	ZIP	Daytime Phone Number ( )
Best Time to Contact You Between 8 a.m. and 5 p.m.				

Section 3 — VEHICLE INFORMATION

Vehicle Year	Make	Model	Odometer Reading	California License Plate Number
Vehicle Identification Number (VIN)		Vehicle Registration Expiration Date	Date of Failed Smog Check	(if applicable) Date of Repair Cost Waiver or Economic Hardship Extension

Section 4 — VEHICLE REPAIR INFORMATION (for crediting consumer co-pay only)

I have spent $_____ on emissions-related repairs at _____. (Attach invoices.)
(Name of Smog Check Station)

Section 5 — INCOME INFORMATION

Number of people living in household (include yourself)	Head of Household? (Please check one) Yes ☐ No ☐

STEP 1 — Add the Total Gross Income for all household members, including yourself.

Wages	$ _____
Welfare/Unemployment Payments	$ _____
Social Security Payments	$ _____
Temporary Assistance for Needy Families (TANF) Payments	$ _____
Other Income	$ _____
Total Gross Income	$ _____

STEP 2 — Determine whether you are eligible.

(A) Total Gross Income (from STEP 1)	$
(B) Maximum Household Income *(from "Income Eligibility Table" on page 1)*	$

If the amount on Line A exceeds the amount on Line B, you are not eligible for repair assistance. If the amount on Line A is less than or equal to the amount on Line B, please sign the back of this application. Be sure to provide with your application a copy of one of the documents (listed on page 3) that verify your income eligibility.

(continued on back)

Section 6 — VEHICLE RETIREMENT REQUIREMENTS
(Inspections will be performed on the items listed below at a CAP-approved dismantler.)

VEHICLE EQUIPMENT REQUIREMENTS:

- ★ All doors are present.
- ★ Hood lid is present.
- ★ Dashboard is present.
- ★ Windshield is present.
- ★ At least one side window glass is present.
- ★ Driver's seat is present.
- ★ At least one bumper is present.
- ★ Exhaust system is present.
- ★ All side and/or quarter panels are present.
- ★ At least one headlight, one taillight, and one brake light are present.

VEHICLE OPERATIONAL REQUIREMENTS:

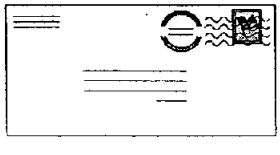
- ★ Vehicle must be driven to an approved dismantler **under its own power**.
- ★ Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- ★ Vehicle driveability is not affected by any body, steering, or suspension damage.
- ★ Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- ★ Interior pedals are operational.

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Joint Owner's Signature: _____ Date: _____
(Vehicle Retirement Only)

Mail your application and required documents to:



Bureau of Automotive Repair
Smog Check
Consumer Assistance Program
P.O. Box 15559
Sacramento, CA 95852-0559

RECEIVED IN BAR EXECUTIVE OFFICE
2002 JUL 29 AM 11:16

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:

BUREAU OF AUTOMOTIVE REPAIR

REGULATORY ACTION:

Title 16, California Code of Regulations

Amend sections **3340.16, 3340.16.5, 3340.17, 3340.32, 3340.42, 3340.50**

Repeal sections **3340.16.7**

NOTICE OF APPROVAL OF CERTIFICATE OF COMPLIANCE

Government Code section 11349.6

OAL File No. **02-0613-05 C**

The proposed regulatory action is the Certificate of Compliance filing making permanent the prior emergency adoption of the December 2001 revisions to the BAR-97 Emissions Inspection System Specifications. The prior emergency file was OAL file number 02-0205-02E.

OAL approves this regulatory action pursuant to section 11349.1 of the Government Code.

DATE: 07/26/02

GORDON R. YOUNG
Senior Staff Counsel

for: DAVID B. JUDSON
Deputy Director/Chief Counsel

Original : Kathleen Hamilton, Director
cc : James Allen

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 07/29/02

File# 02-0613-05 C

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

CERT

(See instructions on reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF
2002 JUL 26 PM 2:01
BILL JONES
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-02-0205-09	02-0613-05C	

For use by Office of Administrative Law (OAL) only

RECEIVED FOR FILING	PUBLICATION DATE
FEB -5 '02	FEB 15 '02
Office of Administrative Law	
NOTICE	REGULATIONS

2002 JUL 13 P 4:01
OFFICE OF
ADMINISTRATIVE LAW
JUL 29 2002

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER *(if any)*
Department of Consumer Affairs, Bureau of Automotive Repair	54

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
BAR-97 EIS Specifications (Addenda 7 and 8)	16	3340.16	February 15, 2002

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☑ Notice re Proposed Regulatory Action ☐ Other	James Allen	(916) 255-4300	(916) 255-1369

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☒ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	2002, 7Z	2/15/02

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
BAR-97 EIS Specifications (Addenda 7 and 8)	02-0205-02E

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	
	ADOPT
	AMEND §§ 3340.16, 3340.16.5, 3340.17, 3340.32, 3340.42 and 3340.50
TITLE(S) 16	REPEAL § 3340.16.7

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

(not applicable)

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE: Denise Brown Katrice Hamrick — DATE: 6/10/02

TYPED NAME AND TITLE OF SIGNATORY

DENISE BROWN, Chief Deputy Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) Amend Section 3340.16 to read as follows:

§ 3340.16. Test-Only Station Requirements.

(a) Basic Area. A smog check test-only station operating in a basic area shall have all testing equipment and emission application and reference manuals necessary to test and/or inspect all affected vehicles, including the following:

(1) Test analyzer system in accordance with the bureau's test analyzer system specifications referenced in section 3340.~~16.7~~17(a) of this article.

* * * *

(9) An evaporative emission control inspection system that meets subsections (a) through (h) and (j) of section 2.8 of the emissions inspection system specifications referenced in section 3340.~~16.7~~17(b).

(b) Enhanced Area. A smog check test-only station operating in an enhanced area shall have all of the equipment and materials specified by and conform to the requirements of subsection (a) above, except for subsection (a)(1) and (a)(5), and an emissions inspection system in accordance with the bureau's Emissions Inspection System Specifications referenced in 3340.~~16.7~~17(b) of this article. A smog check test-only station operating in an enhanced area shall have a tire pressure gauge capable of accurately measuring tire pressure at the specification for the vehicles being tested and inspected using the loaded mode test procedure.

* * * *

NOTE: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 44012, 44013, 44014.5 and 44015, Health and Safety Code.

(2) Amend Section 3340.16.5 to read as follows:

§ 3340.16.5. Test-and-Repair Station Requirements.

* * * *

(b) Enhanced Area. A smog check test-and-repair station operating in an enhanced area shall have:

(1) The equipment and materials specified by, and conform to the requirements of, subsection (a) of this section, an emission inspection system in accordance with the bureau's Emission Inspection System Specifications referenced in section 3340.~~16.7~~17(b) of this article.

* * * *

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44012, 44030(b) and 44036(b), Health and Safety Code.

(3) Repeal Section 3340.16.7 as follows:

~~**§ 3340.16.7. Test Equipment and Electronic Transmission Requirements.**~~

~~(a) Each Smog Check station operating in a basic area shall have a BAR certified test analyzer system that meets the specifications contained in the BAR Test Analyzer System Specifications dated April 1996, herein incorporated by reference. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in these specifications, which include the form, manner and frequency of data transmittals.~~

~~(b) Each Smog Check station operating in an enhanced area shall have a BAR emissions inspection system that meets the specifications contained in the BAR Emissions Inspection System Specifications dated May 1996, herein incorporated by reference. Vehicle data emission~~

~~test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in these specifications, which include the form, manner and frequency of data transmittals.~~

~~NOTE: Authority cited: Sections 44002, 44036, and 44037.1, Health and Safety Code. Reference: Sections 44012, 44036, and 44037.1, Health and Safety Code.~~

(4) Amend Section 3340.17 to read as follows:

§ 3340.17. Test Equipment, Electronic Transmission, Maintenance and Calibration Requirements.

(a) Each smog check station operating in a basic area shall have a BAR certified test analyzer system that meets the specifications contained in the BAR-90 Test Analyzer System Specifications dated April 1996, hereby incorporated by reference. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in these specifications, which include the form, manner and frequency of data transmittals. The test analyzer system shall be maintained and calibrated in accordance with the bureau's ~~test analyzer system specifications~~ BAR-90 Test Analyzer System Specifications referenced in this subsection ~~3340.16.7(a) of this article~~, and in accordance with the manufacturer's specifications. The test analyzer system shall have the most current software and hardware updates required by the bureau.

(b) Each smog check station operating in an enhanced area shall have a BAR emissions inspection system that meets the specifications contained in the BAR-97 Emissions Inspection System Specifications dated May 1996, as revised through December 2001, hereby incorporated by reference. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in these specifications, which include the form, manner and frequency of data transmittals. The emissions inspection system

shall be maintained and calibrated in accordance with the bureau's BAR-97 Emissions Inspection System Specifications referenced in this subsection, and in accordance with the manufacturer's specifications. The emissions inspection system shall have the most current software and hardware updates required by the bureau.

~~(b)~~ (c) All other diagnostic and repair equipment shall be maintained in good working condition. All equipment requiring calibration or adjustment shall be calibrated or adjusted in accordance with the instructions of the manufacturer, as approved by the bureau.

~~(c)~~ (d) ~~An analyzer~~ A test analyzer system or emissions inspection system shall only be used within a building and shall not be used in an environment that would subject the analyzer to excessive heat, cold, dust, or moisture. The specifications for environmental conditions are referenced in the bureau's "BAR Exhaust Gas Analyzer Specifications" dated 1980, as herein incorporated by reference, and in the ~~t~~Test ~~a~~Analyzer ~~s~~System ~~s~~Specifications and Emissions Inspection System Specifications referenced in ~~subdivision~~ subsections (a) and (b) of this section.

~~(d)~~ (e) ~~The analyzer~~ Test analyzer systems and emissions inspection systems shall be calibrated only with BAR approved gases that are certified in accordance with section 3340.18 of this chapter. ~~as listed in the "BAR Exhaust Gas Analyzer Specifications."~~

~~(e)~~ (f) Only bureau-authorized representatives or authorized manufacturer representatives shall have access to the test analyzer system or emissions inspection system for service or inspection.

(g) Test analyzer systems and emission inspection systems that the bureau finds do not comply with the hardware and software requirements and specifications established in this article will be disconnected from the bureau's centralized computer database and network, and thereby

prohibited from being used to perform smog check inspections, and to transmit certificates of compliance to the Department of Motor Vehicles, until they are brought into compliance.

NOTE: Authority cited: Section 44002, 44036 and 44037.1, Health and Safety Code. Reference: Sections 44012, ~~and~~ 44036 and 44037.1, Health and Safety Code.

(5) Amend Section 3340.32 to read as follows:

§ 3340.32. Standards for the Certification of Institutions Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians.

* * * *

(e) Applicants Requirements. An applicant shall meet the following requirements:

* * * *

(2) Equipment, Tools and Materials for Basic Smog Technician Courses. An institution wishing to be certified to offer Basic Smog Technician courses shall have the following tools and materials in quantities sufficient to adequately train all participating students:

(A) A test analyzer system in accordance with the bureau's test analyzer system specifications referenced in section 3340.~~16.7~~17(a) of this article.

* * * *

(3) Equipment, Tools and Materials for Advanced Smog Technician Courses. An institution wishing to be certified to offer Advanced Smog Technician courses shall, in addition to the equipment required by subsection (e)(2) of this section, have the following equipment:

(A) An emissions inspection system in accordance with the bureau's emissions inspection system specifications referenced in section 3340.~~16.7~~17(b) of this article.

* * * *

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5(b), 44045.6 and 44050, Health and Safety Code.

(6) *Amend Section 3340.42 to read as follows:*

§ 3340.42. Mandatory Emissions Inspection Standards and Test Procedures.

Smog check stations and smog check technicians shall conduct tests and inspections in accordance with the bureau's BAR Test Analyzer System Specifications referenced in section 3340.~~16.7~~17(a) or the BAR Emissions Inspection System Specifications referenced in section 3340.~~16.7~~17(b), whichever is appropriate, and the following:

* * * *

NOTE: Authority cited: Sections 44002, 44003, 44013 and 44036, Health and Safety Code. Reference: Sections 39032.5, 44002, 44003, 44005, 44011, 44011.3, 44012, 44013, 44014.5, 44015, 44017, 44032, 44036, 44062.1 and 44081, Health and Safety Code.

(7) Amend Section 3340.50 to read as follows:

§ 3340.50. Fleet Facility Requirements.

* * * *

(b) Equipment. The fleet facility shall have the equipment required by a smog check station, as set forth in sections 3340.16.5 and 3340.~~16.7~~17 of this chapter. Equipment shall be maintained and calibrated in accordance with section 3340.17 of this chapter.

* * * *

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44020 and 44045.5, Health and Safety Code.

PATRICK DORAIS
Acting Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 11/28/01

File# 01-1011-04 S

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note: The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:	**NOTICE OF APPROVAL OF REGULATORY ACTION**
BUREAU OF AUTOMOTIVE REPAIR	
REGULATORY ACTION:	**Government Code Section 11349.3**
Title 16, California Code of Regulations	**OAL File No. 01-1011-04 S**
Amend sections 3340.16.5	

This action amends the standards for the capabilites of ignition analyzers and digital storage oscilloscopes required by existing regulations so that one device may meet the requirements for both, so long as it has the requisite capabilities.

OAL approves this regulatory action as meeting all applicable legal requirements.

DATE: 11/27/01

David D. Potter

DAVID D. POTTER
Senior Staff Counsel

for: DAVID B. JUDSON
Deputy Director/Chief Counsel

Original : Russ Heimerich, Public Relations Officer
cc : James Allen

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

REGULAR

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 11-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z01-0424-03	01-1011-04S		

For use by Office of Administrative Law (OAL) only

2001 APR 24 PM 1:27

OFFICE OF ADMINISTRATIVE LAW

2001 OCT 11 PM 4:58

OFFICE OF ADMINISTRATIVE LAW

RECEIVED FOR FILING	PUBLICATION DATE	
APR 24 '01	MAY 04 '01	
NOTICE		REGULATIONS

AGENCY ~~Office of Administrative Law~~

Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER *(If any)*: 56

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Smog Check Station Equipment Requirement	16	3340.16.5.	May 4, 2001

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☑ Notice re Proposed Regulatory Action ☐ Other	James Allen	(916) 255-4300

OAL USE ONLY	ACTION ON PROPOSED NOTICE			NOTICE REGISTER NUMBER	PUBLICATION DATE
	☒ Approved as Submitted	☐ Approved as Modified	☐ Disapproved/ Withdrawn	2001,18Z	5/4/01

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1. SUBJECT OF REGULATION(S)

Smog Check Station Equipment Requirements

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTIONS AFFECTED	ADOPT	
	AMEND	3340.16.5
TITLE(S) 16	REPEAL	

3. TYPE OF FILING

☒ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Emergency (Gov. Code, § 11346.1(b)) ☐ Resubmittal of disapproved or withdrawn emergency filing

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

July 26-August 10, 2001

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

☒ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State

Jim's copy

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, C[illegible] ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ssion ☐ State Fire Marshal

☐ Other (Specify)

7 CONTACT PERSON: James Allen

TELEPHONE NUMBER: (916) 255-4300

8.

I certify that the attached copy of the regulati[illegible] copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE: Kathleen Hamilton

DATE: 10/10/01

TYPED NAME AND TITLE OF SIGNATORY: KATHLEEN HAMILTON, Director, DCA

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

(1) Amend Section 3340.16.5 to read as follows:

3340.16.5. Test-and-Repair Station Requirements.

(a) Basic Area. A smog check test-and-repair station operating in a basic area shall have the equipment and materials specified by, and conform to the requirements of, Section 3340.16(a) of this article and, in addition, shall have engine diagnostic equipment and repair tools that are capable of diagnosing and repairing engine ignition systems, fuel systems, emission control systems, computer engine control systems, and other related components for each vehicle type that the station ~~works on including the following:~~ diagnoses and repairs. The equipment or repair tools may be separate units, or part of a multi-functional unit. At a minimum, the station shall have the following materials, tools, and equipment:

(1) Ignition analyzer~~/~~ or ignition oscilloscope~~:~~ capable of displaying ignition system operation of vehicles subject to the smog check program. At a minimum, the device shall display:

(A) Primary ignition system voltage and coil oscillations; and

(B) Firing voltage and spark duration of the secondary ignition in either analog or digital form. For distributor-equipped systems, the device shall be capable of displaying this information for all cylinders at the same time.

(2) Compression tester.

(3) Tachometer/dwell meter.

(4) Fuel pressure gauge capable of measuring the higher pressures of fuel- injected vehicles.

(5) Propane enrichment kit.

(6) Ammeter capable of measuring amps and milliamps.

(7) High impedance digital volt/ohmmeter.

(8) Hand tools necessary to adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(9) Diagnostic and repair information for all vehicles being tested and repaired. Such information may be in printed or electronic form and may be nationally distributed and periodically updated references that contain repair and emission procedures. These references must be up to date and include current model year supplements for automobile emission control systems. Electronic references shall be provided in printed form upon request from the bureau.

(10) The most currently available bureau test and repair manuals.

(11) Automotive computer diagnostic and repair manuals.

(12) Electronic component location manuals.

(13) A device capable of retrieving trouble codes from vehicles with on-board computers, along with instructions on how to extract codes, and definitions of codes. This device shall have the ability to display and store data streams from the on-board computer systems of vehicles. The device shall be On-Board Diagnostic II compliant, and shall have the Enhanced E/E Diagnostic Test Modes capabilities as noted in the Society of Automotive Engineers' document number J2190 dated June 1993. Diagnostic data modules required to operate the device shall be kept updated to the current available calendar year.

(b) Enhanced Area. A smog check test-and-repair station operating in an enhanced area shall have:

(1) The equipment and materials specified by, and conform to the requirements of, subsection (a) of this section, an emissions inspection system in accordance with the bureau's Emissions Inspection System Specifications referenced in section 3340.16.7(b) of this article.

(2) An electronic device capable of graphically displaying any electrical or electronic signal used by an automotive computer system. The device shall have the capability of displaying the electrical or electronic signal using a voltage and time scale that is adjustable. The device shall have the capability of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or screen refresh rate. This device may be a separate unit, or be part of a multifunctional unit that also serves to fulfill one or more of the requirements of subsection (a).

(3) A tire pressure gauge capable of accurately measuring tire pressure at the specification for the vehicles being tested and inspected using the loaded mode test procedure.

(c) A smog check test-and-repair station which has accepted a vehicle for inspection shall disclose both orally and in writing before the initial inspection of the vehicle if the vehicle is potentially affected by any of the following conditions:

(1) The station does not have adequate equipment, personnel, tools or reference materials to repair the vehicle, should the vehicle fail its inspection; or

(2) The station, as a matter of policy, does not repair certain types, makes or models of vehicles; or

(3) The station, as a matter of policy, does not repair certain types of vehicle inspection failures.

Such written disclosure shall be made on the written estimate provided pursuant to section 9884.9 of the Business and Professions Code.

(d) A smog check test-and-repair station shall not have ownership in, corporate interest in, nor any financial interest in a smog check test-only station within a geographical radius of 50 statute miles of the test-and- repair station.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44012, 44030(b) and 44036(b), Health and Safety Code.

/s/
DOUGLAS E. LAUE, Chief
Bureau of Automotive Repair

To Legal

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:	**NOTICE OF APPROVAL OF REGULATORY ACTION**
BUREAU OF AUTOMOTIVE REPAIR	
REGULATORY ACTION:	**Government Code Section 11349.3**
Title 16, California Code of Regulations	**OAL File No. 02-0320-02 S**
Amend sections 3303, 3353, 3361.1	

The proposed regulatory action establishes procedures for electronic authorization of revised estimates of automotive repair work.

OAL approves this regulatory action as meeting all applicable legal requirements.

DATE: 05/02/02

GORDON R. YOUNG
Senior Staff Counsel

for: DAVID B. JUDSON
Deputy Director/Chief Counsel

Original : Kathleen Hamilton, Director
cc : James Allen

REGULAR

STATE OF CALIFORNIA—OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 4-99)

ENDORSED FILED IN THE OFFICE OF

2002 MAY -2 PM 3:35

BILL JONES SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-01-1109-01	02-0320-025	

For use by Office of Administrative Law (OAL) only

2002 MAR 20 PM 1:16

OFFICE OF ADMINISTRATIVE LAW

RECEIVED FOR FILING	PUBLICATION DATE
NOV - 9 '01	NOV 23 '01
Office of Administrative Law	NOTICE
MAY - 2 2002	REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER (If any)
Department of Consumer Affairs, Bureau of Automotive Repair	59

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Revised Estimates; Electronic Authorization	16	3303	November 23, 2001

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☑ Notice re Proposed Regulatory Action ☐ Other	James Allen	(916) 255-4300	(916) 255-1369

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☒ Approved as Modified ☐ Disapproved/ Withdrawn	2001, 47-Z	11/23/01

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Revised Estimates; Electronic Authorization	

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	
	ADOPT
	AMEND §§ 3303 and 3353 AND 3361.1
TITLE(S) 16	REPEAL

Charge Per Agency Request. 5/1/02. [illegible]

3. TYPE OF FILING

☒ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

(not applicable)

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))

☒ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other (Specify)

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE [signature] DATE 3/19/02

TYPED NAME AND TITLE OF SIGNATORY

KATHLEEN HAMILTON, Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

3303. Definitions.

In this chapter, unless the context otherwise requires:

* * * *

(k) "Authorization" means consent. Authorization shall consist of the customer's signature on the work order, taken before repair work begins. Authorization shall be valid without the customer's signature only when oral or electronic authorization is documented in accordance with applicable sections of these regulations.

* * * *

Note: Authority cited: Sections 9882, 9884.9, 9884.19 and 9887.1, Business and Professions Code. Reference cited: Sections 9880.1(a), (e) and (f), 9882, 9884.7(~~1~~a)(~~b~~2), 9884.9, 9889.50 and 9889.51 and 9889.52, Business and Professions Code.

§3353. Written Estimate Required for Repair or Maintenance; Exceeding Estimate; Authorization Required.

No work for compensation shall be commenced and no charges shall accrue without specific authorization from the customer in accordance with the following requirements:

(a) Estimate for Parts and Labor. Every dealer shall give to each customer a written estimated price for ~~labor and~~ parts and labor for a specific job. ~~All OEM crash parts and non-OEM aftermarket crash parts used in the repair shall be clearly identified on the written estimate.~~

(b) Estimate for Auto Body or Collision Repairs. Every dealer, when doing auto body or collision repairs, shall give to each customer a written estimated price for parts and labor for a specific job. Parts and labor shall be described separately and each part shall be identified, indicating whether the replacement part is new, used, rebuilt, or reconditioned. The estimate shall also describe replacement crash parts as original equipment manufacturer (OEM) crash parts or non-OEM aftermarket crash parts.

~~No dealer shall charge for work done or parts supplied in excess of the written estimated price without the oral or written consent of the customer, and if such consent is oral the dealer~~

~~shall make a notation on the work order and on the invoice of the date, time, name of the person authorizing the additional repairs, and the telephone number called, if any, together with a specification of the additional parts and labor and the total additional cost.~~

(c) Additional Authorization. The dealer shall obtain the customer's ~~consent~~ authorization before any additional work not estimated is done or parts not estimated are supplied. This authorization shall be in written, oral, or electronic form, and shall describe the additional repairs, parts, labor and the total additional cost.

(1) If the authorization from the customer for additional repairs, parts, or labor in excess of the written estimated price is obtained orally, the dealer shall also make a notation on the work order and on the invoice of the date, time, name of the person authorizing the additional repairs, and the telephone number called, if any, together with a specification of the additional repairs, parts, labor and the total additional cost.

(2) If the authorization from the customer for additional repairs, parts, or labor in excess of the written estimated price is obtained by facsimile transmission (fax), the dealer shall also attach to the work order and the invoice, a faxed document that is signed and dated by the customer and shows the date and time of transmission and describes the additional repairs, parts, labor and the total additional cost.

(3) If the authorization from the customer for additional repairs, parts, or labor in excess of the written estimated price is obtained by electronic mail (e-mail), the dealer shall print and attach to the work order and invoice, the e-mail authorization which shows the date and time of transmission and describes the additional repairs, parts, labor and the total additional cost.

(4) The additional repairs, parts, labor, total additional cost, and a statement that the additional repairs were authorized either orally, or by fax, or by e-mail shall be recorded on the final invoice pursuant to Section 9884.9 of the Business and Professions Code. All documentation must be retained pursuant to Section 9884.11 of the Business and Professions Code.

~~(b)~~ (d) Estimated Price to Tear Down, Inspect, Report and Reassemble. For purposes of this article, to "tear down" shall mean to disassemble, and "teardown" shall mean the act of disassembly. If it is necessary to tear down a vehicle component in order to prepare a written estimated price for required repair, the dealer shall first give the customer a written estimated price for the teardown. This price shall include the cost of reassembly of the component. The

estimated price shall also include the cost of parts and necessary labor to replace such items as gaskets, seals and O rings that are normally destroyed by teardown of the component. If the act of teardown might prevent the restoration of the component to its former condition, the dealer shall write that information on the work order containing the teardown estimate before the work order is signed by the customer.

The repair dealer shall notify the customer orally and conspicuously in writing on the teardown estimate the maximum time it will take the repair dealer to reassemble the vehicle or the vehicle component in the event the customer elects not to proceed with the repair or maintenance of the vehicle and shall reassemble the vehicle within that time period if the customer elects not to proceed with the repair or maintenance. The maximum time shall be counted from the date of authorization of teardown.

After the teardown has been performed, the dealer shall prepare a written estimated price for labor and parts necessary for the required repair. All parts required for such repair shall be listed on the estimate. The dealer shall then obtain the customer's authorization for either repair or reassembly before any further work is done.

~~(c)~~ (e) Revising an Itemized Work Order. If the customer has authorized repairs according to a work order on which parts and labor are itemized, the dealer shall not change the method of repair or parts supplied without the written, oral, or electronic authorization of the customer. ~~If such~~ The authorization ~~has been~~ shall be obtained~~, the dealer shall make a record of the authorization on the work order and on the invoice by writing the date, time, name of customer, and telephone number called, if any, and a description of the changes authorized and any change in price.~~ from the customer as provided in subsection (c) and Section 9884.9 of the Business and Professions Code.

~~(d)~~ (f) Unusual Circumstances; Authorization Required. When the customer is unable to deliver the motor vehicle to the dealer during business hours or if the motor vehicle is towed to the dealer without the customer during business hours, and the customer has requested the dealer to take possession of the motor vehicle for the purpose of repairing or estimating the cost of repairing the motor vehicle, the dealer shall not undertake the diagnosing or repairing of any malfunction of the motor vehicle for compensation unless such dealer has complied with all of the following conditions:

(1) The dealer has prepared a work order stating the written estimated price for labor and parts, as specified in subsection (a) or (b), necessary to repair the motor vehicle; and

(2) By telephone ~~or otherwise~~, fax or e-mail, the customer has been given all of the information on the work order and the customer has approved the work order; and

(3) The customer has given oral, ~~or~~ written or electronic authorization to the dealer to make the repairs ~~pursuant to the work order.~~ and the dealer has documented the authorization as provided in subsection (c) and Section 9884.9 of the Business and Professions Code.

~~If such authorization is oral, the dealer shall make, on both the work order and the invoice, a notation of the name of the customer, the date, the time, and the telephone number called, if any.~~

Any charge for parts or labor in excess of the original written estimated price must be separately authorized by the customer and documented by the dealer, as provided in subsection (c) and Section 9884.9 of the Business and Professions Code.

(g) Definitions. As used in this section, "written" shall mean the communication of information in writing, other than by electronic means; "oral" shall mean the oral communication of information either in person or telephonically; "electronic" shall mean the communication of information by facsimile transmission (fax) or electronic mail (e-mail).

Note: Authority cited: Sections 9882 and 9884.9, Business and Professions Code. Reference cited: Sections 9884.8, 9884.9, 9889.50 and 9889.52, Business and Professions Code.

§ 3361.1. Automatic Transmissions.

* * * *

(a) Before an automatic transmission is removed from a motor vehicle for purposes of repair or rebuilding, it shall be inspected. Such inspection shall determine whether or not the replacement or adjustment of any external part or parts will correct the specific malfunction of the automatic transmission. In the case of an electronically controlled automatic transmission, this inspection shall include a diagnostic check, including the retrieval of any diagnostic trouble codes, of the electronic control module that controls the operation of the transmission. If minor service and/or replacement or adjustment of any external part or parts and/or of companion units can reasonably be expected to correct the specific malfunction of the automatic transmission, then prior to removal of the automatic transmission from the vehicle, the customer shall be informed of that fact as required by Section 3353 of these regulations. Before removing an

automatic transmission from a motor vehicle, the dealer shall also comply with the provisions of section 3353(~~b~~d), and disclose any applicable guarantee or warranty as provided in sections 3375, 3376 and 3377 of these regulations. If a diagnostic check of an electronic control module cannot be completed due to the condition of the transmission, the customer shall be informed of that fact and a notation shall be made on the estimate, in accordance with Section 3353 of these regulations.

* * * *

Note: Authority cited: Sections 9882 and 9884.19, Business and Professions Code. Reference: Sections 9884.7(a), 9884.8, 9884.9(a) and 9884.19, Business and Professions Code.

Patrick Dorais

PATRICK DORAIS
Acting Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 09/13/01

File# 01-0814-01 S

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION — REGULAR

See instructions on reverse.

For use by Secretary of State only

STD. 400 (REV. 1-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER	PREVIOUS REGULATORY ACTION NUMBER
	Z01-0409-01	01-0814-01S		

For use by Office of Administrative Law (OAL) only

2001 APR -9 PM 12:24
OFFICE OF ADMINISTRATIVE LAW
RUB DATE
APR 20 2001
NOTICE

ENDORSED APPROVED FOR FILING AND PUBLICATION
SEP 10 2001
Office of Administrative Law
REGULATIONS

ENDORSED FILED IN THE OFFICE OF
2001 SEP 10 PM 4:15
BILL JONES
SECRETARY OF STATE

AGENCY	AGENCY FILE NUMBER (If any)
STATE OF CALIFORNIA OFFICE OF ADMINISTRATIVE LAW Department of Consumer Affairs, Bureau of Automotive Repair	60

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Smog Check Inspection Procedures	16	3340.42	APR June 20, 2001

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER
☑ Notice re Proposed Regulatory Action ☐ Other	James Allen	(916) 255-4300

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☒ Approved as Modified ☐ Disapproved/ Withdrawn	2001, #16Z	4/20/01

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1. SUBJECT OF REGULATION(S)

Smog Check Inspection Procedures

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTIONS AFFECTED	ADOPT	AMEND	REPEAL
TITLE(S) 16		3340.42	

3. TYPE OF FILING

☒ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal ☐ Emergency (Gov. Code, § 11346.1(b)) ☐ Resubmittal of disapproved or withdrawn emergency filing

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. DATE(S) OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

June 9 - June 25, 2001

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code § 11346.2)*

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER
James Allen	(916) 255-4300

8. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
	8/14/01

TYPED NAME AND TITLE OF SIGNATORY

KATHLEEN HAMILTON, Director, DCA

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Division 33 of Title 16 of the California Code of Regulations:

(1) Amend Section 3340.42 to read as follows:

§ 3340.42 Mandatory ~~Exhaust~~ Emissions Inspection Standards and Test Procedures.

~~The test procedures shall be conducted~~ Smog check stations and smog check technicians shall conduct tests and inspections in accordance with the bureau's BAR Test Analyzer System Specifications referenced in section ~~3340.17(a)~~ 3340.16.7(a) or the BAR Emissions Inspection System Specifications referenced in section ~~3340.17(b)~~ 3340.16.7(b), whichever is appropriate, and the following:

(a) There shall be two test procedures as follows. The loaded mode test method shall be the primary test method used in the enhanced program areas and the idle mode test method shall be used in all other program areas of the state.

(1) A loaded mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emission. The loaded mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded mode test procedures, including the preconditioning procedure, shall only be conducted according to bureau approved procedures and include the following:

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in Table I.

(C) With the vehicle operating, sample the exhaust system in the following sequence:

1. Accelerate the vehicle to the cruise condition as specified by the test procedures.

2. Operate the vehicle long enough to stabilize emission levels.

3. Measure and record emissions (hydrocarbons, carbon monoxide, carbon dioxide, and oxides of nitrogen).

(2) The idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications.

Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in Table II or Table III, as applicable.

(3) All tests shall be performed with the engine at its normal operating temperature.

(4) All loaded mode testing shall be conducted in a manner which does not induce excess emissions to the test.

~~(b) Vehicles in the enhanced program area known as the Sacramento Area that are required to be tested at a test-only facility pursuant to section 44010.5(a) of the Health and Safety Code shall be tested according to the ASM test procedures and emissions standards.~~

(b) There shall be a liquid fuel leak inspection as follows:

(1) As used in this section, "Liquid fuel leak" means any fuel emanating from a vehicle's fuel delivery, metering, or evaporation systems in liquid form that has created a visible ~~liquid~~ drop or more of fuel on a component of a vehicle's fuel delivery, metering, or evaporation system or has created a fuel puddle on, around, or under a component of a vehicle's fuel delivery, metering, or evaporation system.

(2) With the engine running, the smog check technician shall visually inspect the following

components of the vehicle, if they are exposed and visually accessible, for liquid fuel leaks:

(A) Gasoline fuel tanks.

(B) Gasoline fill pipes, associated hoses and fuel tank connections.

(C) Gas caps.

(D) External fuel pumps.

(E) Fuel delivery and return lines and hoses.

(F) Fuel filters.

(G) Carburetors.

(H) Fuel injectors.

(I) Fuel pressure regulators.

(J) Charcoal canisters.

(K) Fuel vapor hoses.

(L) Any valves connected to any other fuel evaporative component.

(3) If a smog check technician detects a liquid fuel leak, the technician shall enter "F" (Defective) in the "Fuel Evaporative Controls" category of the visual inspection when prompted by the test analyzer system or emissions inspection system, as appropriate, and the vehicle shall fail the inspection.

(4) Smog check technicians shall indicate on the vehicle inspection report the location of any liquid fuel leak.

(5) The liquid fuel leak inspection required by this section is a visual inspection only. Smog check technicians are not required to perform any disassembly of the vehicle to inspect for liquid fuel leaks. No special tools or equipment, other than a flashlight and mirror, are required and no raising, hoisting or lifting of the vehicle is required.

(6) Expenditures for repairs made at a licensed smog check station to correct liquid fuel leaks detected during a smog check inspection shall be credited toward the repair cost waiver expenditure specified in Section 44017 of the Health and Safety Code, or applied to the repair assistance program co-payment specified in Section 44062.1 of the Health and Safety Code and Section 3394.4 of this chapter.

(7) Nothing in this subsection shall prohibit a technician from refusing to inspect a vehicle or from aborting an inspection if a liquid fuel leak presents a safety hazard.

(8) This subsection shall not apply to vehicles fueled exclusively by compressed natural gas (CNG), liquid natural gas (LNG), or liquid petroleum gas (LPG).

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in Tables I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) Gross polluting vehicles shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the vehicle as indicated in Tables I, II, or III. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection shall become effective immediately and applies in all program areas

statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

(5) The gross polluter emission standards in Table III shall be used to determine if a vehicle shall be designated as a gross polluter.

NOTE: Authority cited: Sections 44002 ~~and~~, 44003, 44013 and 44036, Health and Safety Code. Reference: Sections 39032.5, 44002, 44003, 44005, ~~44010.5,~~ 44011, 44011.3, 44012, 44013, ~~and~~ 44014.5, 44015, 44017, 44032, 44036, 44062.1 and 44081, Health and Safety Code.

DOUGLAS E. LAUE, Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 08/21/01

File# 01-0720-08 N

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see Item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

NON-SUBSTANTIVE

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF

2001 AUG 15 PM 1:06

BILL JONES
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-	01-0720-08	

For use by Office of Administrative Law (OAL) only

APPROVED FOR FILING
ADMINISTRATIVE LAW
AUG 15 2001
Office of Administrative Law

OFFICE OF
ADMINISTRATIVE LAW

REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER *(If any)*
Department of Consumer Affairs, Bureau of Automotive Repair	62

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Consumer Assistance Program Application (CAP/APP 01/01)	

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	ADOPT	
	AMEND	3394.6
TITLE(S) 16	REPEAL	

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only
☑ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)
☐ Other (specify) _____

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

N/A

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☐ Effective 30th day after filing with Secretary of State
☑ Effective on filing with Secretary of State
☐ Effective other *(Specify)* _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660)
☐ Fair Political Practices Commission
☐ State Fire Marshal
☐ Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-1379	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Kathleen Hamilton	7/20/01

TYPED NAME AND TITLE OF SIGNATORY

KATHLEEN HAMILTON, Director, Department of Consumer Affairs

DEPARTMENT OF CONSUMER AFFAIRS
BUREAU OF AUTOMOTIVE REPAIR

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT.

Legend: Deleted text is indicated by ~~strikethrough~~.
Added text is indicated by underlining.
Omitted text is indicated by * * * *

The Bureau of Automotive Repair, pursuant to Section 100 (1 CCR 100), hereby adopts the following changes without regulatory effect in Division 33 of Title 16 of the California Code of Regulations:

1. Amend Section 3394.6 to read as follows:

3394.6. Application and Documentation Requirements.

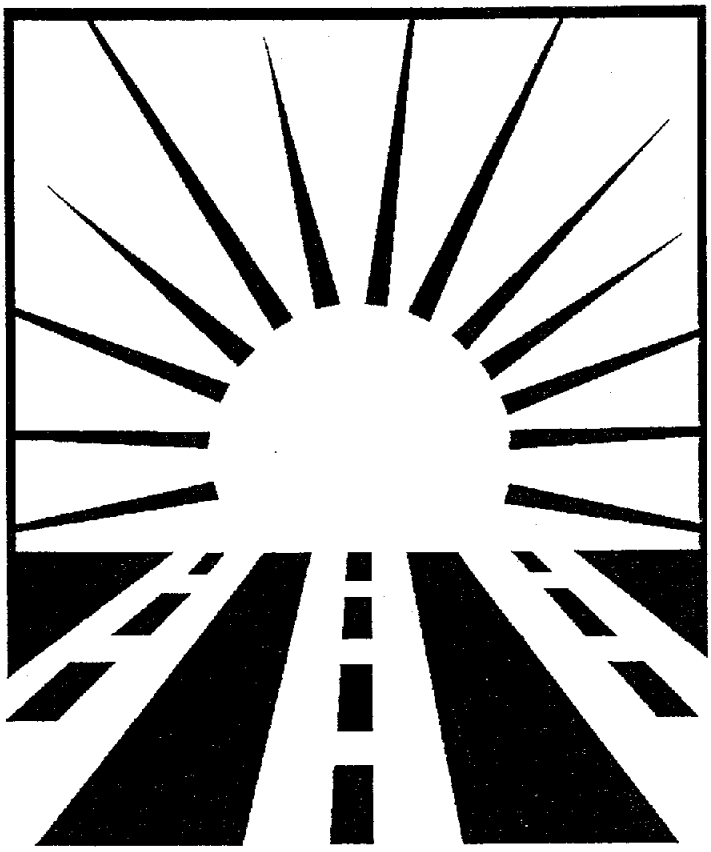
(a) In order to participate in the Consumer Assistance Program, an applicant must submit a completed application, CAP/APP (~~0104~~/01), which is hereby incorporated by reference, to the Department or its designee with original signature(s).

* * * *

NOTE: Authority cited: Sections 44001.5, 44002, 44091 and 44094, Health and Safety Code. Reference: Sections 44001.3, 44005, 44011, 44012, 44014.2, 44015, 44017, 44017.1, 44062.1, 44092, 44093, 44094, and 44095, Health and Safety Code.

DOUGLAS E. LAUE, Chief
Bureau of Automotive Repair

Smog Check
Consumer Assistance Program



The Consumer Assistance Program (CAP) offers three options to help California consumers whose vehicles need Smog Check repairs to bring them into compliance with California emissions standards. These options not only aid consumers, but help clean California's air by reducing vehicle emissions.

The following options are now available: ***Repair Assistance, Vehicle Retirement,*** and ***Repair Cost Waiver.*** Look inside for more details.

YOUR APPLICATION MUST BE APPROVED PRIOR TO RECEIVING CAP ASSISTANCE.

Smog Check Consumer Assistance Program

If your vehicle needs help meeting Smog Check standards, the Consumer Assistance Program (CAP) may be of help. You may be eligible for one of the following options.

(1) REPAIR ASSISTANCE

Income Eligible: Your household income is not more than the maximum amount shown in the "Income Eligibility Table." If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

- OR -

Test-Only Eligible: Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle.

If you are Test-Only Eligible and Income Eligible, you will only have to pay the first $20 toward diagnosing and repairing your vehicle.

Income Eligibility Table

Number of People in Household*	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$15,892	- OR -	$1,325
2	$21,479	- OR -	$1,791
3	$27,066	- OR -	$2,255
4	$32,653	- OR -	$2,721
5	$38,240	- OR -	$3,188
6	$43,827	- OR -	$3,652
7	$49,414	- OR -	$4,118
8	$55,001	- OR -	$4,584
For more than 8, add the following amount for each individual:	$5,587	- OR -	$466

* "Household" means all family members or other persons who reside together and share common living expenses — BE SURE TO INCLUDE YOURSELF!

(2) VEHICLE RETIREMENT

If you don't think your vehicle is worth repairing, and you qualify, the state will pay you ***$1,000*** to voluntarily retire it at a CAP-approved dismantler. You must not have retired a vehicle through the Consumer Assistance Program within the last 12 months. Joint owners are limited to no more than two vehicles within the last 12 months.

To qualify for either Repair Assistance or Vehicle Retirement, your vehicle:

- ★ Must have failed a "biennial" Smog Check inspection. [redacted]
- ★ Must not have a tampered emissions-control system.
- ★ Must not be in the process of being sold or being registered in California for the first time.

For Vehicle Retirement, the vehicle also:

- ★ Must have failed the inspection no later than 120 days after expiration of the current registration.
- ★ Must have been continuously registered in California for two years immediately preceding the current registration expiration date.
- ★ Must be currently registered, or be operating under a repair cost waiver/extension, or not have an expired registration more than 120 days old.
- ★ Must be a passenger vehicle, or light-duty or medium-duty truck.
- ★ Must pass a visual and operational check (see Section 6 of the application).

(3) REPAIR COST WAIVER

You may be eligible to receive a two-year extension to complete necessary emissions-related repairs. You do not need to complete the attached application. For more information, call ***1-800-622-7733.***

Repair Assistance: "Income Eligible" Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do *not* have emissions-related repairs performed on your vehicle until your application has been approved. The Consumer Assistance Program will pay *only* for repairs performed at a CAP-approved station.

2) Fill out the application.
Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2–5, and sign the back of the application.

3) Mail the application and required documents.
Include the following documents with your application:

- ✔ A copy of your current vehicle registration renewal notice from DMV.
- ✔ A copy of the Vehicle Inspection Report from your vehicle's *failed* Smog Check inspection.
- ✔ Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
- ✔ A copy of *one* of the following documents that verify your income eligibility:

★ ***A copy of your federal or state income tax form (Form 540 or 1040) from the most recent tax year.***

– OR –

★ ***A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.***

– OR –

★ ***A letter from the issuing agency stating that you receive one of these benefits:***

Supplemental Security Income (SSI).

Temporary Assistance for Needy Families (TANF).

State Supplemental Payments (SSP).

General Assistance (GA) or General Relief (GR).

Publicly subsidized medical coverage (Medicare or Medi-Cal).

– OR –

★ ***A copy of one of the following income verification documents:***

An unemployment, veterans benefits, or disability check issued to you within the past 60 days.

A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance.

4) If your application is approved...
You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Repair Assistance: "Test-Only Eligible" Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do *not* have emissions-related repairs performed on your vehicle until your application has been approved. The Consumer Assistance Program will pay *only* for repairs performed at a CAP-approved station.

2) Fill out the application.
Be sure to check the **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2–4, and sign the back of the application.

3) Mail the application and required documents.
Include the following documents along with your application:

- ✔ A copy of your current vehicle registration renewal notice from DMV.
- ✔ A copy of the Vehicle Inspection Report from your vehicle's *failed* Smog Check inspection.
- ✔ Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.

4) If your application is approved . . .
You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Vehicle Retirement Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. The Consumer Assistance Program will pay *only* for vehicles retired at a CAP-approved dismantler.

2) Fill out the application.
Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1. Then, completely fill out Sections 2 and 3; read Section 6; and sign the back of the application.

3) Mail the application and required documents.
Include the following documents with your application:

- ✔ A copy of your current vehicle registration renewal notice from DMV.
- ✔ A copy of the Vehicle Inspection Report from your vehicle's *failed* Smog Check inspection.

4) If your application is approved . . .
You will receive a phone call and additional information about how to retire your vehicle.

If you have questions regarding the attached application or need assistance completing it, please call:

1-800-622-7733

SMOG CHECK
CONSUMER ASSISTANCE PROGRAM APPLICATION

Please fill out the application completely. Incomplete applications cannot be processed.

We must receive your completed application no later than 120 days after the expiration of your vehicle registration with the Department of Motor Vehicles.

Section 1 — APPLICATION SELECTION

Please check one:

☐ **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-5, and sign the back of the application.

☐ **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-4, and sign the back of the application. *(Note: Test-Only Eligible applicants should apply for Income Eligible assistance, if they qualify.)*

☐ **VEHICLE RETIREMENT APPLICANT** — If this box is checked, complete Sections 2 and 3, read Section 6, and sign the back of the application. If registration has joint ownership, complete section 2a.

Section 2 — REGISTERED VEHICLE OWNER INFORMATION

First Name	M.I.	Last Name		Driver's License or I.D. Number	
Street Address	Apt.	City	State	ZIP	Daytime Phone Number ( )
Best Time to Contact You Between 8 a.m. and 5 p.m.					Message Phone Number ( )

Section 2a — JOINT REGISTERED OWNER INFORMATION (if applicable) (Vehicle Retirement Only)

First Name	M.I.	Last Name		Driver's License or I.D. Number	
Street Address	Apt.	City	State	ZIP	Daytime Phone Number ( )
Best Time to Contact You Between 8 a.m. and 5 p.m.					Message Phone Number ( )

Section 3 — VEHICLE INFORMATION

Vehicle Year	Make	Model	Odometer Reading	California License Plate Number
Vehicle Identification Number (VIN)		Vehicle Registration Expiration Date	Date of Failed Smog Check	(if applicable) Date of Repair Cost Waiver or Economic Hardship Extension

Section 4 — VEHICLE REPAIR INFORMATION (for crediting consumer co-pay only)

I have spent $_____ on emissions-related repairs at _____. (Attach invoices.)
(Name of Smog Check Station)

Section 5 — INCOME INFORMATION

Number of people living in household (include yourself)	Head of Household? (Please check one) Yes ☐ No ☐

STEP 1 — Add the Total Gross Income for all household members, including yourself.

Wages	$ _____
Welfare/Unemployment Payments	$ _____
Social Security Payments	$ _____
Temporary Assistance for Needy Families (TANF) Payments	$ _____
Other Income	$ _____
Total Gross Income	$ _____

STEP 2 — Determine whether you are eligible.

(A) Total Gross Income (from STEP 1)	$
(B) Maximum Household Income *(from "Income Eligibility Table" on page 2)*	$

If the amount on Line A exceeds the amount on Line B, you are not eligible for repair assistance. If the amount on Line A is less than or equal to the amount on Line B, please sign the back of this application. Be sure to provide with your application a copy of one of the documents (listed on page 3) that verify your income eligibility.

(continued on back)

Section 6 — VEHICLE RETIREMENT REQUIREMENTS
(Inspections will be performed on the items listed below at a CAP-approved dismantler.)

VEHICLE EQUIPMENT REQUIREMENTS:

- ★ All doors are present.
- ★ Hood lid is present.
- ★ Dashboard is present.
- ★ Windshield is present.
- ★ At least one side window glass is present.
- ★ Driver's seat is present.
- ★ At least one bumper is present.
- ★ Exhaust system is present.
- ★ All side and/or quarter panels are present.
- ★ At least one headlight, one taillight, and one brake light are present.

VEHICLE OPERATIONAL REQUIREMENTS:

- ★ Vehicle must be driven to an approved dismantler **under its own power**.
- ★ Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- ★ Vehicle driveability is not affected by any body, steering, or suspension damage.
- ★ Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- ★ Interior pedals are operational.

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Joint Owner's Signature: _____ Date: _____
(Vehicle Retirement Only)

Mail your application and required documents to:

Bureau of Automotive Repair
Smog Check
Consumer Assistance Program
P.O. Box 15559
Sacramento, CA 95852-0559

STATE OF CALIFORNIA
OFFICE OF ADMINISTRATIVE LAW

In re:	**NOTICE OF APPROVAL OF REGULATORY ACTION**
BUREAU OF AUTOMOTIVE REPAIR	
REGULATORY ACTION:	**Government Code Section 11349.3**
Title 16, California Code of Regulations	**OAL File No. 02-0417-01 S**
Amend sections 3340.42	

This regulatory action amends a Bureau of Automotive Repair (Department of Consumer Affairs) regulation setting forth the "mandatory emissions inspection standards and test procedures" for the vehicle Smog Check Program. The Bureau modifies its table of acceleration simulation mode emissions standards and gross polluter standards for use in loaded-mode testing of vehicles in enhanced program areas.

OAL approves this regulatory action as meeting all applicable legal requirements.

DATE: 05/28/02

Bradley J. Norris

BRADLEY J. NORRIS
Staff Counsel

for: DAVID B. JUDSON
Deputy Director/Chief Counsel

Original : Kathleen Hamilton, Director
cc : James Allen

STATE OF CALIFORNIA—OFFICE OF ADMINISTRATIVE LAW

REGULAR

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF
2002 MAY 28 PM 2:43
Bill Jones
CHIEF
DEPUTY SECRETARY OF STATE

STD. 400 (REV. 4-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 02-0107-02	02-0417-01S	

For use by Office of Administrative Law (OAL) only

2002 APR 17 PM 1:31
OFFICE OF ADMINISTRATIVE LAW

MAY 23 2002

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER (If any)
Department of Consumer Affairs, Bureau of Automotive Repair	63

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Inspection Standards & Test Procedures	16	3340.42	January 18, 2002

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☑ Notice re Proposed Regulatory Action ☐ Other	James Allen	(916) 255-4300	(916) 255-1369

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	02-#3-Z	1-18-2002

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Inspection Standards & Test Procedures	--

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	ADOPT	AMEND	REPEAL
TITLE(S) 16		3340.42	

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

(not applicable)

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))

☑ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other (Specify)

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Denise Brown, Chief Deputy Director	4-12-02

TYPED NAME AND TITLE OF SIGNATORY

DENISE BROWN, Chief Deputy Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) **Amend Section 3340.42 to read as follows:**

NOTE: THIS REGULATORY ACTION AMENDS ONLY TABLE I, ACCELERATION SIMULATION MODE EMISSION STANDARDS AND GROSS POLLUTER STANDARDS (ENCLOSED), WHICH IS REFERENCED IN § 3340.42. THERE ARE NO CHANGES PROPOSED IN THE REGULATION TEXT ITSELF.

§ 3340.42 Mandatory Emissions Inspection Standards and Test Procedures.

Smog check stations and smog check technicians shall conduct tests and inspections in accordance with the bureau's BAR Test Analyzer System Specifications referenced in section 3340.17(a) or the BAR Emissions Inspection System Specifications referenced in section 3340.17(b), whichever is appropriate, and the following:

(a) There shall be two test procedures as follows. The loaded mode test method shall be the primary test method used in the enhanced program areas and the idle mode test method shall be used in all other program areas of the state.

(1) A loaded mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emission. The loaded mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded mode test procedures, including the preconditioning procedure, shall only be conducted according to bureau approved procedures and include the following:

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in TABLE I.

(C) With the vehicle operating, sample the exhaust system in the following sequence:

1. Accelerate the vehicle to the cruise condition as specified by the test procedures.

2. Operate the vehicle long enough to stabilize emission levels.

3. Measure and record emissions (hydrocarbons, carbon monoxide, carbon dioxide, and oxides of nitrogen).

(2) The idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications.

Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in TABLE II or TABLE III, as applicable.

(3) All tests shall be performed with the engine at its normal operating temperature.

(4) All loaded mode testing shall be conducted in a manner which does not induce excess emissions to the test.

(b) There shall be a liquid fuel leak inspection as follows:

(1) As used in this section, "Liquid fuel leak" means any fuel emanating from a vehicle's fuel delivery, metering, or evaporation systems in liquid form that has created a visible drop or more of fuel on a component of a vehicle's fuel delivery, metering, or evaporation system or has created a fuel puddle on, around, or under a component of a vehicle's fuel delivery, metering, or evaporation system.

(2) With the engine running, the smog check technician shall visually inspect the following

components of the vehicle, if they are exposed and visually accessible, for liquid fuel leaks:

(A) Gasoline fuel tanks.

(B) Gasoline fill pipes, associated hoses and fuel tank connections.

(C) Gas caps.

(D) External fuel pumps.

(E) Fuel delivery and return lines and hoses.

(F) Fuel filters.

(G) Carburetors.

(H) Fuel injectors.

(I) Fuel pressure regulators.

(J) Charcoal canisters.

(K) Fuel vapor hoses.

(L) Any valves connected to any other fuel evaporative component.

(3) If a smog check technician detects a liquid fuel leak, the technician shall enter "F" (Defective) in the "Fuel Evaporative Controls" category of the visual inspection when prompted by the test analyzer system or emissions inspection system, as appropriate, and the vehicle shall fail the inspection.

(4) Smog check technicians shall indicate on the vehicle inspection report the location of any liquid fuel leak.

(5) The liquid fuel leak inspection required by this section is a visual inspection only. Smog check technicians are not required to perform any disassembly of the vehicle to inspect for liquid fuel leaks. No special tools or equipment, other than a flashlight and mirror, are required and no raising, hoisting or lifting of the vehicle is required.

(6) Expenditures for repairs made at a licensed smog check station to correct liquid fuel leaks detected during a smog check inspection shall be credited toward the repair cost waiver expenditure specified in Section 44017 of the Health and Safety Code, or applied to the repair assistance program co-payment specified in Section 44062.1 of the Health and Safety Code and Section 3394.4 of this chapter.

(7) Nothing in this subsection shall prohibit a technician from refusing to inspect a vehicle or from aborting an inspection if a liquid fuel leak presents a safety hazard.

(8) This subsection shall not apply to vehicles fueled exclusively by compressed natural gas (CNG), liquid natural gas (LNG), or liquid petroleum gas (LPG).

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in TABLES I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) A Gross polluting vehicle shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the vehicle as indicated in TABLES I, II, or III. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection shall become effective immediately and applies in all program areas

statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

(5) The gross polluter emission standards in TABLE III shall be used to determine if a vehicle shall be designated as a gross polluter.

[DELETE EXISTING TABLE I, AND INSERT NEW TABLE I HERE.]

NOTE: Authority cited: Sections 44002, 44003, 44013 and 44036, Health and Safety Code. Reference: Sections 39032.5, 44002, 44003, 44005, 44011, 44011.3, 44012, 44013, 44014.5, 44015, 44017, 44032, 44036, 44062.1 and 44081, Health and Safety Code.

Patrick Dorais

PATRICK DORAIS
Acting Chief
Bureau of Automotive Repair

TABLE I
Acceleration Simulation Mode
Emission Standards and Gross Polluter Standards

ESC	MODEL YEAR GROUP	VEHICLE TYPE						PASS/FAIL EMISSION STANDARD						GROSS POLLUTER STANDARD					
								ASM5015			ASM2525			ASM5015			ASM2525		
		PC	LDT1	LDT2	MDV	HDV		HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1	1974-	X	X	X			A	235.4	1.74	1301.5	185.4	1.76	1161.5	435.4	4.26	2659.3	385.4	4.06	2459.3
							B	436041.7	4453.19	1192593.0	436041.7	4453.19	1192593.0	436041.7	4453.19	1703703.7	436041.7	4453.19	1703703.7
2	1975-1980	X					A	123.0	0.58	1016.3	90.3	0.57	876.3	315.3	2.51	2051.9	265.3	2.31	1851.9
							B	273316.7	1362.96	1043519.0	273316.7	1362.96	1043519.0	273316.7	1362.96	1490740.7	273316.7	1362.96	1490740.7
3	1981-1983	X					A	63.2	0.37	850.0	42.1	0.29	680.0	253.1	2.14	1844.4	192.4	1.94	1644.4
							B	234259.3	1064.81	894444.5	212963.0	1064.81	894444.5	234259.3	1064.81	1277777.8	212963.0	1064.81	1277777.8
4	1984-1986	X					A	67.0	0.39	850.0	42.1	0.31	680.0	242.4	2.02	1744.4	192.4	1.82	1544.4
							B	212963.0	979.63	894444.5	212963.0	979.63	894444.5	212963.0	979.63	1277777.8	212963.0	979.63	1277777.8
5	1987-1992	X					A	57.0	0.16	608.0	31.7	0.09	547.0	231.7	1.98	1729.6	181.7	1.82	1529.6
							B	191666.7	851.85	596296.3	191666.7	979.63	596296.3	191666.7	851.85	851851.9	191666.7	979.63	851851.9
6	1993-1995	X					A	16.8	0.10	260.0	0.5	0.08	547.0	234.3	1.79	1759.3	184.3	1.73	1559.3
							B	128501.9	315.00	596296.3	128501.9	290.00	596296.3	128501.9	724.07	553703.7	128501.9	851.85	553703.7
7	1996-2000	X					A	16.8	0.10	260.0	0.5	0.08	547.0	234.3	1.79	1759.3	184.3	1.73	1559.3
							B	128501.9	315.00	596296.3	128501.9	290.00	596296.3	128501.9	724.07	553703.7	128501.9	851.85	553703.7
8	2001-2003	X					A	16.8	0.10	260.0	0.5	0.08	547.0	234.3	1.79	1759.3	184.3	1.73	1559.3
							B	128501.9	315.00	596296.3	128501.9	290.00	596296.3	128501.9	724.07	553703.7	128501.9	851.85	553703.7
9	2004+	X					A	16.8	0.10	260.0	0.5	0.08	547.0	234.3	1.79	1759.3	184.3	1.73	1559.3
							B	128501.9	315.00	596296.3	128501.9	290.00	596296.3	128501.9	724.07	553703.7	128501.9	851.85	553703.7
10	1975-1978		X				A	139.4	0.43	1320.9	105.0	0.42	1180.9	330.0	2.58	2487.0	280.0	2.38	2287.0
							B	225000.0	2025.00	745370.4	225000.0	2025.00	745370.4	225000.0	2025.00	1064814.8	225000.0	2025.00	1064814.8
11	1979-1983		X				A	139.4	0.43	1315.7	80.0	0.42	1175.7	320.0	2.38	2479.6	255.0	2.18	2279.6
							B	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3	225000.0	2025.00	851851.9	150000.0	2025.00	851851.9
12	1984-1987		X				A	91.3	0.41	945.0	63.1	0.32	840.0	280.0	1.71	1850.0	230.0	1.80	1700.0
							B	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0	150000.0	1725.00	750000.0	150000.0	2250.00	1500000.0
13	1988-1992		X				A	83.0	0.26	875.0	63.1	0.22	735.0	270.0	1.57	1600.0	220.0	1.73	1400.0
							B	150000.0	1725.00	525000.0	150000.0	1725.00	525000.0	150000.0	1725.00	750000.0	150000.0	1875.00	750000.0
14	1993-1995		X				A	22.1	0.10	377.0	5.8	0.08	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
							B	112500.0	315.00	525000.0	112500.0	290.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0
15	1996-2000		X				A	22.1	0.10	377.0	5.8	0.08	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
							B	112500.0	315.00	525000.0	112500.0	290.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0
16	2001-2003		X				A	22.1	0.10	377.0	5.8	0.08	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
							B	112500.0	315.00	525000.0	112500.0	290.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0
17	2004+		X				A	22.1	0.10	377.0	5.8	0.08	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
							B	112500.0	315.00	525000.0	112500.0	290.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0
18	1975-1978			X			A	139.4	0.43	1320.9	105.0	0.42	1180.9	330.0	2.58	2487.0	280.0	2.38	2287.0
							B	225000.0	2025.00	745370.4	225000.0	2025.00	745370.4	225000.0	2025.00	1064814.8	225000.0	2025.00	1064814.8
19	1979-1983			X			A	139.4	0.43	1315.7	80.0	0.42	1175.7	320.0	2.38	2479.6	255.0	2.18	2279.6
							B	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3	225000.0	2025.00	851851.9	150000.0	2025.00	851851.9
20	1984-1987			X			A	91.3	0.41	945.0	63.1	0.32	840.0	280.0	1.71	1850.0	230.0	1.80	1700.0
							B	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0	150000.0	1725.00	750000.0	150000.0	2250.00	1500000.0
21	1988-1992			X			A	83.0	0.26	875.0	63.1	0.22	735.0	270.0	1.57	1600.0	220.0	1.73	1400.0
							B	150000.0	1725.00	525000.0	150000.0	1725.00	525000.0	150000.0	1725.00	750000.0	150000.0	1875.00	750000.0
22	1993-1995			X			A	22.1	0.10	377.0	5.8	0.08	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
							B	112500.0	315.00	525000.0	112500.0	290.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0
23	1996-2000			X			A	22.1	0.10	377.0	5.8	0.08	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
							B	112500.0	315.00	525000.0	112500.0	290.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0
24	2001-2003			X			A	22.1	0.10	377.0	5.8	0.08	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
							B	112500.0	315.00	525000.0	112500.0	290.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0
25	2004+			X			A	22.1	0.10	377.0	5.8	0.08	630.0	247.5	1.60	1350.0	197.5	1.70	1400.0
							B	112500.0	315.00	525000.0	112500.0	290.00	525000.0	112500.0	1350.00	750000.0	112500.0	1500.00	750000.0

TABLE I
Acceleration Simulation Mode
Emission Standards and Gross Polluter Standards

ESC	MODEL YEAR GROUP	VEHICLE TYPE						PASS/FAIL EMISSION STANDARD						GROSS POLLUTER STANDARD					
								ASM5015			ASM2525			ASM5015			ASM2525		
		PC	LDT1	LDT2	MDV	HDV		HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
26	1978-				X		A	173.3	2.90	1703.3	123.3	2.70	1563.3	423.3	5.40	3233.3	373.3	5.20	3033.3
							B	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3	583333.3	3500.00	2333333.3	583333.3	3500.00	2333333.3
27	1979-1983				X		A	139.4	0.43	1315.7	80.0	0.42	1175.7	320.0	2.38	2479.6	255.0	2.18	2279.6
							B	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3	225000.0	2025.00	851851.9	150000.0	2025.00	851851.9
28	1984-1987				X		A	91.3	0.41	945.0	63.1	0.32	840.0	280.0	1.71	1850.0	230.0	1.80	1700.0
							B	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0	150000.0	1725.00	750000.0	150000.0	2250.00	1500000.0
29	1988-1992				X		A	83.0	0.26	875.0	63.1	0.22	735.0	270.0	1.57	1600.0	220.0	1.73	1400.0
							B	150000.0	1725.00	525000.0	150000.0	1725.00	525000.0	150000.0	1725.00	750000.0	150000.0	1875.00	750000.0
30	1993-1995				X		A	71.2	0.30	875.0	60.0	0.22	735.0	300.0	1.60	1750.0	250.0	2.00	1550.0
							B	150000.0	1350.00	525000.0	150000.0	1725.00	525000.0	150000.0	1350.00	750000.0	150000.0	1500.00	750000.0
31	1996-2000				X		A	71.2	0.30	875.0	60.0	0.22	735.0	300.0	1.60	1750.0	250.0	2.00	1550.0
							B	150000.0	1350.00	525000.0	150000.0	1725.00	525000.0	150000.0	1350.00	750000.0	150000.0	1500.00	750000.0
32	2001-2003				X		A	71.2	0.30	875.0	60.0	0.22	735.0	300.0	1.60	1750.0	250.0	2.00	1550.0
							B	150000.0	1350.00	525000.0	150000.0	1725.00	525000.0	150000.0	1350.00	750000.0	150000.0	1500.00	750000.0
33	2004+				X		A	71.2	0.30	875.0	60.0	0.22	735.0	300.0	1.60	1750.0	250.0	2.00	1550.0
							B	150000.0	1350.00	525000.0	150000.0	1725.00	525000.0	150000.0	1350.00	750000.0	150000.0	1500.00	750000.0
34	1978-					X	A	243.8	3.92	2615.8	199.8	3.92	2770.8	594.9	7.29	4970.0	605.4	7.57	5375.4
							B	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3
35	1979-1983					X	A	205.5	2.16	2250.6	106.0	1.96	2400.6	454.2	5.83	4231.1	338.1	6.29	4657.2
							B	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3
36	1984-1987					X	A	143.0	1.60	2162.5	78.0	1.80	1975.0	307.5	6.67	4238.5	224.6	6.48	3989.5
							B	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0
37	1988-1992					X	A	105.0	1.01	2112.5	78.0	1.24	2062.5	236.3	5.87	3865.9	244.9	4.98	3918.8
							B	150000.0	1725.00	525000.0	150000.0	1875.00	525000.0	150000.0	1725.00	525000.0	150000.0	1875.00	525000.0
38	1993-1995					X	A	105.0	0.49	1912.5	75.0	1.22	1862.5	210.0	2.61	3825.0	187.5	3.49	3929.9
							B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0
39	1996-2000					X	A	105.0	0.49	1662.5	75.0	1.16	1462.5	210.0	2.61	3325.0	187.5	3.32	3085.9
							B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0
40	2001+					X	A	105.0	0.49	1662.5	75.0	1.16	1462.5	210.0	2.61	3325.0	187.5	3.32	3085.9
							B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0

Legend:

ESC - Emissions Standard Category
VTW - Vehicle test weight.
GVWR - Manufacture's Gross Vehicle Weight Rating

HC - Hydrocarbon, ppm
CO - Carbon Monoxide, %
NO - Nitric Oxide, ppm

Pass/Fail Emission Standards = A + B / VTW

PASS/FAIL STANDARDS - Emission standards used to determine if a vehicle passes the emission inspection. A vehicle passes if the emission levels are equal to or less than the standards for HC, CO and NO for ASM 5015 and ASM2525.

GROSS POLLUTER STANDARDS - Emission standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emissions levels at the time of the initial inspection, before repairs are greater than the gross polluter standards for HC, CO or NO for ASM 5015 or ASM2525.

NOTE:

If test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards may be increased or decreased by the bureau by 30% or by the following tolerances, or standards may be set for any specific vehicle and engine configuration which the bureau determines has excessive errors of commission or omission, whichever is necessary to comply with Section 44001.5 of the Health and Safety Code.
HC = 150 ppm, CO = 1.50%, NO = 350 ppm.

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

In re:	NOTICE OF APPROVAL OF REGULATORY ACTION
BUREAU OF AUTOMOTIVE REPAIR	
REGULATORY ACTION:	Government Code Section 11349.3
Title 16, California Code of Regulations	OAL File No. 02-1209-01 S
Amend sections 3340.42	
Repeal sections 3340.42.1	

This regulatory action amends the mandatory emissions inspection standards and test procedures.

OAL approves this regulatory action pursuant to section 11349.3 of the Government Code.

DATE: 01/21/03

KATHLEEN EDDY
Staff Counsel

for: SHEILA R. MOHAN
Acting Director/Chief Counsel

Original : Kathleen Hamilton, Director

cc : James Allen

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date:

File# 02-1209-01 S

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) (section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

REGULAR

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instruction reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF
2003 JAN 21 PM 3:47
KEVIN SHELLEY
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 02-0107-01	02-1209-01S	

For use by Office of Administrative Law (OAL) only

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER (If any)
Department of Consumer Affairs, Bureau of Automotive Repair	64

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	02, #37	1/18/2002

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Inspection Standards & Test Procedures	

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	ADOPT	
	AMEND	§ 3340.42
TITLE(S) 16	REPEAL	§ 3340.42.1

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)
☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.
☐ Print Only
☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)
☐ Other (specify) _____

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)
Added Materials Available March 11, through April 8, 2002. Modified Text Available July 30, through August 14, 2002.

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))
☑ Effective 30th day after filing with Secretary of State
☐ Effective on filing with Secretary of State
☐ Effective other (Specify) _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
☐ Department of Finance (Form STD. 399) (SAM §6660)
☐ Fair Political Practices Commission
☐ State Fire Marshal
☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
	December 5, 2002

TYPED NAME AND TITLE OF SIGNATORY
KATHLEEN HAMILTON, Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) Section 3340.42 is amended to read as follows:

§ 3340.42. Mandatory Emissions Inspection Standards and Test Procedures.

Smog check stations and smog check technicians shall conduct tests and inspections in accordance with the bureau's BAR Test Analyzer System Specifications referenced in section 3340.16.7(a) or the BAR Emissions Inspection System Specifications referenced in section 3340.16.7(b), whichever is appropriate, and the following:

(a) There shall be two test procedures as follows~~:~~

(1) The loaded-mode test method shall be the primary test method used in the enhanced program areas ~~and the idle mode test method shall be used in all other program areas~~ of the state. The loaded-mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emissions. The loaded-mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded-mode test procedures, including the preconditioning procedure, shall only be conducted according to the bureau approved procedures specified in this section and include the following:

~~(1) A loaded mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emission. The loaded mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded-mode test procedures, including the preconditioning procedure, shall only be conducted according to bureau approved procedures and include the following:~~

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the

vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in TABLE I or TABLE II, as applicable.

(C) With the vehicle operating, sample the exhaust system in the following sequence:

1. Accelerate the vehicle to the cruise condition as specified by the test procedures.

2. Operate the vehicle long enough to stabilize emission levels.

3. Measure and record emissions (hydrocarbons, carbon monoxide, carbon dioxide, and oxides of nitrogen).

(2) The two-speed idle mode test method shall be used in all ~~other~~ program areas of the state, other than the enhanced program areas. The two-speed idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications referenced in Section 3340.16.7(a). Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in TABLE III.

* * * *

~~(A) The idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications.~~

~~Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in TABLE II or TABLE III, as applicable.~~

(b) There shall be a liquid fuel leak inspection as follows:

(1) As used in this section, "liquid fuel leak" means any fuel emanating from a vehicle's fuel delivery, metering, or evaporation systems in liquid form that has created a visible drop or more

of fuel on a component of a vehicle's fuel delivery, metering, or evaporation system or has created a fuel puddle on, around, or under a component of a vehicle's fuel delivery, metering, or evaporation system.

(2) With the engine running, the smog check technician shall visually inspect the following components of the vehicle, if they are exposed and visually accessible, for liquid fuel leaks:

(A) Gasoline fuel tanks.

(B) Gasoline fill pipes, associated hoses and fuel tank connections.

(C) Gas caps.

(D) External fuel pumps.

(E) Fuel delivery and return lines and hoses.

(F) Fuel filters.

(G) Carburetors.

(H) Fuel injectors.

(I) Fuel pressure regulators.

(J) Charcoal canisters.

(K) Fuel vapor hoses.

(L) Any valves connected to any other fuel evaporative component.

(3) If a smog check technician detects a liquid fuel leak, the technician shall enter "F" (Defective) in the "Fuel Evaporative Controls" category of the visual inspection when prompted by the test analyzer system or emissions inspection system, as appropriate, and the vehicle shall fail the inspection.

(4) Smog check technicians shall indicate on the vehicle inspection report the location of any liquid fuel leak.

(5) The liquid fuel leak inspection required by this section is a visual inspection only. Smog check technicians are not required to perform any disassembly of the vehicle to inspect for liquid fuel leaks. No special tools or equipment, other than a flashlight and mirror, are required and no raising, hoisting or lifting of the vehicle is required.

(6) Expenditures for repairs made at a licensed smog check station to correct liquid fuel leaks detected during a smog check inspection shall be credited toward the repair cost waiver expenditure specified in Section 44017 of the Health and Safety Code, or applied to the repair assistance program co-payment specified in Section 44062.1 of the Health and Safety Code and Sections 3340.9 and 3394.4 of this chapter.

(7) Nothing in this subsection shall prohibit a technician from refusing to inspect a vehicle or from aborting an inspection if a liquid fuel leak presents a safety hazard.

(8) This subsection shall not apply to vehicles fueled exclusively by compressed natural gas (CNG), liquid natural gas (LNG), or liquid petroleum gas (LPG).

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in TABLES I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) A Gross polluting vehicle shall not be passed or issued a certificate of compliance until

the vehicle's emissions are reduced to or below the applicable emissions standards for the vehicle as indicated in TABLES I, II, or III. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection ~~shall become effective immediately and~~ applies in all program areas statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

(5) The gross polluter emission standards in TABLE III shall be used to determine if a vehicle shall be designated as a gross polluter.

(d)(1) In the enhanced program areas, heavy-duty vehicles shall be tested using the loaded-mode testing method as provided in subsection (a)(1), unless:

(A) The vehicle has a drive axle weight that exceeds 5,000 pounds when the vehicle is unloaded, or

(B) The vehicle is classified by the Department of Motor Vehicles as a motorhome, or

(C) The vehicle has a body and/or chassis configuration or modification made for business purposes that renders the vehicle incompatible with loaded-mode testing, or

(D) The emission inspection system prompts the technician to perform the two-speed idle test.

(2) For the purposes of this subsection, the term "unloaded" shall mean that the vehicle is not currently transporting loads for delivery or is not carrying items of a temporary nature, but excludes items that have been welded, bolted or otherwise permanently affixed to the vehicle, and tools, supplies, parts, hardware, equipment or devices of a similar nature that are routinely carried in or on the vehicle in the performance of the work for which the vehicle is primarily used.

(3) For the purposes of this subsection, modifications that render a vehicle incompatible with loaded-mode testing shall not include any tire, wheel, body or chassis modifications made for other than business purposes.

(4) If it is determined that a heavy-duty vehicle cannot be subjected to a loaded-mode test for any of the reasons set forth in paragraphs (A) through (D) of subsection (d)(1), the technician shall perform a two-speed idle test. The technician shall also note on the final invoice the justification for the performance of a two-speed idle test.

[DELETE EXISTING, BUT INOPERATIVE, TABLE II, AND INSERT NEW TABLE II HERE.]

NOTE: Authority cited: Sections 44002, 44003, 44013 and 44036, Health and Safety Code. Reference: Sections 39032.5, 44002, 44003, 44005, 44011, 44011.3, 44012, 44013, 44014.5, 44015, 44017, 44032, 44036, 44062.1 and 44081, Health and Safety Code.

(2) Section 3340.42.1 is repealed as follows:

~~**§ 3340.42.1. Mandatory Exhaust Emissions Inspection Standards and Test Procedures for Heavy-Duty Vehicles Powered by Gasoline.**~~

~~Heavy-duty vehicles powered by gasoline shall be tested in accordance with section 3340.42 of this article, and their exhaust emissions measured for compliance with the standards, including gross polluter standards, shown in Tables II or III, as applicable.~~

~~NOTE: Authority cited: Sections 44002, 44011 and 44013, Health and Safety Code. Reference: Sections 39032.5, 44010.5, 44011, 44012 and 44036, Health and Safety Code.~~

Patrick Dorais

PATRICK DORAIS, Acting Chief
Bureau of Automotive Repair

TABLE II
Emission Standards, Gross Polluter Standards, Dilution Thresholds and Maximum Idle RPM Limits for BAR-90 Two-speed Test
(Operative until January 1, 1996)

					Pass/Fail Standards				Gross Polluter Standards					
ESC	Model Year	VT	ECS	No. of Cyl.	IDLE HC	IDLE CO	2500 HC	2500 CO	IDLE HC	IDLE CO	2500 HC	2500 CO	MIN CO + CO_2	MAX IDLE RPM
1	55-65	P	ANY	5+	800	7.0	N/A	N/A	1050	9.5	N/A	N/A	8.0	1100
2	66-70	P	W/ AI	5+	400	3.5	N/A	N/A	650	6.0	N/A	N/A	8.0	1100
3	66-70	P	W/O AI	5+	500	5.5	N/A	N/A	750	8.0	N/A	N/A	8.0	1100
4	71-74	P	W/ AI	5+	300	2.5	N/A	N/A	550	5.0	N/A	N/A	8.0	1100
5	71-74	P	W/O AI	5+	400	5.5	N/A	N/A	650	8.0	N/A	N/A	8.0	1100
6	55-67	P	ANY	4-	1200	6.5	N/A	N/A	1450	9.0	N/A	N/A	7.0	1100
7	68-71	P	W/ AI	4-	450	4.5	N/A	N/A	700	7.0	N/A	N/A	7.0	1100
8	68-71	P	W/O AI	4-	700	6.0	N/A	N/A	950	8.5	N/A	N/A	8.0	1100
9	72-74	P	W/ AI	4-	350	5.0	N/A	N/A	600	7.5	N/A	N/A	7.0	1100
10	72-74	P	W/O AI	4-	350	0.5	N/A	N/A	600	9.0	N/A	N/A	8.0	1100
11	75-79	P	W/O CAT	ALL	200	2.5	N/A	N/A	450	5.0	N/A	N/A	7.0	1100
12	75-79	P	W/O AI, W/ OC	ALL	250	3.5	N/A	N/A	500	6.0	N/A	N/A	8.0	1100
13	75-79	P	W/ AI, W/ OC	ALL	150	1.2	N/A	N/A	400	3.7	N/A	N/A	7.0	1100
16	80+	P	W/O AI, W/O CAT	ALL	150	2.5	220	1.2	300	4.0	370	2.7	7.0	1200
17	80+	P	W/ AI , W/O CAT	ALL	150	2.5	220	1.2	300	4.0	370	2.7	7.0	1200
18	80+	P	W/O AI, W/ OC	ALL	150	2.5	220	1.2	300	4.0	370	2.7	8.0	1200
19	80+	P	W/ AI, W/ OC	ALL	150	1.2	220	1.2	300	2.7	370	2.7	7.0	1200
20	80+	P	W/O AI, W/ TWC	ALL	100	1.0	220	1.2	250	2.5	370	2.7	7.0	1200
21	80+	P	W/ AI, W/ TWC	ALL	100	1.0	220	1.2	250	2.5	370	2.7	7.0	1200
22	66-68	T or M	ANY	ALL	700	6.0	N/A	N/A	950	8.5	N/A	N/A	7.0	1100
23	69-72	T or M	ANY	ALL	500	5.5	N/A	N/A	750	8.0	N/A	N/A	7.0	1100
24	73-78	T or M	W/O AI	ALL	500	5.5	N/A	N/A	750	8.0	N/A	N/A	7.0	1100
25	73-78	T or M	W/ AI	ALL	350	3.5	N/A	N/A	600	6.0	N/A	N/A	7.0	1100
26	79+	T or M	W/O CAT	ALL	250	2.5	N/A	N/A	400	4.0	N/A	N/A	7.0	1100
27	79+	T or M	W/ CAT	ALL	150	1.5	N/A	N/A	300	3.0	N/A	N/A	7.0	1100

Legend:

- ESC = Emissions Standards Category
- VT = Vehicle Type
  - P = Passenger cars, light and medium-duty trucks and motor homes <8500 GVWR.
  - T = Heavy-Duty Truck (greater than or equal to 8501GVWR)
  - M = Heavy-Duty Motor Home (greater than or equal to 8501 GVWR)
- GVWR = Manufacturer's Gross Vehicle Weight Rating.
- ECS = Emission Control System
- CAT = Catalytic Converter
- CYL = Cylinders
- AI = Air Injection
- OC = Oxidation Catalyst
- TWC = Three-Way Catalyst
- HC = Hydrocarbon
- CO = Carbon Monoxide
- MIN. CO + CO_2 = Minimum CO + CO_2 dilution threshold
- MAX. IDLE RPM = Maximum Idle RPM Limits
- W/ = With
- W/O = Without
- N/A = Not applicable

PASS/FAIL STANDARDS – Emission standards used to determine if a vehicle passes the emissions portion of the inspection – a vehicle passes if the emission levels are equal to or less than the hydrocarbon or carbon monoxide standard for the idle or 2500 RPM inspection.

GROSS POLLUTER STANDARDS – Emissions standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emissions levels at the time of the initial inspection, before repairs, are greater than the gross polluter standards for hydrocarbon or carbon monoxide for the idle or 2500 RPM inspection.

NOTE: If test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards may be increased or decreased by the bureau by 30% or by the following tolerances or standards may be set for any specific vehicle and engine configuration which the bureau determines has excessive errors of commission or omission, whichever is necessary to comply with section 44001.5 of the Health and Safety Code.

	CO	1.5%	CO + CO_2 5%
	HC	150 ppm	Maximum Idle 500 rpm
	NOx	350 ppm	

TABLE II
Acceleration Simulation Mode
Emission Standards and Gross Polluter Standards for Heavy-Duty Vehicles

ESC	MODEL YEAR GROUP	VEHICLE TYPE					AVG. EMISSIONS FOR PASSING VEHICLES							PASS/FAIL EMISSION STANDARD							GROSS POLLUTER STANDARD					
							ASM 5015			ASM 2525				ASM 5015			ASM 2525				ASM 5015			ASM 2525		
		PC	LDT1	LDT2	MDV	HDV	HC	CO	NO	HC	CO	NO		HC	CO	NO	HC	CO	NO		HC	CO	NO	HC	CO	NO
46	1978-					X							A	243.8	3.92	2615.8	199.8	3.92	2770.8		594.9	7.29	4970.0	605.4	7.57	5375.4
													B	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3		583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3
47	1979 - 1983					X							A	205.5	2.16	2250.6	106.0	1.96	2400.6		454.2	5.83	4231.1	338.1	6.29	4657.2
													B	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3		225000.0	2025.00	596296.3	150000.0	2025.00	596296.3
48	1984 - 1987					X							A	143.0	1.60	2162.5	78.0	1.80	1975.0		307.5	6.67	4238.5	224.6	6.48	3989.5
													B	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0		150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0
49	1988 - 1992					X							A	105.0	1.01	2112.5	78.0	1.24	2062.5		236.3	5.87	3865.9	244.9	4.98	3918.8
													B	150000.0	1725.00	525000.0	150000.0	1875.00	525000.0		150000.0	1725.00	525000.0	150000.0	1875.00	525000.0
50	1993 - 1995					X							A	105.0	0.49	1912.5	75.0	1.22	1862.5		210.0	2.61	3825.0	187.5	3.49	3929.9
													B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0		150000.0	1350.00	525000.0	150000.0	1500.00	525000.0
51	1996 - 2000					X							A	105.0	0.49	1662.5	75.0	1.16	1462.5		210.0	2.61	3325.0	187.5	3.32	3085.9
													B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0		150000.0	1350.00	525000.0	15000.0	1500.00	525000.0
52	2001+					X							A	105.0	0.49	1662.5	75.0	1.16	1462.5		210.0	2.61	3325.0	187.5	3.32	3085.9
													B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0		150000.0	1350.00	525000.0	15000.0	1500.00	525000.0

Legend:
ESC - Emissions Standard Category
VTW - Vehicle test weight.
GVWR - Manufacture's Gross Vehicle Weight Rating

HC - Hydrocarbon, ppm
CO - Carbon Monoxide, %
NO - Nitric Oxide, ppm

Pass/Fail Emission Standards = A + B / VTW

PASS/FAIL STANDARDS - Emission standards used to determine if a vehicle passes the emission inspection. A vehicle passes if the emission levels are equal to or less than the standards for HC, CO and NO for ASM 5015 and ASM2525.

GROSS POLLUTER STANDARDS - Emission standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emissions levels at the time of the initial inspection, before repairs are greater than the gross polluter standards for HC, CO or NO for ASM 5015 or ASM2525.

NOTE:
If test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards may be increased or decreased by the bureau by 30% or by the following tolerances, or standards may be set for any specific vehicle and engine configuration which the bureau determines has excessive errors of commission or omission, whichever is necessary to comply with Section 44001.5 of the Health and Safety Code.
HC = 150 ppm, CO = 1.50%, NO = 350 ppm.

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 07/09/02

File# 02-0613-06 C

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

CERT

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF
2002 JUL -2 PM 2:09
BILL JONES
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-02-0225-01	02-0613-06 C	

For use by Office of Administrative Law (OAL) only

RECEIVED FOR FILING	PUBLICATION DATE
FEB 25 '02	MAR - 8 '02

Office of Administrative Law

NOTICE

OFFICE OF ADMINISTRATIVE LAW

JUL - 2 2002

REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER *(If any)*
Department of Consumer Affairs, Bureau of Automotive Repair	65

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Consumer Assistance Program (CAP)	16	3394.4	March 8, 2002

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☑ Notice re Proposed Regulatory Action ☐ Other	James Allen	(916) 255-4300	(916) 255-1369

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☒ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	2002, 10Z	3/8/02

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Consumer Assistance Program (CAP)	02-0225-04 E

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	ADOPT	AMEND	REPEAL
TITLE(S) 16		§§ 3394.4 and 3394.6	

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☒ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

(not applicable)

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☐ Effective 30th day after filing with Secretary of State ☒ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Denise Brown	6/10/02

TYPED NAME AND TITLE OF SIGNATORY

DENISE BROWN, Chief Deputy Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) Section 3394.4 is amended to read as follows:

§ Section 3394.4. Eligibility Requirements.

* * * *

(b) In order to qualify for participation in the Consumer Assistance Program, a vehicle must meet the following requirements, as applicable:

(1) Be a motor vehicle that is required biennially to obtain a certificate of compliance pursuant to Section 44011 of the Health and Safety Code. ~~and Section 3340.5 of this Code.~~

* * * *

NOTE: Authority cited: Sections 44001.3, 44001.5 and 44002, Health and Safety Code. Reference: Sections 44005, 44010.5, 44011, 44012, 44014.7, 44015, 44017, 44017.1, 44037.1, 44062.1, 44091, 44092, 44093, 44094, and 44095, Health and Safety Code.

(2) Section 3394.6 is amended to read as follows:

§ 3394.6. Application and Documentation Requirements.

(a) In order to participate in the Consumer Assistance Program, an applicant must submit a completed application, CAP/APP (~~04/01~~02/02), which is hereby incorporated by reference, to the Department or its designee with original signature(s).

(b) The applicant must include copies of the following documents, as applicable:

* * * *

(2) Under the Repair Assistance option, if applying based on income level, an applicant must show proof of household income by providing a copy of any one of the following documents:

(A) A letter from the issuing agency stating that the applicant receives any of the following benefits:

1. Supplemental Security Income (SSI);

2. State Supplemental Payments (SSP);

3. Temporary Assistance for Needy Families (TANF);

4. California Work Opportunity and Responsibility to Kids (CalWORKs);

45. General Assistance (GA) or General Relief (GR);

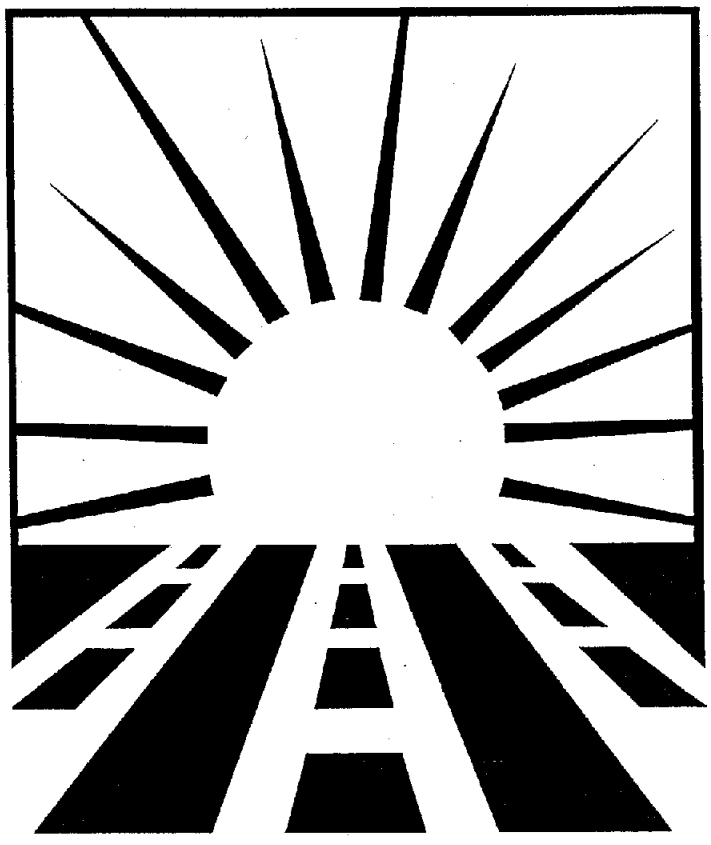
56. Publicly subsidized medical coverage, such as Medicare or Medi-Cal.

* * * *

NOTE: Authority cited: Sections 44001.5, 44002, 44091 and 44094, Health and Safety Code. Reference: Sections 44001.3, 44005, 44011, 44012, 44014.2, 44015, 44017, 44017.1, 44062.1, 44092, 44093, 44094, and 44095, Health and Safety Code.

PATRICK DORAIS
Acting Chief
Bureau of Automotive Repair

Smog Check
Consumer Assistance Program



The Department of Consumer Affairs provides financial assistance to consumers whose vehicles need Smog Check repairs.

The Consumer Assistance Program (CAP) helps bring vehicles into compliance with California emissions standards. CAP not only helps consumers, but also helps clean California's air.

Look inside for more details.

YOUR APPLICATION MUST BE APPROVED PRIOR TO RECEIVING CAP ASSISTANCE.

Smog Check Consumer Assistance Program

If your vehicle needs help meeting Smog Check standards, the Consumer Assistance Program (CAP) may be of help. You may be eligible for one of the following options.

(1) REPAIR ASSISTANCE

Income Eligible: Your household income is not more than the maximum amount shown in the "Income Eligibility Table." If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

– OR –

Test-Only Eligible: Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station. ***If you are Test-Only Eligible and Income Eligible, you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.***

Income Eligibility Table

Number of People in Household*	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$16,391	- OR -	$1,366
2	$22,089	- OR -	$1,841
3	$27,787	- OR -	$2,316
4	$33,485	- OR -	$2,790
5	$39,183	- OR -	$3,265
6	$44,881	- OR -	$3,740
7	$50,579	- OR -	$4,215
8	$56,277	- OR -	$4,690
For more than 8, add the following amount for each individual:	$5,698	- OR -	$475

* "Household" means all family members or other persons who reside together and share common living expenses — **BE SURE TO INCLUDE YOURSELF!**

(2) VEHICLE RETIREMENT

If you don't think your vehicle is worth repairing, and you qualify, the state could pay you between $500 and $1,000 to voluntarily retire it at a CAP-approved dismantler. The amount payable for your vehicle will be determined after your application has been processed and approved. The amount will be calculated based on available funding.

You must not have retired a vehicle through the Consumer Assistance Program within the last 12 months. Joint owners are limited to no more than two vehicles within the last 12 months.

To qualify for either Repair Assistance or Vehicle Retirement, your vehicle:

- Must have failed a "biennial" Smog Check inspection. (Aborted, manual mode and training mode tests do not qualify.)
- Must not have a tampered emissions-control system.
- Must not be in the process of being sold or being registered in California for the first time.

For Vehicle Retirement, the vehicle also:

- Must have failed its Smog Check no later than 120 days after expiration of the current registration.
- Must have been continuously registered in California for two years immediately preceding the current registration expiration date.
- Must be currently registered.
- Must be a passenger vehicle, or light-duty or medium-duty truck.
- Must pass a visual and operational check (see Section 6 of the application).

Repair Assistance: "Income Eligible" Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. ***Only*** repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

2) Fill out the application.
Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2–5, and sign the back of the application.

3) Mail the application and required documents.
Include the following documents with your application:

- A copy of your current vehicle registration renewal notice from DMV.
- Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
- A copy of ***one*** of the following documents that verifies your income eligibility:
  - ***A copy of your federal or state income tax form (Form 540 or 1040) from the most recent tax year.***

    – OR –
  - ***A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.***

    – OR –
  - ***A letter from the issuing agency stating that you receive one of these benefits:***
    - Supplemental Security Income (SSI).
    - Temporary Assistance for Needy Families (TANF).
    - State Supplemental Payments (SSP).
    - California Work Opportunity and Responsibility to Kids (CalWORKs).
    - General Assistance (GA) or General Relief (GR).
    - Publicly subsidized medical coverage (Medicare or Medi-Cal).

    – OR –
  - ***A copy of one of the following income verification documents:***
    - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
    - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance.

4) If your application is approved ...
You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Repair Assistance: "Test-Only Eligible" Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. ***Only*** repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

2) Fill out the application.
Be sure to check the **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2–4, and sign the back of the application.

3) Mail the application and required documents.
Include the following documents along with your application:

- A copy of your current vehicle registration renewal notice from DMV.
- Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.

4) If your application is approved...
You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Vehicle Retirement Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do ***not*** have your vehicle retired until your application has been approved. ***Only*** vehicles retired at a CAP-approved dismantler are eligible for the Consumer Assistance Program.

2) Fill out the application.
Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1. Then, completely fill out Sections 2 and 3, read Section 6, and sign the back of the application.

3) Mail the application.
Include the following document with your application:

- A copy of your current vehicle registration renewal notice from DMV.

4) If your application is approved...
You will receive an eligibility letter informing you of the amount payable for your vehicle and instructions about how to retire it.

If you have questions regarding the attached application or need assistance completing it, please call:

1-866-272-9642

SMOG CHECK
CONSUMER ASSISTANCE PROGRAM APPLICATION

Please fill out the application completely. Incomplete applications cannot be processed.

We must receive your completed application no later than 120 days after the expiration of your vehicle registration with the Department of Motor Vehicles.

Section 1 — APPLICATION SELECTION

Please check one:

☐ **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-5, and sign the back of the application.

☐ **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-4, and sign the back of the application. *(Note: Test-Only Eligible applicants should apply for Income Eligible assistance, if they qualify.)*

☐ **VEHICLE RETIREMENT APPLICANT** — If this box is checked, complete Sections 2 and 3, read Section 6, and sign the back of the application. If registration has joint ownership, complete section 2a.

Section 2 — REGISTERED VEHICLE OWNER INFORMATION

First Name	M.I.	Last Name		Driver's License or I.D. Number	
Street Address	Apt.	City	State	ZIP	Daytime Phone Number ( )
Best Time to Contact You Between 8 a.m. and 5 p.m.					Message Phone Number ( )

Section 2a — JOINT REGISTERED OWNER INFORMATION

First Name	M.I.	Last Name		Driver's License or I.D. Number	
Street Address	Apt.	City	State	ZIP	Daytime Phone Number ( )
Best Time to Contact You Between 8 a.m. and 5 p.m.					Message Phone Number ( )

Section 3 — VEHICLE INFORMATION

Vehicle Year	Make	Model	Odometer Reading	California License Plate Number
Vehicle Identification Number (VIN)		Vehicle Registration Expiration Date	Date of Failed Smog Check	(if applicable) Date of Repair Cost Waiver or Economic Hardship Extension

Section 4 — VEHICLE REPAIR INFORMATION (for crediting consumer co-pay only)

I have spent $_____ on emissions-related repairs at _____. (Attach invoices.)
(Name of Smog Check Station)

Section 5 — INCOME INFORMATION

Number of people living in household (include yourself)	Head of Household? (Please check one) Yes ☐ No ☐

STEP 1 — Add the Total Gross Income for all household members, including yourself.

Wages	$_____
Welfare/Unemployment Payments	$_____
Social Security Payments	$_____
CalWORKs Payments	$_____
TANF Payments	$_____
Other Income	$_____
Total Gross Income	$_____

STEP 2 — Determine whether you are eligible.

(A) Total Gross Income (from STEP 1)	$
(B) Maximum Household Income *(from "Income Eligibility Table" on page 2)*	$

If the amount on Line A exceeds the amount on Line B, you are not eligible for repair assistance. If the amount on Line A is less than or equal to the amount on Line B, please sign the back of this application. Be sure to provide with your application a copy of one of the documents (listed on page 3) that verify your income eligibility.

CAP/APP (02/02)

(continued on back)

(Detach here)

Section 6 — VEHICLE RETIREMENT REQUIREMENTS
(Inspections will be performed on the items listed below at a CAP-approved dismantler)

VEHICLE EQUIPMENT REQUIREMENTS:

- All doors are present.
- Hood lid is present.
- Dashboard is present.
- Windshield is present.
- At least one side window glass is present.
- Driver's seat is present.
- At least one bumper is present.
- Exhaust system is present.
- All side and/or quarter panels are present.
- At least one headlight, one taillight, and one brake light are present.

VEHICLE OPERATIONAL REQUIREMENTS:

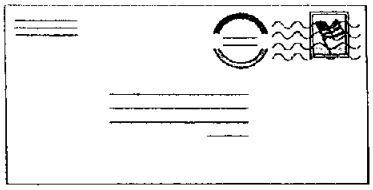
- Vehicle must be driven to an approved dismantler **under its own power**.
- Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- Vehicle driveability is not affected by any body, steering, or suspension damage.
- Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- Interior pedals are operational.

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Joint Owner's Signature: _____ Date: _____

Mail your application and required documents to:



Bureau of Automotive Repair
Smog Check
Consumer Assistance Program
P.O. Box 15559
Sacramento, CA 95852-0559

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

In re:

BUREAU OF AUTOMOTIVE REPAIR

REGULATORY ACTION:

Title 16, California Code of Regulations

Amend sections 3303.2, 3340.15, 3340.16, 3340.16.6, 3340.17, 3340.18, 3340.32, 3340.41, 3340.42

NOTICE OF APPROVAL OF REGULATORY ACTION

Government Code Section 11349.3

OAL File No. 03-0425-03 S

This action amends regulations specifying the characteristics of automobile emissions test equipment required at testing stations in basic (less smoggy) areas and in areas where testing is only required upon transfer of ownership.

OAL approves this regulatory action pursuant to section 11349.3 of the Government Code.

DATE: 06/09/03

David D. Potter

DAVID D. POTTER
Senior Staff Counsel

for: SHEILA R. MOHAN
Acting Director/Chief Counsel

Original : Kathleen Hamilton, Director
cc : James Allen

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 06/10/03

File# 03-0425-03 S

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) (section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

REGULAR

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions reverse)

STD. 400 (REV. '4-99)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF

2003 JUN -9 PM 3:46

KEVIN SHELLEY
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 02-0924-02	03-0425-03S	

For use by Office of Administrative Law (OAL) only

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER (If any): 68

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Equipment Requirements; Non-Enhanced Areas	16	3340.17	October 4, 2002

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☑ Notice re Proposed Regulatory Action ☐ Other	James Allen	(916) 255-4300	(916) 255-1369

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☑ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	2002, 40Z	10-04-2002

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S): Emissions Inspection Equipment Requirements for Non-Enhanced Areas

1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S):

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	
	ADOPT
	AMEND: §§ 3303.2, ~~3340.1~~, 3340.15, 3340.16, 3340.16.6, 3340.17, 3340.18, 3340.32, 3340.41 & 3340.42
TITLE(S): 16	REPEAL

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)
February 6 - 20, 2003

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))
☑ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other (Specify)

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal
☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Jim Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE: for Denise Brown, Chief Deputy Director — DATE: 4/23/03

TYPED NAME AND TITLE OF SIGNATORY: DENISE BROWN, Chief Deputy Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) Section 3303.2 of Article 1 is amended to read as follows:

§ 3303.2. Review of Applications for Licensure, Registration and Certification; Processing Time.

* * * *

(l) An applicant for certification to blend, fill or sell test analyzer system (TAS) or emissions inspection system (EIS) calibration gases pursuant to section 44036.5 of the Health and Safety Code shall be informed in writing, within 70 days after completion of the application of the bureau's decision as to whether the applicant meets the requirements for certification. The minimum, maximum and median processing times for initial certification for such applicants from the time of receipt of the initial application until the bureau made a final decision on the application has been as follows:

* * * *

NOTE: Authority cited: Sections 9882 and 9887.1, Business and Professions Code; Sections 44001.5, 44002, 44014, 44031, 44036.5 and 44045.5, Health and Safety Code; and Section 15376, Government Code. Reference: Section 15376, Government Code; Section 44014.2, Health and Safety Code; and Section 20, Title 1, Government Code.

~~*(2) Section 3340.1 of Article 5.5 is amended to read as follows:*~~

~~**§ 3340.1. Definitions.**~~

* * * * NO CHANGE

(g) "Test analyzer system (TAS)" ~~or "emissions inspection system (EIS)"~~ means a tamper-

resistant instrument which meets the requirements of subdivision (b) of section 44036 of the Health and Safety Code and which is certified by the bureau for use in the California Smog Check program.

NO CHANGE

* * * *

NOTE: Authority cited: Sections 44001.5, 44002, 44091 and 44095, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44001.3, 44005, 44010.5, 44011, 44012, 44014, 44014.2, 44014.5, 44017, 44017.1, 44030, 44036, 44037.1, 44056, 44062.1, 44070, 44092, 44093, 44094 and 44103, Health and Safety Code; Sections 220 and 11500, Vehicle Code; and Section 11505, Government Code.

(3) Section 3340.15 of Article 5.5 is amended to read as follows:

§ 3340.15. General Requirements for Smog Check Stations.

A smog check station shall meet the following requirements for licensure and shall comply with these requirements at all times while licensed.

(a) Work Area. The testing and repairing of vehicles shall be performed only in a work area of the station that has been approved by the bureau during the licensing inspection. Other work may be performed in the approved area, as desired. Except for heavy-duty vehicles, the work area shall be within a building and shall be large enough to accommodate the type of vehicle being serviced. In the case of the testing and repair of heavy-duty vehicles the work area need not be in a building, but the test analyzer system or emissions inspection system used at the station may only be used within a building. The work area shall be kept clean and orderly.

* * * *

NOTE: Authority cited: Section 44001.5, 44002 and 44014.2, Health and Safety Code. Reference: Sections 44002 and 44014.2, Health and Safety Code.

(4) Section 3340.16 of Article 5.5 is amended to read as follows:

§ 3340.16. Test-Only Station Requirements.

(a) Basic Area. A smog check test-only station operating in ~~a basic~~ other than an enhanced

program area shall have all testing equipment and emission application and reference manuals necessary to test and/or inspect all affected vehicles, including the following:

(1) Test analyzer system or emissions inspection system, in accordance with the bureau's test analyzer system specifications referenced in section 3340.17(a) of this article.

* * * *

(b) Enhanced Area. A smog check test-only station operating in an enhanced program area shall have all of the equipment and materials specified by and conform to the requirements of subsection (a) above, except for subsections (a)(1) and (a)(5), and an emissions inspection system in accordance with the bureau's BAR-97 Emissions Inspection System Specifications referenced in section 3340.17(b) of this article. A smog check test-only station operating in an enhanced area shall have a tire pressure gauge capable of accurately measuring tire pressure at the specification for the vehicles being tested and inspected using the loaded-mode test procedure.

* * * *

NOTE: Authority cited: Sections 44002 and 44013, Health and Safety Code. Reference: Sections 44012, 44013, 44014.5 and 44015, Health and Safety Code.

(5) Section 3340.16.6 of Article 5.5 is amended to read as follows:

§ 3340.16.6. Requirement for Telephone Line.

A test analyzer system or emissions inspection system prescribed by subdivision (b) of section 44036 of the Health and Safety Code and used in the smog check program must be connected via modem to a standard, single-party business telephone line, in order to transmit required program information. The line must not be used for any other purpose, nor may it be connected to more than one test analyzer system or emissions inspection system, nor may it have call waiting or any other special feature ~~which~~ that would interfere with the modem's operation.

Smog Check stations shall keep this telephone connected to the appropriate test analyzer system or emissions inspection system at all times.

NOTE: Authority cited: Sections 44002 and 44036(b), Health and Safety Code. Reference: Sections 44012 and 44036(b), Health and Safety Code.

(6) Section 3340.17 of Article 5.5 is amended to read as follows:

§ 3340.17. Test Equipment, Electronic Transmission, Maintenance and Calibration Requirements.

(a)(1) Until January 1, 2004, ~~E~~each smog check station operating in a basic-area shall have a BAR certified test analyzer system that meets the specifications contained in the BAR-90 Test Analyzer System Specifications dated April 1996, hereby incorporated by reference. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in these specifications, which include the form, manner and frequency of data transmittals. The test analyzer system shall be maintained and calibrated in accordance with the bureau's BAR-90 Test Analyzer System Specifications referenced in this subsection, and in accordance with the manufacturer's specifications. The test analyzer system shall have the most current software and hardware updates required by the bureau.

(2) On and after January 1, 2004, each smog check station operating in other than an enhanced program area shall have a BAR certified emissions inspection system, as specified in subsection (b), except that the hardware and the software necessary to conduct dynamometer based, loaded-mode emissions inspections shall not be required. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in the specifications referenced in subsection (b), which include the form, manner and frequency of data transmittals. The emissions inspection system shall be maintained

and calibrated in accordance with the specifications referenced in subsection (b), and in accordance with the manufacturer's specifications. The emissions inspection system shall have the most current software and hardware updates required by the bureau.

* * * *

(d) A test analyzer system or emissions inspection system shall only be used within a building and shall not be used in an environment that would subject the test analyzer system or emissions inspection system, to excessive heat, cold, dust, or moisture. The specifications for environmental conditions are referenced in the bureau's "BAR Exhaust Gas Analyzer Specifications" dated 1980, as herein incorporated by reference, and in the BAR-90 Test Analyzer System Specifications and BAR-97 Emissions Inspection System Specifications referenced in subsections (a) and (b) of this section.

* * * *

NOTE: Authority cited: Sections 44002, 44036 and 44037.1, Health and Safety Code. Reference: Sections.44012, 44036 and 44037.1, Health and Safety Code.

(7) Section 3340.18 of Article 5.5 is amended to read as follows:

§ 3340.18. Certification of Test Analyzer System and Emissions Inspection System Calibration Gases and Blenders of Gases.

Test analyzer system and emissions inspection system calibration gases used by smog check stations and gas blenders who provide such calibration gases shall be certified by the bureau in accordance with the requirements of the bureau's "Specifications and Accreditation Procedures for Calibration and Audit Gases Used in the California Emissions I/M Program" publication dated January 1990, as herein incorporated by reference.

NOTE: Authority cited: Sections 44002 and 44036.5. Health and Safety Code. Reference: Section 44036.5, Health and Safety Code.

(8) Section 3340.32 of Article 5.5 is amended to read as follows:

§ 3340.32. Standards for the Certification of Institutions Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians.

* * * *

(e) Applicants Requirements. An applicant shall meet the following requirements:

* * * *

(2) Equipment, Tools and Materials for Basic Smog Technician Courses. An institution wishing to be certified to offer Basic Smog Technician courses shall have the following tools and materials in quantities sufficient to adequately train all participating students:

(A) A test analyzer system or an emissions inspection system as provided by and in accordance with, ~~the bureau's test analyzer system specifications referenced in~~ Section 3340.17(a) of this article.

* * * *

NOTE: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5(b), 44045.6 and 44050, Health and Safety Code.

(9) Section 3340.41 of Article 5.5 is amended to read as follows:

§ 3340.41. Inspection/Test/Repair Requirements.

(a) A licensed station shall give a copy of the test report printed from the test analyzer system or emissions inspection system to the customer. The report shall be attached to the customer's invoice.

(b) No person shall enter into the test analyzer system or emissions inspection system any access or qualification number other than as authorized by the bureau, nor in any way tamper with the test analyzer system or emissions inspection system.

(c) No person shall enter into the test analyzer system or emissions inspection system any

vehicle identification information or emission control system identification data for any vehicle other than the one being tested. Nor shall any person knowingly enter into the test analyzer system or emissions inspection system any false information about the vehicle being tested.

* * * *

NOTE: Authority cited: Sections 44002, 44016 and 44030, Health and Safety Code; and Section 9882, Business and Profession Code. Reference: Sections 44012, 44016, 44030, 44036(a) and (b), 44050 and 44051.5, Health and Safety Code.

(10) Section 3340.42 of Article 5.5 is amended to read as follows:

§ 3340.42. Mandatory Emissions Inspection Standards and Test Procedures.

Smog check stations and smog check technicians shall conduct tests and inspections in accordance with the bureau's BAR-90 Test Analyzer System Specifications referenced in section 3340.17(a) or the BAR-97 Emissions Inspection System Specifications referenced in section 3340.17(a) and (b), whichever is appropriate, and the following:

* * * *

NOTE: Authority cited: Sections 44002, 44003, 44013 and 44036, Health and Safety Code. Reference: Sections 39032.5, 44002, 44003, 44005, 44011, 44011.3, 44012, 44013, 44014.5, 44015, 44017, 44032, 44036, 44062.1 and 44081, Health and Safety Code.

Patrick Dorais

PATRICK DORAIS
Acting Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

Date: 03/12/03

File# 03-0124-03 S

Phone: 916-323-6225

t Counter

RN OF APPROVED RULEMAKING MATERIALS

this Approved file your agency submitted for our review.

ile, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The proved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

ance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no le shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act ction 14740 et seq.) and the State Administrative Manual (SAM) (section 1600 et seq.) regarding retention of cide not to keep this rulemaking at your agency office or at the State Records Center, you may transmit it to ı instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item ee Government Code section 11347.3(f)

REGULAR

DMINISTRATIVE LAW
ON/REGULATIONS SUBMISSION (See instructions on reverse)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF

2003 MAR -3 PM 3:30

KEVIN SHELLEY
SECRETARY OF STATE

ER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
30-03	03012A-03	

For use by Office of Administrative Law (OAL) only

PUBLICATION DATE

SEP 13 '02

OFFICE OF ADMINISTRATIVE LAW

ective Law

CE

REGULATIONS

TY
ffairs, Bureau of Automotive Repair

AGENCY FILE NUMBER *(If any)*
70

OTICE *(Complete for publication in Notice Register)*

	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
	16	3340.1	September 13, 2002
ther	4. AGENCY CONTACT PERSON: James Allen	TELEPHONE NUMBER: (916) 255-4300	FAX NUMBER *(Optional)*: (916) 255-1369
GED NOTICE: ☐ Approved as Modified ☐ Disapproved/ Withdrawn		NOTICE REGISTER NUMBER: 2002, 37Z	PUBLICATION DATE: 9-13-02

GULATIONS *(Complete when submitting regulations)*

lean Piping"

1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
–

DE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

)
s)

ADOPT

AMEND
§ 3340.1

REPEAL

☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)

☐ Emergency (Gov. Code, § 11346.1(b))

☐ Emergency Readopt (Gov. Code, § 11346.1(h))

☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

The agency officer named below certifies that this agency complied with the provisions of 46.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)

☐ Other (specify) _____

ES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☐ Effective on filing with Secretary of State

☐ Effective other *(Specify)* _____

EQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
orm STD. 399)

☐ Fair Political Practices Commission

☐ State Fire Marshal

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

eau of Automotive Repair hereby adopts the following regulations in Article 5.5 Division 33 of Title 16 of the California Code of Regulations:

).1 is amended to read as follows:

ıitions.

ınless the context otherwise requires:

* * * *

alyzer system (TAS)" or "emissions inspection system (EIS)" means a tamper-

ıent which meets the requirements of subdivision (b) of section 44036 of the

ty Code and which is certified by the bureau for use in the California Smog

* * * *

ping," for the purposes of Health and Safety Code section 44072.10(c)(1), means

ple of the exhaust emissions of one vehicle in order to cause the TAS or EIS to

e of compliance for another vehicle.

Identification Database" means a centralized computer database and computer

is readily accessible by all licensed smog check technicians on a real time basis.

d Shield Gross Polluter Certification (GPC) Station" means a licensed smog

eir vehicles into compliance with the requirements of the Smog Check Program.

ısehold" means a family of persons or any group of two or more unrelated
de together and share common living expenses.

icle Retirement" means a component of the Consumer Assistance Program
ides payments to eligible motor vehicle owners who choose to voluntarily retire
ɔm operation rather than make emissions-related repairs to bring the vehicles into
ı the requirements of the Smog Check Program.

nantler" means an automobile dismantler, as defined in Section 220 of the
ıd licensed pursuant to Section 11500 of the Vehicle Code, who has contracted
to retire vehicles from operation.

ivable Junk Receipt" means a receipt showing proof that the vehicle is recorded
ıked" by the Department of Motor Vehicles.

ehicle Inspection Report (VIR)" means an official smog check inspection report
ɔm a test analyzer or emissions inspection system and given to the registered
) or their legal representative.

ɔnsumer Assistance Program (CAP)" means a program of the Bureau of
ıair that provides eligible motor vehicle owners the options of Repair Assistance
irement.

ited: Sections 44001.5, 44002, 44072.10, 44091 and 44095, Health and Safety Code; and
ıess and Professions Code. Reference: Sections 44001.3, 44005, 44010.5, 44011, 44012, 44014,
4017, 44017.1, 44030, 44036, 44037.1, 44056, 44062.1, 44070, 44072.10, 44092, 44093, 44094

MEMORANDUM

♦ SACRAMENTO, CA 95827 ♦ TELEPHONE: (916) 255-4300 ♦ FACSIMILE: (916) 255-1369

ECKARD **Date** : March 3, 2003
el
dministrative Law

LEN
& Regulatory Analyst

ING FILE No. 03-0124-03 S
ON OF "CLEAN PIPING" - BAR FILE No. 70

ponse to your FAX and our telephone conversation of February 28, 2003, wherein d several minor changes to the subject Rulemaking File. Your suggestions have red and the following changes approved.

by requested and authorized to add the attached "Revised Table of Contents" and to the Final Statement of Reasons" to the subject Rulemaking File.

requested and authorized to check the "Other" box in item B6 of the Form 400 and siness and Professions Code section 313.1.

ct me if you have any questions or need additional information. I may be reached at 916.255.1379, or by e-mail at jim_allen@dca.ca.gov.

BUREAU OF AUTOMOTIVE REPAIR

ADDENDUM TO THE FINAL STATEMENT OF REASONS

ıtes: October 30, 2002

ıtter of :egulations: Definitions, "Clean Piping"

ected: § 3340.1, Title 16, Division 33, Chapter 1, Article 5.5, California Code of Regulations

formation:

'tatement of Reasons is included in the file. The information contained ›dated as follows:

72.10 of the Health and Safety Code provides, in pertinent part, that the shall revoke the license of any smog check station licensee or smog check /ho fraudulently certifies or participates in the fraudulent certification of ıis section also specifies that fraudulent certification includes "clean piping, y the department." While the term "clean piping" is a commonly used term, ɔrmal definition of the term in statute or regulation, and Section (1) has been interpreted to require the Bureau to formally define the term.

ɔn of the term "clean piping" set forth in this proposed action has been ıy the Bureau from descriptions used in Accusations drafted by deputy neral in formal administrative disciplinary actions. Based on the Bureau's perience in investigating and analyzing cases involving the fraudulent ɔertificates of compliance through "clean piping," the proposed definition to encompass the basic elements common to every act of "clean piping." The g certified may or may not be tested; it may not even have been present at the ɔ Station at the time the certificate of compliance was issued. However, in

mple is coming from the vehicle for which identifying information was
the computer. The analyzer does not even know if that identified vehicle is
the analyzer knows to do is to issue a certificate of compliance to the
ehicle if the emissions samples fed to it measure within the allowable limits.

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

NOTICE OF APPROVAL OF REGULATORY ACTION

OMOTIVE REPAIR

ION:

Government Code Section 11349.3

Code of Regulations

OAL File No. 03-0314-08 S

3340.1, 3392.1, 3392.2, 3392.3, 3392.5, 3392.6

3392.4

s the Bureau of Automotive Repair's Gold Shield Program (GSP).

is regulatory action pursuant to section 11349.3 of the Government Code.

GORDON R. YOUNG
Senior Staff Counsel

for: SHEILA R. MOHAN
Acting Director/Chief Counsel

een Hamilton, Director

es Allen

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

Date: 04/29/03

File# 03-0314-08 S

Phone: 916-323-6225

Counter

:N OF APPROVED RULEMAKING MATERIALS

this Approved file your agency submitted for our review.

le, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The proved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary rom the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

ance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no e shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act tion 14740 et seq.) and the State Administrative Manual (SAM) (section 1600 et seq.) regarding retention of cide not to keep this rulemaking at your agency office or at the State Records Center, you may transmit it to instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item e Government Code section 11347.3(f)

REGULAR

INISTRATIVE LAW

ON/REGULATIONS SUBMISSION *(See instructions on reverse)*

For use by Secretary of State only

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IN THE OFFICE OF

2003 APR 28 PM 3:35

KEVIN SHELLEY
SECRETARY OF STATE

	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	03-0314-08S	

For use by Office of Administrative Law (OAL) only

REGULATIONS

Y
fairs, Bureau of Automotive Repair

AGENCY FILE NUMBER *(If any)*
72

TICE *(Complete for publication in Notice Register)*

	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
	16	3340.1	June 21, 2002
	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
ıer	James Allen	(916) 255-4300	(916) 255-1369

ED NOTICE ☐ Approved as Modified ☐ Disapproved/ Withdrawn

NOTICE REGISTER NUMBER: 2002, 25Z

PUBLICATION DATE: 6/21/02

GULATIONS *(Complete when submitting regulations)*

1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)

DE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

ADOPT

AMEND
3340.1, 3392.1, 3392.2, 3392.3, 3392.5 and 3392.6

4/28/03

REPEAL
3392.4

☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)

☐ Emergency (Gov. Code, § 11346.1(b))

☐ Emergency Readopt (Gov. Code, § 11346.1(h))

☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

The agency officer named below certifies that this agency complied with the provisions of 5.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)

☐ Other (specify) _____

OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

0, 2002

CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☐ Effective on filing with Secretary of State ☐ Effective other *(Specify)* _____

UIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

m STD. 399)

☐ Fair Political Practices Commission ☐ State Fire Marshal

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

'eau of Automotive Repair hereby adopts the following regulations in Chapter 1 of Title 16 of the California Code of Regulations:

0.1 of Article 5.5 is amended to read as follows:

ıitions.

* * * *

ıield ~~Guaranteed Repair S~~station" means a registered Automotive Repair Dealer :ensed Smog Check station which has been certified by the department and meets ents specified in Article 10, of these regulations.

~~ection Rate" also refers to the "ping-pong rate" and means the number of gross es repaired and retested by a GSGR station which fail their re-inspection at a ty or station. The re-inspection rate does not include vehicles whose owners ss than full repairs recommended by the GSGR station.~~ "Comparative Failure eans that the station's failure rate, under the Gold Shield Program, must be he Test-Only station failure rate for all non-directed vehicles of the same model- ɔn's failure rate, using initial tests, by model-year, of non-directed vehicles is dustry-wide failure rate for Test-Only stations, calculated quarterly by smog area, using initial tests, by model-year, of non-directed vehicles inspected, and

ı vehicle that was not required to be inspected at a Test-Only station pursuant to

ɔ or 44014.7 of the Health and Safety Code.

ɔing," for the purposes of Health and Safety Code section 44072.10(c)(1), means

ɔle of the exhaust emissions of one vehicle in order to cause the TAS or EIS to

ɜ of compliance for another vehicle.

st" means the first Smog Check inspection of a vehicle done in official test

mode and performed within one hundred eighty (180) days prior to a

wal date or a change of ownership date for that vehicle. An initial test does not

are aborted before completion or tests done in the training or manual modes of

ɜ ~~Identification~~ Information Database (VID)" means a centralized computer

nputer network, which is readily accessible by all licensed smog check

real time basis.

~~ield Gross Polluter Certification (GPC) Station" means a licensed Smog Check~~

~~ɔursuant to Section 44014.2 of the Health and Safety Code and which~~

~~e pilot program established pursuant to Section 44014.5(g)(2)(B).~~

* * * *

ited: Sections 44001.5, 44002, 44072.10, 44091 and 44095, Health and Safety Code; and
ess and Professions Code. Reference: Sections 44001.3, 44005, 44010.5, 44011, 44012, 44014, 4017, 44017.1, 44030, 44036, 44037.1, 44056, 44062.1, 44070, 44072.10, 44092, 44093, 44094 nd Safety Code; Sections 220 and 11500, Vehicle Code; and Section 11505, Government Code.

~~nust, as of the date of the application, meet all of the following basic~~

~~- eligibility:~~

~~:ant must hold a current registration as an Automotive Repair Dealer and a~~

~~s a Smog Check Station;~~

~~he registration nor the license is suspended;~~

~~ation is filed and pending against the registration or the license;~~

~~ıe 12 months preceding the date of the application, no citation has been issued~~

~~eant; and~~

~~ıe 12 months preceding the date of the application, neither the current or the~~

~~ıtion nor the current or previous license has been issued an order of suspension, a~~

~~ler, or any other disciplinary order.~~

ield Program is a voluntary program that permits any licensed Smog Check test-

n, which meets or exceeds the standards established pursuant to this article to

ıtion that may be publicly displayed and otherwise advertised.

oses of the Gold Shield program are to:

he complexity of the Smog Check Program by allowing Smog Check stations

l Shield stations to offer consumers a wider array of inspection and repair

ge consumer confidence in the required emissions inspections and repairs by the

inspection and repair standards that stations must meet or exceed to receive and

te to the emissions reductions objectives required by the State Implementation standards.

:ited: Sections 44001.5, 44002 and 44014.2, Health and Safety Code. Reference: Sections 44014.2, ~~44050 and 44072,~~ Health and Safety Code.~~; and Sections 480 and 9884, Business and~~

?.2 of Article 10 is amended to read as follows:

~~es for a Denial of a GSGR Station Application.~~**Responsibilities of Smog Certified as Gold Shield.**

~~ıg are causes for denial of a GSR-1 (08/05/97) application:~~

~~:eant fails to meet any of the eligibility requirements of Section 3392.1;~~

~~icant has been convicted of any crime substantially related to the applicant's nctions or duties as a certified GSGR Station;~~

~~eant has done any act involving dishonesty, fraud or deceit with the intent to nefit the applicant or another, or substantially injure another;~~

~~icant has done any act which if done by a certificate holder would be cause for e certificate;~~

~~eant has engaged in any conduct which would be cause for discipline of the motive Repair Dealer registration or the applicant's Smog Check Station license, be cause for issuance of a citation to the registration or license;~~

~~e three months preceding the date of the application, the applicant has engaged :ation; or,~~

ıeck test-and-repair stations certified as Gold Shield stations shall provide the

:es to the public:

›sidized emissions-related repairs, under the terms and conditions of a contract

ınt to Section 3394.2, as a component of the Bureau's Consumer Assistance

shed pursuant to Article 11 of this Division. This paragraph shall not apply to

cated in change of ownership program areas.

fication of vehicles previously identified as gross polluters.

l Shield stations with a complete BAR-97 Emissions Inspection System capable

nhanced area loaded-mode inspections pursuant to Section 44003(a)(1) of the

ty Code, irrespective of their program area location, the after-repairs certification

:s that were directed to and initially tested at Test-Only stations pursuant to

5 or 44014.7 of the Health and Safety Code provided that the vehicles are

Gold Shield station.

l Shield stations located in basic or change of ownership program areas that do

anced area loaded-mode inspections pursuant to Section 44003(a)(1) of the

ty Code, the certification of vehicles registered in enhanced areas if the vehicles

by a licensed Department of Motor Vehicles Motor Vehicle Dealer, as defined in

he Vehicle Code, with the intent of offering the vehicles for sale upon the

:s that are located in basic or change of ownership areas. Gold Shield stations

sions-related repairs at a Gold Shield station shall be performed in a good and

anner and in accordance with the procedures specified by the vehicle

by repair standards generally accepted by the industry.

Shield station shall display an exterior sign that meets the following

ensions of the sign shall be 24 inches wide and 30 inches high.

shall be made of 0.040-inch aluminum, steel, or plastic.

eau shall supply a camera-ready design and content of the sign.

Shield station may advertise those services authorized by subsection (a), other

ng the sign specified in subsection (c).

Shield station shall allow bureau personnel reasonable access to the station for the

on of vehicles where repairs are still in progress or have been completed and the

on the premises. The inspections shall be for the purpose of evaluating the

and effectiveness of the repairs performed by the station.

cited: Sections 44001.5, 44002, 44014.2 and 44095, Health and Safety Code. Reference: 014.2 and ~~44037.1,~~ 44092, Health and Safety Code.~~; and Sections 480 and 490, Business and~~

2.3 of Article is amended to read as follows:

~~**Shield Guaranteed Repair (GSGR) Program Performance**~~

~~e at a minimum that a vehicle will pass the certification inspection at a Test-Only~~

~~n, if the inspection is performed within 10 days or 1,000 miles, whichever comes~~

~~GR Station's repairs.~~

~~a re-inspection rate of five percent or less.~~

~~guaranteed emission-related repairs to a vehicle and perform an after-repairs test~~

~~given emissions-related repairs.~~

~~guarantees and warranties in accordance with sections 3375 and 3376, of these~~

~~ceptions to the re-inspection rate as being official if the customer together with~~

~~on both sign the repair order indicating that the customer does not want full~~

~~ended by the GSGR Station as documented in the repair order.~~

~~rtification inspection at the Test-Only facility or station indicates that further~~

~~ssary to obtain a certification, they shall be performed at the GSGR Station at no~~

~~nsumer.~~

~~e fully with the department and its agents and employees in the department's~~

~~luding on-site inspections, of the station's performance.~~

ed Smog Check Test-and-Repair station seeking Gold Shield certification shall

le a Gold Shield Station Application form (GSR-1 04/25/2003), which is hereby

reference, and shall, as of the date the application is received by the bureau,

ollowing eligibility requirements:

on must have conducted a minimum of 10 successful emission repairs in the
dar quarter. For the purposes of this section, a "successful emission repair"

icle must have failed the emissions portion of a Smog Check in official test mode
: at any Smog Check station prior to the repair; and

)g Check station must have repaired the vehicle and entered repair data into the
tion Database; and

icle must have been issued a Certificate of Compliance at any Smog Check
n (10) days following the repairs made by the applicant Smog Check station.

on's repair performance, in the preceding calendar quarter, must rate within the
and-repair stations in the same smog check program area. A station's repair
:omputed by comparing the final emission readings of each successful emission
rage passing emission readings for the same model-year and emission standards
/ehicle repaired.

on must not have been issued any citations pursuant to Section 44050(a) of the
:y Code within the preceding one-year period nor employ any technicians who
l any citations pursuant to Section 44050(b) of the Health and Safety Code
ding one-year period.

he current nor any previous registration or license of the station owner, manager
og Check technicians employed by the station, has been issued an order of

ion owner, manager and licensed Smog Check technicians or other employees of
:t not have been convicted of a crime within the preceding three-year period that
related to the duties of an Automotive Repair Dealer, a licensed Smog Check
:nsed Smog Check technician. The station owner, manager and licensed Smog
ıns or other employees of the station, must not have been found liable in a civil
luding small claims matters, within the preceding three-year period, for acts or
ıre substantially related to the duties of an Automotive Repair Dealer, a licensed
ıtion, or a licensed Smog Check technician. The station owner, manager and
Check technicians or other employees of the station must not be serving a
riod as a result of any such criminal or civil proceeding.

on must not have engaged in any conduct that would be cause for discipline of
tomotive Repair Dealer registration or Smog Check station license.

on must pass a Quality Assurance inspection administered by bureau personnel
rtification process. A Quality Assurance inspection consists of any or all of the

cation of compliance with all licensure and license posting requirements.

:ation of compliance with all signage requirements.

:ation of compliance with all estimate, repair order, invoice and record-keeping

cation of possession of all required manuals and publications

diagnoses and repairs of failed vehicles.

ıeck stations located in change of ownership program areas shall only have to

a)(4)-(a)(7), inclusive, to obtain Gold Shield certification.

au may conduct periodic quality assurance inspections of the station. If a Gold

performance does not comply with the criteria established pursuant to this

notice of the deficiency shall be provided to the station by the bureau, and the

e sixty (60) days to correct the deficiency. The bureau may conduct a follow-up

e inspection to ensure the deficiency has been corrected.

au, on a quarterly basis, shall evaluate a Gold Shield station's inspection and

ıce and compliance with the criteria established pursuant to this section. A Gold

at fails to meet the certification criteria specified in paragraphs (1), (2) or (3) of

f this section, will be notified in writing of the nature of the deficiency. The

ion may be given one additional quarter to meet those standards.

may, upon ten (10) days written notice to the Bureau, withdraw from the Gold

:ited: Sections 44001.5 and 44014.2, Health and Safety Code. Reference: Section 44014.2,
:ode.

'.4 *of Article 10 is repealed as follows:*

~~**Shield Guaranteed Repair (GSGR) Program Advertising Rights.**~~

~~Station certified pursuant to this Article shall prominently display a GSGR~~

~~ions of the sign shall be 24 inches wide and 30 inches high.~~

~~terial. The sign shall be made of 0.040 inch aluminum or steel.~~

~~. Camera-ready design and content of the sign shall be supplied by the~~

~~ce Sign Design.~~

~~ions of the sign shall be 22 inches wide and 16 inches high and posted, in a~~

~~a frequented by customers, indicating rights and responsibilities of a GSGR~~

~~ludes a statement, printed in large letters, of the station's performance standards~~

~~section 3392.3(a) and (b) (1) through (7), of these regulations.~~

~~cited: Section 44001.5, Health and Safety Code. Reference: Section 44014.2, Health and Safety~~

2.5 of Article 10 is amended to read as follows:

~~**Shield Guaranteed Repair (GSGR) Station Withdrawal of**~~

auses for Invalidation of Gold Shield Station Certification.

~~e cause for withdrawal of certification, temporarily or permanently, if the GSGR~~

~~in any conduct which violates any provision of this Article or which would be~~

~~line of the station's Automotive Repair Dealer (ARD) registration or Smog Check~~

~~or which would be cause for issuance of a citation to the registration or license.~~

~~in this Article shall limit the department's authority to discipline or to cite the~~

~~artment may summarily cancel the certification of a GSGR Station in the event~~

~~D or Smog Check Station license is disciplined in any form.~~

~~artment may summarily cancel the certification of a GSGR Station in the event~~

~~engaged in offline certification.~~

~~artment may summarily cancel the certification of a GSGR Station in the event~~

~~issued certificates to vehicles with no corresponding Department of Motor~~

~~)/Vehicle Identification Database (VID) match although the vehicle is correctly~~

~~eferenced in the DMV database. This provision excludes both out-of-state or no-~~

~~hicles.~~

e cause for the Bureau to invalidate the certification of a Gold Shield station,

permanently, if any of the following occur:

d Shield station, manager or Smog Check technicians employed by the station,

onduct which violates any provision of this article or which would be cause for

which would be cause for issuance of a citation to the station's Automotive

egistration or Smog Check station license, or the license of a technician employed

d Shield station's Automotive Repair Dealer registration or Smog Check station

or otherwise becomes delinquent.

eau disciplines the Gold Shield station's Automotive Repair Dealer registration or

ation license in any form or manner

vehicle registered in an enhanced area that is required to have an enhanced area
le is owned by an entity other than a motor vehicle dealer licensed by the
Motor Vehicles, unless the station performed an enhanced area test as prompted
is Inspection System.

d Shield station fails to comply with the certification criteria specified in
), (2) or (3) of Section 3392.3 for two consecutive calendar quarters.

d Shield station fails to correct a deficiency identified in a quality assurance
n the specified time period.

cited: Sections 44001.5 and 44014.2, Health and Safety Code. Reference: Sections 44014.2 and
d Safety Code; and Sections 480 and 490, Business and Professions Code.

2.6 of Article 10 is amended to read as follows:

Shield ~~Guaranteed Repair (GSGR)~~ Program Hearing and Determination.

~~ment~~ bureau denies an application for ~~GSGR~~ Gold Shield certification or if the
~~draws~~ bureau invalidates, temporarily or permanently, an existing Gold Shield
ation, the ~~department~~ bureau shall file and serve a written notice of denial or
lidation. The written notice shall contain a summary of the facts and allegations
cause or causes for denial or ~~withdrawal~~ invalidation.

of the written notice may be effected in any manner authorized by Business and
le Section 124.

en request for a hearing is delivered 15 days from the date of service, a hearing

ring shall be limited in scope to the time period, and facts and allegation specified

otice prepared by the ~~department~~ bureau.

plicant or ~~GSGR~~ Gold Shield ~~S~~station shall be notified of the determination by

ef, or the ~~director's~~ chief's designee, who shall issue a decision and notify the

~~GR~~ Gold Shield ~~S~~station within 15 days of the close of the hearing.

~~partment~~ bureau may order that a certification be ~~withdrawn~~ temporarily

ding any hearing and pending any post-hearing decision of the ~~director~~ chief.

cited: Sections 44001.5 and 44014.2, Health and Safety Code. Reference: Section 44014.2, Code; and Section 124, Business and Professions Code.

/s/

PATRICK DORAIS, Acting Chief
Bureau of Automotive Repair

GOLD SHIELD STATION CERTIFICATION APPLICATION

with this application.
ıtained on this application, including information on the reverse side.
pplication.
ication to:

Bureau of Automotive Repair
Licensing Unit - Gold Shield Program
10240 Systems Parkway
Sacramento, CA 95827

		PHONE NUMBER	
	CITY	STATE CA	ZIP CODE
)WNERSHIP TYPE ☐ SOLE PROPRIETOR ☐ PARTNERSHIP ☐ CORPORATION ☐ LLC ☐ OTHER :ORPORATION NUMBER _____		OWNER(S) NAME(S)	

vide the following services to the public:
sions-related repairs, except stations located in a Change of Ownership Area.
ified as gross polluters.
ion of vehicles that were directed to, initially tested, and failed inspection at a Test-Only station.
: inspections for new and used car dealers on vehicles registered in Enhanced Areas that have been
lers who subsequently offer them for retail sale in Basic and Change of Ownership Areas.

uestions. If "YES," please provide an explanation in the space provided; attach additional paper if

Partners, Corporate Officers, Directors, Trustees, LLC Members, or your Smog Check Station
ever been convicted of a crime? (For the purposes of this question, "crime" does not apply to
☐ YES ☐ NO

Partners, Corporate Officers, Directors, Trustees, LLC Members, or your Smog Check Station
been found liable in a civil proceeding (with the exception of small claims matters) for any act or
notive Repair Dealer, Smog Check Station, or Smog Check Technician, or in a related business?
☐ YES ☐ NO

Partners, Corporate Officers, Directors, Trustees, LLC Members, or your Smog Check Station
ever had any license denied, suspended, revoked, or placed on probation by the Bureau of
☐ YES ☐ NO

LD SHIEL_ CERTIFICATION QUALIFICATI..N CRITERIA

nd-Repair station seeking Gold Shield certification shall complete and file a Gold Shield Station (GSR-1 04/25/2003), and shall, as of the date the application is received by the Bureau of Automotive g eligibility requirements:

ıtive Failure Rate (CFR) over the preceding calendar quarter must meet or exceed the industry-wide failure ions, by Smog Check program area, as calculated quarterly by the Bureau.

conducted a minimum of 10 successful emission repairs in the preceding calendar quarter. For the purposes :essful emission repair" means:

have failed the emissions portion of a Smog Check in official test mode or pre-test mode at any Smog Check days prior to the repair; and
station must have repaired the vehicle and entered repair data into the Vehicle Information Database; and have been issued a Certificate of Compliance at any Smog Check station within ten (10) days following the ıe applicant Smog Check station.

rformance, in the preceding calendar quarter, must rate within the top 75% of test-and-repair stations in the ;ram area. A station's repair performance is computed by comparing the final emission readings of each pair to the average passing emission readings for the same model-year and emission standards category of

ave been issued any citations pursuant to Section 44050(a) of the Health and Safety Code within the riod, nor employ any technicians who have been issued any citations pursuant to Section 44050(b) of the le within the preceding one-year period.

: any previous registration or license of the station owner, manager and licensed Smog Check technicians n, has been issued an order of suspension, a probationary order, or any other disciplinary order within the eriod. No station owner, officer, manager, licensed Smog Check technician or other employee of the station :ct to suspension, probation or other disciplinary order.

nager and licensed Smog Check technicians or other employees of the station, must not have been convicted receding three-year period that is substantially related to the duties of an Automotive Repair Dealer, a station, or a licensed Smog Check technician. The station owner, manager and licensed Smog Check ıployees of the station must not be serving a probationary period as a result of any such criminal proceeding. nager and licensed Smog Check technicians or other employees of the station, must not have been found ding, excluding small claims matters, within the preceding three-year period, for acts or omissions that are the duties of an Automotive Repair Dealer, a licensed Smog Check station, or a licensed Smog Check

ave engaged in any conduct that would be cause for discipline of the station's Automotive Repair Dealer heck station license.

a Quality Assurance inspection administered by Bureau personnel as part of the certification process. A ɔection consists of any or all of the following:

:ompliance with all licensure and license posting requirements.
:ompliance with all signage requirements.
:ompliance with all estimate, repair order, invoice and record keeping requirements.
ɔossession of all required manuals and publications.
ɔossession of all required tools and equipment and a verification of their proper working order.
ensed smog check technicians' ability to perform complete smog check inspections, and diagnoses and ehicles

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 06/14/06

File# 06-0418-01 S

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.
If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

REGULAR

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF
2006 MAY 30 PM 4:22
BRUCE McPHERSON
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 05-1006-01	06-0418-01S	

For use by Office of Administrative Law (OAL) only

2006 APR 18 AM 8:05
OFFICE OF ADMINISTRATIVE LAW

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER *(if any)*
Department of Consumer Affairs, Bureau of Automotive Repair	75

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	05-1442-02	10/21/2005

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Cleanup & Revision of Smog Check Station Regs.	N/A

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	
	ADOPT
	AMEND: §§ 3340.1, 3340.16, 3340.16.5, 3340.17 and 3340.41
TITLE(S): 16	REPEAL: § 3340.16.6

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4) ☐ Emergency (Gov. Code, § 11346.1(b)) ☐ Emergency Readopt (Gov. Code, § 11346.1(h)) ☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify) _____

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

N/A

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☑ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other *(Specify)* _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-1379	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Charlene Zettel	4/17/06

TYPED NAME AND TITLE OF SIGNATORY

CHARLENE ZETTEL, Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

Legend: Deleted text is indicated by ~~strikethrough~~.
Added text is indicated by underlining.

The Bureau of Automotive Repair hereby adopts the following regulations in Chapter 1 of Division 33 of Title 16 of the California Code of Regulations as follows:

(1) Section 3340.1 of Article 5.5 is amended to read as follows:

§3340.1. Definitions.

In this article, unless the context otherwise requires:

(a) "Heavy duty vehicle" means a vehicle with a manufacturer's gross vehicle weight rating of 8501 pounds or more.

(b) "Implementation area" means a geographical area, in which a local district has requested implementation of a biennial inspection program pursuant to section 44003 of the Health and Safety Code.

(c) "Smog check station" or "~~licensed~~ station," means a smog check test-only station or smog check test-and-repair station licensed by the bureau in the smog check program.

(d) "Smog check test-only station" or "test-only station" means a smog check station licensed by the bureau to test and inspect vehicles in the smog check program.

(e) "Smog check test-and-repair station" or "test-and-repair station" means a smog check station licensed by the bureau to test, inspect, diagnose and repair vehicles in the smog check program.

(f) "Smog check technician" or "~~licensed~~ technician" means an individual who holds one of the technician licenses specified in section 3340.28 of this article.

(g) ~~"Test analyzer system (TAS)" or~~ "eEmissions inspection system" or "EIS ~~(EIS)~~" means a tamper-resistant instrument which meets the requirements of subdivision (b) of section 44036 of the Health and Safety Code and which is certified by the bureau for use in the California Smog Check program.

(h) "Bureau" or "BAR" means the Bureau of Automotive Repair.

(i) "Smog check program" or "program" means the motor vehicle inspection program conducted pursuant to section 44005 of the Health and Safety Code, and as hereby described in this article.

(j) "ARD-exempt heavy-duty station" means a smog check test-and-repair station or a smog check test-only station that only tests and/or repairs commercial vehicles which have a gross vehicle weight rating of 10,000 pounds or greater.

(k) "Enhanced area" or "Enhanced vehicle inspection and maintenance program area" means the smog check program conducted in any part of an urbanized area of the state which is classified by the Environmental Protection Agency as a serious, severe or extreme nonattainment area for ozone or a moderate or serious nonattainment area for carbon monoxide with a design value greater than 12.7 ppm.

(l) "Basic area" or "Basic vehicle inspection and maintenance program area" means the smog check program conducted in any area of the state which is not classified as an enhanced vehicle inspection and maintenance program area.

(m) "Gaseous fuel" means fuel composed of propane, liquefied or compressed natural gas.

(n) "Supervising technician" means the licensed technician that performs the after repairs test of a vehicle that has failed an inspection at a smog check station.

(o) "After repairs test" means a test performed on a vehicle after repairs have been made to that vehicle as a result of failing an inspection at a smog check station.

(p) "Test-only facility" means a facility contracted by the bureau to test and inspect vehicles.

(q) "Gold Shield station" means a registered Automotive Repair Dealer who is also a ~~licensed S~~smog ~~C~~check test-and-repair ~~S~~station which has been certified by the department and meets all the requirements specified in Article 10, of these regulations.

(r) "Comparative Failure Rate" or "CFR ~~(CFR)~~" means that the station's failure rate, under the Gold Shield Program, must be comparable to the ~~T~~test-~~O~~only station failure rate for all non-directed vehicles of the same model-year. The station's failure rate, using initial tests, by model-year, of non-directed vehicles is applied to an industry-wide failure rate for ~~T~~test-~~O~~only stations, calculated quarterly by smog check program area, using initial tests, by model-year, of non-directed vehicles inspected, and includes an allowable deviation to compensate for the random distribution of passing and failing vehicles based upon a 95 percent confidence level.

(s) "Non-directed vehicle" means a vehicle that was not required to be inspected at a ~~T~~test-

~~O~~only station pursuant to Sections 44010.5 or 44014.7 of the Health and Safety Code.

(t) "Clean piping," for the purposes of Health and Safety Code section 44072.10(c)(1), means the use of a sample of the exhaust emissions of one vehicle in order to cause the ~~TAS or~~ EIS to issue a certificate of compliance for another vehicle.

(u) "Initial test" means the first Smog Check inspection of a vehicle done in official test mode or pre-test mode and performed within one hundred eighty (180) days prior to a registration renewal date or a change of ownership date for that vehicle. An initial test does not include tests that are aborted before completion or tests done in the training or manual modes of the ~~TAS or~~ EIS.

(v) "Vehicle Information Database" or "VID ~~(VID)~~" means a centralized computer database and computer network, which is readily accessible by all licensed smog check technicians on a real time basis.

(w) "Repair Assistance" means a component of the Consumer Assistance Program (CAP) that provides financial assistance for emissions-related repairs to help eligible motor vehicle owners bring their vehicles into compliance with the requirements of the Smog Check Program.

(x) "Household" means a family of persons or any group of two or more unrelated persons that reside together and share common living expenses.

(y) "Vehicle Retirement" means a component of the Consumer Assistance Program (CAP) that provides payments to eligible motor vehicle owners who choose to voluntarily retire their vehicles from operation rather than make emissions-related repairs to bring the vehicles into compliance with the requirements of the Smog Check Program.

(z) "Dismantler" means an automobile dismantler, as defined in Section 220 of the Vehicle Code and licensed pursuant to Section 11500 of the Vehicle Code, who has contracted with the Bureau to retire vehicles from operation.

(aa) "Revivable Junk Receipt" means a receipt showing proof that the vehicle is recorded and titled as "junked" by the Department of Motor Vehicles.

(bb) "Vehicle Inspection Report" or "VIR ~~(VIR)~~" means an official smog check inspection report that is printed from ~~a test analyzer or~~ an emissions inspection system and given to the registered vehicle owner(s) or their legal representative.

(cc) "Consumer Assistance Program" or "CAP ~~(CAP)~~" means a program of the Bureau of Automotive Repair that provides eligible motor vehicle owners the options of Repair Assistance

and Vehicle Retirement.

NOTE: Authority cited: Sections 44001.5, 44002, 44072.10, 44091 and 44095, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44001.3, 44005, 44010.5, 44011, 44012, 44014, 44014.2, 44014.5, 44017, 44017.1, 44030, 44036, 44037.1, 44056, 44062.1, 44070, 44072.10, 44092, 44093, 44094 and 44103, Health and Safety Code; Sections 220 and 11500, Vehicle Code; and Section 11505, Government Code.

(2) Section 3340.16 of Article 5.5 is amended to read as follows:

§3340.16. Test-Only Station Requirements.

(a) ~~Basic Area.~~ A smog check test-only station operating in other than an enhanced program area shall have all testing equipment and emission application and reference manuals necessary to test and/or inspect all affected vehicles, including the following:

(1) ~~Test analyzer system or~~ An emissions inspection system, in accordance with the bureau's ~~test analyzer~~ BAR-97 Emissions Inspection ~~s~~System ~~s~~Specifications ~~referenced~~ as provided in subsection (a) of section 3340.17~~(a)~~ of this article.

(2) An ~~I~~ignition timing light, which measures ignition advance.

(3) A ~~H~~hand vacuum pump and a vacuum gauge.

(4) Basic hand tools necessary to inspect vehicle ignition, fuel delivery, and emission control systems.

(5) A device capable of retrieving trouble codes from vehicles with on-board computers, along with instructions on how to extract codes, and definitions of codes found.

(6) A ~~F~~fuel fillpipe restrictor dowel gauge meeting the following specifications:

(A) Made of a non-sparking material meeting the standard for hardness of aluminum alloy No. 5052 as defined in Volume 02.02 of section 2 of the 1986 Annual Book of Standards published by the American Society for Testing and Materials;

(B) Having a radiused test portion;

(C) Having a test portion diameter not less than 0.9375 inches ~~nor~~ or more than 0.950 inches;

(D) Having an overall length not less than 5 inches ~~nor~~ or more than 12 inches;

(E) Having a handle no less than 1.25 inches in diameter, and no less than 4 inches in length; and

(F) Constructed of solid bar stock or tubing with a minimum wall thickness of 3/16 of an inch.

(7) The most currently available emission control system application information as

contained in any of the nationally distributed and periodically updated manuals that address emission control systems applications; vacuum routing diagrams for all vehicles being tested; electronic component location manuals; and specifications for those functional tests currently prescribed by the bureau.

(8) The most currently available bureau manuals and bulletins.

(9) An evaporative emission control inspection system that meets subsections (a) through (h) and (j) of section 2.8 of the emissions inspection system specifications referenced in subsection (b) of section 3340.17~~(b)~~ of this Article.

(b) ~~Enhanced Area.~~ A smog check test-only station operating in an enhanced program area shall have all of the equipment and materials specified by and conform to the requirements of subsection (a) above, except for ~~subsections~~ paragraphs ~~(a)~~(1) and ~~(a)~~(5), and an emissions inspection system in accordance with the bureau's BAR-97 Emissions Inspection System Specifications ~~referenced~~ as provided in subsection (b) of section 3340.17~~(b)~~ of this article. A smog check test-only station operating in an enhanced area shall have a tire pressure gauge capable of accurately measuring tire pressure at the specification for the vehicles being tested and inspected using the loaded-mode test procedure.

(c) A smog check test-only station shall post conspicuously, in an area frequented by consumers, a notice to the effect that the station is licensed to test vehicles only, and cannot make any required diagnosis or repairs to a vehicle which has failed a smog check test.

(d) ~~Repairs.~~ A smog check test-only station shall not engage in any automotive repair work.

(e) ~~Referral to Providers of Motor Vehicle Repairs.~~ No smog check test-only station may refer a vehicle owner to a particular automotive repair dealer or provider of ~~motor vehicle repair services for emissions related repairs~~ smog check repair services. The test-only station shall make available to each customer a list prepared by the bureau of all smog check stations in that region licensed to make repairs of vehicular emission control systems, which shall include licensed stations certified under the Gold Shield program. Stations and technicians are prohibited from altering or revising the list supplied by the bureau. For the purpose of this subsection, the term "make available" means to grant access to.

(f) A smog check test-only station shall not have ownership in, corporate interest in, nor any financial interest in a smog check test-and-repair station within a geographical radius of 50 statute miles of the test-only station.

NOTE: Authority cited: Sections 44002 and 44013, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44012, 44013, 44014.5 and 44015, Health and Safety Code.

(3) Section 3340.16.5 of Article 5.5 is amended to read as follows:

§3340.16.5. Test-and-Repair Station Requirements.

(a) ~~Basic Area.~~ A smog check test-and-repair station operating in a basic area shall have the equipment and materials specified by, and conform to the requirements of, subsection (a) of section 3340.16~~(a)~~ of this article and, in addition, shall have engine diagnostic equipment and repair tools that are capable of diagnosing and repairing engine ignition systems, fuel systems, emission control systems, computer engine control systems, and other related components for each vehicle type that the station diagnoses and repairs. The equipment or repair tools may be separate units, or part of a multi-functional unit. At a minimum, the station shall have the following materials, tools, and equipment:

(1) An ~~I~~ignition analyzer or ignition oscilloscope capable of displaying ignition system operation of vehicles subject to the smog check program. At a minimum, the device shall display:

(A) Primary ignition system voltage and coil oscillations; and

(B) Firing voltage and spark duration of the secondary ignition in either analog or digital form. For distributor-equipped systems, the device shall be capable of displaying this information for all cylinders at the same time.

(2) A ~~C~~compression tester.

(3) A ~~T~~tachometer/dwell meter.

(4) A ~~F~~fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles.

(5) A ~~P~~propane enrichment kit.

(6) An ~~A~~ammeter capable of measuring amps and milliamps.

(7) A ~~H~~high impedance digital volt/ohmmeter.

(8) Hand tools necessary to adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(9) Diagnostic and repair information for all vehicles being tested and repaired. Such information may be in printed or electronic form and may be nationally distributed and

periodically updated references that contain repair and emission procedures. These references must be up to date and include current model year supplements for automobile emission control systems. Electronic references shall be provided in printed form upon request from the bureau.

(10) The most currently available bureau test and repair manuals.

(11) Automotive computer diagnostic and repair manuals.

(12) Electronic component location manuals.

(13) A device capable of retrieving trouble codes from vehicles with on-board computers, along with instructions on how to extract codes, and definitions of codes. This device shall have the ability to display and store data streams from the on-board computer systems of vehicles. The device shall be On-Board Diagnostic II compliant, and shall have the Enhanced E/E Diagnostic Test Modes capabilities as noted in the Society of Automotive Engineers' document number J2190 dated June 1993. Diagnostic data modules required to operate the device shall be kept updated to the current available calendar year.

(b) ~~Enhanced Area.~~ A smog check test-and-repair station operating in an enhanced area shall have all of the equipment and materials specified by, and conform to the requirements of subsection (a) above, and:

(1) ~~The equipment and materials specified by, and conform to the requirements of, subsection (a) of this section,~~ aAn emissions inspection system in accordance with the bureau's BAR-97 Emissions Inspection System Specifications ~~referenced~~ as provided in subsection (b) of section 3340.17~~(b)~~ of this article.

(2) An electronic device capable of graphically displaying any electrical or electronic signal used by an automotive computer system. The device shall have the capability of displaying the electrical or electronic signal using a voltage and time scale that is adjustable. The device shall have the capability of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or screen refresh rate. This device may be a separate unit, or be part of a multifunctional unit that also serves to fulfill one or more of the requirements of subsection (a) above.

(3) A tire pressure gauge capable of accurately measuring tire pressure at the specification for the vehicles being tested and inspected using the loaded mode test procedure.

(c) A smog check test-and-repair station ~~which~~ that has accepted a vehicle for inspection shall disclose both orally and in writing on the written estimate provided pursuant to Section

9884.9 of the Business and Professions Code, before the initial inspection of the vehicle, if the vehicle is potentially affected by any of the following conditions:

(1) The station does not have adequate equipment, personnel, tools or reference materials to repair the vehicle, should the vehicle fail its inspection; or

(2) The station, as a matter of policy, does not repair certain types, makes or models of vehicles; or

(3) The station, as a matter of policy, does not repair certain types of vehicle inspection failures.

~~Such written disclosure shall be made on the written estimate provided pursuant to section 9884.9 of the Business and Professions Code.~~

(d) Smog check test-and-repair stations shall not refer a vehicle owner to a particular test-only station for the testing and certification of a vehicle that has been directed to a test-only station for its biennial smog check pursuant to Sections 44010.5 and 44014.7 of the Health and Safety Code. Test-and-repair stations shall make available to each customer that presents a test-only directed vehicle for initial testing a list prepared by the bureau of those smog check test-only stations in that region licensed to perform initial tests of, and to certify test-only directed vehicles. Stations and technicians are prohibited from altering or revising the list supplied by the bureau. For the purpose of this subsection, the term "make available" means to grant access to.

(e) A smog check test-and-repair station shall not have ownership in, corporate interest in, nor any financial interest in a smog check test-only station within a geographical radius of 50 statute miles of the test-and-repair station.

NOTE: Authority cited: Section 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44012, 44030(b) and 44036(b), Health and Safety Code.

(4) Section 3340.16.6 of Article 5.5 is repealed as follows:

~~**§3340.16.6. Requirement for Telephone Line.**~~

~~A test-analyzer system or emissions inspection system prescribed by subdivision (b) of section 44036 of the Health and Safety Code and used in the smog check program must be connected via modem to a standard, single-party business telephone line, in order to transmit required program information. The line must not be used for any other purpose, nor may it be connected to more than one test-analyzer system or emissions inspection system, nor may it have call waiting or any~~

~~other special feature that would interfere with the modem's operation. Smog Check stations shall keep this telephone connected to the appropriate test analyzer system or emissions inspection system at all times.~~

~~NOTE: Authority cited: Sections 44002 and 44036(b), Health and Safety Code. Reference: Sections 44012 and 44036(b), Health and Safety Code.~~

(5) Section 3340.17 of Article 5.5 is amended to read as follows:

§ 3340.17. Test Equipment, Electronic Transmission, Maintenance and Calibration Requirements.

(a)~~(1) Until January 1, 2004, each smog check station operating in a basic area shall have a BAR certified test analyzer system that meets the specifications contained in the BAR-90 Test Analyzer System Specifications dated April 1996, hereby incorporated by reference. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in these specifications, which include the form, manner and frequency of data transmittals. The test analyzer system shall be maintained and calibrated in accordance with the bureau's BAR-90 Test Analyzer System Specifications referenced in this subsection, and in accordance with the manufacturer's specifications. The test analyzer system shall have the most current software and hardware updates required by the bureau.~~

~~(2) On or after January 1, 2004,~~ e<u>E</u>ach smog check station operating in other than an enhanced program area shall have a BAR certified emissions inspection system, as specified in subsection (b), except that the hardware and the software necessary to conduct dynamometer based, loaded-mode emissions inspections shall not be required. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in the specifications referenced in subsection (b), which include the form, manner and frequency of data transmittals. The emissions inspection system shall be maintained and calibrated in accordance with the specifications referenced in subsection (b), and in accordance with the manufacturer's specifications. The emissions inspection system shall have the most current software and hardware updates required by the bureau.

(b) Each smog check station operating in an enhanced area shall have a BAR<u>-certified</u> emissions inspection system that meets the specifications contained in the BAR-97 Emissions

Inspection System Specifications dated May 1996, as revised through December 2001, hereby incorporated by reference. Vehicle data emission test results shall be transmitted to the department's centralized data base in accordance with the procedures contained in these specifications, which include the form, manner and frequency of data transmittals. The emissions inspection system shall be maintained and calibrated in accordance with the bureau's BAR-97 Emissions Inspection System Specifications referenced in this subsection, and in accordance with the manufacturer's specifications. The emissions inspection system shall have the most current software and hardware updates required by the bureau.

(c) All other diagnostic and repair equipment shall be maintained in good working condition. All equipment requiring calibration or adjustment shall be calibrated or adjusted in accordance with the instructions of the manufacturer, as approved by the bureau.

(d) An ~~test analyzer system or~~ emissions inspection system shall only be used within a building and shall not be used in an environment that would subject the ~~test analyzer system or~~ emissions inspection system~~,~~ to excessive heat, cold, dust, or moisture. The specifications for environmental conditions are referenced in the bureau's "BAR Exhaust Gas Analyzer Specifications" dated 1980, as herein incorporated by reference, and in the ~~BAR-90 Test Analyzer System Specifications and~~ BAR-97 Emissions Inspection System Specifications referenced in subsections ~~(a) and~~ (b) of this section.

(e) ~~Test analyzer systems and e~~Emissions inspection systems shall be calibrated only with BAR-approved gases that are certified in accordance section 3340.18 of this ~~chapter~~ article.

(f) Only bureau-authorized representatives or authorized manufacturer representatives shall have access to the ~~test analyzer system or~~ emissions inspection system for service or inspection.

(g) ~~Test analyzer systems and e~~Emissions inspection systems that the bureau finds do not comply with the hardware and software requirements and specifications established in this article will be disconnected from the bureau's centralized computer database and network, and thereby prohibited from being used to perform smog check inspections, and to transmit certificates of compliance to the Department of Motor Vehicles, until they are brought into compliance.

(h) All emissions inspection systems prescribed by subdivision (b) of section 44036 of the Health and Safety Code and used in the smog check program must be connected via modem to a standard, single-party business telephone line, or in the alternative to a high-speed or broadband connection, in order to transmit required program information. The telephone line, or high-speed

or broadband connection, must not be used for any other purpose, nor may it be connected to more than one emissions inspection system, nor may it have call waiting or any other special feature that would interfere with the modem's operation or the operation of the high-speed or broadband connection. Smog Check stations shall keep this telephone line, or high-speed or broadband connection, connected to the emissions inspection system at all times.

NOTE: Authority cited: Sections 44002, 44036 and 44037.1, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44012, 44036 and 44037.1, Health and Safety Code.

(6) Section 3340.41 of Article 5.5 is amended to read as follows:

§3340.41. Inspection/, Test/, and Repair Requirements.

(a) A licensed station shall give a copy of the test report printed from the ~~test analyzer system or~~ emissions inspection system to the customer. The report shall be attached to the customer's invoice.

(b) No person shall enter into the ~~test analyzer system or~~ emissions inspection system any access or qualification number other than as authorized by the bureau, nor in any way tamper with the ~~test analyzer system or~~ emissions inspection system.

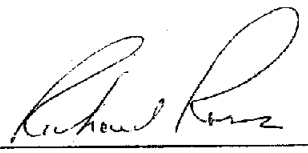
(c) No person shall enter into the ~~test analyzer system or~~ emissions inspection system any vehicle identification information or emission control system identification data for any vehicle other than the one being tested. Nor shall any person knowingly enter into the ~~test analyzer system or~~ emissions inspection system any false information about the vehicle being tested.

(d) The specifications and procedures required by Section 44016 of the Health and Safety Code shall be the vehicle manufacturer's recommended procedures for emission problem diagnosis and repair or the emission diagnosis and repair procedures found in industry-standard reference manuals and periodicals published by nationally recognized repair information providers. Smog check stations and smog check technicians shall, at a minimum, follow the applicable specifications and procedures when diagnosing defects or performing repairs for vehicles that fail a smog check test.

~~(e) Smog check test only stations shall not refer a vehicle owner to a particular automotive repair dealer or provider of smog check repair services. Test only stations shall make available to each customer a list prepared by the bureau of those smog check stations in that region licensed to make repairs of vehicular emission control systems, which shall include licensed~~

~~stations certified under the Gold Shield Program. Stations are prohibited from altering or revising the list supplied by the bureau.~~ A smog check station shall not perform an initial test, except for an official pre-test, on or issue a certificate of compliance to any vehicle that has been directed to a test-only station for its biennial smog check pursuant to Sections 44010.5 or 44014.7 of the Health and Safety Code, unless the station is licensed as a test-only station pursuant to subdivision (b) of Section 44014 of the Health and Safety Code. The reinspection and certification of a test-only directed vehicle that has failed an initial test at a test-only station and has undergone subsequent repairs to correct the cause of the failure, may be performed by a test-only station, or by a test-and-repair station that performs those repairs and that is also certified as a Gold Shield station pursuant to Section 44014.2 of the Health and Safety Code and Article 10 (commencing with section 3392.1) of this chapter.

NOTE: Authority cited: Sections 44002, 44016 and 44030, Health and Safety Code; and Section 9882, Business and Profession Code. Reference: Sections 44010.5, 44012, 44014, 44014.2, 44014.7, 44016, 44030, 44036(a) and (b), 44050 and 44051.5, Health and Safety Code.



RICHARD ROSS, Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 06/09/03

File# 03-0422-03 N

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) (section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

NO SUBSTANTIVE

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

ENDORSED FILED
IN THE OFFICE OF

2003 JUN -4 PM 4:02

KEVIN SHELLEY
SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-	03-0422-03N	

For use by Office of Administrative Law (OAL) only

NOTICE	REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER *(If any)*: 86

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S): Mandatory Emissions Inspection Standards and Test Procedures; TABLE II

1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S):

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	
	ADOPT
	AMEND: 3340.42
TITLE(S): 16	REPEAL

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only
☑ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)
☐ Other (specify) _____

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*: N/A

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☐ Effective 30th day after filing with Secretary of State
☑ Effective on filing with Secretary of State
☐ Effective other *(Specify)* _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660)
☐ Fair Political Practices Commission
☐ State Fire Marshal
☐ Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-1379	(916) 255-1369	jim_allen@dca.ca.gov

8. ***I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.***

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Denise Brown, Chief Deputy Director	4/18/03

TYPED NAME AND TITLE OF SIGNATORY: DENISE BROWN, Chief Deputy Director, Department of Consumer Affairs

DEPARTMENT OF CONSUMER AFFAIRS

BUREAU OF AUTOMOTIVE REPAIR

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT

The Bureau of Automotive Repair, pursuant to Section 100 (1 CCR 100), hereby adopts the following changes without regulatory effect in Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) Section 3340.42 is amended to read as follows:

§ 3340.42. Mandatory Emissions Inspection Standards and Test Procedures.

Smog check stations and smog check technicians shall conduct tests and inspections in accordance with the bureau's BAR Test Analyzer System Specifications referenced in section 3340.16.7(a) or the BAR Emissions Inspection System Specifications referenced in section 3340.16.7(b), whichever is appropriate, and the following:

(a) There shall be two test procedures as follows:

(1) The loaded-mode test method shall be the primary test method used in the enhanced program areas of the state. The loaded-mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emissions. The loaded-mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded-mode test procedures, including the preconditioning procedure, shall only be conducted according to the bureau approved procedures specified in this section and include the following:

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in TABLE I or TABLE II, as applicable.

(C) With the vehicle operating, sample the exhaust system in the following sequence:

1. Accelerate the vehicle to the cruise condition as specified by the test procedures.

2. Operate the vehicle long enough to stabilize emission levels.

3. Measure and record emissions (hydrocarbons, carbon monoxide, carbon dioxide, and oxides of nitrogen).

(2) The two-speed idle mode test method shall be used in all program areas of the state, other than the enhanced program areas. The two-speed idle mode test method shall measure

hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle RPM, as contained in the bureau's specifications referenced in Section 3340.16.7(a). Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in TABLE III.

(b) There shall be a liquid fuel leak inspection as follows:

(1) As used in this section, "liquid fuel leak" means any fuel emanating from a vehicle's fuel delivery, metering, or evaporation systems in liquid form that has created a visible drop or more of fuel on a component of a vehicle's fuel delivery, metering, or evaporation system or has created a fuel puddle on, around, or under a component of a vehicle's fuel delivery, metering, or evaporation system.

(2) With the engine running, the smog check technician shall visually inspect the following components of the vehicle, if they are exposed and visually accessible, for liquid fuel leaks:

(A) Gasoline fuel tanks.

(B) Gasoline fill pipes, associated hoses and fuel tank connections.

(C) Gas caps.

(D) External fuel pumps.

(E) Fuel delivery and return lines and hoses.

(F) Fuel filters.

(G) Carburetors.

(H) Fuel injectors.

(I) Fuel pressure regulators.

(J) Charcoal canisters.

(K) Fuel vapor hoses.

(L) Any valves connected to any other fuel evaporative component.

(3) If a smog check technician detects a liquid fuel leak, the technician shall enter "F" (Defective) in the "Fuel Evaporative Controls" category of the visual inspection when prompted by the test analyzer system or emissions inspection system, as appropriate, and the vehicle shall fail the inspection.

(4) Smog check technicians shall indicate on the vehicle inspection report the location of any liquid fuel leak.

(5) The liquid fuel leak inspection required by this section is a visual inspection only. Smog

check technicians are not required to perform any disassembly of the vehicle to inspect for liquid fuel leaks. No special tools or equipment, other than a flashlight and mirror, are required and no raising, hoisting or lifting of the vehicle is required.

(6) Expenditures for repairs made at a licensed smog check station to correct liquid fuel leaks detected during a smog check inspection shall be credited toward the repair cost waiver expenditure specified in Section 44017 of the Health and Safety Code, or applied to the repair assistance program co-payment specified in Section 44062.1 of the Health and Safety Code and Sections 3340.9 and 3394.4 of this chapter.

(7) Nothing in this subsection shall prohibit a technician from refusing to inspect a vehicle or from aborting an inspection if a liquid fuel leak presents a safety hazard.

(8) This subsection shall not apply to vehicles fueled exclusively by compressed natural gas (CNG), liquid natural gas (LNG), or liquid petroleum gas (LPG).

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in TABLES I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) A Gross polluting vehicle shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the vehicle as indicated in TABLES I, II, or III. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection applies in all program areas statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

(5) The gross polluter emission standards in TABLE III shall be used to determine if a vehicle shall be designated as a gross polluter.

(d)(1) In the enhanced program areas, heavy-duty vehicles shall be tested using the loaded-mode testing method as provided in subsection (a)(1), unless:

(A) The vehicle has a drive axle weight that exceeds 5,000 pounds when the vehicle is unloaded, or

(B) The vehicle is classified by the Department of Motor Vehicles as a motorhome, or

(C) The vehicle has a body and/or chassis configuration or modification made for business purposes that renders the vehicle incompatible with loaded-mode testing, or

(D) The emission inspection system prompts the technician to perform the two-speed idle test.

(2) For the purposes of this subsection, the term "unloaded" shall mean that the vehicle is not currently transporting loads for delivery or is not carrying items of a temporary nature, but excludes items that have been welded, bolted or otherwise permanently affixed to the vehicle, and tools, supplies, parts, hardware, equipment or devices of a similar nature that are routinely carried in or on the vehicle in the performance of the work for which the vehicle is primarily used.

(3) For the purposes of this subsection, modifications that render a vehicle incompatible with loaded-mode testing shall not include any tire, wheel, body or chassis modifications made for other than business purposes.

(4) If it is determined that a heavy-duty vehicle cannot be subjected to a loaded-mode test for any of the reasons set forth in paragraphs (A) through (D) of subsection (d)(1), the technician shall perform a two-speed idle test. The technician shall also note on the final invoice the justification for the performance of a two-speed idle test.

[DELETE CURRENT TABLE II,
AND INSERT CORRECTED TABLE II HERE.]

NOTE: Authority cited: Sections 44002, 44003, 44013 and 44036, Health and Safety Code. Reference: Sections 39032.5, 44002, 44003, 44005, 44011, 44011.3, 44012, 44013, 44014.5, 44015, 44017, 44032, 44036, 44062.1 and 44081, Health and Safety Code.

Patrick Dorais

PATRICK DORAIS, Acting Chief
Bureau of Automotive Repair

TABLE II
Acceleration Simulation Mode
Emission Standards and Gross Polluter Standards for Heavy-Duty Vehicles

ESC	MODEL YEAR GROUP	VEHICLE TYPE					AVG. EMISSIONS FOR PASSING VEHICLES							PASS/FAIL EMISSION STANDARD						GROSS POLLUTER STANDARD					
							ASM 5015			ASM 2525				ASM 5015			ASM 2525			ASM 5015			ASM 2525		
		PC	LDT1	LDT2	MDV	HDV	HC	CO	NO	HC	CO	NO		HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
46	1978-					X							A	243.8	3.92	2615.8	199.8	3.92	2770.8	594.9	7.29	4970.0	605.4	7.57	5375.4
													B	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3	583333.3	3500.00	1633333.3
47	1979 - 1983					X							A	205.5	2.16	2250.6	106.0	1.96	2400.6	454.2	5.83	4231.1	338.1	6.29	4657.2
													B	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3	225000.0	2025.00	596296.3	150000.0	2025.00	596296.3
48	1984 - 1987					X							A	143.0	1.60	2162.5	78.0	1.80	1975.0	307.5	6.67	4238.5	224.6	8.48	3989.5
													B	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0	150000.0	1725.00	525000.0	150000.0	2250.00	1050000.0
49	1988 - 1992					X							A	105.0	1.01	2112.5	78.0	1.24	2062.5	236.3	5.87	3865.9	244.9	4.98	3918.8
													B	150000.0	1725.00	525000.0	150000.0	1875.00	525000.0	150000.0	1725.00	525000.0	150000.0	1875.00	525000.0
50	1993 - 1995					X							A	105.0	0.49	1912.5	75.0	1.22	1862.5	210.0	2.61	3825.0	187.5	3.49	3929.9
													B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0
51	1996 - 2000					X							A	105.0	0.49	1662.5	75.0	1.16	1462.5	210.0	2.61	3325.0	187.5	3.32	3085.9
													B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0	150000.0	1350.00	525000.0	150000.0 ~~15000.0~~	1500.00	525000.0
52	2001+					X							A	105.0	0.49	1662.5	75.0	1.16	1462.5	210.0	2.61	3325.0	187.5	3.32	3085.9
													B	150000.0	1350.00	525000.0	150000.0	1500.00	525000.0	150000.0	1350.00	525000.0	150000.0 ~~15000.0~~	1500.00	525000.0

Legend:
ESC - Emissions Standard Category
VTW - Vehicle test weight.
GVWR - Manufacture's Gross Vehicle Weight Rating

HC - Hydrocarbon, ppm
CO - Carbon Monoxide, %
NO - Nitric Oxide, ppm

Pass/Fail Emission Standards = A + B / VTW

PASS/FAIL STANDARDS - Emission standards used to determine if a vehicle passes the emission inspection. A vehicle passes if the emission levels are equal to or less than the standards for HC, CO and NO for ASM 5015 and ASM2525.

GROSS POLLUTER STANDARDS - Emission standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emissions levels at the time of the initial inspection, before repairs are greater than the gross polluter standards for HC, CO or NO for ASM 5015 or ASM2525.

NOTE:
If test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards may be increased or decreased by the bureau by 30% or by the following tolerances, or standards may be set for any specific vehicle and engine configuration which the bureau determines has excessive errors of commission or omission, whichever is necessary to comply with Section 44001.5 of the Health and Safety Code.
HC = 150 ppm, CO = 1.50%, NO = 350 ppm.

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 05/03/06

File# 06-0324-05 S

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

REGULAR

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 4-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 05-0808-01	06-0324-05S	

For use by Office of Administrative Law (OAL) only

2006 MAR 24 PM 4:28

OFFICE OF ADMINISTRATIVE LAW

ENDORSED FILED IN THE OFFICE OF

2006 APR 17 PM 4:41

BRUCE McPHERSON SECRETARY OF STATE

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER *(if any)*: 91

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE
Additional Authorization; Customer's Designee	16	§ 3353	August 19, 2005

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☑ Notice re Proposed Regulatory Action ☐ Other	James Allen	(916) 255-4300	(916) 255-1369

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	05-47-332-E	8/19/2005

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Additional Authorization; Customer's Designee	N/A

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	
TITLE(S): 16	ADOPT:
	AMEND: § 3353
	REPEAL:

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346) ☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4) ☐ Emergency (Gov. Code, § 11346.1(b)) ☐ Emergency Readopt (Gov. Code, § 11346.1(h)) ☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

N/A

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☑ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other *(Specify)*

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE: Charlene Zettel — DATE: 3/23/06

TYPED NAME AND TITLE OF SIGNATORY: Charlene Zettel, Director, Department of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Chapter 1 of Division 33 of Title 16 of the California Code of Regulations as follows:

(1) Section 3353 of Article 7 is amended to read as follows:

§3353. Written Estimate Required for Repair or Maintenance; Exceeding Estimate; Authorization Required.

No work for compensation shall be commenced and no charges shall accrue without specific authorization from the customer in accordance with the following requirements:

(a) Estimate for Parts and Labor. Every dealer shall give to each customer a written estimated price for parts and labor for a specific job.

(b) Estimate for Auto Body or Collision Repairs. Every dealer, when doing auto body or collision repairs, shall give to each customer a written estimated price for parts and labor for a specific job. Parts and labor shall be described separately and each part shall be identified, indicating whether the replacement part is new, used, rebuilt, or reconditioned. The estimate shall also describe replacement crash parts as original equipment manufacturer (OEM) crash parts or non-OEM aftermarket crash parts.

(c) Additional Authorization. Except as provided in subsection (f), ~~T~~the dealer shall obtain the customer's authorization before any additional work not estimated is done or parts not estimated are supplied. This authorization shall be in written, oral, or electronic form, and shall describe the additional repairs, parts, labor and the total additional cost.

(1) If the authorization from the customer for additional repairs, parts, or labor in excess of the written estimated price is obtained orally, the dealer shall also make a notation on the work order and on the invoice of the date, time, name of the person authorizing the additional repairs, and the telephone number called, if any, together with a specification of the additional repairs, parts, labor and the total additional cost.

(2) If the authorization from the customer for additional repairs, parts, or labor in excess of the written estimated price is obtained by facsimile transmission (fax), the dealer shall also attach to the work order and the invoice, a faxed document that is signed and dated by the customer and

shows the date and time of transmission and describes the additional repairs, parts, labor and the total additional cost.

(3) If the authorization from the customer for additional repairs, parts, or labor in excess of the written estimated price is obtained by electronic mail (e-mail), the dealer shall print and attach to the work order and invoice, the e-mail authorization which shows the date and time of transmission and describes the additional repairs, parts, labor and the total additional cost.

(4) The additional repairs, parts, labor, total additional cost, and a statement that the additional repairs were authorized either orally, or by fax, or by e-mail shall be recorded on the final invoice pursuant to Section 9884.9 of the Business and Professions Code. All documentation must be retained pursuant to Section 9884.11 of the Business and Professions Code.

(d) Estimated Price to Tear Down, Inspect, Report and Reassemble. For purposes of this article, to "tear down" shall mean to disassemble, and "teardown" shall mean the act of disassembly. If it is necessary to tear down a vehicle component in order to prepare a written estimated price for required repair, the dealer shall first give the customer a written estimated price for the teardown. This price shall include the cost of reassembly of the component. The estimated price shall also include the cost of parts and necessary labor to replace such items as gaskets, seals and O rings that are normally destroyed by teardown of the component. If the act of teardown might prevent the restoration of the component to its former condition, the dealer shall write that information on the work order containing the teardown estimate before the work order is signed by the customer.

The repair dealer shall notify the customer orally and conspicuously in writing on the teardown estimate the maximum time it will take the repair dealer to reassemble the vehicle or the vehicle component in the event the customer elects not to proceed with the repair or maintenance of the vehicle and shall reassemble the vehicle within that time period if the customer elects not to proceed with the repair or maintenance. The maximum time shall be counted from the date of authorization of teardown.

After the teardown has been performed, the dealer shall prepare a written estimated price for labor and parts necessary for the required repair. All parts required for such repair shall be listed on the estimate. The dealer shall then obtain the customer's authorization for either repair or reassembly before any further work is done.

(e) Revising an Itemized Work Order. If the customer has authorized repairs according to a work order on which parts and labor are itemized, the dealer shall not change the method of repair or parts supplied without the written, oral, or electronic authorization of the customer. The authorization shall be obtained from the customer as provided in subsection (c) and Section 9884.9 of the Business and Professions Code.

(f) Designation of Person to Authorize Additional Work or Parts. When a customer, pursuant to subdivision (d) of Section 9884.9 of the Business and Professions Code, designates another person to authorize work not estimated or parts not included in the written estimated price given to the customer, all of the following shall apply:

(1) The designation may be a separate form by itself or may be incorporated into the dealer's work order form described in subsection (b) of Section 3352.

(2) If a separate form is used for the designation, the form and content of the designation shall be as follows:

"DESIGNATION OF PERSON TO AUTHORIZE ADDITIONAL WORK OR PARTS

I hereby designate the individual named below to authorize any additional work not specified or parts not included in the original written estimated price for parts and labor:

Name of Designee: _____ *Phone Number:* _____

Fax Number: _____ *E-Mail Address:* _____

Name of Customer: _____ *Work Order No.:* _____

Date: _____

_____
(Customer's Signature)"

(3) If the designation is incorporated into a work order form, it need only separately include the designation statement specified in paragraph (2) of this subsection, and the name, phone number, facsimile number and e-mail address of the designee, and the customer's signature, and the date of signing.

(4) The dealer shall not accept from the customer the designation of any person or entity not eligible to be a designee under subdivision (d) of Section 9884.9 of the Business and Professions Code. The ineligible designees include the automotive repair dealer providing repair services

and an insurer involved in a claim that includes the motor vehicle being repaired, and employees and agents and persons acting on behalf of the dealer or insurer.

(5) The designation form shall be completed in duplicate and shall be distributed as follows:

(A) The copy of the completed and signed designation form shall be given to the customer with the customer's copy of the work order as required by paragraph (3) of subdivision (a) of Section 9884.7 of the Business and Professions Code.

(B) The original of the completed and signed designation form shall be attached to the dealer's copy of the work order, if not incorporated therein, and shall be retained pursuant to Section 9884.11 of the Business and Professions Code and Section 3358.

(6) When authorization for additional work or parts not estimated is obtained from a designee, it shall be obtained and recorded in compliance with subsection (c) of this section before any additional work not estimated is done or parts not estimated are supplied.

(g) Unusual Circumstances; Authorization Required. When the customer is unable to deliver the motor vehicle to the dealer during business hours or if the motor vehicle is towed to the dealer without the customer during business hours, and the customer has requested the dealer to take possession of the motor vehicle for the purpose of repairing or estimating the cost of repairing the motor vehicle, the dealer shall not undertake the diagnosing or repairing of any malfunction of the motor vehicle for compensation unless ~~such~~ the dealer has complied with all of the following conditions:

(1) The dealer has prepared a work order stating the written estimated price for labor and parts, as specified in subsection (a) or (b), necessary to repair the motor vehicle; and

(2) By telephone, fax or e-mail, the customer has been given all of the information on the work order and the customer has approved the work order; and

(3) The customer has given oral, written or electronic authorization to the dealer to make the repairs and the dealer has documented the authorization as provided in subsection (c) and Section 9884.9 of the Business and Professions Code.

Any charge for parts or labor in excess of the original written estimated price must be separately authorized by the customer and documented by the dealer, as provided in subsection (c) and Section 9884.9 of the Business and Professions Code.

~~(g)~~(h) Definitions. As used in this section, "written" shall mean the communication of information in writing, other than by electronic means; "oral" shall mean the oral communication

of information either in person or telephonically; "electronic" shall mean the communication of information by facsimile transmission (fax) or electronic mail (e-mail).

Note: Authority cited: Sections 9882 and 9884.9, Business and Professions Code. Reference cited: Sections 9884.8, 9884.9, 9889.50 and 9889.52, Business and Professions Code.

RICHARD ROSS, Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 02/09/07

File# 06-1221-07 S

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.
If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

REGULAR

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

PROPOSED FILED IN THE OFFICE OF

2007 FEB -2 PM 4:10

SECRETARY OF STATE

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 06-0313-01	06-1221-07S	

For use by Office of Administrative Law (OAL) only

2006 DEC 21 PM 4:41

OFFICE OF ADMINISTRATIVE LAW

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER *(If any)*: 94

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☒ Disapproved/ Withdrawn	06-1713-2	3-24-2006

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Invoice Requirements; Individual Prices for Parts and Service/Repair	n/a

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	ADOPT	
	AMEND	3356
TITLE(S) 16	REPEAL	

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)
☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.
☐ Print Only
☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)
☐ Other (specify) _____

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

August 1, 2006 -- August 15, 2006

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☑ Effective 30th day after filing with Secretary of State
☐ Effective on filing with Secretary of State
☐ Effective other *(Specify)* _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660)
☐ Fair Political Practices Commission
☐ State Fire Marshal
☐ Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8. ***I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.***

SIGNATURE OF AGENCY HEAD OR DESIGNEE: Per Acquisitions Charlene Zettel — DATE: 12/18/06

TYPED NAME AND TITLE OF SIGNATORY: CHARLENE ZETTEL, Director of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulation in Article 7 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations as follows:

1. *Section 3356 is amended to read as follows:*

§3356. Invoice Requirements.

~~(a) The invoice shall show the dealer's registration number and the corresponding business name and address. If the dealer's telephone number is shown, it shall comply with the requirements of Subsection 3371(b) of this chapter. In addition, the invoice shall describe all service work done, including all warranty work, and shall separately identify each part in such a manner that the customer can understand what was purchased, also stating whether the part was new, used, reconditioned, rebuilt, or an OEM crash part, or a non-OEM aftermarket crash part. The dealer shall give the customer a legible copy of the invoice and shall retain a legible copy as part of the dealer's records.~~

~~(b) Separate billing on the invoice for items generically noted as shop supplies, miscellaneous parts, or the like, is prohibited. As provided for in Section 9884.8 of the Business and Professions Code, the invoice shall describe all service work done and all parts supplied. If the customer is to be charged for a part, such part shall be specifically listed as an item on the invoice. If any such item is not so listed, then the item is not regarded as a part, and a separate charge may not be made for it.~~

(a) All invoices for service and repair work performed, and parts supplied, as provided for in Section 9884.8 of the Business and Professions Code, shall comply with the following:

(1) The invoice shall show the automotive repair dealer's registration number and the corresponding business name and address as shown in the Bureau's records. If the automotive repair dealer's telephone number is shown, it shall comply with the requirements of subsection (b) of Section 3371 of this chapter.

(2) The invoice shall separately list, describe and identify all of the following:

(A) All service and repair work performed, including all diagnostic and warranty work, and the price for each described service and repair.

(B) Each part supplied, in such a manner that the customer can understand what was purchased, and the price for each described part. The description of each part shall state whether the part was new, used, reconditioned, rebuilt, or an OEM crash part, or a non-OEM aftermarket crash part.

(C) The subtotal price for all service and repair work performed.

(D) The subtotal price for all parts supplied, not including sales tax.

(E) The applicable sales tax, if any.

(b) If a customer is to be charged for a part, that part shall be specifically listed as an item in the invoice, as provided in subparagraph (B) of paragraph (2) of subsection (a) above. If that item is not listed in the invoice, it shall not be regarded as a part, and a separate charge may not be made for it.

(c) Separate billing in an invoice for items generically noted as shop supplies, miscellaneous parts, or the like, is prohibited.

(d) The automotive repair dealer shall give the customer a legible copy of the invoice and shall retain a legible copy as part of the automotive repair dealer's records pursuant to Section 9884.11 of the Business and Professions Code and Section 3358 of this article.

NOTE: Authority cited: Sections 137 and 9882, Business and Professions Code. Reference: Sections 9884.8, 9889.50 and 9889.52, Business and Professions Code; and Sections 12000 and 12001, Vehicle Code.

SHERRY MEHL, Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 08/08/06

File# 06-0718-01 S

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.
If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

REGULAR

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

ENDORSED FILED IN THE OFFICE OF

2006 JUL 31 PM 2:48

STD. 400 (REV. 4-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 06-0418-01	06-0718-01S	

For use by Office of Administrative Law (OAL) only

2006 JUL 18 PM 12:05

OFFICE OF ADMINISTRATIVE LAW

BRUCE MCDONALD
SECRETARY OF STATE

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY
Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER *(If any)*
97

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY | ACTION ON PROPOSED NOTICE: ☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn | NOTICE REGISTER NUMBER | PUBLICATION DATE

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Consumer Assistance Program Eligibility	N/A

SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	
	ADOPT
	AMEND §§ 3394.4 and 3394.6
TITLE(S) 16	REPEAL

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)
☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.
☐ Print Only
☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)
☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*
N/A

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*
☐ Effective 30th day after filing with Secretary of State
☑ Effective on filing with Secretary of State
☐ Effective other *(Specify)*

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
☑ Department of Finance (Form STD. 399) (SAM §6660)
☐ Fair Political Practices Commission
☐ State Fire Marshal
☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-1379	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE
Charlene Zettel

DATE
7/17/06

TYPED NAME AND TITLE OF SIGNATORY
CHARLENE ZETTEL, Director of Consumer Affairs

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulations in Chapter 1 of Division 33 of Title 16 of the California Code of Regulations as follows:

(1) Section 3394.4 of Article 11 is amended to read as follows:

§ 3394.4. Eligibility Requirements.

(a) In order to participate in the Consumer Assistance Program, a person must meet the following requirements, as applicable:

(1) Be the registered owner of an eligible vehicle who has paid all appropriate registration fees for the vehicle with the Department of Motor Vehicles.

(2) Under a Repair Assistance option which is based on a person's income level:

(A) i. Until December 31, 2008, Hhave a household income that is less than or equal to ~~one hundred eighty-five~~ two hundred twenty-five percent (~~185%~~225%) of the federal Poverty Guidelines, as published by the United States Department of Health and Human Services;

ii. Beginning January 1, 2009, have a household income that is less than or equal to one hundred eighty-five percent (185%) of the federal Poverty Guidelines, as published by the United States Department of Health and Human Services; and

(B) Spend a minimum co-payment of twenty dollars ($20) on emissions-related repairs at a licensed smog check test-and-repair station. Money spent to correct tampered emissions control systems or to make a vehicle testable shall not be included in the co-payment.

(3) Under a Repair Assistance option which is based on a person's vehicle being directed to a Test-Only station to have its smog check inspection, as indicated on the Department of Motor Vehicles renewal notice, spend a minimum co-payment of one hundred dollars ($100) on emissions-related repairs at a licensed smog check test-and-repair station. Money spent to correct tampered emissions control systems or to make a vehicle testable shall not be included in the co-payment.

(4) Under the Vehicle Retirement option:

(A) Obtain a Revivable Junk Receipt from the Department of Motor Vehicles after receiving written confirmation from the Bureau of Automotive Repair on program eligibility;

(B) Not have retired another vehicle through the Smog Check Consumer Assistance Program within a preceding twelve- (12) month period; and

(C) A vehicle owner who is a joint owner of a vehicle may not sell more than two (2) vehicles to the Consumer Assistance Program within a twelve- (12) month period.

(b) In order to qualify for participation in any option of the Consumer Assistance Program, a vehicle must ~~meet the following requirements, as applicable:~~

~~(1)~~ ~~B~~ be a motor vehicle that is required biennially to obtain a certificate of compliance pursuant to Section 44011 of the Health and Safety Code and has failed a biennial smog check inspection, as required pursuant to subdivision (a) of Section 44011.

~~(2) Under~~ (c) In order to qualify for participation in the Vehicle Retirement option of the Consumer Assistance Program, at the time of application, ~~the~~ a vehicle must:

(~~A~~1) ~~b~~Be currently registered with the Department of Motor Vehicles; or,

(~~B~~2) ~~b~~Be currently operating under a repair cost waiver or economic hardship extension issued by the Bureau of Automotive Repair; or,

(~~C~~3) ~~b~~Be currently operating under a Temporary Operating Permit issued by the Department of Motor Vehicles; or,

(~~D~~4) ~~n~~Not have a registration that has been expired for more than 120 days after the date the application is postmarked~~.~~; and

(35) ~~Under the Vehicle Retirement option, h~~Have been continuously registered as an operable vehicle with the Department of Motor Vehicles for the twenty-four (24) months immediately preceding the current registration expiration date~~.~~; and

~~(4) Under the Vehicle Retirement option, have failed a biennial smog check inspection, as required pursuant to Section 44011(a) of the Health and Safety Code, no later than one hundred twenty (120) days after the expiration of the vehicle's most current renewal of registration with the Department of Motor Vehicles, provided that the registration renewal date is not more than 120 days prior to the postmarked date on the application.~~

(56) ~~Under the Vehicle Retirement option, h~~Have failed a biennial smog check inspection no later than one hundred twenty (120) days after the expiration of the vehicle's most current renewal of registration with the Department of Motor Vehicles, provided that the registration renewal date is not more than 120 days prior to the postmarked date on the application, and that

the failure is for causes other than an ignition timing adjustment, a failed gas cap functional test, or a non-emission related failure identified by the malfunction indicator light.; and

(67) ~~Under the Vehicle Retirement option, b~~Be a passenger vehicle, or light-duty truck, with a gross vehicle weight rating of 8,500 pounds or less.; and

(78) ~~Under the Vehicle Retirement option, p~~Pass a visual inspection conducted by the Bureau or its representative verifying that:

(A) ~~a~~All doors are present;

(B) ~~t~~The hood lid is present;

(C) ~~t~~The dashboard is present;

(D) ~~t~~The windshield is present;

(E) ~~a~~At least one side window glass is present;

(F) ~~t~~The driver's seat is present;

(G) ~~a~~At least one bumper is present;

(H) ~~t~~The exhaust system is present;

(I) ~~a~~All side and/or quarter panels are present; and

(J) ~~a~~At least one headlight, one taillight, and one brake light are present.; and

(89) ~~Under the Vehicle Retirement option, p~~Pass an operational inspection conducted by the Bureau or its representative verifying that:

(A) ~~t~~The vehicle is driven under its own power to an approved dismantler site;

(B) ~~t~~The vehicle's engine starts readily through ordinary means without the use of starting fluids or external booster batteries;

(C) ~~t~~The drivability of the vehicle is not affected by any body, steering, or suspension damage;

(D) ~~t~~The vehicle is able to drive forward a minimum distance of ten (10) yards under its own power.; and

(E) ~~t~~The interior pedals are operational.

NOTE: Authority cited: Sections 44001.3, 44001.5 and 44002, Health and Safety Code and Section 9882, Business and Professions Code. Reference: Sections 44005, 44010.5, 44011, 44012, 44014.7, 44015, 44017, 44017.1, 44037.1, 44062.1, 44091, 44092, 44093, 44094 and 44095, Health and Safety Code.

(2) Section 3394.6 of Article 11 is amended to read as follows:

§ 3394.6. Application and Documentation Requirements.

(a) In order to participate in the Consumer Assistance Program, an applicant must submit a completed application, CAP/APP (~~02/02~~03/05), which is hereby incorporated by reference, to the Department or its designee with original signature(s).

* * * *

44001 D.5 44 D4

NOTE: Authority cited: Sections 44001.5, 44002, 44091 and 44094, Health and Safety Code and Section 9882, Business and Professions Code. Reference: Sections 44001.3, 44005, 44011, 44012, 44014.2, 44015, 44017, 44017.1, 44062.1, 44092, 44093, 44094, and 44095, Health and Safety Code.

Changes OK per Agency. dtr 7/31/06

Richard Ross

RICHARD ROSS, Chief
Bureau of Automotive Repair

NEW FORM - DO NOT PRINT

Smog Check Consumer Assistance Program Application Package

BAR™
Bureau of Automotive Repair
DRIVE SMART CALIFORNIA

The Department of Consumer Affairs, Bureau of Automotive Repair may be able to give you financial assistance if your vehicle needs Smog Check repairs, based on available funds.

The Consumer Assistance Program (CAP) helps vehicles meet California emission standards. CAP not only helps consumers, it also helps clean our air.

Look inside for more details and how to apply.

CAP CHECKLIST

To qualify for either Repair Assistance or Vehicle Retirement:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have failed a "biennial" (every other year) Smog Check inspection (Aborted, manual mode and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.

To qualify for Vehicle Retirement, your vehicle also:

- ☐ Must have failed its Smog Check no later than 120 days after expiration of the current registration.
- ☐ Must have been continuously registered in California for two years immediately preceding the current registration expiration date.
- ☐ Must be currently registered.
- ☐ Must be a passenger vehicle or light-duty truck.
- ☐ Must have a qualifying Smog Check failure.
- ☐ Must pass a visual and operational check (see Section 6 of this application).

YOUR APPLICATION MUST BE APPROVED BEFORE YOU CAN RECEIVE CAP ASSISTANCE. FINANCIAL ASSISTANCE IS ONLY AVAILABLE BASED ON REMAINING FUNDS.

www.smogcheck.ca.gov

Smog Check Consumer Assistance Program Options

(1) REPAIR ASSISTANCE

Income Eligible: Your household income is not more than the maximum amount shown in the "Income Eligibility Table" to the right. If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

– OR –

Test-Only Eligible: Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station. ***If you are Test-Only Eligible and Income Eligible, you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.***

Income Eligibility Table

Number of People in Household*	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$22,050	- OR -	$1,838
2	$29,700	- OR -	$2,475
3	$37,350	- OR -	$3,113
4	$45,000	- OR -	$3,750
5	$52,650	- OR -	$4,388
6	$60,300	- OR -	$5,025
7	$67,950	- OR -	$5,663
8	$75,600	- OR -	$6,300
For more than 8, add the following amount for each individual:	$7,650	- OR -	$638

*The Income Eligibility Table is adjusted each February based on federal guidelines.
* "Household" means all family members or other persons who reside together and share common living expenses
* BE SURE TO INCLUDE YOURSELF!

(2) VEHICLE RETIREMENT

If you don't think your vehicle is worth repairing, and you qualify, the state will pay you $1,000 to voluntarily retire the vehicle at a CAP-approved dismantler, based on available funds. **You must be the registered owner and not have retired a vehicle through the Consumer Assistance Program within the last 12 months. A joint owner of a vehicle is limited to no more than two vehicles within the last 12 months.**

APPLICATION INSTRUCTIONS

Repair Assistance: "Income Eligible" Applicants

(1) Make sure you and your vehicle qualify.

Refer to page 1 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. ***Only*** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

(2) Fill out the application.

Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2 through 5, sign and date the back of the application.

**YOUR APPLICATION MUST BE APPROVED
BEFORE YOU CAN RECEIVE CAP ASSISTANCE.
FINANCIAL ASSISTANCE IS ONLY AVAILABLE BASED ON REMAINING FUNDS.**

NEW FORM - DO NOT PRINT

Repair Assistance: "Income Eligible" Applicants (Continued)

3) Mail the application and required documents.

Include the following documents with your application:

- A copy of your current vehicle registration renewal notice from DMV.
- Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
- A copy of ***one*** of the following documents that verifies your income eligibility:*
  - ***A copy of your federal or state income tax form (Form 540 or 1040) from the most recent tax year.***

– OR –

  - ***A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.***

– OR –

  - ***A letter from the issuing agency stating that you receive one of these benefits:***
    - Supplemental Security Income (SSI).
    - Temporary Assistance for Needy Families (TANF).
    - State Supplemental Payments (SSP).
    - California Work Opportunity and Responsibility to Kids (CalWORKs).
    - General Assistance (GA) or General Relief (GR).
    - Publicly subsidized medical coverage (Medicare or Medi-Cal).

– OR –

  - ***A copy of one of the following income verification documents:***
    - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
    - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance.

4) If your application is approved ...

You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

YOUR APPLICATION MUST BE APPROVED BEFORE YOU CAN RECEIVE CAP ASSISTANCE. FINANCIAL ASSISTANCE IS ONLY AVAILABLE BASED ON REMAINING FUNDS.

*These documents are required pursuant to Section 44062.1 of the Health and Safety Code

NEW FORM- DO NOT PRINT

Repair Assistance: "Test-Only Eligible" Applicants

1) Make sure you and your vehicle qualify.

Refer to page 1 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. ***Only*** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

2) Fill out the application.

Be sure to check the **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2 through 4, sign and date the back of the application.

3) Mail the application and required documents.

Include the following documents along with your application:

- A copy of your current vehicle registration renewal notice from DMV.
- Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program. These invoices are used for the sole purpose of crediting your required co-payment.

4) If your application is approved ...

You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Vehicle Retirement Applicants

1) Make sure you and your vehicle qualify.

Refer to page 1 for vehicle and owner qualifications. Do ***not*** have your vehicle retired until your application has been approved. ***Only*** CAP-authorized vehicles retired at a CAP-approved dismantler are eligible for the Consumer Assistance Program.

2) Fill out the application.

Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1. Then, completely fill out Sections 2 and 3, read Section 6, sign and date the back of the application.

3) Mail the application.

Include the following document with your application:

- A copy of your current vehicle registration renewal notice from DMV.

4) If your application is approved ...

You will receive an eligibility letter and instructions about how to retire your vehicle.

If you have questions regarding the attached application or need assistance completing it, please call:

1-866-272-9642

Pursuant to Section 1798.17 of the Civil Code (Information Practices Act), the Director of the Department of Consumer Affairs is responsible for maintaining the information in this application. Information may be transferred to other governmental agencies if required. Individuals have the right to review the records maintained on them by the agency, unless the records are exempted by Section 1798.40 of the Civil Code.

YOUR APPLICATION MUST BE APPROVED BEFORE YOU CAN RECEIVE CAP ASSISTANCE. FINANCIAL ASSISTANCE IS ONLY AVAILABLE BASED ON REMAINING FUNDS.

NEW FORM- DO NOT PRINT

California Department of Consumer / s — Bureau of Automotive Repair

SMOG CHECK
CONSUMER ASSISTANCE PROGRAM APPLICATION

Please fill out the application completely. Incomplete applications cannot be processed.

Vehicle Retirement Applicant: We must receive your completed application no later than 120 days after the expiration of your vehicle registration with the Department of Motor Vehicles.

Section 1 — APPLICATION SELECTION

Please check one:

☐ **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-5, sign and date the back of the application.

☐ **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-4, sign and date the back of the application. *(Note: Test-Only Eligible applicants should apply for Income Eligible assistance, if they qualify.)*

☐ **VEHICLE RETIREMENT APPLICANT** — If this box is checked, complete Sections 2 and 3, read Section 6, sign and date the back of the application. If vehicle registration has joint ownership, complete section 2a.

Section 2 — REGISTERED VEHICLE OWNER INFORMATION

Last Name	First Name		M.I.	Driver License or I.D. Number	
Street Address	Apt.	City	State	ZIP	Daytime Phone Number ( )

Section 2a — JOINT REGISTERED VEHICLE OWNER INFORMATION

Last Name	First Name		M.I.	Driver License or I.D. Number	
Street Address	Apt.	City	State	ZIP	Daytime Phone Number ( )

Section 3 — VEHICLE INFORMATION

Vehicle Year	Make	Model	Vehicle Identification Number (VIN)	California License Plate Number

Section 4 — VEHICLE REPAIR INFORMATION (for crediting consumer co-pay only)

I have spent $_____ on emissions-related repairs at _____ (Attach invoices.)
(Name of Smog Check Station)

Section 5 — INCOME INFORMATION

Number of people living in household (include yourself)	Head of Household? (Please check one) Yes ☐ No ☐

STEP 1 — Add the Total Gross Income for all household members, including yourself.

Wages	$
Welfare/Unemployment Payments	$
Social Security Payments	$
CalWORKs Payments	$
TANF Payments	$
Other Income	$
Total Gross Income	$

STEP 2 — Determine whether you are eligible.

(A) Total Gross Income (from STEP 1)	$
(B) Maximum Household Income *(from "Income Eligibility Table" on page 2)*	$

If the amount on Line A exceeds the amount on Line B, you are not eligible for repair assistance. If the amount on Line A is less than or equal to the amount on Line B, please sign the back of this application. Be sure to provide with your application a copy of one of the documents (listed on page 3) that verify your income eligibility.

CAP/APP (03/05)

(continued on back)

Remember To Sign and Date the Back of the Application.

(Detach here)

Section 6 – VEHICLE RETIREMENT REQUIREMENTS

(Inspections will be performed on the items listed below at a CAP-approved dismantler)

VEHICLE EQUIPMENT REQUIREMENTS:

- All doors are present.
- Hood lid is present.
- Dashboard is present.
- Windshield is present.
- At least one side window glass is present.
- Driver's seat is present.
- At least one bumper is present.
- Exhaust system is present.
- All side and/or quarter panels are present.
- At least one headlight, one taillight, and one brake light are present.

VEHICLE OPERATIONAL REQUIREMENTS:

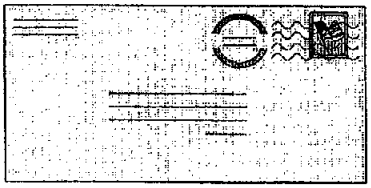
- Vehicle must be driven to an approved dismantler **under its own power.**
- Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- Vehicle driveability is not affected by any body, steering, or suspension damage.
- Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- Interior pedals are operational.

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Co-Owner's Signature: _____ Date: _____

Mail your application and required documents to:



Bureau of Automotive Repair
Consumer Assistance Program
10240 Systems Parkway
Sacramento, CA 95827

NEED LDR'S - DO NOT THINK

DELETE

Smog Check
Consumer Assistance Program

The Department of Consumer Affairs provides financial assistance to consumers whose vehicles need Smog Check repairs.

The Consumer Assistance Program (CAP) helps bring vehicles into compliance with California emissions standards. CAP not only helps consumers, but also helps clean California's air.

Look inside for more details.

DELETE

YOUR APPLICATION MUST BE APPROVED PRIOR TO RECEIVING CAP ASSISTANCE.

Smog Check Consumer Assistance Program

If your vehicle needs help meeting Smog Check standards, the Consumer Assistance Program (CAP) may be of help. You may be eligible for one of the following options.

(1) REPAIR ASSISTANCE

Income Eligible: Your household income is not more than the maximum amount shown in the "Income Eligibility Table." If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

– OR –

Test-Only Eligible: Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station. ***If you are Test-Only Eligible and Income Eligible, you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.***

Income Eligibility Table

Number of People In Household*	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$16,391	- OR -	$1,366
2	$22,089	- OR -	$1,841
3	$27,787	- OR -	$2,316
4	$33,485	- OR -	$2,790
5	$39,183	- OR -	$3,265
6	$44,881	- OR -	$3,740
7	$50,579	- OR -	$4,215
8	$56,277	- OR -	$4,690
For more than 8, add the following amount for each individual:	$5,698	- OR -	$475

* "Household" means all family members or other persons who reside together and share common living expenses — BE SURE TO INCLUDE YOURSELF!

(2) VEHICLE RETIREMENT

If you don't think your vehicle is worth repairing, and you qualify, the state could pay you between $500 and $1,000 to voluntarily retire it at a CAP-approved dismantler. The amount payable for your vehicle will be determined after your application has been processed and approved. The amount will be calculated based on available funding.

You must not have retired a vehicle through the Consumer Assistance Program within the last 12 months. Joint owners are limited to no more than two vehicles within the last 12 months.

To qualify for either Repair Assistance or Vehicle Retirement, your vehicle:

1. Must have failed a biennial Smog Check inspection. (Applied, random, change-of-ownership, and training mode tests do not qualify.)
1. Must not have a tampered emissions control system.
1. Must not be in the process of being sold or being registered in California for the first time.

For Vehicle Retirement, the vehicle also:

1. Must have failed its Smog Check no later than 120 days after expiration of the current registration.
1. Must have been continuously registered in California for two years immediately preceding the current registration expiration date.
1. Must be currently registered.
1. Must be a passenger vehicle, or light-duty or medium-duty truck.
1. Must pass a visual and operational check (see Section 6 of the application).

DELETE

DELETE

Repair Assistance: Income Eligible Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. ***Only*** repairs performed at a CAP approved station are eligible for the Consumer Assistance Program.

2) Fill out the application.
Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2–5, and sign the back of the application.

3) Mail the application and required documents.
Include the following documents with your application:

- A copy of your current vehicle registration renewal notice from DMV.
- Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
- A copy of ***one*** of the following documents that verifies your income eligibility:
  - ***A copy of your federal or state income tax form (Form 540 or 1040) from the most recent tax year.***

    – OR –
  - ***A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.***

    – OR –
  - ***A letter from the issuing agency stating that you receive one of these benefits:***
    - Supplemental Security Income (SSI).
    - Temporary Assistance for Needy Families (TANF).
    - State Supplemental Payments (SSP).
    - California Work Opportunity and Responsibility to Kids (CalWORKs).
    - General Assistance (GA) or General Relief (GR).
    - Publicly subsidized medical coverage (Medicare or Medi-Cal).

    – OR –
  - ***A copy of one of the following income verification documents:***
    - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
    - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance.

4) If your application is approved ...
You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

DELETE DELETE

Repair Assistance – Test-Only Eligible Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. ***Only*** repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

2) Fill out the application.
Be sure to check the **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** box in Section 1.
Then, completely fill out Sections 2–4, and sign the back of the application.

3) Mail the application and required documents.
Include the following documents along with your application:

- A copy of your current vehicle registration renewal notice from DMV.
- Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.

4) If your application is approved . . .
You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Vehicle Retirement Applicants

1) Make sure you and your vehicle qualify.
Refer to page 2 for vehicle and owner qualifications. Do ***not*** have your vehicle retired until your application has been approved. ***Only*** vehicles retired at a CAP-approved dismantler are eligible for the Consumer Assistance Program.

2) Fill out the application.
Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1.
Then, completely fill out Sections 2 and 3, read Section 6, and sign the back of the application.

3) Mail the application.
Include the following document with your application:

- A copy of your current vehicle registration renewal notice from DMV.

4) If your application is approved . . .
You will receive an eligibility letter informing you of the amount payable for your vehicle and instructions about how to retire it.

If you have questions regarding the attached application or need assistance completing it, please call:

1-866-272-9642

DELETE

SMOG CHECK
CONSUMER ASSISTANCE PROGRAM APPLICATION

Please fill out the application completely. Incomplete applications cannot be processed.

We must receive your completed application no later than 120 days after the expiration of your vehicle registration with the Department of Motor Vehicles.

SECTION 1 — APPLICATION SELECTION

Please check one:

☐ **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-5, and sign the back of the application.

☐ **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-4, and sign the back of the application. *(Note: Test-Only Eligible applicants should apply for Income Eligible assistance, if they qualify.)*

☐ **VEHICLE REPLACEMENT APPLICANT** — If this box is checked, complete Sections 2 and 3, read Section 6, and sign the back of the application. If registration has joint ownership, complete section 2a.

SECTION 2 — REGISTERED VEHICLE OWNER INFORMATION

First Name	M.I.	Last Name		Driver's License or I.D. Number	
Street Address	Apt.	City	State	ZIP	Daytime Phone Number ( )
Best Time to Contact You Between 8 a.m. and 5 p.m.					Message Phone Number ( )

SECTION 2a — 2ND REGISTERED OWNER INFORMATION

First Name	M.I.	Last Name		Driver's License or I.D. Number	
Street Address	Apt.	City	State	ZIP	Daytime Phone Number ( )
Best Time to Contact You Between 8 a.m. and 5 p.m.					Message Phone Number ( )

SECTION 3 — VEHICLE INFORMATION

Vehicle Year	Make	Model	Odometer Reading	California License Plate Number
Vehicle Identification Number (VIN)		Vehicle Registration Expiration Date	Date of Failed Smog Check	(If applicable) Date of Repair Cost Waiver or Economic Hardship Extension

SECTION 4 — VEHICLE REPAIR INFORMATION (If applicable, complete this section.)

I have spent $_____ on emissions-related repairs at _____. (Attach invoices.)
(Name of Smog Check Station)

SECTION 5 — INCOME INFORMATION

Number of people living in household (Include yourself)	Head of Household? (Please check one) Yes ☐ No ☐

STEP 1 — Add the Total Gross Income for all household members, including yourself.

Wages	$ _____
Welfare/Unemployment Payments	$ _____
Social Security Payments	$ _____
CalWORKs Payments	$ _____
TANF Payments	$ _____
Other Income	$ _____
Total Gross Income	$ _____

STEP 2 — Determine whether you are eligible

(A) Total Gross Income (from STEP 1)	$
(B) Maximum Household Income *(from "Income Eligibility Table" on page 2)*	$

If the amount on Line A exceeds the amount on Line B, you are not eligible for repair assistance. If the amount on Line A is less than or equal to the amount on Line B, please sign the back of this application. Be sure to provide with your application a copy of one of the documents (listed on page 3) that verify your income eligibility.

(continued on back)

(Detach here)

Section C – VEHICLE RETIREMENT REQUIREMENTS

Inspections will be performed on the items listed below at a CAA approved dismantler.

VEHICLE EQUIPMENT REQUIREMENTS:

- All doors are present.
- Hood is present.
- Dashboard is present.
- Windshield is present.
- At least one side window glass is present.
- Driver's seat is present.
- At least one bumper is present.
- Exhaust system is present.
- All side and/or quarter panels are present.
- At least one headlight, one taillight, and one brake light are present.

VEHICLE OPERATIONAL REQUIREMENTS:

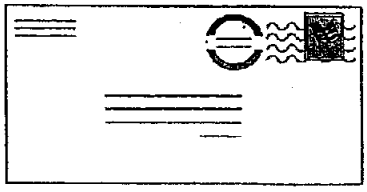
- Vehicle must be driven to an approved dismantler **under its own power.**
- Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- Vehicle driveability is not affected by any body, steering, or suspension damage.
- Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- Interior pedals are operational.

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Joint Owner's Signature: _____ Date: _____

Mail your application and required documents to:



Bureau of Automotive Repair
Smog Check
Consumer Assistance Program
P.O. Box 15559
Sacramento, CA 95852-0559

DELETE

DELETE

Holly Stout

From: Jim_Allen@dca.ca.gov
Sent: Monday, July 31, 2006 9:25 AM
To: Holly Stout
Subject: Re: OAL file No. 06-0718-01S - Consumer Assistance Program

Importance: High

Holly,

I am sorry I haven't been able to reply to your messages sooner. I was out of the office all last week due to illness.

As we discussed this morning, the application form that was mistakenly printed in the CCRs should be deleted. We prefer to incorporate it by reference. Please attach the application form to the STD 400, but label it "Do Not Print."

In addition, this will authorize you to add Health and Safety Code sections 44010.5 and 44014 to the references for Section 3394.6.

Thank you again for your assistance.

Jim Allen
Associate Legislative Analyst
Bureau of Automotive Repair Executive Office jim_allen@dca.ca.gov
916.255.1379

"Holly Stout" <HStout@oal.ca.gov>
07/26/2006 09:22 AM

To: <jim_allen@dca.ca.gov>
cc:
Subject: OAL file No. 06-0718-01S - Consumer Assistance Program

Hi Jim,
I've left a few messages now trying to get ahold of you. The text has a couple of minor errors that I need your permission to fix, as well as deciding whether BAR wants to continue printing the entire form in the CCRs or whether you just want to incorporate it by reference and delete what is in the CCRs. OAL prefers printing the form in the CCRs, which makes sense since you sent the form out with the notice of rulemaking, but we should delete the language where the form is "incorporated by reference." Please call me to discuss. 322-3761. As I mentioned last week, I am out of town tomorrow and Friday, although I'm working on Thursday by remote. I would like to get this out in time for the DCA deadline of the start of the State Fair.

Sincerely,
Holly Geneva Stout
Staff Counsel
Office of Administrative Law
300 Capitol Mall, Suite 1250
Sacramento, California 95814

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 06/14/06

File# 06-0501-01 N

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.
If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

NONSUBSTANTIVE

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 4-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-	06-0501-01N	

ENDORSED FILED IN THE OFFICE OF THE SECRETARY OF STATE
2006 JUN -5 PM 3:53

For use by Office of Administrative Law (OAL) only

2006 MAY -1 PM 1:10

OFFICE OF ADMINISTRATIVE LAW

NOTICE	REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER (If any): 101

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Definitions; Customer	N/A

SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	
	ADOPT
	AMEND: § 3303
TITLE(S): 16	REPEAL

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☑ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

N/A

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))

☐ Effective 30th day after filing with Secretary of State ☑ Effective on filing with Secretary of State ☐ Effective other (Specify)

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
James Allen	(916) 255-1379	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE: Charlene Zettel — DATE: 4/25/06

TYPED NAME AND TITLE OF SIGNATORY: CHARLENE ZETTEL, Director, Department of Consumer Affairs

DEPARTMENT OF CONSUMER AFFAIRS

BUREAU OF AUTOMOTIVE REPAIR

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT.

Legend: Deleted text is indicated by ~~strikethrough~~.
Added text is indicated by underlining.

The Bureau of Automotive Repair, pursuant to Section 100 (1 CCR 100), hereby adopts the following changes without regulatory effect in Article 1 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

1. Amend Section 3303 to read as follows:

§ 3303. Definitions.

In this chapter, unless the context otherwise requires:

(a) "Code" means the Business and Professions Code.

(b) "Department" means the Department of Consumer Affairs.

(c) "Act" means the Automotive Repair Act as contained in Chapter 20.3, Division 3 of the Business and Professions Code.

(d) "Passenger vehicle" means a motor vehicle used for private transportation or recreational purposes, including recreational vehicles and excluding commercial vehicles.

(e) "Commercial vehicle" means a vehicle designed, used or maintained primarily for the transportation of persons or property for hire, compensation or profit.

(f) "Recreational vehicle" means a motor vehicle designed or altered for recreational purposes or for human habitation and includes a motor vehicle used for transporting camper units.

(g) "Compensation" means any form of remuneration received for repairing or diagnosing malfunctions of motor vehicles. Where repair or diagnostic work is performed pursuant to a warranty, compensation is presumed to have been paid, whether the warranty has been obtained in connection with the purchase of a motor vehicle or otherwise.

(h) "Repair of motor vehicles" as used in subdivision (e) of Section 9880.1 of the Act shall not include the repair of that portion of a recreational vehicle which is intended for human habitation and which is unrelated to the operation of the vehicle, or a transmission fluid change.

(i) "Transmission fluid change" means changing the transmission fluid without removing the transmission pan or changing the transmission filter.

(j) ~~"Customer" means the person authorizing repairs to a motor vehicle.~~

~~(k)~~ "Authorization" means consent. Authorization shall consist of the customer's signature on the work order, taken before repair work begins. Authorization shall be valid without the customer's signature only when oral or electronic authorization is documented in accordance with applicable sections of these regulations.

~~(l)~~(k) "Building" means a permanent structure with walls, a floor, and a roof.

~~(m)~~(l) "Auto body repair shop" means an automotive repair dealer who performs repairs or reconstruction of automobile or truck bodies, structures, or frames. Auto body repair shop does not include an automotive repair dealer also licensed by the department of Motor Vehicles as a motor vehicle dealer who engages in either the activity of up-fitting or down-fitting it's vehicle inventory, or performs those repairs that may be performed without utilizing the tools or equipment required by Section 3351.5.

~~(n)~~(m) "Section" or "Sectioning" means the replacement of less than a whole part or component by splicing the part or component at non-factory seams.

~~(o)~~(n) "Corrosion protection" means a coating applied to the vehicle to create a corrosion resistant barrier that protects the structure or component from the elements to which it is exposed.

~~(p)~~(o) "Structure" means those components or parts ~~which~~ that are designed to support weight, absorb collision energy, and absorb road shock.

~~(q)~~(p) "Crash part" means a replacement for any of the non-mechanical sheet metal or plastic parts which generally constitute the exterior of a motor vehicle, including inner and outer panels.

~~(r)~~(q) "Original Equipment Manufacturer ~~(OEM)~~ crash part" or "OEM crash part" means a crash part made for or by the original vehicle manufacturer ~~who~~ that manufactured, fabricated or supplied a vehicle or a component part.

~~(s)~~(r) "Non-Original Equipment Manufacturer ~~(non-OEM)~~ aftermarket crash part" or "non-OEM aftermarket crash part" means aftermarket crash parts not made for or by the manufacturer of the motor vehicle.

Note: Authority cited: Sections 9882, 9884.9, 9884.19 and 9887.1, Business and Professions Code. Reference: Sections 9880.1(a), (e) and (f), 9882, 9884.7(a)(2), 9884.9, 9889.50, 9889.51 and 9889.52, Business and Professions Code.

RICHARD ROSS, Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

MEMORANDUM

To: James Allen

Date: 10/19/06

File# 06-0829-02 N

Phone: 916-323-6225

From: OAL Front Counter

Subject: RETURN OF APPROVED RULEMAKING MATERIALS

OAL hereby returns this Approved file your agency submitted for our review.
If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the date Form 400 (see item B.4) Note : The 30th Day after filing with the Secretary of State is calculated from the date Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that " ...no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of ." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records. If you decide not to keep this rulemaking at your agency office or at the State Records Centre, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f)

enclosures

NONSUBSTANTIVE

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

2006 OCT 11 PM 4:24

OFFICE OF ADMINISTRATIVE LAW

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-	06-0829-02NJ	

For use by Office of Administrative Law (OAL) only

2006 AUG 29 AM 10:18

NOTICE	REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER *(If any)*
Department of Consumer Affairs, Bureau of Automotive Repair	102

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Deletion of References to the BAR-90 Test Analyzer System (TAS)	n/a

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) *(Including title 26, if toxics-related)*

SECTION(S) AFFECTED *(List all section number(s) individually)*	ADOPT	
	AMEND	§ 3303.2, 3340.15, 3340.18, 3340.32, 3340.42 and 3394.5
TITLE(S) 16	REPEAL	

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☑ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify) _____

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*

n/a

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*

☐ Effective 30th day after filing with Secretary of State ☑ Effective on filing with Secretary of State ☐ Effective other *(Specify)* _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE — DATE 8/21/06

TYPED NAME AND TITLE OF SIGNATORY

CHARLENE ZETTEL, Director of Consumer Affairs

DEPARTMENT OF CONSUMER AFFAIRS
BUREAU OF AUTOMOTIVE REPAIR

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT.

Legend: Deleted text is indicated by ~~strikethrough~~.
Added text is indicated by underlining.

The Bureau of Automotive Repair, pursuant to Section 100 (1 CCR 100), hereby adopts the following changes without regulatory effect in Articles `, 5.5 and 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

ARTICLE 1. GENERAL PROVISIONS

1. Amend Section 3303.2 to read as follows:

§ 3303.2. Review of Applications for Licensure, Registration and Certification; Processing Time.

(a) An applicant for an initial license, registration or certification shall be informed in writing within 14 days whether the application is complete and accepted for filing or is incomplete and what specific information is required.

(b) An applicant for initial licensure as an official lamp, brake or smog check station shall be informed in writing, within 45 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for licensure. Inspection of the applicant's station shall be performed during that time period. In the event that the inspection indicates a deficiency, the time period may be extended by that time necessary for correcting the deficiency.

(c) An applicant for initial licensure as a smog check technician shall be informed in writing, within 70 days after completion of the application, of the bureau's decision whether the applicant meets the requirements to take the technician examination.

(d) An applicant for initial licensure as an adjuster shall be informed in writing, within 70 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for licensure. This period may be extended by the time necessary for rescheduling an examination if the applicant fails the examination or fails to take the examination at the time first scheduled by the bureau.

(e) An applicant for initial registration as an automotive repair dealer shall be informed in writing, within 45 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for registration.

(f) An applicant for initial licensure as a fleet facility shall be informed in writing, within 15 days after completion of the application, of the bureau's decision whether the applicant meets the requirements for licensure.

(g) An applicant for certification as an instructor of Smog ~~C~~check ~~Program~~ technicians shall be informed in writing, within 45 days after completion of the application, as to whether the applicant meets the requirements for certification.

(h) An applicant for initial certification as an institution providing training to Smog ~~C~~check ~~Program~~ technicians shall be informed in writing, within 70 days after completion of the application, of the bureau's decision as to whether the applicant meets the requirements for certification. Inspection of the applicant's training facility shall be performed during that time period. In the event that the inspection indicates a deficiency, the time period may be extended by that time necessary for correcting the deficiency.

(i) An applicant applying for certification as a Gold Shield ~~Guaranteed Repair~~ Sstation shall be informed in writing, within 45 days after the bureau has received a completed Gold Shield Application ~~F~~form (GSR-1 (08/05/97) which is incorporated by reference, of the bureau's decision that the station meets, or does not meet, the eligibility requirements, or the basis for disapproving the certification. Inspection of the applicant's station shall be performed during that time period. In the event that the inspection indicates a deficiency, the time period may be extended by that time necessary for correcting the deficiency. ~~An inspection of the applicant's station may be made by a representative of the bureau.~~ A representative of the bureau may make an inspection of the applicant's station. A certification may be issued only for an applicant that meets the specifications contained in Article 10, of this Chapter.

(j) "Completion of the application" as used in this section means that a completed application and required fees have been filed by the applicant and received by the bureau.

(k) The minimum, maximum and median processing times for initial licensure, or a Gold Shield ~~Guaranteed Repair~~ (GS~~GR~~) Sstation certification from the time of receipt of the initial application until the bureau made a final decision on the application, or the GS~~GR~~ Sstation

certification were:

	Lamp Station	Brake Station	Smog Check ~~Mechanic~~ Technician
(1) Minimum	14 days	15 days	21 days
(2) Median	20 days	21 days	50 days
(3) Maximum	44 days	29 days	120 days

	Lamp Adjuster	Brake Adjuster
(1) Minimum	15 days	21 days
(2) Median	52 days	50 days
(3) Maximum	101 days	103 days

	Automotive Repair Dealer	~~Mechanics'~~ Smog Check Station	Technician Training Institution
(1) Minimum	17 days	3 days	10 days
(2) Median	39 days	22 days	61 days
(3) Maximum	97 days	120 days	347 days

	~~Mechanics'~~ Fleet Facility	Smog Check Inspector	Technician Training Instructor
(1) Minimum	1 day	2 days	2 days
(2) Median	10 days	9 days	22 days
(3) Maximum	28 days	112 days	264 days

	Gold Shield ~~Guaranteed~~ ~~Repair~~ Station
(1) Minimum	30 days
(2) Median	42 days
(3) Maximum	72 days

(l) An applicant for certification to blend, fill or sell ~~test analyzer system (TAS) or~~ emissions inspection system (EIS) calibration gases pursuant to section 44036.5 of the Health and Safety Code shall be informed in writing, within 70 days after completion of the application of the bureau's decision as to whether the applicant meets the requirements for certification. The minimum, maximum and median processing times for initial certification for such applicants from the time of receipt of the initial application until the bureau made a final decision on the application has been as follows:

(1) Minimum 40 days
(2) Median 53 days
(3) Maximum 73 days

Note: Authority cited: Sections 9882 and 9887.1, Business and Professions Code; Sections 44001.5, 44002, 44014, 44031, 44036.5 and 44045.5, Health and Safety Code; and Section 15376, Government Code. Reference: Section 15376, Government Code; Section 44014.2, Health and Safety Code; and Section 20, Title 1, Government Code.

ARTICLE 5.5. MOTOR VEHICLE INSPECTION PROGRAM

2. Amend Section 3340.15 to read as follows:

§ 3340.15. General Requirements for Smog Check Stations.

A smog check station shall meet the following requirements for licensure and shall comply with these requirements at all times while licensed.

(a) ~~Work Area.~~ The testing and repairing of vehicles shall be performed only in a work area of the station that has been approved by the bureau during the licensing inspection. Other work may be performed in the approved area, as desired. Except for heavy-duty vehicles, the work area shall be within a building and shall be large enough to accommodate the type of vehicle being serviced. In the case of the testing and repair of heavy-duty vehicles the work area need not be in a building, but the ~~test analyzer system or~~ emissions inspection system used at the station may only be used within a building. The work area shall be kept clean and orderly.

(b) ~~Licensed Technician Required.~~ During all hours the station is open for the business of testing and/or repairing vehicles pursuant to the ~~s~~Smog ~~c~~Check ~~p~~Program, a technician, licensed

for the appropriate category of vehicle being tested or repaired and the appropriate area, shall be present.

(c) ~~Intern Technician.~~ A smog check station shall not have in its employ more than two ~~I~~intern ~~T~~technicians at any given time. The repairs or adjustments made by ~~I~~intern ~~T~~technicians at smog check stations to emissions control systems on vehicles subject to the s~~S~~mog e~~C~~heck p~~P~~rogram shall be performed under the direction of a supervising technician that is on the premises of the smog check station at the time of the repair or adjustment.

(d) ~~Display of Licenses.~~ The station license and technician licenses shall be posted prominently under glass or other transparent material in an area frequented by customers.

(e) ~~Posting of Prices.~~ The station shall post conspicuously in an area frequented by customers a list of price ranges for the specific activities for which it is licensed. ~~Such~~ The posted prices shall include the price charged by the station for inspections, and, if a separate price is charged for reinspections, ~~such~~ the reinspection price. The station shall also post the inspection prices for vans and/or heavy-duty vehicles if ~~such~~ those prices differ from the passenger car inspection price. If the station imposes an hourly labor charge for repairs, ~~such~~ the hourly labor rate shall be posted. The price of issuance of a certificate of compliance or noncompliance charged by the bureau shall be posted separately from the price of the inspection and of the reinspection, if any.

(f) ~~Records.~~ The station shall make, keep secure, and have available for inspection on request of the bureau, or its representative, legible records showing the station's transactions as a licensee for a period of not less than three years after completion of any transaction to which the records refer. All records shall be open for reasonable inspection and/or reproduction by the bureau or its representative. Station records required to be maintained shall include copies of:

(1) ~~a~~All certificates of compliance and certificates of noncompliance in stock and/or issued,

(2) ~~r~~Repair orders relating to the inspection and repair activities, and

(3) ~~v~~Vehicle inspection reports generated either manually or by the ~~test analyzer system~~ emissions inspection system.

The above listed station records shall be maintained in such a manner that the records for each transaction are kept together, so as to facilitate access to ~~such~~ those records by the bureau or

its representative. In this regard, the second copy of an issued certificate shall be attached to the final invoice record.

(g) ~~Availability to the public.~~ A smog check station shall be open and available to the general public for sSmog eCheck pProgram services.

(h) A smog check station shall afford the bureau or its representative reasonable access during normal business hours to the station for the bureau's quality assurance efforts to evaluate the effectiveness of tests and/or repairs made to vehicles subject to the sSmog eCheck pProgram.

(i) A licensed Ssmog Ccheck Sstation shall not sublet inspections or repairs required as part of the Smog Check Program, except for the following:

(1) Repairs of a vehicle's exhaust system which are normally performed by muffler shops, provided that the malfunction has been previously diagnosed by the specific Ssmog Ccheck Sstation originally authorized by the customer to perform repairs to the vehicle.

(2) Repairs of those individual components that have been previously diagnosed as being defective and that have been removed by the specific Ssmog Ccheck Sstation originally authorized by the customer to perform repairs to the vehicle.

Note: Authority cited: Section 44002 and 44030, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44014, 44030, 44032, 44033, 44036, 44037 and 44045.5, Health and Safety Code.

3. Amend Section 3340.18 to read as follows:

§ 3340.18. Certification of ~~Test Analyzer System and~~ Emissions Inspections System Calibration Gases and Blenders of Gases.

~~Test analyzer system and e~~Emissions inspection system calibration gases used by smog check stations and gas blenders who provide such calibration gases shall be certified by the bureau in accordance with the requirements of the bureau's "Specifications and Accreditation Procedures for Calibration and Audit Gases Used in the California Emissions I/M Program" publication dated January 1990, as herein incorporated by reference.

NOTE: Authority cited: Sections 44002 and 44036.5, Health and Safety Code. Reference: Section 44036.5, Health and Safety Code.

4. Amend section 3340.42 to read as follows:

§ 3340.32. Standards for the Certification of Institutions Providing Retraining to Licensed Technicians or Prerequisite Training to Those Seeking to Become Licensed Technicians.

(a) An institution providing prerequisite training under subdivisions (a) and (b) of ~~S~~section 44045.6 of the Health and Safety Code to those seeking to become licensed technicians, or providing retraining to licensed technicians cited under the provisions of subdivision (c) of ~~S~~section 44045.6 of the Health and Safety Code, or providing retraining to licensed technicians cited under the provisions of subdivision (b) of ~~S~~section 44050 of the Health and Safety Code, or providing retraining to licensed technicians under the provisions of subdivision (b) of ~~S~~section 44031.5 of the Health and Safety Code must be certified by the bureau prior to providing ~~such~~ that training or retraining.

(b) ~~Training Courses.~~ A school may be certified to instruct one or more of the following smog technician training courses:

(1) ~~Basic Smog Technician Courses.~~ The Basic Smog Technician courses which consist of the Basic Clean Air Car Course, the Citation Retraining Course for Basic Area Technicians, the Bureau Training Program, and the Update Training for Basic Area Technicians.

(2) ~~Advanced Smog Technician Courses.~~ The Advanced Smog Technician courses which consist of the Advanced Clean Air Car Course, the BAR 97 Transition Course, the Citation Retraining Course for Advanced Emission Specialist Technicians, the Bureau Training Program, and the Update Training Course for Advanced Emission Specialist Technicians.

(c) ~~Application.~~ To become certified, an institution shall submit an application to the bureau on form TS-1 (10-99), "Application to Become a BAR Certified Training Institution."

(d) ~~Initial Application Review.~~ An initial application shall be subject to the review procedures specified in ~~s~~Section 3303.2. of Article 1 of this Chapter.

(e) ~~Applicants Requirements.~~ An applicant shall meet the following requirements:

(1) ~~General.~~ All institutions wishing to be certified to offer training to qualify an individual for a technician license shall provide satisfactory evidence of:

(A) Approval from the Department's Bureau for Private Postsecondary and Vocational Education, if applicable. ~~Such~~ That approval shall remain current at all times.

(B) Possession of current course materials.

(C) Lecture and shop facilities sufficient to adequately train all participating students.

(D) Instructors certified by the bureau pursuant to ~~s~~Section 3340.33 of this article to offer instruction.

(E) Having functional access to a bureau-designated web site and having an electronic mail address where the institution can receive electronic information from, and send electronic information to the bureau.

(2) ~~Equipment, Tools and Materials for Basic Smog Technician Courses.~~ An institution wishing to be certified to offer Basic Smog Technician courses shall have the following tools and materials in quantities sufficient to adequately train all participating students:

(A) ~~A test analyzer system or~~ ~~a~~An emissions inspection system as provided by and in accordance with, subsection (a) of Section 3340.17~~(a)~~ of this article.

(B) An engine performance analyzer containing an electronic device capable of displaying and printing diagnostic information related to the engine ignition and fuel systems of the vehicle being tested.

(C) A tachometer/dwell meter.

(D) An ignition timing light which measures ignition advance.

(E) A hand vacuum pump, and a vacuum gauge.

(F) An ammeter capable of measuring amps and milliamps.

(G) A digital volt/ohm meter.

(H) A compression tester.

(I) Current emission control service manuals and systems application guides.

(J) Automotive computer diagnostic and repair manuals.

(K) Electronic component location manuals.

(L) Hand tools necessary to inspect, adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems.

(M) Audio-visual equipment sufficient to adequately present the required course material.

(N) A diagnostic device capable of retrieving diagnostic trouble codes, interpreting codes, and displaying and storing data streams from the on-board computer systems of vehicles. Diagnostic data modules required to operate the device shall be kept updated to the current available calendar year. The device shall be On-Board Diagnostic II compliant, and shall have

the Enhanced E/E Diagnostic Test Modes capabilities as noted in the Society of Automotive Engineer's document number J2190 dated June 1993.

(O) A fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles.

(P) A ~~p~~Propane enrichment kit.

(Q) Fuel fillpipe restrictor dowel gauge meeting the following specifications:

1. Made of a non-sparking material meeting the standard for hardness of aluminum alloy No. 5052 as defined in Volume 02.02 of section 2 of the 1986 Annual Book of Standards published by the American Society for Testing and Materials;

2. Having a radiused test portion;

3. Having a test portion diameter not less than 0.9375 inches ~~nor~~ more than 0.950 inches;

4. Having an overall length not less than 5 inches ~~nor~~ more than 12 inches;

5. Having a handle no less than 1.25 inches in diameter, and no less than 4 inches in length; and

6. Constructed of solid bar stock or tubing with a minimum wall thickness of 3/16 of an inch.

(R) The currently available bureau manuals and bulletins.

(S) A minimum of one operational demonstration vehicle, or stationary engine per every four students attending a course must be available and must be used for demonstration and student laboratory assignments involving testing, diagnosis and repair procedures. The vehicle or stationary engine must be appropriate to the demonstration or laboratory assignment. At least one demonstration vehicle must be owned, rented or leased by the institution. Demonstration vehicles and stationary engines must be fully operational with computer-controlled systems.

(3) ~~Equipment, Tools and Materials for Advanced Smog Technician Courses.~~ An institution wishing to be certified to offer Advanced Smog Technician courses shall, in addition to the equipment required by paragraph 2 of subsection (e)~~(2)~~ of this section, have the following equipment:

(A) An emissions inspection system in accordance with the bureau's emissions inspection system specifications referenced in subsection (b) of sSection 3340.17~~(b)~~ of this article.

(B) An evaporative emission control test system approved by the bureau for use in an enhanced program area.

(C) An electronic device capable of graphically displaying any electrical or electronic signal used by an automotive computer system. The device shall have the capability of displaying the electrical or electronic signal using a voltage and time scale that is adjustable. The device shall have the capability of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or screen refresh rate.

(f) Institutional certification by the bureau shall not exceed one-year. Institutions shall renew their certification electronically using form TS-1 (10-99); "Application To Become A Bureau Certified Training Institution" located at a bureau designated Internet web site.

(g) All institutions certified shall:

(1) Maintain adequate lecture and shop facilities, sufficient tools and materials, and current course materials.

(2) Identify in writing to all potential students the level of certification training the institution will provide and any limitations to this training applicable to obtaining a technician license. This written disclosure shall be presented to students no later than their first class meeting.

(3) Provide competent instruction to students, including lab exercises and hands-on work.

(4) Advise prospective students of the automotive mechanical experience and automotive mechanical course-work requirements at the time of application.

(5) Evaluate applications to verify that the applicant meets the applicable qualification requirements specified in subsection (b) of section 3340.28 of this article.

(6) Instruct a maximum of twenty-five students per instructor at any one time.

(7) Allow the bureau or authorized representative reasonable access during normal business hours to training records, equipment and facilities.

(8) Report to the bureau on form TS-5 (10-99), "Certified Institution's Training Record," the number of students receiving training or retraining courses prescribed by the bureau, the names of those students successfully completing training or retraining courses, and in the case of students taking retraining courses pursuant to section 3340.31 of this article, the names of those failing to complete such retraining courses. Reporting shall be performed electronically using form TS-5 (10-99); "Certified Institution's Training Record" located at a bureau designated Internet web site.

(9) Have available for students the current year editions of all required vehicle reference and repair manuals, in electronic or print media.

(10) Have available for students the current operating instructions for all training aids and automotive test equipment.

(11) Have available for students an adequate number and variety of training aids such as demonstration engines, carburetors, and emission control devices, in order to meet student training needs and to ensure proper understanding of the course content and laboratory assignments.

(h) Pursuant to section 44045.5 of the Health and Safety Code, an institution may be certified to instruct the Bureau Training Program to meet the prerequisite for licensure, as follows:

(1) The institution shall use training materials, course-work, and examinations developed by a bureau approved publisher.

(2) The institution shall obtain all training materials, course-work, and examinations from a bureau approved publisher. Failure to use training materials, course-work, or examinations developed by a bureau approved publisher may result in the disapproval of the training program or decertification of the institution.

(3) The institution's administration of examinations shall meet bureau standards, as outlined in the "Bureau Training Program Standards" (3-95), herein incorporated by reference, and meet or exceed all statutory requirements and federal and state standards regarding examination development. Failure to meet bureau standards, as outlined in the "Bureau Training Program Standards" (3-95), and meet or exceed all statutory requirements and federal and state standards regarding examination development, may result in the disapproval of the training program or decertification of the institution.

(4) The institution shall instruct the training program in accordance with the requirements outlined in the "Bureau Training Program Standards" (3-95). Failure to provide instruction that meets the requirements outlined in the "Bureau Training Program Standards" (3-95) may result in the disapproval of the training program or decertification of the institution.

(5) The bureau reserves the right to review and recommend changes to an institution's methods of instruction and/or administration of examinations. Failure to comply with the bureau's recommended changes to an institution's methods of instruction and/or administration of

examinations may result in the disapproval of the training program or decertification of the institution.

Note: Authority cited: Section 44002, Health and Safety Code. Reference: Sections 44030.5, 44031.5(b), 44045.6 and 44050, Health and Safety Code.

5. Amend Section 3340.42 to read as follows:

§ 3340.42. Mandatory Emissions Inspection Standards and Test Procedures.

Smog check stations and smog check technicians shall conduct tests and inspections in accordance with the bureau's ~~BAR-90 Test Analyzer System Specifications referenced in section 3340.17(a) or the~~ BAR-97 Emissions Inspection System Specifications referenced in subsections (a) and (b) of ~~s~~Section 3340.17~~(a) and (b), whichever is appropriate,~~ and the following:

(a) There shall be two test procedures as follows:

(1) The loaded-mode test method shall be the primary test method used in the enhanced program areas of the state. The loaded-mode test method shall measure hydrocarbon, carbon monoxide, carbon dioxide and oxides of nitrogen emissions. The loaded-mode test equipment shall be Acceleration Simulation Mode (ASM) test equipment, including a chassis dynamometer, certified by the bureau. The loaded-mode test procedures, including the preconditioning procedure, shall only be conducted according to the bureau approved procedures specified in this section and include the following:

(A) Place the vehicle's driving wheels on a chassis dynamometer and properly restrain the vehicle prior to commencing the test.

(B) Exhaust emissions shall be tested and compared to the emission standards set forth in this section and as shown in Table I or Table II, as applicable.

(C) With the vehicle operating, sample the exhaust system in the following sequence:

1. Accelerate the vehicle to the cruise condition as specified by the test procedures.

2. Operate the vehicle long enough to stabilize emission levels.

3. Measure and record emissions (hydrocarbon, carbon monoxide, carbon dioxide, and oxides of nitrogen).

(2) The two-speed idle mode test method shall be used in all program areas of the state, other than the enhanced program areas. The two-speed idle mode test method shall measure hydrocarbon, carbon monoxide and carbon dioxide emissions at high RPM and again at idle

RPM, as contained in the bureau's specifications referenced in ~~Section 3340.16.7(a)~~ subsection (b) of Section 3340.17 of this article. Exhaust emissions from a vehicle subject to inspection shall be tested and compared to the emission standards set forth in this section and as shown in Table III.

(3) All tests shall be performed with the engine at its normal operating temperature.

(4) All loaded mode testing shall be conducted in a manner ~~which~~ that does not induce excess emissions to the test.

(b) There shall be a liquid fuel leak inspection as follows:

(1) As used in this section, "Liquid fuel leak" means any fuel emanating from a vehicle's fuel delivery, metering, or evaporation systems in liquid form that has created a visible drop or more of fuel on a component of a vehicle's fuel delivery, metering, or evaporation system or has created a fuel puddle on, around, or under a component of a vehicle's fuel delivery, metering, or evaporation system.

(2) With the engine running, the smog check technician shall visually inspect the following components of the vehicle, if they are exposed and visually accessible, for liquid fuel leaks:

(A) Gasoline fuel tanks.

(B) Gasoline fill pipes, associated hoses and fuel tank connections.

(C) Gas caps.

(D) External fuel pumps.

(E) Fuel delivery and return lines and hoses.

(F) Fuel filters.

(G) Carburetors.

(H) Fuel injectors.

(I) Fuel pressure regulators.

(J) Charcoal canisters.

(K) Fuel vapor hoses.

(L) Any valves connected to any other fuel evaporative component.

(3) If a smog check technician detects a liquid fuel leak, the technician shall enter "F" (Defective) in the "Fuel Evaporative Controls" category of the visual inspection when prompted

by the ~~test analyzer system or~~ emissions inspection system~~, as appropriate,~~ and the vehicle shall fail the inspection.

(4) Smog check technicians shall indicate on the vehicle inspection report the location of any liquid fuel leak.

(5) The liquid fuel leak inspection required by this section is a visual inspection only. Smog check technicians are not required to perform any disassembly of the vehicle to inspect for liquid fuel leaks. No special tools or equipment, other than a flashlight and mirror, are required and no raising, hoisting or lifting of the vehicle is required.

(6) Expenditures for repairs made at a licensed smog check station to correct liquid fuel leaks detected during a smog check inspection shall be credited toward the repair cost waiver expenditure specified in ~~S~~section 44017 of the Health and Safety Code, or applied to the repair assistance program co-payment specified in ~~S~~section 44062.1 of the Health and Safety Code and Section 3394.4 of this chapter.

(7) Nothing in ~~the~~ this subsection shall prohibit a technician from refusing to inspect a vehicle or from aborting an inspection if a liquid fuel leak presents a safety hazard.

(8) This subsection shall not apply to vehicles fueled exclusively by compressed natural gas (CNG), liquid natural gas (LNG), or liquid petroleum gas (LPG).

(c) Pursuant to section 39032.5 of the Health and Safety Code, gross polluter standards are as follows:

(1) A gross polluter means a vehicle with excess hydrocarbon, carbon monoxide, or oxides of nitrogen emissions pursuant to the gross polluter emissions standards included in TABLES I, II or III.

(2) Vehicles with emission levels exceeding the emission standards for gross polluters during an initial inspection will be considered gross polluters and the provisions pertaining to gross polluting vehicles will apply, including, but not limited to, sections 44014.5, 44015, 44017 and 44081 of the Health and Safety Code.

(3) A gross polluting vehicle shall not be passed or issued a certificate of compliance until the vehicle's emissions are reduced to or below the applicable emissions standards for the vehicle as indicated in TABLES I, II, or III. However, the provisions described in section 44017 of the Health and Safety Code may apply.

(4) This subsection applies in all program areas statewide to vehicles requiring inspection pursuant to sections 44005 and 44011 of the Health and Safety Code.

(5) The gross polluter emission standards in TABLE III shall be used to determine if a vehicle shall be designated as a gross polluter.

(d)(1) In the enhanced program areas, heavy-duty vehicles shall be tested using the loaded-mode testing method as provided in paragraph 1 of subsection (a), unless:

(A) The vehicle has a drive axle weight that exceeds 5,000 pounds when the vehicle is unloaded, or

(B) The vehicle is classified by the Department of Motor Vehicles as a motorhome, or

(C) The vehicle has a body and/or chassis configuration or modification made for business purposes that renders the vehicle incompatible with loaded-mode testing, or

(D) The emission inspection system prompts the technician to perform the two-speed idle test.

(2) For the purposes of this subsection, the term "unloaded" shall mean that the vehicle is not currently transporting loads for delivery or is not carrying items of a temporary nature, but excludes items that have been welded, bolted or otherwise permanently affixed to the vehicle, and tools, supplies, parts, hardware, equipment or devices of a similar nature that are routinely carried in or on the vehicle in the performance of the work for which the vehicle is primarily used.

(3) For the purposes of this subsection, modifications that render a vehicle incompatible with loaded-mode testing shall not include any tire, wheel, body or chassis modifications made for other than business purposes.

(4) If it is determined that a heavy-duty vehicle cannot be subjected to a loaded-mode test for any of the reasons set forth in subparagraphs (A) through (D) of paragraph (1) of this subsection ~~(d)(1)~~, the technician shall perform a two-speed idle test. The technician shall also note on the final invoice the justification for the performance of a two-speed idle test.

Note: Authority cited: Sections 44002, 44003, 44013 and 44036, Health and Safety Code. Reference: Sections 39032.5, 44002, 44003, 44005, 44011, 44011.3, 44012, 44013, 44014.5, 44015, 44017, 44032, 44036, 44062.1 and 44081, Health and Safety Code.

ARTICLE 11. CONSUMER ASSISTANCE PROGRAM

6. Amend Section 3394.5 to read as follows:

§ 3394.5. Ineligible Vehicles.

(a) The following vehicles are not eligible for participation in the Consumer Assistance Program:

(1) A vehicle undergoing a transfer of ownership.

(2) A vehicle initially registered in California.

(3) A direct import vehicle being initially registered in California.

(4) A vehicle powered by alternate fuel, unless a Bureau Referee label is posted on the vehicle.

(5) A specially constructed vehicle, unless a Bureau Referee label is posted on the vehicle.

(6) A dismantled vehicle pursuant to ~~S~~section 11519 of the Vehicle Code.

(7) A vehicle operated by a fleet licensed and registered pursuant to ~~S~~section 44020 of the Health and Safety Bode.

(8) A vehicle registered to a non-profit organization or a business.

(9) A vehicle that is untestable on a ~~BAR-90 Test Analyzer System (TAS) or~~ BAR-97 Emissions Inspection System (EIS).

(10) Under the Repair Assistance option, a vehicle with a tampered emissions control system.

(11) Under the Vehicle Retirement option, a vehicle with a tampered emissions control system where the tampered system is the cause for failing the smog check inspection.

NOTE: Authority cited: Sections 44000, 44001.3, 44001.5, 44002, 44091, 44092, 44093, 44094 and 44095, Health and Safety Code. Reference. Sections 44011, 44015, 44017, 44020, 44037.1, 44091, 44092, 44093, 44094 and 44095, Health and Safety Bode; and Section 11519, Vehicle Code.

DATED: 11 October 2006

DENNIS M. KENNEALLY
Assistant Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

(See instructions on reverse)

STD. 400 (REV. 4-99)

For use by Secretary of State only

ENDORSED FILED IN THE OFFICE OF THE SECRETARY OF STATE
2006 NOV -2 PM 2:41

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-	06-1002-01N	

For use by Office of Administrative Law (OAL) only

2006 OCT -2 AM 11:05

OFFICE OF ADMINISTRATIVE LAW

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER *(If any)*
Department of Consumer Affairs, Bureau of Automotive Repair	103

A. PUBLICATION OF NOTICE *(Complete for publication in Notice Register)*

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS *(Complete when submitting regulations)*

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Consumer Assistance Program Application Revisions (CAP/APP (08/06))	n/a

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) ***(Including title 26, if toxics-related)***

SECTION(S) AFFECTED *(List all section number(s) individually)*	
	ADOPT
	AMEND: § 3394.6
TITLE(S): 16	REPEAL

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☑ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify) _____

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE *(Cal. Code Regs. title 1, §§ 44 and 45)*
n/a

5. EFFECTIVE DATE OF REGULATORY CHANGES *(Gov. Code, §§ 11343.4, 11346.1(d))*
☐ Effective 30th day after filing with Secretary of State ☑ Effective on filing with Secretary of State ☐ Effective other *(Specify)* _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal
☐ Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER *(Optional)*	E-MAIL ADDRESS *(Optional)*
James Allen	(916) 255-4300	(916) 255-1369	jim_allen@dca.ca.gov

8.

I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
Charlene Zettel	9/19/06

TYPED NAME AND TITLE OF SIGNATORY
CHARLENE ZETTEL, Director of Consumer Affairs

DEPARTMENT OF CONSUMER AFFAIRS

BUREAU OF AUTOMOTIVE REPAIR

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT.

Legend: Deleted text is indicated by ~~strikethrough~~.
Added text is indicated by underlining.
Omitted text is indicated by * * * *.

The Bureau of Automotive Repair, pursuant to Section 100 (1 CCR 100), hereby adopts the following changes without regulatory effect in Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

1. Amend Section 3394.6 to read as follows:

§ 3394.6. Application and Documentation Requirements.

(a) In order to participate in the Consumer Assistance Program, an applicant must submit a completed application, PPD 05_046 CAP/APP (~~03/05~~08/06), which is hereby incorporated by reference, to the Department or its designee with original signature(s).

* * * *

NOTE: Authority cited: Sections 44001.5, 44002, 44091 and 44094, Health and Safety Code and Section 9882, Business and Professions Code. Reference: Sections 44001.3, 44005, 44010.5, 44011, 44012, 44014, 44014.2, 44015, 44017, 44017.1, 44062.1, 44092, 44093, 44094, and 44095, Health and Safety Code.

DENNIS KENNEALLY, Assistant Chief
Bureau of Automotive Repair

Smog Check Consumer Assistance Program Application Package

BAR™
Bureau of Automotive Repair
DRIVE SMART CALIFORNIA

The Department of Consumer Affairs, Bureau of Automotive Repair may be able to give you financial assistance if your vehicle needs Smog Check repairs, based on available funds.

The Consumer Assistance Program (CAP) helps vehicles meet California emission standards. CAP not only helps consumers, it also helps clean our air.

Look inside for more details and how to apply.

CAP CHECKLIST

To qualify for either Repair Assistance or Vehicle Retirement:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have failed a "biennial" (every other year) Smog Check inspection (Aborted, manual mode and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.

To qualify for Vehicle Retirement, your vehicle also:

- ☐ Must have failed its Smog Check no later than 120 days after expiration of the current registration.
- ☐ Must have been continuously registered in California for two years immediately preceding the current registration expiration date.
- ☐ Must be currently registered.
- ☐ Must be a passenger vehicle or light-duty truck.
- ☐ Must have a qualifying Smog Check failure.
- ☐ Must pass a visual and operational check (see Section 6 of this application)

YOUR APPLICATION MUST BE APPROVED BEFORE YOU CAN RECEIVE CAP ASSISTANCE. FINANCIAL ASSISTANCE IS ONLY AVAILABLE BASED ON REMAINING FUNDS.

Smog Check Consumer Assistance Program Options

(1) REPAIR ASSISTANCE

Income Eligible: Your household income is not more than the maximum amount shown in the "Income Eligibility Table" to the right. If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

– OR –

Test-Only Eligible: Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The state will then contribute up to ***$500*** in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station. ***If you are Test-Only Eligible and Income Eligible, you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.***

Income Eligibility Table

Number of People in Household*	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$22,050	- OR -	$1,838
2	$29,700	- OR -	$2,475
3	$37,350	- OR -	$3,113
4	$45,000	- OR -	$3,750
5	$52,650	- OR -	$4,388
6	$60,300	- OR -	$5,025
7	$67,950	- OR -	$5,663
8	$75,600	- OR -	$6,300
For more than 8, add the following amount for each individual:	$7,650	- OR -	$638

*The Income Eligibility Table is adjusted each February based on federal guidelines.
* "Household" means all family members or other persons who reside together and share common living expenses
* BE SURE TO INCLUDE YOURSELF!

(2) VEHICLE RETIREMENT

If you don't think your vehicle is worth repairing, and you qualify, the state will pay you $1,000 to voluntarily retire the vehicle at a CAP-approved dismantler, based on available funds. **You must be the registered owner and not have retired a vehicle through the Consumer Assistance Program within the last 12 months. A joint owner of a vehicle is limited to no more than two vehicles within the last 12 months.**

DELETE

APPLICATION INSTRUCTIONS

Repair Assistance "Income Eligible" Applicants

(1) Make sure you and your vehicle qualify.

Refer to page 1 for vehicle and owner qualifications. Do ***not*** have emissions-related repairs performed on your vehicle until your application has been approved. ***Only*** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

(2) Fill out the application.

Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** box in Section 1. Then, completely fill out Sections 2 through 5, sign and date the back of the application.

**YOUR APPLICATION MUST BE APPROVED
BEFORE YOU CAN RECEIVE CAP ASSISTANCE.
FINANCIAL ASSISTANCE IS ONLY AVAILABLE BASED ON REMAINING FUNDS.**

Repair Assistance: "Income Eligible" Applicants (Continued)

3) Mail the application and required documents.

Include the following documents with your application:

- A copy of your current vehicle registration renewal notice from DMV.
- Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
- A copy of *one* of the following documents that verifies your income eligibility:*
  - ***A copy of your federal or state income tax form (Form 540 or 1040) from the most recent tax year.***

– OR –

  - ***A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.***

– OR –

  - ***A letter from the issuing agency stating that you receive one of these benefits:***
    - Supplemental Security Income (SSI).
    - Temporary Assistance for Needy Families (TANF).
    - State Supplemental Payments (SSP).
    - California Work Opportunity and Responsibility to Kids (CalWORKs).
    - General Assistance (GA) or General Relief (GR).
    - Publicly subsidized medical coverage (Medicare or Medi-Cal).

– OR –

  - ***A copy of one of the following income verification documents:***
    - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
    - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance.

4) If your application is approved ...

You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

YOUR APPLICATION MUST BE APPROVED BEFORE YOU CAN RECEIVE CAP ASSISTANCE. FINANCIAL ASSISTANCE IS ONLY AVAILABLE BASED ON REMAINING FUNDS.

*These documents are required pursuant to Section 44062.1 of the Health and Safety Code

Repair Assistance: "Test-Only Eligible" Applicants

1) Make sure you and your vehicle qualify.

Refer to page 1 for vehicle and owner qualifications. Do *not* have emissions-related repairs performed on your vehicle until your application has been approved. ***Only*** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

2) Fill out the application.

Be sure to check the **REPAIR ASSISTANCE: TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. Then completely fill out Sections 2 through 4, sign and date the back of the application.

3) Mail the application and required documents.

Include the following documents along with your application:

- A copy of your current vehicle registration renewal notice from DMV.
- Copies of any invoices for emissions-related repairs performed prior to applying to the Consumer Assistance Program. These invoices are used for the sole purpose of crediting your required co-payment.

4) If your application is approved ...

You will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Vehicle Retirement Applicants

1) Make sure you and your vehicle qualify.

Refer to page 1 for vehicle and owner qualifications. Do *not* have your vehicle retired until your application has been approved. ***Only*** CAP-authorized vehicles retired at a CAP-approved dismantler are eligible for the Consumer Assistance Program.

2) Fill out the application.

Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1.
Then, completely fill out Sections 2 and 3, read Section 6, sign and date the back of the application.

3) Mail the application.

Include the following document with your application:

- A copy of your current vehicle registration renewal notice from DMV.

4) If your application is approved ...

You will receive an eligibility letter and instructions about how to retire your vehicle.

DELETE

If you have questions regarding the attached application or need assistance completing it, please call:

1-866-272-9642

Pursuant to Section 1798.17 of the Civil Code (Information Practices Act), the Director of the Department of Consumer Affairs is responsible for maintaining the information in this application. Information may be transferred to other governmental agencies if required. Individuals have the right to review the records maintained on them by the agency, unless the records are exempted by Section 1798.40 of the Civil Code.

YOUR APPLICATION MUST BE APPROVED BEFORE YOU CAN RECEIVE CAP ASSISTANCE. FINANCIAL ASSISTANCE IS ONLY AVAILABLE BASED ON REMAINING FUNDS.

SMOG CHECK
CONSUMER ASSISTANCE PROGRAM APPLICATION

Please fill out the application completely. Incomplete applications cannot be processed.

Vehicle Retirement Applicant: We must receive your completed application no later than 120 days after the expiration of your vehicle registration with the Department of Motor Vehicles.

Section 1 — APPLICATION SELECTION

Please check one:

☐ **REPAIR ASSISTANCE: INCOME ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-5, sign and date the back of the application.

☐ **REPAIR ASSISTANCE: TEST ONLY ELIGIBLE APPLICANT** — If this box is checked, complete Sections 2-4, sign and date the back of the application. *(Note: Test Only Eligible applicants should apply for Income Eligible assistance, if they qualify.)*

☐ **VEHICLE RETIREMENT APPLICANT** — If this box is checked, complete Sections 2 and 3, read Section 6, sign and date the back of the application. If vehicle registration was joint ownership, complete section 2a.

Section 2 — REGISTERED VEHICLE OWNER INFORMATION

Last Name	First Name	M.I.	Driver License or I.D. Number	
Street Address	Apt. / City	State	ZIP	Daytime Phone Number ( )

Section 2a — JOINT REGISTERED VEHICLE OWNER INFORMATION

Last Name	First Name	M.I.	Driver License or I.D. Number	
Street Address	Apt. / City	State	ZIP	Daytime Phone Number ( )

Section 3 — VEHICLE INFORMATION

Vehicle Year	Make	Model	Vehicle Identification Number (VIN)	California License Plate Number

Section 4 — VEHICLE REPAIR INFORMATION (for calculating consumer co-pay only)

I have spent $_____ on emissions-related repairs at _____ (Attach invoices.)
(Name of Smog Check Station)

Section 5 — INCOME INFORMATION

Number of people living in household (include yourself)	Head of Household? (Please check one) Yes ☐ No ☐

STEP 1 — Add the Total Gross Income for all household members, including yourself.

Wages	$_____
Welfare/Unemployment Payments	$_____
Social Security Payments	$_____
CalWORKs Payments	$_____
TANF Payments	$_____
Other Income	$_____
Total Gross Income	$_____

STEP 2 — Determine whether you are eligible.

(A) Total Gross Income (from STEP 1)	$
(B) Maximum Household Income *(from "Income Eligibility Table" on page 2)*	$

If the amount on Line A exceeds the amount on Line B, you are not eligible for repair assistance. If the amount on Line A is less than or equal to the amount on Line B, please sign the back of this application. Be sure to provide with your application a copy of one of the documents (listed on page 3) that verify your income eligibility.

CAP/APP (03/05)

(continued on back)

Remember To Sign and Date the Back of the Application.

(Detach here)

Section 6 — VEHICLE RETIREMENT REQUIREMENTS

(Inspections will be performed on the items listed below at a CAP-approved dismantler)

VEHICLE EQUIPMENT REQUIREMENTS:

- All doors are present.

  Hood lid is present.
- Dashboard is present.
- Windshield is present.
- At least one side window glass is present.
- Driver's seat is present.
- At least one bumper is present.
- Exhaust system is present.
- All side and quarter panels are present.
- At least one headlight, one taillight, and one brake light are present.

VEHICLE OPERATIONAL REQUIREMENTS:

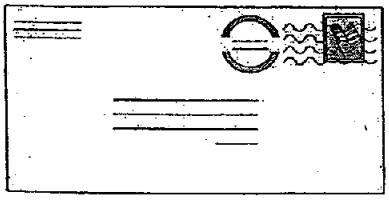
- Vehicle must be driven to an approved dismantler **under its own power.**
- Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- Vehicle driveability is not affected by any body, steering, or suspension damage.
- Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- Interior pedals are operational.

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Co-Owner's Signature: _____ Date: _____

Mail your application and required documents to:



Bureau of Automotive Repair
Consumer Assistance Program
10240 Systems Parkway
Sacramento, CA 95827

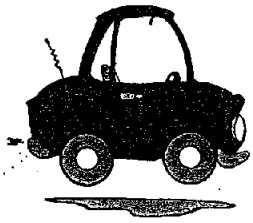
Consumer Affairs

BAR Bureau of Automotive Repair

CALIFORNIA DEPARTMENT OF CONSUMER AFFAIRS

Smog Check
Consumer Assistance Program Application
www.smogcheck.ca.gov

Failed Smog Check? Need Financial Assistance?



The Department of Consumer Affairs' Bureau of Automotive Repair provides financial assistance to qualified consumers whose vehicle fails a biennial (every other year) Smog Check inspection. Qualified consumers may receive financial assistance to make Smog Check related repairs, or retire their high polluting vehicles.

Para obtener una solicitud en español, llámenos a BAR a (800) 952-5210.

APPLICATION CHECKLIST

To qualify for **REPAIR ASSISTANCE,** the following requirements must be met:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.

To qualify for **VEHICLE RETIREMENT,** the following requirements must be met:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.
- ☐ Your vehicle must have failed a Smog Check and you must apply no later than 120 days after the expiration date of the current registration with the Department of Motor Vehicles.
- ☐ Your vehicle must have been continuously registered as an operable vehicle in California for two years immediately preceding the current registration expiration date.
- ☐ Your vehicle must be a passenger vehicle or light-duty truck.
- ☐ Your vehicle must pass a visual and operational check.

Your application must be approved before you can receive assistance. Financial assistance is based on the availability of funds.

Smog Check Consumer Assistance Program (CAP) Options

☑ 1. Repair Assistance

Consumers may qualify for Repair Assistance in one of two ways:

INCOME ELIGIBLE

Your household income cannot be more than the maximum amount shown in the Income Eligibility Table below. If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

Income Eligibility Table

Number of People in Household*	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$22,050	OR	$1,838
2	$29,700	OR	$2,475
3	$37,350	OR	$3,113
4	$45,000	OR	$3,750
5	$52,650	OR	$4,388
6	$60,300	OR	$5,025
7	$67,950	OR	$5,663
8	$75,600	OR	$6,300
For more than 8, add the following amount for each individual	$7,650	OR	$638

* The Income Eligibility Table is adjusted each February based on Federal guidelines.
* "Household" means all family members or other persons who reside together and share common living expenses. **BE SURE TO INCLUDE YOURSELF!**

TEST-ONLY ELIGIBLE

Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

- **If you are Test-Only Eligible and Income Eligible, apply as an Income Eligible applicant and you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.**

☑ 2. Vehicle Retirement

If you don't think your vehicle is worth repairing, and you qualify, the State will pay you $1,000 to voluntarily retire the vehicle at a CAP-approved dismantler, based on the availability of funds. You must be the registered owner and not have retired a vehicle through the Consumer Assistance Program within the last 12 months. A vehicle owner who is a joint owner of a vehicle may not retire

Application Instructions for Repair Assistance Applicants:

"INCOME ELIGIBLE" OR "TEST-ONLY" ELIGIBLE

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have emissions-related repairs performed on your vehicle until your application has been approved. **Only** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

- **Fill out the application on pages 5 and 6.**
  Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE or TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. If you are applying as an **Income Eligible** applicant, completely fill out Sections 2 through 5, read Section 6, and sign and date the back of the application.

  If you are applying as a **Test-Only Eligible** applicant, completely fill out Sections 2–4, read Section 6, and sign and date the back of the application. If you are only applying as Test-Only Eligible, no income documents are required.

- **Mail the application and required documents.**
  Include the following documents with your application:

  1) Copies of any invoices for emissions-related repairs performed at a Smog Check station prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
  2) Include a copy of your current vehicle registration renewal notice from DMV.
  3) If you are applying as an Income Eligible applicant, provide a copy of **one** of the following documents that verifies your income eligibility: *
     - A copy of your Federal (1040 Form) or State (540 Form) income from the most recent tax year.

     OR

     - A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.

     OR

     - A letter from the issuing agency stating that you receive one of these benefits:
       - Supplemental Security Income (SSI).
       - Temporary Assistance for Needy Families (TANF).
       - State Supplemental Payments (SSP).
       - California Work Opportunity and Responsibility to Kids (CalWORKs).
       - General Assistance (GA) or General Relief (GR).
       - Publicly subsidized medical coverage (Medicare or Medi-Cal).

     OR

     - A copy of one of the following income verification documents:
       - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
       - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance funds.

If your application is approved, you will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

* These documents are required pursuant to Section 44062.1 of the Health and Safety Code.

Application Instructions for Vehicle Retirement Applicants:

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have your vehicle retired until your application has been approved. **Only** CAP-authorized vehicles retired at a CAP-approved dismantler are eligible for the Consumer Assistance Program.
- **Fill out the application on pages 5 and 6.**
  Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1. Then, completely fill out Sections 2 and 3, read Section 6, and sign and date the back of the application.
- **Mail the application and required documents.**
  Include a copy of your current vehicle registration renewal notice from DMV.

If your application is approved, you will receive an eligibility letter and instructions about how to retire your vehicle.

Vehicle Retirement Requirements

(Inspections will be performed on the items listed below at a CAP-approved dismantler.)

Vehicle Equipment Requirements:

- All doors are present.
- Hood lid is present.
- Dashboard is present.
- Windshield is present.
- At least one side window glass is present.
- Driver's seat is present.
- At least one bumper is present.
- Exhaust system is present.
- All side and/or quarter panels are present.
- At least one headlight, one taillight, and one brake light are present.

Vehicle Operational Requirements:

- Vehicle must be driven to an approved dismantler **under its own power.**
- Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- Vehicle driveability is not affected by any body, steering, or suspension damage.
- Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- Interior pedals are operational.

SMOG CHECK
Consumer Assistance Program (CAP) Application

Please fill out the application completely. Incomplete applications cannot be processed and may be returned.

SECTION 1: Application Selection

Please check one:

☐ **Repair Assistance: Income Eligible Applicant** — If you check this box, complete Sections 2–5, read Section 6, and sign and date the back of the application.

☐ **Repair Assistance: Test-Only Eligible Applicant** — If you check this box, complete Sections 2–4, read Section 6, and sign and date the back of the application. (Note: Test-Only Eligible applicants should apply for Income Eligible assistance if they qualify.)

☐ **Vehicle Retirement Applicant** — If you check this box, complete Sections 2 and 3, read Section 6, and sign and date the back of the application. If vehicle registration has joint ownership, complete Section 2A. **Vehicle Retirement Applicant:** You must apply **no later than 120 days** after the expiration of your vehicle registration with the Department of Motor Vehicles.

DETACH HERE

SECTION 2: Registered Vehicle Owner Information

LAST NAME		FIRST NAME	M.I.	DRIVER LICENSE OR I.D. #	
STREET ADDRESS	APT.	CITY	STATE	ZIP	DAYTIME PHONE #

SECTION 2A: Joint Registered Vehicle Owner Information

LAST NAME	FIRST NAME	M.I.	DRIVER LICENSE OR I.D. #

SECTION 3: Vehicle Information

VEHICLE YEAR	MAKE	MODEL	VEHICLE IDENTIFICATION # (VIN)	CALIFORNIA LICENSE PLATE #

SECTION 4: Vehicle Repair Information (for crediting consumer co-pay only)

I HAVE SPENT $_____ ON EMISSIONS-RELATED REPAIRS AT _____.
(ATTACH INVOICES) (NAME OF SMOG CHECK STATION)

(A Smog Check test cannot be used to credit a consumer co-pay)

SECTION 5: Income Information

CIRCLE THE NUMBER OF PEOPLE LIVING IN HOUSEHOLD (INCLUDE YOURSELF) 1 2 3 4 5 6 7 8 9+

ARE YOU THE HEAD OF HOUSEHOLD? (PLEASE CHECK ONE)

☐ Yes ☐ No

If you have questions regarding this application or need assistance completing it, please call:

(866) 272-9642

Add the Total Gross Income for all household members, including yourself.

Wages: ☐ Monthly ☐ Yearly ..... $_____

Welfare/Unemployment Payments ..... $_____

Social Security Payments ..... $_____

CalWORKs Payments ..... $_____

TANF Payments ..... $_____

Other Income ..... $_____

Total Gross Income ..... $_____

Remember to sign and date the back of the application.

SECTION 6

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature:_____ Date:_____

Co-Owner's Signature:_____ Date:_____

MAIL YOUR APPLICATION AND REQUIRED DOCUMENTS TO:

Bureau of Automotive Repair
Consumer Assistance Program
10240 Systems Parkway
Sacramento, CA 95827

Your application must be approved BEFORE YOU CAN RECEIVE assistance. Financial assistance is only provided based on the availability of funds.

Pursuant to Section 1798.17 of the Civil Code (Information Practices Act), the Director of the Department of Consumer Affairs is responsible for maintaining the information in this application. Information may be transferred to other governmental agencies if required. Individuals have the right to review the records maintained on them by the agency, unless the records are exempted by Section 1798.40 of the Civil Code.

How did you first find out about the Consumer Assistance Program?

☑ Check only one response

- ☐ 1. Smog Check station and/or Vehicle Inspection Report (VIR)
- ☐ 2. Department of Consumer Affairs (800) 952-5210
- ☐ 3. www.SmogCheck.ca.gov
- ☐ 4. www.BreatheEasier.ca.gov
- ☐ 5. Other Internet site
- ☐ 6. Postcard or letter
- ☐ 7. Radio
- ☐ 8. Newspaper story or advertisement
- ☐ 9. Television
- ☐ 10. DMV/Registration Renewal Notice
- ☐ 11. Friend/relative
- ☐ 12. Other _____

Breathe Easier

To learn more about the adverse health effects of vehicle pollution, go to www.BreatheEasier.ca.gov.

NON SUBSTANTIVE

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION (See instruction on reverse)

For use by Secretary of State only

STD 400 (REV. 4-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-	07-0820-01N	

For use by Office of Administrative Law (OAL) only

2007 AUG 29 AM 10:43

OFFICE OF ADMINISTRATIVE LAW

2007 OCT -1 PM 4:07

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER (If any): 110

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Consumer Assistance Program Application Revisions (CAP/APP (07/07))	n/a

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	ADOPT	
	AMEND	§ 3394.6
TITLE(S) 16	REPEAL	

3. TYPE OF FILING

☐ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☑ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify) _____

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

n/a

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code §§ 11343.4, 11346.1(d))

☑ Effective 30th day after filing with Secretary of State ☐ Effective on filing with Secretary of State ☐ Effective other (Specify) _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☐ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Debbie Stefan	(916) 255-4585	(916) 255-1369	debbie_stefan@dca.ca.gov

8. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE: Carrie Lopez

DATE: 8-14-07

TYPED NAME AND TITLE OF SIGNATORY: CARRIE LOPEZ, Director of Consumer Affairs

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, Governor

OFFICE OF ADMINISTRATIVE LAW
300 Capitol Mall, Suite 1250
Sacramento, CA 95814
(916) 323-6225 FAX (916) 323-6826

SUSAN LAPSLEY
Director

MEMORANDUM

TO: Debbie Stefan
FROM: OAL Front Desk
DATE: 11/7/2007
RE: RETURN OF Approved RULEMAKING MATERIALS
OAL File No. 2007-0820-01N

OAL hereby returns this file your agency submitted for our review (OAL File No. 2007-0820-01N regarding Consumer Assistance Program Application Revisions (CAP/APP(07/07))).

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the Form 400 (see item B.5). Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that "....no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records.

If you decide not to keep the rulemaking records at your agency/office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f).

Enclosures

STATE OF CALIFORNIA

OFFICE OF ADMINISTRATIVE LAW

In re:	NOTICE OF APPROVAL OF CHANGE(S) WITHOUT REGULATORY EFFECT
BUREAU OF AUTOMOTIVE REPAIR	
REGULATORY ACTION:	California Code of Regulations, Title 1, section 100
Title 16, California Code of Regulations	OAL File No. 07-0820-01 N
Amend sections 3394.6	

This is a change without regulatory effect for processing under section 100 proposed by the Department of Consumer Affairs, Bureau of Automotive Repair seeking to amend Title 16, section 3394.6. Specifically, the submission proposes changes to the current application form (CAP/APP (08/06). The proposed revisions are without regulatory effect.

OAL approves this change without regulatory effect as meeting the requirements of California Code of Regulations, Title 1, section 100.

DATE: 10/01/07

Susan Lapsley

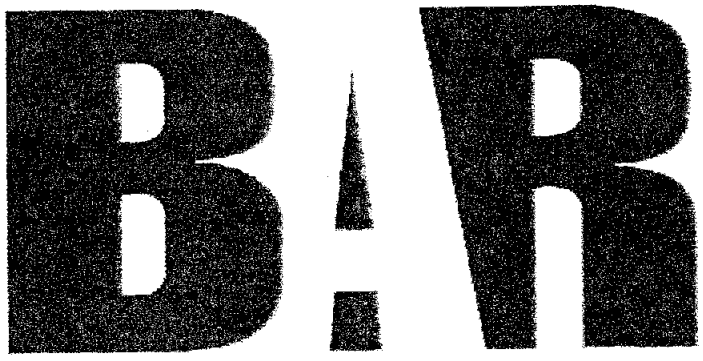
SUSAN LAPSLEY
Director

Original : Charlene Zettel, Director

cc : Debbie Stefan

BAR FILE NO. 110

DEPARTMENT OF CONSUMER AFFAIRS



Bureau of Automotive Repair

§ 100 CHANGE WITHOUT REGULATORY EFFECT

July 23, 2007

CALIFORNIA CODE OF REGULATIONS
TITLE 16, DIVISION 33, CHAPTER 1, ARTICLE 11

SECTION 3394.6

CONSUMER ASSISTANCE PROGRAM APPLICATION FORM

ORIGINAL

TABLE OF CONTENTS

BUREAU OF AUTOMOTIVE REPAIR

CONSUMER ASSISTANCE PROGRAM APPLICATION FORM REVISIONS

TITLE 16, CALIFORNIA CODE OF REGULATIONS, § 3394.6

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT

Pursuant to Title 1, Division 1, Chapter 1, Article 2, Section 100(b)(3), of the California Code of Regulations, the Department of Consumer Affairs, Bureau of Automotive Repair (BAR), hereby submits this written statement explaining why the changes to the current Consumer Assistance Program (CAP) application form (CAP/APP (08/06)) and Title 16, Section 3394.6, California Code of Regulations[1] (CCR) do not materially alter any requirement, right, responsibility, condition, prescription or other regulatory element of any CCR provision.

1. The following is a description of each of the changes made to the current application form (CAP/APP (08/06)) and an explanation of why these changes have no regulatory effect:

Please refer to Exhibit A for a copy of the current CAP application form (CAP/APP (08/06)) and Exhibit B for a copy of the revised CAP application form (PPD 05_046 CAP/APP (07/07)).

CHANGE 1. Text Color / Graphics and DCA / BAR Logos

- Throughout the application, the blue text has been changed to green.
- The DCA logo on pages 1 and 5 has been updated to the current version.
- The BAR logo on pages 1 and 5 has been updated to the current version.
- The car graphic has been changed to a different picture throughout.
- The cloud graphic around the application title has been deleted.

These are all nonsubstantive grammatical, editorial changes, and there is no regulatory effect.

CHANGE 2. Page 2. Income Eligibility Table

The maximum gross household income amounts have been recalculated based on the 2007 Federal Poverty Guidelines published January 24, 2007 by the U.S. Department of Health and Human Services (*Federal Register* Vol. 72, No.15, January 24, 2007, pp. 3147 - 3148).

Pursuant to § 3394.4(a)(2)(A), income eligibility for the Consumer Assistance Program (CAP) is based on the most current Federal Poverty Guidelines. In February each year, the U.S. Department of Health and Human Services (DHHS) releases an official income level for poverty called the Federal Poverty Guidelines (see Exhibit C). The income eligibility table is included in the CAP application as a convenience to applicants in determining their eligibility as to income. Since the income levels are adjusted annually by DHHS, the application table must be

[1] All references made hereafter to the California Code of Regulations apply to Title 16, Division 33, Chapter 1, unless otherwise specified.

adjusted accordingly in order to remain accurate and up to date with the regulations. CCR § 3394.4(a)(2)(A) clearly contemplates adjustments in the Federal Poverty Guidelines and establishes eligibility based on the published amounts. The revised amounts included in the new table are applicable under the provisions of § 3394.4(a)(2)(A), even if they are not included in the application form. Therefore, this change has no regulatory effect.

CHANGE 3. **Page 3. Required Documents**
Under number 3 "Publicly subsidized medical coverage (Medicare or Medi-Cal) the word "Medicare" has been deleted because Medicare eligibility is not an automatic income qualifier the program.

This is a nonsubstantive grammatical, editorial change, and there is no regulatory effect.

CHANGE 4. **Page 5. – Section 1: Application Selection**

- The words "Please check one" have been changed to "Check Below"
- In the first two selections, the dashes between 2 and 5 and 2 and 4 have been replaced by the word through.
- In Repair Assistance: Income Eligible Applicant section, **"You must submit a copy of one income document as outlined on page 3"** in bold green type has been added.
- In Repair Assistance: Test-Only Eligible Applicant section, "applicants should apply for" has been changed to read "applicants should also check."

These are nonsubstantive grammatical, editorial changes, and there is no regulatory effect.

CHANGE 5 **Page 5. Section 2: Registered Vehicle Owner Information**
STREET ADDRESS has been changed to MAILING ADDRESS.

This is a nonsubstantive grammatical, editorial change, and there is no regulatory effect.

CHANGE 6. **Page 5. Section 4: Vehicle Repair Information/Consumer Co-pay**
This section has been re-titled Consumer Co-Pay. The text asking the name of the station and dollar amount spent on repairs has been deleted. A graphic of a stop sign with the word "CAUTION" has been added along with the following text:

Do not obtain additional repairs prior to receiving approval to our program. If some emission-related repairs were recently done, you may be eligible to have the cost of those repairs credited toward your co-payment requirement. Submit copies of receipts for those repairs for determination.

The revised language is intended to prevent consumers from spending additional money on repairs at non CAP approved stations which has occurred in the past.

This is a nonsubstantive grammatical, editorial change, and there is no regulatory effect.

CHANGE 7. **Page 5. Section 5: Income Information**
Added **(Income Eligible Applicants Only)** in bold green type.

This is a nonsubstantive grammatical, editorial change, and there is no regulatory effect.

In summary, the changes made to the Consumer Assistance Program application form relate primarily to style and format or provide clarification, and are not substantive. The look of the form has undergone the most change. No change has been made that would materially alter any requirement, right, responsibility, condition, prescription or other regulatory element of any CCR provision.

2. Revise CCR Section 3394.6 (b)(1)(A)6, which reads "Publicly subsidized medical coverage, such as Medicare or Medi-Cal," to delete the reference to Medicare.

   Medicare eligibility alone does not qualify an applicant for repair assistance under the Consumer Assistance Program. The Medicare program is available to people of any income level who meet other qualifications. Therefore, including it in the regulation and on the Consumer Assistance Program (CAP) application may mislead applicants to believe they qualify for repair assistance simply because they have Medicare coverage. (See Change 3 to the CAP Application above.)

3. With the foregoing changes to the Consumer Assistance Program Application form (CAP/APP (08/06)), the form number and revision date has been changed to "PPD 05_046 CAP/APP (07/07)." Because this application is specifically mentioned in CCR §3394.6, and is incorporated by reference, the form number and revision date must also be changed in that section. Since this change is editorial and does not modify any requirement, right, responsibility, condition, prescription or other regulatory element, this change has no regulatory effect.

Consumer Affairs

BAR Bureau of Automotive Repair

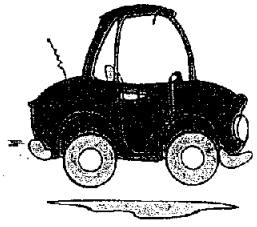
CALIFORNIA DEPARTMENT OF CONSUMER AFFAIRS

Smog Check

Consumer Assistance Program Application

www.smogcheck.ca.gov

Failed Smog Check? Need Financial Assistance?



The Department of Consumer Affairs' Bureau of Automotive Repair provides financial assistance to qualified consumers whose vehicle fails a biennial (every other year) Smog Check inspection. Qualified consumers may receive financial assistance to make Smog Check related repairs, or retire their high polluting vehicles.

Para obtener una solicitud en español, llámenos a BAR a (800) 952-5210.

APPLICATION CHECKLIST

☑ To qualify for **REPAIR ASSISTANCE,** the following requirements must be met:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.

☑ To qualify for **VEHICLE RETIREMENT,** the following requirements must be met:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.
- ☐ Your vehicle must have failed a Smog Check and you must apply no later than 120 days after the expiration date of the current registration with the Department of Motor Vehicles.
- ☐ Your vehicle must have been continuously registered as an operable vehicle in California for two years immediately preceding the current registration expiration date.
- ☐ Your vehicle must be a passenger vehicle or light-duty truck.
- ☐ Your vehicle must pass a visual and operational check.

Your application must be approved before you can receive assistance.
Financial assistance is based on the availability of funds.

Smog Check Consumer Assistance Program (CAP) Options

☑ 1. Repair Assistance

Consumers may qualify for Repair Assistance in one of two ways:

INCOME ELIGIBLE

Your household income cannot be more than the maximum amount shown in the Income Eligibility Table below. If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

Income Eligibility Table

Number of People in Household*	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$22,050	OR	$1,838
2	$29,700	OR	$2,475
3	$37,350	OR	$3,113
4	$45,000	OR	$3,750
5	$52,650	OR	$4,388
6	$60,300	OR	$5,025
7	$67,950	OR	$5,663
8	$75,600	OR	$6,300
For more than 8, add the following amount for each individual	$7,650	OR	$638

* The Income Eligibility Table is adjusted each February based on Federal guidelines.

* "Household" means all family members or other persons who reside together and share common living expenses. **BE SURE TO INCLUDE YOURSELF!**

TEST-ONLY ELIGIBLE

Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

If you are Test-Only Eligible and Income Eligible, apply as an Income Eligible applicant and you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.

☑ 2. Vehicle Retirement

If you don't think your vehicle is worth repairing, and you qualify, the State will pay you $1,000 to voluntarily retire the vehicle at a CAP-approved dismantler, based on the availability of funds. You must be the registered owner and not have retired a vehicle through the Consumer Assistance Program within the last 12 months. A vehicle owner who is a joint owner of a vehicle may not retire

Application Instructions for Repair Assistance Applicants:

"INCOME ELIGIBLE" OR "TEST-ONLY" ELIGIBLE

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have emissions-related repairs performed on your vehicle until your application has been approved. **Only** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

- **Fill out the application on pages 5 and 6.**
  Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE or TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. If you are applying as an **Income Eligible** applicant, completely fill out Sections 2 through 5, read Section 6, and sign and date the back of the application.

  If you are applying as a **Test-Only Eligible** applicant, completely fill out Sections 2–4, read Section 6, and sign and date the back of the application. If you are only applying as Test-Only Eligible, no income documents are required.

- **Mail the application and required documents.**
  Include the following documents with your application:

  1) Copies of any invoices for emissions-related repairs performed at a Smog Check station prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.

  2) Include a copy of your current vehicle registration renewal notice from DMV.

  3) If you are applying as an Income Eligible applicant, provide a copy of **one** of the following documents that verifies your income eligibility: *

  - A copy of your Federal (1040 Form) or State (540 Form) income from the most recent tax year.

  OR

  - A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.

  OR

  - A letter from the issuing agency stating that you receive one of these benefits:
    - Supplemental Security Income (SSI).
    - Temporary Assistance for Needy Families (TANF).
    - State Supplemental Payments (SSP).
    - California Work Opportunity and Responsibility to Kids (CalWORKs).
    - General Assistance (GA) or General Relief (GR).
    - Publicly subsidized medical coverage (Medicare or Medi-Cal).

  OR

  - A copy of one of the following income verification documents:
    - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
    - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance funds.

If your application is approved, you will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

* These documents are required pursuant to Section 44062.1 of the Health and Safety Code.

Consumer Affairs

SMOG CHECK
Consumer Assistance Program (CAP) Application

BAR Bureau of Automotive Repair

Please fill out the application completely. Incomplete applications cannot be processed and may be returned.

SECTION 1: Application Selection

Please check one:

☐ **Repair Assistance: Income Eligible Applicant** — If you check this box, complete Sections 2–5, read Section 6, and sign and date the back of the application.

☐ **Repair Assistance: Test-Only Eligible Applicant** — If you check this box, complete Sections 2–4, read Section 6, and sign and date the back of the application. (Note: Test-Only Eligible applicants should apply for Income Eligible assistance if they qualify.)

☐ **Vehicle Retirement Applicant** — If you check this box, complete Sections 2 and 3, read Section 6, and sign and date the back of the application. If vehicle registration has joint ownership, complete Section 2A. **Vehicle Retirement Applicant:** You must apply **no later than 120 days** after the expiration of your vehicle registration with the Department of Motor Vehicles.

DETAC... HERE

SECTION 2: Registered Vehicle Owner Information

LAST NAME		FIRST NAME	M.I.	DRIVER LICENSE OR I.D. #	
STREET ADDRESS	APT.	CITY	STATE	ZIP	DAYTIME PHONE #

SECTION 2A: Joint Registered Vehicle Owner Information

LAST NAME	FIRST NAME	M.I.	DRIVER LICENSE OR I.D. #

SECTION 3: Vehicle Information

VEHICLE YEAR	MAKE	MODEL	VEHICLE IDENTIFICATION # (VIN)	CALIFORNIA LICENSE PLATE #

SECTION 4: Vehicle Repair Information (for crediting consumer co-pay only)

I HAVE SPENT $ _____ ON EMISSIONS-RELATED REPAIRS AT _____

(A Smog Check test cannot be used to credit a consumer co-pay)

SECTION 5: Income Information

CIRCLE THE NUMBER OF PEOPLE LIVING IN HOUSEHOLD (INCLUDE YOURSELF) 1 2 3 4 5 6 7 8 9+

ARE YOU THE HEAD OF HOUSEHOLD? (PLEASE CHECK ONE)

☐ Yes ☐ No

If you have questions regarding this application or need assistance completing it, please call:

(866) 272-9642

Add the Total Gross Income for all household members, including yourself.

Wages: ☐ Monthly ☐ Yearly ..... $ _____

Welfare/Unemployment Payments ..... $ _____

Social Security Payments ..... $ _____

CalWORKs Payments ..... $ _____

TANF Payments ..... $ _____

Other Income ..... $ _____

Total Gross Income ..... $ _____

Remember to sign and date the back of the application.

SECTION 6

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Co-Owner's Signature: _____ Date: _____

MAIL YOUR APPLICATION AND REQUIRED DOCUMENTS TO:

Bureau of Automotive Repair
Consumer Assistance Program
10240 Systems Parkway
Sacramento, CA 95827

Your application must be approved BEFORE YOU CAN RECEIVE assistance. Financial assistance is only provided based on the availability of funds.

Pursuant to Section 1798.17 of the Civil Code (Information Practices Act), the Director of the Department of Consumer Affairs is responsible for maintaining the information in this application. Information may be transferred to other governmental agencies if required. Individuals have the right to review the records maintained on them by the agency, unless the records are exempted by Section 1798.40 of the Civil Code.

How did you first find out about the Consumer Assistance Program?

☑ Check only one response

- ☐ 1. Smog Check station and/or Vehicle Inspection Report (VIR)
- ☐ 2. Department of Consumer Affairs (800) 952-5210
- ☐ 3. www.SmogCheck.ca.gov
- ☐ 4. www.BreatheEasier.ca.gov
- ☐ 5. Other Internet site
- ☐ 6. Postcard or letter
- ☐ 7. Radio
- ☐ 8. Newspaper story or advertisement
- ☐ 9. Television
- ☐ 10. DMV/Registration Renewal Notice
- ☐ 11. Friend/relative
- ☐ 12. Other _____

Breathe Easier

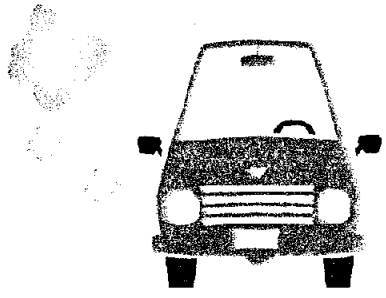
To learn more about the adverse health effects of vehicle pollution, go to www.BreatheEasier.ca.gov.

Smog Check

Consumer Assistance Program Application

www.smogcheck.ca.gov

Failed Smog Check? Need Financial Assistance?



The Department of Consumer Affairs' Bureau of Automotive Repair provides financial assistance to qualified consumers whose vehicle fails a biennial (every other year) Smog Check inspection. Qualified consumers may receive financial assistance to make Smog Check related repairs, or retire their high polluting vehicles.

Para obtener una solicitud en español, llámenos a BAR a (800) 952-5210.

APPLICATION CHECKLIST

To qualify for **REPAIR ASSISTANCE**, the following requirements must be met:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.

To qualify for **VEHICLE RETIREMENT**, the following requirements must be met:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.
- ☐ Your vehicle must have failed a Smog Check.
- ☐ You must apply no later than 120 days after the expiration date of the current registration with the Department of Motor Vehicles.
- ☐ Your vehicle must have been continuously registered as an operable vehicle in California for two years immediately preceding the current registration expiration date.
- ☐ Your vehicle must be a passenger vehicle or light-duty truck.
- ☐ Your vehicle must pass a visual and operational check.

Your application must be approved before you can receive assistance.
Financial assistance is based on the availability of funds.

Smog Check Consumer Assistance Program (CAP) Options

1. Repair Assistance

Consumers may qualify for Repair Assistance in one of two ways:

INCOME ELIGIBLE

Your household income cannot be more than the maximum amount shown in the Income Eligibility Table below. If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

Income Eligibility Table*

Number of People in Household**	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$22,973	OR	$1,914
2	$30,803	OR	$2,567
3	$38,633	OR	$3,219
4	$46,463	OR	$3,872
5	$54,293	OR	$4,524
6	$62,123	OR	$5,177
7	$69,953	OR	$5,829
8	$77,783	OR	$6,482
For more than 8, add the following amount for each individual	$7,830	OR	$653

* The Income Eligibility Table is adjusted each February based on Federal guidelines.

** "Household" means all family members or other persons who reside together and share common living expenses. **BE SURE TO INCLUDE YOURSELF!**

TEST-ONLY ELIGIBLE

Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

If you are Test-Only Eligible and Income Eligible, apply as an Income Eligible applicant and you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.

2. Vehicle Retirement

If you don't think your vehicle is worth repairing, and you qualify, the State will pay you $1,000 to voluntarily retire the vehicle at a CAP-approved dismantler, based on the availability of funds. You must be the registered owner and not have retired a vehicle through the Consumer Assistance Program within the last 12 months. A vehicle owner who is a joint owner of a vehicle may not retire more than two vehicles to the Consumer Assistance Program within a 12 month period.

Application Instructions for Repair Assistance Applicants:

"INCOME ELIGIBLE" OR "TEST-ONLY" ELIGIBLE

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have emissions-related repairs performed on your vehicle until your application has been approved. **Only** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

- **Fill out the application on pages 5 and 6.**
  Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE or TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. If you are applying as an **Income Eligible** applicant, completely fill out Sections 2 through 5, read Section 6, and sign and date the back of the application.

  If you are applying as a **Test-Only Eligible** applicant, completely fill out Sections 2–4, read Section 6, and sign and date the back of the application. If you are only applying as Test-Only Eligible, no income documents are required.

- **Mail the application and required documents.**
  Include the following documents with your application:

  1) Copies of any invoices for emissions-related repairs performed at a Smog Check station prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.

  2) Include a copy of your current vehicle registration renewal notice from DMV.

  3) If you are applying as an Income Eligible applicant, provide a copy of **one** of the following documents that verifies your income eligibility: *

     - A copy of your Federal (1040 Form) or State (540 Form) income from the most recent tax year.

     OR

     - A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.

     OR

     - A letter from the issuing agency stating that you receive one of these benefits:
       - Supplemental Security Income (SSI).
       - Temporary Assistance for Needy Families (TANF).
       - State Supplemental Payments (SSP).
       - California Work Opportunity and Responsibility to Kids (CalWORKs).
       - General Assistance (GA) or General Relief (GR).
       - Publicly subsidized medical coverage (Medi-Cal).

     OR

     - A copy of one of the following income verification documents:
       - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
       - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance funds.

If your application is approved, you will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Application Instructions for Vehicle Retirement Applicants:

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have your vehicle retired until your application has been approved. **Only** CAP-authorized vehicles retired at a CAP-approved dismantler are eligible for the Consumer Assistance Program.
- **Fill out the application on pages 5 and 6.**
  Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1. Then, completely fill out Sections 2 and 3, read Section 6, and sign and date the back of the application.
- **Mail the application and required documents.**
  Include a copy of your current vehicle registration renewal notice from DMV.

If your application is approved, you will receive an eligibility letter and instructions about how to retire your vehicle.

Vehicle Retirement Requirements

(Inspections will be performed on the items listed below at a CAP-approved dismantler.)

Vehicle Equipment Requirements:

- All doors are present.
- Hood lid is present.
- Dashboard is present.
- Windshield is present.
- At least one side window glass is present.
- Driver's seat is present.
- At least one bumper is present.
- Exhaust system is present.
- All side and/or quarter panels are present.
- At least one headlight, one taillight, and one brake light are present.

Vehicle Operational Requirements:

- Vehicle must be driven to an approved dismantler **under its own power**.
- Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- Vehicle driveability is not affected by any body, steering, or suspension damage.
- Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- Interior pedals are operational.

California Department of Consumer Affairs

Bureau of Automotive Repair

SMOG CHECK

Consumer Assistance Program (CAP) Application

Please fill out the application completely. Incomplete applications cannot be processed and may be returned.

SECTION 1: Application Selection

Check Below:

☐ **Repair Assistance: Income Eligible Applicant** — If you check this box, complete Sections 2 through 5, read Section 6, and sign and date the back of the application. **You must submit a copy of one income document as outlined on page 3.**

☐ **Repair Assistance: Test-Only Eligible Applicant** — If you check this box, complete Sections 2 through 4, read Section 6, and sign and date the back of the application. **(Note: Test-Only Eligible applicants should also check Income Eligible assistance if they qualify.)**

☐ **Vehicle Retirement Applicant** — If you check this box, complete Sections 2 and 3, read Section 6, and sign and date the back of the application. If vehicle registration has joint ownership, complete Section 2A. **Vehicle Retirement Applicant:** You must apply **no later than 120 days** after the expiration of your vehicle registration with the Department of Motor Vehicles.

DETACH HERE

SECTION 2: Registered Vehicle Owner Information

LAST NAME	FIRST NAME	M.I.	DRIVER LICENSE OR I.D. #

MAILING ADDRESS	APT.	CITY	STATE	ZIP	DAYTIME PHONE #

SECTION 2A: Joint Registered Vehicle Owner Information

LAST NAME	FIRST NAME	M.I.	DRIVER LICENSE OR I.D. #

SECTION 3: Vehicle Information

VEHICLE YEAR	MAKE	MODEL	VEHICLE IDENTIFICATION # (VIN)	CALIFORNIA LICENSE PLATE #

SECTION 4: Consumer Co-pay

CAUTION

Do not obtain additional repairs prior to receiving approval to our program. If some emission-related repairs were recently done, you may be eligible to have the cost of those repairs credited toward your co-payment requirement. Submit copies of receipts for those repairs for determination. (A smog test cannot be used to credit a consumer co-pay).

SECTION 5: Income Information (Income Eligible Applicants Only)

CIRCLE THE NUMBER OF PEOPLE LIVING IN HOUSEHOLD (INCLUDE YOURSELF)

1 2 3 4 5 6 7 8 9+

ARE YOU THE HEAD OF HOUSEHOLD? (PLEASE CHECK ONE)

☐ Yes ☐ No

If you have questions regarding this application or need assistance completing it, please call:

(866) 272-9642

Add the Total Gross Income for all household members, including yourself.

Wages: ☐ Monthly ☐ Yearly ..... $ _____

Welfare/Unemployment Payments ..... $ _____

Social Security Payments ..... $ _____

CalWORKs Payments ..... $ _____

TANF Payments ..... $ _____

Other Income ..... $ _____

Total Gross Income ..... $ _____

Remember to sign and date the back of the application.

SECTION 5

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Co-Owner's Signature: _____ Date: _____

MAIL YOUR APPLICATION AND REQUIRED DOCUMENTS TO:

Bureau of Automotive Repair
Consumer Assistance Program
10240 Systems Parkway
Sacramento, CA 95827

Your application must be approved BEFORE YOU CAN RECEIVE assistance. Financial assistance is only provided based on the availability of funds.

Pursuant to Section 1798.17 of the Civil Code (Information Practices Act), the Director of the Department of Consumer Affairs is responsible for maintaining the information in this application. Information may be transferred to other governmental agencies if required. Individuals have the right to review the records maintained on them by the agency, unless the records are exempted by Section 1798.40 of the Civil Code.

How did you first find out about the Consumer Assistance Program?

✓ Check only one response

- ☐ 1. Smog Check station and/or Vehicle Inspection Report (VIR)
- ☐ 2. Department of Consumer Affairs (800) 952-5210
- ☐ 3. www.SmogCheck.ca.gov
- ☐ 4. www.BreatheEasier.ca.gov
- ☐ 5. Other internet site
- ☐ 6. Postcard or letter
- ☐ 7. Radio
- ☐ 8. Newspaper story or advertisement
- ☐ 9. Television
- ☐ 10. DMV/Registration Renewal Notice
- ☐ 11. Friend/relative
- ☐ 12. Other

Breathe Easier

To learn more about the adverse health effects of vehicle pollution, go to www.BreatheEasier.ca.gov.

AEV labeling cost is estimated to be $258,400 ($0.38 × 680,000).

Thus, the estimated total annual non-labor cost burden associated with the Rule is $259,000 [$205 + $258,400], rounded.

William Blumenthal,

General Counsel.

[FR Doc. E7–952 Filed 1–23–07; 8:45 am]

BILLING CODE 6750–01–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Office of the Secretary

Annual Update of the HHS Poverty Guidelines

AGENCY: Department of Health and Human Services.

ACTION: Notice.

SUMMARY: This notice provides an update of the HHS poverty guidelines to account for last calendar year's increase in prices as measured by the Consumer Price Index.

DATES: *Effective Date:* Date of publication, unless an office administering a program using the guidelines specifies a different effective date for that particular program.

ADDRESSES: Office of the Assistant Secretary for Planning and Evaluation, Room 404E, Humphrey Building, Department of Health and Human Services (HHS), Washington, DC 20201.

FOR FURTHER INFORMATION CONTACT: For information about how the guidelines are used or how income is defined in a particular program, contact the Federal, State, or local office that is responsible for that program. Contact information for two frequently requested programs is given below:

For information about the Hill-Burton Uncompensated Services Program (free or reduced-fee health care services at certain hospitals and other facilities for persons meeting eligibility criteria involving the poverty guidelines), contact the Office of the Director, Division of Facilities Compliance and Recovery, Health Resources and Services Administration, HHS, Room 10–105, Parklawn Building, 5600 Fishers Lane, Rockville, Maryland 20857. To speak to a person, call (301) 443–5656. To receive a Hill-Burton information package, call 1–800–638–0742 (for callers outside Maryland) or 1–800–492–0359 (for callers in Maryland). You may also visit *http://www.hrsa.gov/hillburton/default.htm*. The Division of Facilities Compliance and Recovery notes that as set by 42 CFR 124.505(b), the effective date of this update of the poverty guidelines for facilities obligated under the Hill-Burton Uncompensated Services Program is sixty days from the date of this publication.

For information about the percentage multiple of the poverty guidelines to be used on immigration forms such as USCIS Form I–864, Affidavit of Support, contact U.S. Citizenship and Immigration Services at 1–800–375–5283 or visit *http://www.uscis.gov/files/form/I-864p.pdf*.

For information about the number of people in poverty or about the Census Bureau poverty thresholds, visit the Poverty section of the Census Bureau's Web site at *http://www.census.gov/hhes/www/poverty/poverty.html* or contact the Census Bureau's Demographic Call Center Staff at (301) 763–2422 or 1–866–758–1060 (toll-free).

For general questions about the poverty guidelines themselves, contact Gordon Fisher, Office of the Assistant Secretary for Planning and Evaluation, Room 404E, Humphrey Building, Department of Health and Human Services, Washington, DC 20201—telephone: (202) 690–7507—or visit *http://aspe.hhs.gov/poverty/*.

SUPPLEMENTARY INFORMATION:

Background

Section 673(2) of the Omnibus Budget Reconciliation Act (OBRA) of 1981 (42 U.S.C. 9902(2)) requires the Secretary of the Department of Health and Human Services to update, at least annually, the poverty guidelines, which shall be used as an eligibility criterion for the Community Services Block Grant program. The poverty guidelines also are used as an eligibility criterion by a number of other Federal programs. The poverty guidelines issued here are a simplified version of the poverty thresholds that the Census Bureau uses to prepare its estimates of the number of individuals and families in poverty.

As required by law, this update is accomplished by increasing the latest published Census Bureau poverty thresholds by the relevant percentage change in the Consumer Price Index for All Urban Consumers (CPI–U). The guidelines in this 2007 notice reflect the 3.2 percent price increase between calendar years 2005 and 2006. After this inflation adjustment, the guidelines are rounded and adjusted to standardize the differences between family sizes. The same calculation procedure was used this year as in previous years. (Note that these 2007 guidelines are roughly equal to the poverty thresholds for calendar year 2006 which the Census Bureau expects to publish in final form in August 2007.) The guideline figures shown represent annual income.

2007 POVERTY GUIDELINES FOR THE 48 CONTIGUOUS STATES AND THE DISTRICT OF COLUMBIA

Persons in family	Poverty guideline
1	$10,210
2	13,690
3	17,170
4	20,650
5	24,130
6	27,610
7	31,090
8	34,570

For families with more than 8 persons, add $3,480 for each additional person.

2007 POVERTY GUIDELINES FOR ALASKA

Persons in family	Poverty guideline
	$12,770
2	17,120
3	21,470
4	25,820
5	30,170
6	34,520
7	38,870
8	43,220

For families with more than 8 persons, add $4,350 for each additional person.

2007 POVERTY GUIDELINES FOR HAWAII

Persons in family	Poverty guideline
1	$11,750
2	15,750
3	19,750
4	23,750
5	27,750
6	31,750
7	35,750
8	39,750

For families with more than 8 persons, add $4,000 for each additional person.

Separate poverty guideline figures for Alaska and Hawaii reflect Office of Economic Opportunity administrative practice beginning in the 1966–1970 period. (Note that the Census Bureau poverty thresholds—the version of the poverty measure used for statistical purposes—have never had separate figures for Alaska and Hawaii.) The poverty guidelines are not defined for Puerto Rico or other outlying jurisdictions. In cases in which a Federal program using the poverty guidelines serves any of those jurisdictions, the Federal office that administers the program is generally responsible for deciding whether to use the contiguous-states-and-DC guidelines for those jurisdictions or to follow some other procedure.

Due to confusing legislative language dating back to 1972, the poverty guidelines have sometimes been mistakenly referred to as the "OMB" (Office of Management and Budget) poverty guidelines or poverty line. In fact, OMB has never issued the guidelines; the guidelines are issued each year by the Department of Health and Human Services. The poverty guidelines may be formally referenced as "the poverty guidelines updated periodically in the **Federal Register** by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2)."

Some programs use a percentage multiple of the guidelines (for example, 125 percent or 185 percent of the guidelines), as noted in relevant authorizing legislation or program regulations. Non-Federal organizations that use the poverty guidelines under their own authority in non-federally-funded activities can choose to use a percentage multiple of the guidelines such as 125 percent or 185 percent.

The poverty guidelines do not make a distinction between farm and non-farm families, or between aged and non-aged units. (Only the Census Bureau poverty thresholds have separate figures for aged and non-aged one-person and two-person units.)

Note that this notice does not provide definitions of such terms as "income" or "family." This is because there is considerable variation in how different programs that use the guidelines define these terms, traceable to the different laws and regulations that govern the various programs. Therefore, questions about how a particular program applies the poverty guidelines (e.g., Is income before or after taxes? Should a particular type of income be counted? Should a particular person be counted in the family or household unit?) should be directed to the organization that administers the program.

Dated: January 17, 2007.

Michael O. Leavitt,

Secretary of Health and Human Services.

[FR Doc. 07–268 Filed 1–19–07; 8:45 am]

BILLING CODE 4151–05–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Disease Control and Prevention

Disease, Disability, and Injury Prevention and Control Special Emphasis Panel (SEP): NIOSH Occupational Health and Safety Research, Program Announcement Number (PAR) 06–484

In accordance with section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463), the Centers for Disease Control and Prevention (CDC) announces the aforementioned meeting:

Time and Date: 8 a.m.–5 p.m., February 9, 2007 (Closed).

Place: 1750 New York Avenue, NW., Washington, DC 20006.

Status: The meeting will be closed to the public in accordance with provisions set forth in section 552b(c)(4) and (6), Title 5 U.S.C., and the Determination of the Director, Management Analysis and Services Office, CDC, pursuant to Public Law 92–463.

Matters To Be Discussed: The SEP meeting will include the review, discussion, and evaluation of applications received in response to "NIOSH Occupational Health and Safety Research," PAR 06–484. The applications being reviewed include information of a confidential nature, including personal information concerning individuals associated with the applications.

Contact Person for More Information: Horace M. Stiles, DDS, PhD, MPH, Designated Federal Officer, 15111 Farm Market Road, Maypearl, Texas 76064–1902, telephone 404.498.2584.

The Director, Management Analysis and Services Office, has been delegated the authority to sign **Federal Register** notices pertaining to announcements of meetings and other committee management activities, for both CDC and the Agency for Toxic Substances and Disease Registry.

Dated: January 18, 2007.

Elaine L. Baker,

Acting Director, Management Analysis and Services Office, Centers for Disease Control and Prevention.

[FR Doc. E7–987 Filed 1–23–07; 8:45 am]

BILLING CODE 4163–18–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Administration for Children and Families

Submission for OMB Review; Comment Request

Title: 45 CFR 1304 Head Start Program Performance Standards.

OMB No. 0970–0148.

Description: Head Start Program Performance Standards require Head Start and Early Head Start Programs and Delegate Agencies to maintain program records. The Administration for Children and Families, Office of Head Start, is proposing to renew, without changes, the authority to require certain record keeping in all programs as provided for in 45 CFR part 1304 Head Start Program Performance Standards. These standards prescribe the services that Head Start and Early Head Start programs provide to enrolled children and their families.

Respondents: Head Start and Early Head Start grantees and delegate agencies.

ANNUAL BURDEN ESTIMATES

Instrument	Number of respondents	Number of responses per respondent	Average burden hours per response	Total burden hours
Standard	2,590	16	41.8	1,732,192
Estimated Total Annual Burden Hours:				1,732,192

Additional Information: Copies of the proposed collection may be obtained by writing to the Administration for Children and Families, Office of Administration, Office of Information Services, 370 L'Enfant Promenade, SW., Washington, DC 20447, Attn: ACF Reports Clearance Officer. All requests should be identified by the title of the information collection. E-mail address: *infocollection@acf.hhs.gov*.

OMB Comment: OMB is required to make a decision concerning the collection of information between 30 and 60 days after publication of this document in the **Federal Register**. Therefore, a comment is best assured of having its full effect if OMB receives it within 30 days of publication. Written comments and recommendations for the proposed information collection should be sent directly to the following: Office of Management and Budget, Paperwork

BUREAU OF AUTOMOTIVE REPAIR

SPECIFIC LANGUAGE OF PROPOSED REGULATIONS

CONSUMER ASSISTANCE PROGRAM APPLICATION FORM REVISIONS

Legend: ~~Strikethrough~~ indicates deleted text.
Underlining indicates added text.
* * * * indicates omitted text.

(1) Amend Section 3394.6 of Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3394.6. Application and Documentation Requirements.

(a) In order to participate in the Consumer Assistance Program, an applicant must submit a completed application, PPD 05_046 CAP/APP (~~08/06~~ 07/07), which is hereby incorporated by reference, to the Department or its designee with original signature(s).

* * * *

(b)(1)(A)6. Publicly subsidized medical coverage, such as ~~Medicare or~~ Medi-Cal.

* * * *

NOTE: Authority cited: Sections 44001.5, 44002, 44091 and 44094, Health and Safety Code and Section 9882, Business and Professions Code. Reference: Sections 44001.3, 44005, 44010.5, 44011, 44012, 44014, 44014.2, 44015, 44017, 44017.1, 44062.1, 44092, 44093, 44094, and 44095, Health and Safety Code.

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

REGULAR

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 4-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 07-1226-02	2008-0710-02S	

For use by Office of Administrative Law (OAL) only

2008 JUL 10 AM 8:22

OFFICE OF ADMINISTRATIVE LAW

NOTICE	REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER (If any): 99

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	08 #28-Z	7-11-2008

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
CAP Vehicle Retirement Option Eligibility Revisions	

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	ADOPT	
	AMEND	Title 16, Section 3394.4
TITLE(S): 16	REPEAL	

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)

☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.

☐ Print Only ☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100) ☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

May 30 - June 16, 2008

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))

☐ Effective 30th day after filing with Secretary of State ☑ Effective on filing with Secretary of State ☐ Effective other (Specify)

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

☑ Department of Finance (Form STD. 399) (SAM §6660) ☐ Fair Political Practices Commission ☐ State Fire Marshal

☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Virginia Vu	(916) 255-2135	(916) 255-1369	

8. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE: [signature] DATE: 7.9.08

TYPED NAME AND TITLE OF SIGNATORY: Carrie Lopez, Director Department of Consumer Affairs

State of California
Office of Administrative Law

In re: Bureau of Automotive Repair	NOTICE OF APPROVAL OF REGULATORY ACTION
Regulatory Action: Title 16, California Code of Regulations Adopt sections: Amend sections: 3394.4 Repeal sections:	Government Code Section 11349.3 OAL File No. 2008-0710-02 S

This rulemaking extends the time, from 120 days to 180 days after a vehicle's most recent renewal of registration date, during which persons may apply for financial benefits under the Vehicle Retirement option of the Consumer Assistance Program. This rulemaking change sunsets on June 30, 2009.

OAL approves this regulatory action pursuant to section 11349.3 of the Government Code. This regulatory action becomes effective on 8/12/2008.

Date: 8/12/2008

Dale P. Mentink
Senior Staff Counsel

For: SUSAN LAPSLEY
Director

Original: Sherry Mehl
Copy: Virginia Vu

OFFICE OF ADMINISTRATIVE LAW
300 Capitol Mall, Suite 1250
Sacramento, CA 95814
(916) 323-6225 FAX (916) 323-6826

SUSAN LAPSLEY
Director

MEMORANDUM

TO: Virginia Vu
FROM: OAL Front Desk LW
DATE: 8/25/2008
RE: RETURN OF Approved RULEMAKING MATERIALS
OAL File No. 2008-0710-02S

OAL hereby returns this file your agency submitted for our review (OAL File No. 2008-0710-02S regarding CAP Vehicle Retirement Option Eligibility Rivisions).

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the Form 400 (see item B.5). Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that "....no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records.

If you decide not to keep the rulemaking records at your agency/office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f).

Enclosures

BAR File No. 99

DEPARTMENT OF CONSUMER AFFAIRS

BAR

Bureau of Automotive Repair

RULEMAKING FILE

March 3, 2008

CONSUMER ASSISTANCE PROGRAM VEHICLE RETIREMENT OPTION ELIGIBILITY REVISIONS

CALIFORNIA CODE OF REGULATIONS, TITLE 16, DIVISION 33, CHAPTER 1, ARTICLES 5.5 AND 10

SECTION 3394.4

Notice File Number Z-07-1226-02

Notice Register Number

COPY

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulation in Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) Amend Section 3394.4 of Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3394.4. Eligibility Requirements.

* * * *

(c) In order to qualify for participation in the Vehicle Retirement option of the Consumer Assistance Program, at the time of application, a vehicle must:

(1) Be currently registered with the Department of Motor Vehicles; or,

(2) Be currently operating under a repair cost waiver or economic hardship extension issued by the Bureau of Automotive Repair; or,

(3) Be currently operating under a Temporary Operating Permit issued by the Department of Motor Vehicles; or,

(4) (a) Until June 30, 2009, not have a registration that has been expired for more than ~~120~~ one hundred eighty (180) days after the date the application is postmarked;

(b) Beginning July 1, 2009, not have a registration that has been expired for more than one hundred twenty (120) days after the date the application is postmarked; and

(5) Have been continuously registered as an operable vehicle with the Department of Motor Vehicles for the twenty-four (24) months immediately preceding the current registration expiration date; and

(6) (a) Until June 30, 2009, have failed a biennial smog check inspection no later than one hundred ~~and twenty~~ ~~120~~ eighty (180) days after the expiration of the vehicle's most current renewal of registration with the Department of Motor Vehicles, provided that the registration renewal date is not more than ~~120~~ one hundred eighty (180) days prior to the postmarked date on the application, and that the failure is for causes other than an ignition timing adjustment, a failed gas cap functional test, or a non-emission related failure identified by the malfunction indicator light;

(b) Beginning July 1, 2009, have failed a biennial smog check inspection no later than one hundred twenty (120) days after the expiration of the vehicle's most current renewal of

registration with the Department of Motor Vehicles, provided that the registration renewal date is not more than one hundred twenty (120) days prior to the postmarked date on the application, and that the failure is for causes other than an ignition timing adjustment, a failed gas cap functional test, or a non-emission related failure identified by the malfunction indicator light; and

* * * *

NOTE: Authority cited: Sections 44001.3, 44001.5 and 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44005, 44010.5, 44011, 44012, 44014.7, 44015, 44017, 44017.1, 44037.1, 44062.1, 44091, 44092, 44093, 44094 and 44095, Health and Safety Code.

SHERRY MEHL, Chief
Bureau of Automotive Repair

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CLOSING STATEMENT/CERTIFICATION

I, Sherry Mehl, am the agency official who compiled this rulemaking file with the assistance of my employees and agents.

I certify that I have complied with the requirements of Business and Professions Code section 313.1.

I declare under penalty of perjury under the laws of the State of California that the record in this matter closed on July 9, 2008, and the file and this copy of the file are complete.

Executed this 9th day of July, 2008, at Sacramento, California.

Sherry Mehl

SHERRY MEHL, Chief
BUREAU OF AUTOMOTIVE REPAIR

TITLE 16
BUREAU OF AUTOMOTIVE REPAIR

NOTICE OF PROPOSED REGULATORY ACTION AND PUBLIC HEARING CONCERNING THE CONSUMER ASSISTANCE PROGRAM VEHICLE RETIREMENT OPTION ELIGIBILITY

NOTICE IS HEREBY GIVEN that the Department of Consumer Affairs (DCA), Bureau of Automotive Repair (Bureau) is proposing to take the action described in the Informative Digest. No public hearing has been scheduled. Any interested person, or his or her duly authorized representative, may request, in writing, a public hearing pursuant to subdivision (a) of Section 11346.8 of the Government Code. A request for hearing must be received by the Bureau contact person designated below not less than 15 days prior to the close of the written comment period.

Any interested person, or his or her duly authorized representative, may submit written statements or arguments relevant to the proposed action. Written comments, including those sent by mail, facsimile, or e-mail must be sent to the addresses listed under Contact Person in this Notice. **All written comments must be received by the Bureau at its office not later than 5:00 p.m. on February 25, 2008. Comments sent to persons or addresses other than those specified under Contact Person, or received after the date and time specified above, regardless of the manner of transmission, will be included in the record of this proposed regulatory action, but will not be summarized or responded to.**

The Bureau, upon its own motion or at the instance of any interested party, may thereafter formally adopt the proposals substantially as described below or may modify such proposals if such modifications are sufficiently related to the original text. With the exception of technical or grammatical changes, the full text of any modified proposal will be available for 15 days prior to its adoption from the person designated in this Notice as contact person and will be mailed to those persons who submit oral or written testimony related to this proposal or who have requested notification of any changes to the proposal.

AUTHORITY AND REFERENCE:

Pursuant to the authority vested by Sections 44001.3, 44001.5 and 44002 of the Health and Safety Code and Section 9882 of the Business and Professions Code, and to implement, interpret or make specific Sections 44005, 44010.5, 44011, 44012, 44014.7, 44015, 44017, 44017.1, 44037.1, 44062.1, 44091, 44092, 44093, 44094 and 44095 of the Health and Safety Code; the Bureau is proposing to adopt the following changes to Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

The Bureau, located within DCA, is the state agency charged with the administration and implementation of the Smog Check Program (Program). The Program is designed to reduce emissions from mobile sources such as passenger vehicles and trucks by requiring that these vehicles meet specific in-use emissions standards as verified by periodic inspections. To ensure uniform and consistent vehicle testing, the BAR licenses Smog Check stations and technicians and certifies inspection equipment.

Air pollution contributes to respiratory health problems. Asthma is the most prevalent chronic disease among California children. According to a UCLA Center for Health Policy Research study published in 2003[1], one in six California children suffer asthmatic symptoms annually. Data from a 2006 report by the American Lung Association® [2] suggest that 2.3 million Californians suffer from this debilitating disease.

The Bureau is also charged with the implementation and administration of the Consumer Assistance Program (CAP), which includes both a Repair Assistance (RA) option and a Vehicle Retirement (VR) option. Health and Safety Code section 44100 authorizes DCA to offer, as a part of CAP, a VR option made available entirely on a voluntary basis for consumers whose vehicles have outlived their cost-effectiveness for continued repairs.

The purpose of the VR option is to:

- Provide eligible consumers with the voluntary option of retiring their vehicles that have failed a biennial Smog Check inspection, or a Smog Check inspection subsequent to being issued a notice to correct for an alleged smog-related violation.

- Encourage greater low-income consumer participation in the VR option because owners of high emitting vehicles are predominantly of a lower-income bracket and cannot afford to purchase newer lower-emissions vehicles.

- Achieve the emissions reduction objectives established in the SIP and help the Program meet equivalency with federal regulatory standards.

Other conditional requirements for participation in the VR option include that the individual is one or both of the following:

1. The owner of a motor vehicle that has failed a Smog Check inspection.

2. The owner of a motor vehicle who was issued a notice to correct for an alleged violation of Section 27153 or 27153.5 of the Vehicle Code involving that vehicle, if the vehicle subject to that notice has failed a Smog Check inspection subsequent to receiving the notice.

---

[1] YY Meng, SH Babey, E Malcolm, ER Brown, and N Chawla. *Asthma in California: Findings from the 2001 California Health Interview Survey*. Los Angeles: UCLA Center for Health Policy Research, 2003.

[2] *American Lung Association State of the Air: 2006*, American Lung Association®, April 27, 2006.

DCA is required to offer a VR option, funded by the High Polluter Repair or Removal Account created pursuant to subdivision (a) of Section 44091. Funds available pursuant to paragraph (1) of subdivision (d) of Section 44091 shall be used to purchase and retire mobile source emission reduction credits resulting from the retirement of light-duty vehicles for the purpose of achieving the emission reductions required by the State Implementation Plan (SIP).

Current Regulation:

Existing regulations in the California Code of Regulations, Title 16, Division 33, Chapter 1, Article 11, are summarized as follows:

1. Section 3394.4 specifies the various requirements that must be met by applicants and their vehicles in order to be eligible for CAP participation. In particular, subsection (c) specifies the conditions that a vehicle must meet in order to qualify for the VR option. Those conditions include having failed a biennial Smog Check inspection within 120 days after the vehicle's most current renewal of registration with DMV, provided the registration renewal date is not more than 120 days prior to the postmarked date on the application. [Paragraphs (4) and (6) of subsection (c)].

Effect of Regulatory Action:

This proposed regulatory action seeks to increase participation in the VR option of CAP. This will be accomplished by increasing the number of days a consumer may apply for the option after the expiration of their vehicle's most current renewal of registration with the Department of Motor Vehicles (DMV) from one hundred twenty (120) days to one hundred eighty (180) days and increasing the number of days a consumer may apply for the option, based on the registration renewal date from 120 days to 180 days prior to the postmarked date on the application.

The proposal seeks to reduce air pollution caused by high emitting vehicles. Reducing emissions from high emitting vehicles helps to improve California's air quality and assists the state in meeting its federal clean air goals.

The proposed action will make the following changes to existing regulation:

1. Amend paragraphs (4) and (6) of subsection (c) of Section 3394.4 to increase from 120 days to 180 days, the time frame applicable to the vehicle's most current renewal of registration with DMV and the postmarked date of the CAP application.

   Expanding the number of days after the most current registration with the DMV provides a greater window of opportunity for the consumer to participate, accomplishing three objectives: 1) to offer the VR option to a greater portion of California motorists; 2) to reduce the number of high emitting vehicles on the California roads; and 3) to improve air quality in California. Expanding the number of days prior to the postmarked date on the application for the VR option makes the regulation clear and consistent.

FISCAL IMPACT ESTIMATES

Fiscal Impact on Public Agencies Including Costs or Savings to State Agencies or Costs/Savings in Federal Funding to the State:

None.

Nondiscretionary Costs/Savings to Local Agencies:

None.

Local Mandate:

None.

Costs to Any Local Agency or School district for Which Government code Section 17561 Requires Reimbursement:

None.

Businesses Impact:

The Bureau has made an initial determination that the proposed regulatory action would have no significant statewide adverse economic impact directly affecting business, including the ability of California businesses to compete with businesses in other states.

The following studies/relevant data were relied upon in making the above determination:

Increasing the allowable amount of time between a vehicle's most current renewal of registration with DMV and the postmarked date on the application will help more consumers become eligible to participate in the VR option. Dismantlers will actually receive additional vehicles through this proposed change. This will result in an additional amount of administrative cost reimbursement from CAP, as well as additional revenue from the sale of salvage materials resulting from the additional vehicles being retired.

Impact on Jobs/New Businesses:

The Bureau has determined that this regulatory proposal will not have any impact on the creation of jobs or new businesses, the elimination of jobs or existing businesses, or the expansion of businesses in the State of California.

Cost Impact on Representative Private Person or Business:

The Bureau is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

Effect on Housing Costs:

None.

Effect on Small Business:

The Bureau has determined that the proposed regulations would affect small businesses.

CONSIDERATION OF ALTERNATIVES

The Bureau must determine that no reasonable alternative which it considered or that has otherwise been identified and brought to its attention would either be more effective in carrying out the purpose for which the action is proposed or would be as effective and less burdensome to affected private persons than the proposal described in this Notice.

Any interested person may present statements or arguments orally or in writing relevant to the above determinations at the above-mentioned hearing.

INITIAL STATEMENT OF REASONS AND INFORMATION

The Bureau has prepared an initial statement of reasons for the proposed action and has available all the information upon which the proposal is based.

TEXT OF PROPOSAL

Copies of the exact language of the proposed regulations and of the initial statement of reasons, and all of the information upon which the proposal is based, may be obtained at the hearing or prior to the hearing upon request from the Bureau at 10240 Systems Parkway, Sacramento, California 95827.

AVAILABILITY AND LOCATION OF THE RULEMAKING FILE AND THE FINAL STATEMENT OF REASONS

All the information upon which the proposed regulations are based is contained in the rulemaking file that is available for public inspection by contacting the Bureau at the address mentioned above.

You may obtain a copy of the final statement of reasons once it has been prepared, by making a written request to the contact person named below or by accessing the Web site listed below.

CONTACT PERSON

Inquiries or comments concerning the proposed administrative action may be addressed to:

Debbie Stefan
Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827
Telephone: (916) 255-4585
Fax No.: (916) 255-1369
E-mail: debbie_stefan@dca.ca.gov

The backup contact person is:

Kathy Runkle
Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827
Telephone: (916) 255-4300
Fax No.: (916) 255-1369

WEB SITE ACCESS

Materials regarding this proposal can also be found on the Bureau's Web site at www.smogcheck.ca.gov.

BUREAU OF AUTOMOTIVE REPAIR

SPECIFIC LANGUAGE OF PROPOSED REGULATIONS

CONSUMER ASSISTANCE PROGRAM (CAP) VEHICLE RETIREMENT ELIGIBILITY

Legend: Deleted text is indicated by ~~strikethrough~~.
Added text is indicated by underlining.
Omitted text is indicated by * * * *.

(1) Amend Section 3394.4 of Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3394.4. Eligibility Requirements.

* * * *

(c) In order to qualify for participation in the Vehicle Retirement option of the Consumer Assistance Program, at the time of application, a vehicle must:

(1) Be currently registered with the Department of Motor Vehicles; or,

(2) Be currently operating under a repair cost waiver or economic hardship extension issued by the Bureau of Automotive Repair; or,

(3) Be currently operating under a Temporary Operating Permit issued by the Department of Motor Vehicles; or,

(4) Not have a registration that has been expired for more than ~~120~~ one hundred eighty (180) days after the date the application is postmarked; and

(5) Have been continuously registered as an operable vehicle with the Department of Motor Vehicles for the twenty-four (24) months immediately preceding the current registration expiration date; and

(6) Have failed a biennial smog check inspection no later than one hundred ~~and twenty~~ ~~120~~ eighty (180) days after the expiration of the vehicle's most current renewal of registration with the Department of Motor Vehicles, provided that the registration renewal date is not more than ~~120~~ one hundred eighty (180) days prior to the postmarked date on the application, and that the failure is for causes other than an ignition timing adjustment, a failed gas cap functional test, or a non-emission related failure identified by the malfunction indicator light; and

* * * *

NOTE: Authority cited: Sections 44001.3, 44001.5 and 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44005, 44010.5, 44011, 44012, 44014.7, 44015, 44017, 44017.1, 44037.1, 44062.1, 44091, 44092, 44093, 44094 and 44095, Health and Safety Code.

BUREAU OF AUTOMOTIVE REPAIR

INITIAL STATEMENT OF REASONS

HEARING DATES: No Hearing Scheduled

SUBJECT MATTER OF PROPOSED REGULATIONS: Consumer Assistance Program Vehicle Retirement Option Eligibility Revisions.

SECTIONS AFFECTED: § 3394.4 of Article 11, Chapter 1, Division 33, Title 16, California Code of Regulations.

SPECIFIC PURPOSE OF REGULATORY PROPOSAL:

This proposed regulatory action seeks to increase participation in the Vehicle Retirement (VR) option of the Consumer Assistance Program (CAP). This will be accomplished by increasing the number of days a consumer may apply for the program after the expiration of their vehicle's most current renewal of registration with the Department of Motor Vehicles (DMV) from one hundred twenty (120) days to one hundred eighty (180) days and increasing the number of days a consumer may apply to the program, based on the registration renewal date from 120 days to 180 days prior to the postmarked date on the application.

The proposal seeks to reduce air pollution caused by high emitting vehicles. Reducing emissions from high emitting vehicles helps to improve California's air quality and assists the state in meeting its federal clean air goals.

The proposed action will make the following changes to existing regulation:

1. Amend paragraphs (4) and (6) of subsection (c) of Section 3394.4 to increase from 120 days to 180 days, the time frame applicable to the vehicle's most current renewal of registration with DMV and the postmarked date of the CAP application.

   Expanding the number of days after the most current registration with the DMV provides a greater window of opportunity for the consumer to participate, accomplishing three objectives: 1) to offer the VR option to a greater portion of California motorists; 2) to reduce the number of high emitting vehicles on the California roads; and 3) to improve air quality in California. Expanding the

number of days prior to the postmarked date on the application for the VR option makes the regulation clear and consistent.

FACTUAL BASIS:

The Bureau of Automotive Repair (Bureau), located within the Department of Consumer Affairs (DCA), is the state agency charged with the administration and implementation of the Smog Check Program (Program). The Program is designed to reduce emissions from mobile sources, such as passenger vehicles and light trucks, by requiring that these vehicles meet specific in-use emissions standards as verified by periodic inspections. To ensure uniform and consistent vehicle testing, the Bureau licenses Smog Check stations and technicians and certifies inspection equipment.

Air pollution contributes to respiratory health problems. Asthma is the most prevalent chronic disease among California children. According to a UCLA Center for Health Policy Research study published in 2003[1], one in six California children suffer asthmatic symptoms annually. Data from a 2006 report by the American Lung Association® [2] suggest that 2.3 million Californians suffer from this debilitating disease.

The Bureau is charged with the implementation and administration of CAP, which includes both repair assistance (RA) option and a VR options. The purpose of the VR option is to:

- Provide eligible consumers with the voluntary option of retiring their vehicles that have failed a biennial Smog Check inspection, or a Smog Check inspection subsequent to being issued a notice to correct for an alleged smog-related violation.

- Encourage greater low-income consumer participation in the VR option because owners of high emitting vehicles are predominantly of a lower-income bracket and cannot afford to purchase newer lower-emissions vehicles.

- Achieve the emissions reduction objectives established in the SIP and help the Program meets equivalency with federal regulatory standards.

Other conditional requirements for participation in the VR option include that the individual is one or both of the following:

1. The owner of a motor vehicle that has failed a Smog Check inspection.

2. The owner of a motor vehicle who was issued a notice to correct for an alleged

[1] YY Meng, SH Babey, E Malcolm, ER Brown, and N Chawla. *Asthma in California: Findings from the 2001 California Health Interview Survey*. Los Angeles: UCLA Center for Health Policy Research, 2003.

[2] *American Lung Association State of the Air: 2006*, American Lung Association®, April 27, 2006.

violation of Section 27153 or 27153.5 of the Vehicle Code involving that vehicle, if the vehicle subject to that notice has failed a Smog Check inspection subsequent to receiving the notice.

DCA is required to offer a VR option, funded by the High Polluter Repair or Removal Account created pursuant to subdivision (a) of Section 44091. Funds available pursuant to paragraph (1) of subdivision (d) of Section 44091 shall be used to purchase and retire mobile source emission reduction credits resulting from the retirement of light-duty vehicles for the purpose of achieving the emission reductions required by the State Implementation Plan (SIP).

Underlying Data:

- *Asthma in California: Findings from the 2001 California Health Interview Survey.* Los Angeles: UCLA Center for Health Policy Research, 2003

- *American Lung Association State of the Air: 2006*, American Lung Association®, April 27, 2006

Business Impact:

These regulations will not have any adverse economic impact on businesses. This initial determination is based on the following facts or evidence/documents/testimony:

Increasing the allowable amount of time between a vehicle's most current renewal of registration with DMV and the postmarked date on the application will help more consumers become eligible to participate in the VR option. Dismantlers will actually receive additional vehicles through this proposed change. This will result in an additional amount of administrative cost reimbursement from CAP, as well as additional revenue from the sale of salvage materials resulting from the additional vehicles being retired.

Specific Technologies or Equipment:

These regulations do not mandate the use of specific technologies or equipment.

Consideration of Alternatives:

No reasonable alternative which was considered or that has otherwise been identified and brought to the attention of the Bureau would be either more effective in carrying out the purpose for which the action is proposed or would be as effective and less burdensome to affected private persons than the proposed regulation.

No reasonable alternative has been considered or identified.

STATEMENT OF SERVICE BY MAIL

I certify that the Bureau of Automotive Repair of the Department of Consumer Affairs has complied with the requirements of Government Code section 11346.4(a)(1) through (4) and that the notice was mailed, made available electronically pursuant to Government Code section 11340.85(b), and was posted on the Bureau's Internet Web site pursuant to Government Code section 11340.85(c), on or before January 11, 2008.

Dated: January 11, 2008

D Stefan

Debbie Stefan
Associate Analyst
Bureau of Automotive Repair

UPDATED INFORMATIVE DIGEST

The Bureau of Automotive Repair issued a 15-day Notice of Availability of Modified Text to include the sunset date of June 30, 2009 to the proposed regulatory changes.

BUREAU OF AUTOMOTIVE REPAIR

FINAL STATEMENT OF REASONS

HEARING DATES: No Hearing Scheduled

SUBJECT MATTER OF PROPOSED REGULATIONS: Consumer Assistance Program Vehicle Retirement Option Eligibility Revisions.

SECTIONS AFFECTED: § 3394.4 of Article 11, Chapter 1, Division 33, Title 16, California Code of Regulations.

Updated Information:

The Initial Statement of Reasons is included in the file. The Bureau of Automotive Repair issued a 15 day notice of availability of modified text to include the sunset date of June 30, 2009 to the proposed regulatory changes.

Local Mandate:

A mandate is not imposed on local agencies or school districts.

Business Impact:

These regulations will not have any adverse economic impact on businesses. This initial determination is based on the following facts or evidence/documents/testimony:

Increasing the allowable amount of time between a vehicle's most current renewal of registration with DMV and the postmarked date on the application will help more consumers become eligible to participate in the VR option. Dismantlers will actually receive additional vehicles through this proposed change. This will result in an additional amount of administrative cost reimbursement from CAP, as well as additional revenue from the sale of salvage materials resulting from the additional vehicles being retired.

Consideration of Alternatives:

No reasonable alternative which was considered or that has otherwise been identified and brought to the attention of the Bureau would be either more effective in carrying out the purpose for which the action is proposed or would be as effective and less burdensome to affected private persons than the proposed regulation.

Objections or Recommendations/Responses:

There were no comments, nor were there any objections/recommendations made or received, regarding the proposed action during the initial 45 day comment period or the 15 day notice of modified text availability.

ECONOMIC AND FISCAL IMPACT STATEMENT
(REGULATIONS AND ORDERS)

STD. 399 (Rev. 2-98) *See SAM Sections 6600 - 6680 for Instructions and Code Citations*

DEPARTMENT NAME	CONTACT PERSON	TELEPHONE NUMBER
Department of Consumer Affairs	Debbie Stefan	(916) 255-4585

DESCRIPTIVE TITLE FROM NOTICE REGISTER OR FORM 400 — NOTICE FILE NUMBER

Consumer Assistance Program (CAP) Vehicle Retirement (VR) Eligibility — Z

ECONOMIC IMPACT STATEMENT

A. ESTIMATED PRIVATE SECTOR COST IMPACTS *(include calculations and assumptions in the rulemaking record.)*

1. Check the appropriate box(es) below to indicate whether this regulation: Please refer to the attached supplement also.

- ☒ a. Impacts businesses and/or employees
- ☐ b. Impacts small businesses
- ☐ c. Impacts jobs or occupations
- ☐ d. Impacts California competitiveness
- ☐ e. Imposes reporting requirements
- ☐ f. Imposes prescriptive instead of performance standards
- ☒ g. Impacts individuals
- ☐ h. None of the above *(Explain below. Complete the Fiscal Impact Statement as appropriate.)*

h. (cont.) _____

(If any box items 1 a through g is checked, complete this Economic Impact Statement.)

2. Enter the total number of businesses impacted: 24 Describe the types of businesses (Include nonprofits): State-contracted dismantlers performing vehicle retirement services for the Consumer Assistance Program (CAP).

Enter the number or percentage of total businesses impacted that are small businesses: _____

3. Enter the number of businesses that will be created: 0 eliminated: 0

Explain: The proposed action does not impose any additional costs or new requirements on businesses or individuals.

4. Indicate the geographic extent of impacts: ☒ Statewide ☐ Local or regional (list areas) _____

5. Enter the number of jobs created: 0 or eliminated: 0 Describe the types of jobs or occupations impacted: N/A

6. Will the regulation affect the ability of California businesses to compete with other states by making it more costly to produce goods or services here?

☐ Yes ☒ No If yes, explain briefly: _____

B. ESTIMATED COSTS *(Include calculations and assumptions in the rulemaking record.)*

1. What are the total statewide dollar costs that businesses and individuals may incur to comply with this regulation over its lifetime? $ 0

a. Initial cost for a small business: $ 0 Annual ongoing cost: $ 0 Years: _____

b. Initial cost for a typical business: $ 0 Annual ongoing cost: $ 0 Years: _____

c. Initial cost for an individual: $ 0 Annual ongoing cost: $ 0 Years _____

d. Describe other economic costs that may occur: N/A

2. If multiple industries are impacted, enter the share of total costs for each industry: N/A

3. If the regulation imposes reporting requirements, enter the annual costs a typical business may incur to comply with these requirements. *(Include the dollar costs to do programming, record keeping, reporting, and other paperwork, whether or not the paperwork must be submitted.):* $ N/A

4. Will this regulation directly impact housing costs? ☐ Yes ☒ No
if yes, enter the annual dollar cost per housing unit: $ _____ and the number of units:

5. Are there comparable Federal Regulations? ☐ Yes ☒ No
Explain the need for State regulation given the existence or absence of Federal regulations:

Enter any additional costs to businesses and/or individuals that may be due to State – Federal differences: $ N/A

C. ESTIMATED BENEFITS *(Estimation of the dollar value of benefits is not specifically required by rulemaking law, but encouraged.)*

1. Briefly summarize the benefits that may result from this regulation and who will benefit:
Increasing the allowable amount of time between a vehicle's most current renewal of registration with DMV and the postmarked date on the application will help more consumers in becoming eligible to participate in Vehicle Retirement. The proposal seeks to reduce air pollution caused by high emitting vehicles, defined as those that pollute two to 25 times more than the average vehicle that passes a Smog Check. Reducing emissions from high emitting vehicles helps to improve California's air quality and assists the state in meeting its federal clean air goals. (Please refer to the attached supplement for additional detail)

2. Are the benefits the result of: ☐ specific statutory requirements, or ☒ goals developed by the agency based on broad statutory authority
Explain: The goal established for FY 07/08 for the VR option includes the retirement of over 28,000 vehicles for a total expenditure of approximately $29,975,000

3. What are the total statewide benefits from this regulation over its lifetime? $ 3,675,000 annually through FY 08/09.

D. ALTERNATIVES TO THE REGULATION *(Include calculations and assumptions in the rulemaking record. Estimation of the dollar value of benefits is not specifically required by rulemaking law, but encouraged.)*

1. List alternatives considered and describe them below. If no alternatives were considered, explain why not:
No other alternative would be more effective. This regulatory proposal increases the allowable amount of time between a vehicle's most current renewal of registration and the application date for the VR option making more consumers eligible to apply for the VR option of CAP.

2. Summarize the total statewide costs and benefits from this regulation and each alternative considered:

Regulation:	Benefit: $ 3,675,000	Cost: $ 0
Alternative 1:	Benefit: $ N/A	Cost: $ _____
Alternative 2:	Benefit: $ N/A	Cost: $ _____

3. Briefly discuss any quantification issues that are relevant to a comparison of estimated costs and benefits for this regulation or alternatives:
Additional benefits from the proposed action cannot be expressed in monetary terms. For example, many of the benefits relate to improved air quality, which translates to improved health benefits.

4. Rulemaking law requires agencies to consider performance standards as an alternative, if a regulation mandates the use of specific technologies or equipment, or prescribes specific actions or procedures. Were performance standards considered to lower compliance costs? ☐ Yes ☒ No

Explain: The proposed action does not require specific technologies or equipment, or prescribe specific actions or procedures.

E. MAJOR REGULATIONS *(Include calculations and assumptions in the rulemaking record.)*
Cal/EPA boards, offices and departments are subject to the following additional requirements per Health and Safety Code section 57005.

1. Will the estimated costs of this regulation to California business enterprises exceed $10 million? ☐ Yes ☒ No *(If No, skip the rest of this section)*

Briefly describe each equally as effective alternative, or combination of alternatives, for which a cost-effectiveness analysis was performed:

Alternative 1: _____
Alternative 2: _____

3. For the regulation, and each alternative just described, enter the estimated total cost and overall cost-effectiveness ratio:

Regulation: $ _____ Cost-effectiveness ratio: _____
Alternative 1: $ _____ Cost-effectiveness ratio: _____
Alternative 2: $ _____ Cost-effectiveness ratio: _____

FISCAL IMPACT STATEMENT

A. FISCAL EFFECT ON LOCAL GOVERNMENT

☐ 1. Additional expenditures of approximately $_____ in the current State Fiscal Year which are reimbursable by the State pursuant to Section 6 of Article XIII B of the California Constitution and Sections 17500 et seq. of the Government Code. Funding for this reimbursement:

☐ a. is provided in (item _____, Budget Act of _____) or (Chapter _____ Statutes of _____.

☐ b. will be requested in the _____(fiscal year) Governor's Budget for appropriation in Budget Act of _____.

☐ 2. Additional expenditures of approximately $_____ in the current State Fiscal Year which are not reimbursable by the State pursuant to Section 6 of Article XIII B of the California Constitution and Sections 17500 et seq. of the Government Code because this regulation:

☐ a. implements the Federal mandate contained in _____.

☐ b. implements the court mandate set forth by the _____ court in the case of _____ vs. _____.

☐ c. implements a mandate of the people of this State expressed in their approval of Proposition No. _____ at the _____ election;

☐ d. is issued only in response to a specific request from the _____, which is/are the only local entities affected;

☐ e. will be fully financed from the _____ authorized by § _____ of the _____ Code;

☐ f. provides for savings to each affected unit of local government which will, at a minimum, offset any additional costs to each such unit.

☐ 3. Savings of approximately $ _____ annually.

☐ 4. No additional costs or savings because this regulation makes only technical, non-substantive or clarifying changes to current law and regulations.

☒ 5. No fiscal impact exists because the regulation does not affect any local entity or program.

☐ 6 Other:

ECONOMIC AND FISCAL IMPACT STATEMENT (STD. 399, Rev. 2-98)

B. FISCAL EFFECT ON STATE GOVERNMENT
(Indicate appropriate boxes 1 through 4 and attach calculations and assumptions of fiscal impact for the current year and two subsequent fiscal years.)

☒ 1. Additional expenditures of approximately $ 3,675,000 in the current State Fiscal Year. It is anticipated that State agencies will:

☒ a. be able to absorb these additional costs within their existing budgets and resources. Please refer to the attached supplement.

☐ b. request an increase in the currently authorized budget level for the _____ Fiscal Year.

☐ 2. Savings of approximately _____ in the current State Fiscal Year.

☐ 3. No fiscal impact exists because this regulation does not affect any State agency or program.

☐ Other:

C. FISCAL EFFECT ON FEDERAL FUNDING OF STATE PROGRAMS
(Indicate appropriate boxes 1 through 4 and attach calculations and assumptions of fiscal impact for the current year and two subsequent fiscal years.)

☐ 1. Additional expenditures of approximately $ _____ in the current State Fiscal Year.

☐ 2. Savings of approximately $ _____ in the current State Fiscal Year.

☒ 3. No fiscal impact exists because this regulation does not affect any federally funded State agency or programs.

☐ 4. Other _____

SIGNATURE: SHERRY MEHL / CARRIE LOPEZ		Title: Chief, BAR / Director, DCA
AGENCY SECRETARY[1] APPROVAL/CONCURRENCE	For Michael Genest	Date: 12/27/07
DEPARTMENT OF FINANCE APPROVAL/CONCURRENCE	PROGRAM BUDGET MANAGER: for Nona Martinez	Date: 6/30/08

[1] The signature attests that the agency has completed the STD. 399 according to the instructions in SAM sections 6600-6680, and understands the impacts of the proposed rulemaking. State boards, offices, or departments not under an Agency Secretary must have the form signed by the highest ranking official in the organization.

[2] Finance approval and signature is required when SAM sections 6600-6670 require completion of the Fiscal Impact Statement in the STD. 399.

BUREAU OF AUTOMOTIVE REPAIR

SUPPLEMENT TO ECONOMIC AND FISCAL IMPACT STATEMENT (STD 399)

Subject Matter: Consumer Assistance Program (CAP) Vehicle Retirement (VR) Eligibility

Sections Affected: § 3394.4 of Title 16, Division 33, Chapter 1, Article 11 of the California Code of Regulations

ECONOMIC IMPACT STATEMENT

A. ESTIMATED PRIVATE SECTOR COST IMPACTS (Page 1)

While this proposed action does affect some businesses and individuals, it does not impose any additional costs or new requirements. State-contracted dismantlers providing vehicle retirement (VR) services through the Consumer Assistance Program (CAP) will receive additional revenue. The additional consumers that will be eligible for the CAP VR option will also receive monetary benefit. (See below for detail.)

C. ESTIMATED BENEFITS (Page 2)

Relaxing eligibility requirements for consumers who may apply for the VR option will enable a larger portion of the California population to participate in the VR option. This helps to reduce the number of high polluting vehicles on the roadways, reduce the amount of emissions from these vehicles, and contribute to improving air quality for all California citizens.

As a result of this proposed action, BAR estimates it would retire approximately 3,500 additional vehicles annually. That number includes 2,000 applications currently denied because the vehicle had not been continuously registered during the preceding 24 months or the application was submitted 120 days after the vehicle registration renewal date, plus an additional 1,500 new applications from consumers who would qualify under the eligibility requirements. Since BAR offers consumers $1,000 to retire a vehicle, BAR estimates an increase in payments to eligible consumers of $3,500,000 (3,500 vehicles x $1,000 = $3,500,000).

As a result of this proposed action, BAR estimates it would retire approximately 3,500 additional vehicles annually, as detailed above. Since BAR reimburses state-contracted dismantlers approximately $50 for each retired vehicle, BAR estimates that its contracted dismantlers will receive $175,000 (3,500 vehicles x $50 = $175,000) in additional revenue annually.

FISCAL IMPACT STATEMENT

B. FISCAL EFFECT ON STATE GOVERNMENT (Page 4)

1. Additional expenditures in the current fiscal year.

As a result of this proposed action, BAR estimates it would retire approximately 3,500 additional vehicles annually. That number includes 2,000 applications currently denied, plus an additional 1,500 new applications from consumers who would now qualify for the program. Since BAR offers consumers $1,000 to retire a vehicle and reimburses state-contracted dismantlers approximately $50 for each retired vehicles, BAR estimates incurring $3,675,000 (3,500 vehicles x $1,500 = $3,675,000) in additional expenditures with no addition to facility, capital outlay or personnel.

CERTIFICATION RE AVAILABILITY OF MODIFIED TEXT

I certify that the Department of Consumer Affairs/Bureau of Automotive Repair has complied with the requirements of 1 Cal. Code Reg. 44 and that the attached notice and modified text were mailed on May 30, 2008.

The public comment and availability period began on May 30, and ended June 16, 2008.

DATED: **June 17, 2008**

DIANE M. MCKERNON
Staff Services Analyst
Bureau of Automotive Repair

AVAILABILITY OF MODIFIED TEXT

NOTICE IS HEREBY GIVEN that the Department of Consumer Affairs/Bureau of Automotive Repair has proposed modifications to the text of Section 3394.4 in Title 16 of the California Code of Regulations. The comment period for this regulatory proposal ended on February 25, 2008. A copy of the modified text is enclosed.

Any person who wishes to comment on the proposed modifications may do so by submitting **written** comments no later than 5:00 p.m. on June 16, 2008, to the following:

Diane McKernon, Staff Services Analyst
Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, California 95827
Diane_mckernon@dca.ca.gov

Please note that comments should be limited to only the most recent modifications made to the originally proposed language. Double underlining in the enclosed modified text indicates these modifications.

DATED: **May 30, 2008**

DIANE M. MCKERNON
Staff Services Analyst
Bureau of Automotive Repair

BUREAU OF AUTOMOTIVE REPAIR

MODIFIED LANGUAGE OF PROPOSED REGULATIONS

CONSUMER ASSISTANCE PROGRAM (CAP) VEHICLE RETIREMENT ELIGIBILITY

Legend: Deleted text is indicated by ~~strikethrough~~.
Added text is indicated by underlining.
New additions are indicated by double underlining.
Omitted text is indicated by * * * *.

(1) Amend Section 3394.4 of Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3394.4. Eligibility Requirements.

* * * *

(c) In order to qualify for participation in the Vehicle Retirement option of the Consumer Assistance Program, at the time of application, a vehicle must:

(1) Be currently registered with the Department of Motor Vehicles; or,

(2) Be currently operating under a repair cost waiver or economic hardship extension issued by the Bureau of Automotive Repair; or,

(3) Be currently operating under a Temporary Operating Permit issued by the Department of Motor Vehicles; or,

(4) (a) Until June 30, 2009, not have a registration that has been expired for more than ~~120~~ one hundred eighty (180) days after the date the application is postmarked;

(b) Beginning July 1, 2009, not have a registration that has been expired for more than one hundred twenty (120) days after the date the application is postmarked; and

(5) Have been continuously registered as an operable vehicle with the Department of Motor Vehicles for the twenty-four (24) months immediately preceding the current registration expiration date; and

(6) (a) Until June 30, 2009, have failed a biennial smog check inspection no later than one hundred ~~and twenty 120~~ eighty (180) days after the expiration of the vehicle's most current renewal of registration with the Department of Motor Vehicles, provided that the registration renewal date is not more than ~~120~~ one hundred eighty (180) days prior to the postmarked date on the application, and that the failure is for causes other than an ignition timing adjustment, a failed gas cap functional test, or a non-emission related failure identified by the malfunction indicator light;

(b) Beginning July 1, 2009, have failed a biennial smog check inspection no later than one hundred twenty (120) days after the expiration of the vehicle's most current renewal of registration with the Department of Motor Vehicles, provided that the registration renewal date is not more than one hundred twenty (120) days prior to the postmarked date on the application, and that the failure is for causes other than an ignition timing adjustment, a failed gas cap functional test, or a non-emission related failure identified by the malfunction indicator light; and

* * * *

NOTE: Authority cited: Sections 44001.3, 44001.5 and 44002, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Sections 44005, 44010.5, 44011, 44012, 44014.7, 44015, 44017, 44017.1, 44037.1, 44062.1, 44091, 44092, 44093, 44094 and 44095, Health and Safety Code.

STATE OF CALIFORNIA–OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATION SUBMISSION

NONSUBSTANTIVE

See instructions on reverse

For use by Secretary of State only

STD. 400 (REV. 01-08)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-	2008-0821-04N	

For use by Office of Administrative Law (OAL) only

RECEIVED
AUG 21 1:41 PM
OFFICE OF ADMINISTRATIVE LAW

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY
Department of Consumer Affairs, Bureau of Automotive Repair

AGENCY FILE NUMBER (If any)

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☐ Notice re Proposed Regulatory Action ☐ Other			

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)
License Prefix Standardization

1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
n/a

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics related)

SECTION(S) AFFECTED (List all section number(s) individually. Attach additional sheet if needed.)

ADOPT

AMEND
3351.2

REPEAL

TITLE(S)
16

3. TYPE OF FILING

- ☐ Regular Rulemaking (Gov. Code §11346)
- ☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code §§11349.3, 11349.4)
- ☐ Emergency (Gov. Code, §11346.1(b))
- ☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Gov. Code §§11346.2-11347.3 either before the emergency regulation was adopted or within the time period required by statute.
- ☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, §11346.1)
- ☐ Emergency Readopt (Gov. Code, §11346.1(h))
- ☐ File & Print
- ☐ Other (Specify) _____
- ☒ Changes Without Regulatory Effect (Cal. Code Regs., title 1, §100)
- ☐ Print Only

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §44 and Gov. Code §11347.1)
n/a

5. EFFECTIVE DATE OF CHANGES (Gov. Code, §§ 11343.4, 11346.1(d); Cal. Code Regs., title 1, §100)

- ☐ Effective 30th day after filing with Secretary of State
- ☐ Effective on filing with Secretary of State
- ☒ §100 Changes Without Regulatory Effect
- ☐ Effective other (Specify) _____

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

- ☐ Department of Finance (Form STD. 399) (SAM §6660)
- ☐ Fair Political Practices Commission
- ☐ State Fire Marshal
- ☐ Other (Specify) _____

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Virginia Vu	(916) 255-2135	(916) 255-1369	virginia_vu@dca.ca.gov

8. **I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.**

SIGNATURE OF AGENCY HEAD OR DESIGNEE

DATE
8/18/08

TYPED NAME AND TITLE OF SIGNATORY
Carrie Lopez, Director of Consumer Affairs

OFFICE OF ADMINISTRATIVE LAW
300 Capitol Mall, Suite 1250
Sacramento, CA 95814
(916) 323-6225 FAX (916) 323-6826

SUSAN LAPSLEY
Director

MEMORANDUM

TO: Virginia Vu
FROM: OAL Front Desk
DATE: 10/16/2008
RE: RETURN OF Approved RULEMAKING MATERIALS
OAL File No. 2008-0821-04N

OAL hereby returns this file your agency submitted for our review (OAL File No. 2008-0821-04N regarding License Prefix Standardization).

If this is an approved file, it contains a copy of the regulation(s) stamped "ENDORSED FILED" by the Secretary of State. The effective date of an approved file is specified on the Form 400 (see item B.5). Note: The 30th Day after filing with the Secretary of State is calculated from the date the Form 400 was stamped "ENDORSED FILED" by the Secretary of State.

DO NOT DISCARD OR DESTROY THIS FILE

Due to its legal significance, please retain this rulemaking record. Government Code section 11347.3(d) requires that this record be available to the public and to the courts for possible later review. Government Code section 11347.3(e) further provides that "....no item contained in the file shall be removed, altered, or destroyed or otherwise disposed of." See also the Records Management Act (Government Code section 14740 et seq.) and the State Administrative Manual (SAM) section 1600 et seq.) regarding retention of your records.

If you decide not to keep the rulemaking records at your agency/office or at the State Records Center, you may transmit it to the State Archives with instructions that the Secretary of State shall not remove, alter, or destroy or otherwise dispose of any item contained in the file. See Government Code section 11347.3(f).

Enclosures

BAR FILE NO. 2008_206

DEPARTMENT OF CONSUMER AFFAIRS

B:A:R

Bureau of Automotive Repair

§ 100 CHANGE WITHOUT REGULATORY EFFECT

June 3, 2008

CALIFORNIA CODE OF REGULATIONS
TITLE 16, DIVISION 33, CHAPTER 1, ARTICLE 6

SECTION 3351.2

LICENSE PREFIX STANDARDIZATION

ORIGINAL

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BUREAU OF AUTOMOTIVE REPAIR

LICENSE PREFIX STANDARDIZATION

TITLE 16, CALIFORNIA CODE OF REGULATIONS, § 3351.2

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT

Pursuant to Title 1, Division 1, Chapter 1, Article 2, Section 100(b)(3), of the California Code of Regulations, the Department of Consumer Affairs (DCA), Bureau of Automotive Repair (Bureau), hereby submits this written statement explaining why the amendment of Section 3351.2 of Article 6 of Chapter 1, Division 33, Title 16, California Code of Regulations[1] (CCR) does not materially alter any requirement, right, responsibility, condition, prescription or other regulatory element of any CCR provision.

Following is a description of the change being made to the CCR and an explanation of why this change has no regulatory effect:

The Bureau is proposing the amendment of Section 3351.2, which specifies the duration of an automotive repair dealer registration. The BAR Licensing Unit has transitioned from BAR's proprietary Licensing database to a tracking system within the Department of Consumer Affairs referred to as the Application Tracking System/Consumer Affairs System (ATS/CAS). The ATS/CAS transition has additional automated functions which require change to existing registration processes.

The regulation has been amended to facilitate the changes to the registration application process by deleting the first sentence and the entire subsection (a). In the first sentence, the referenced Section 12.5 of the Business and Professions Code is removed as it is no longer germane to the registration process. The referenced Section 152.6 is duplicative as it is already present in the authority and reference portion of the regulation, so it does not need to be repeated.

The stated date of July 1, 1976, has been removed for the purpose of clarity. This regulation has been effective and operative well-past that date. As such, the posting of this effective date is unnecessary.

The language, "registrations of automotive repair dealers shall expire on a staggered basis," and the description of the process in specifying the prefixes for registrations is to be removed due to the transition to the ATS/CAS. The new ATS/CAS system utilizes a different sequencing process and registration expiration indicator. Previously, the old system designated specific letters in order to inform automotive repair dealers of the expiration to their registrations. A six-digit number following the prefix was manually stamped to track the registration and later the combination of the prefix and number became the license. With the new system, the original six-digit number solely remains as the license number. The prefix representing the expiration is not present, since the expiration date is printed on the license. Because the dealer is told specifically when the license will expire on the face of the license, a regulation explaining the letter designation process for establishing expiration dates of registrations is no longer needed.

The length of the registration remains unchanged at one year from the last day of the month in which the registration is issued.

---

[1] All references made hereafter to the California Code of Regulations apply to Title 16, Division 33, Chapter 1, unless otherwise specified.

DEPARTMENT OF CONSUMER AFFAIRS

BUREAU OF AUTOMOTIVE REPAIR

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT.

Legend: Deleted text is indicated by strikethrough.

The Bureau of Automotive Repair, pursuant to Section 100 (1 CCR 100), hereby adopts the following changes without regulatory effect in Article 6 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) Section 3351.2 is amended as follows:

Pursuant to Sections 12.5 and 152.6 of the Business and Professions Code, on and after July 1, 1976, registrations of automotive repair dealers shall expire on a staggered basis.

(a) Registration numbers shall have two prefix letters, the first letter "A" indicating the registration is for an automotive repair dealer. The second letter of the prefix shall determine the date on which the registration shall expire. If the second letter is:

A, the registration shall expire on January 31

B, the registration shall expire on February 28 (29)

C, the registration shall expire on March 31

D, the registration shall expire on April 30

E, the registration shall expire on May 31

F, the registration shall expire on June 30

G, the registration shall expire on July 31

H, the registration shall expire on August 31

J, the registration shall expire on September 30

K, the registration shall expire on October 31

L, the registration shall expire on November 30

M, the registration shall expire on December 31

(b) A new registration, issued on initial application, shall expire one year from the last day of the

month in which the registration was issued.

Note: Authority cited: Section 9882, Business and Professions Code. Reference: Sections 152.5, 152.6 and 9884.3, Business and Professions Code.

Sherry Mehl, Chief
Bureau of Automotive Repair

DEPARTMENT OF CONSUMER AFFAIRS

BUREAU OF AUTOMOTIVE REPAIR

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT.

Legend: Deleted text is indicated by ~~strikethrough~~.

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~~K, the registration shall expire on October 31~~

~~L, the registration shall expire on November 30~~

~~M, the registration shall expire on December 31~~

~~(b)~~ A new registration, issued on initial application, shall expire one year from the last day of the

month in which the registration was issued.

Note: Authority cited: Section 9882, Business and Professions Code. Reference: Sections 152.5, 152.6 and 9884.3, Business and Professions Code.

Sherry Mehl, Chief
Bureau of Automotive Repair

STATE OF CALIFORNIA—OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATIONS SUBMISSION

NONSUBSTANTIVE

See instruction reverse

For use by Secretary of State only

STD. 400 (REV. 01-08)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z-	2008-0710-03N	

For use by Office of Administrative Law (OAL) only

2008 JUL 10 P.M. 3:33

OFFICE OF ADMINISTRATIVE LAW

P. 2:37

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY: Department of Consumer Affairs / Bureau of Automotive Repair

AGENCY FILE NUMBER (If any):

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☐ Notice re Proposed Regulatory Action ☐ Other			

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn		

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S): Consumer Assistance Program Application Revisions (CAP/APP (02/08))

1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S):

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics related)

SECTION(S) AFFECTED (List all section number(s) individually. Attach additional sheet if needed.)	ADOPT	AMEND	REPEAL
TITLE(S): 16		3394.6	

3. TYPE OF FILING

- ☐ Regular Rulemaking (Gov. Code §11346)
- ☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code §§11349.3, 11349.4)
- ☐ Emergency (Gov. Code, §11346.1(b))
- ☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Gov. Code §§11346.2-11347.3 either before the emergency regulation was adopted or within the time period required by statute.
- ☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, §11346.1)
- ☐ Emergency Readopt (Gov. Code, §11346.1(h))
- ☐ File & Print
- ☐ Other (Specify)
- ☒ Changes Without Regulatory Effect (Cal. Code Regs., title 1, §100)
- ☐ Print Only

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §44 and Gov. Code §11347.1)
n/a

5. EFFECTIVE DATE OF CHANGES (Gov. Code, §§ 11343.4, 11346.1(d); Cal. Code Regs., title 1, §100)

- ☐ Effective 30th day after filing with Secretary of State
- ☐ Effective on filing with Secretary of State
- ☒ §100 Changes Without Regulatory Effect
- ☐ Effective other (Specify)

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY

- ☐ Department of Finance (Form STD. 399) (SAM §6660)
- ☐ Fair Political Practices Commission
- ☐ State Fire Marshal
- ☐ Other (Specify)

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Virginia Vu	(916) 255-2135	(916) 255-4550	virginia vu@dca.ca.gov

8. **I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.**

SIGNATURE OF AGENCY HEAD OR DESIGNEE: [signature] DATE: 4.23.08

TYPED NAME AND TITLE OF SIGNATORY: Carrie Lopez, Director of Consumer Affairs

State of California
Office of Administrative Law

In re:	NOTICE OF APPROVAL OF CHANGES WITHOUT REGULATORY EFFECT
Bureau of Automotive Repair	
Regulatory Action:	California Code of Regulations, Title 1, Section 100
Title 16, California Code of Regulations	
Adopt sections: Amend sections: 3394.6 Repeal sections:	OAL File No. 2008-0710-03 N

This change without regulatory effect modifies the Department of Consumer Affairs Bureau of Automotive Repair Consumer Assistance Program Application form to conform to changes made to title 16 California Code of Regulations Section 3394.4 regarding the extension of time for consumers to apply for vehicle retirement financial assistance and to conform to California Health and Safety Code provisions regarding the Gold Shield program for vehicle inspection and repair and to reference current federal poverty level guidelines.

OAL approves this change without regulatory effect as meeting the requirements of California Code of Regulations, Title 1, section 100.

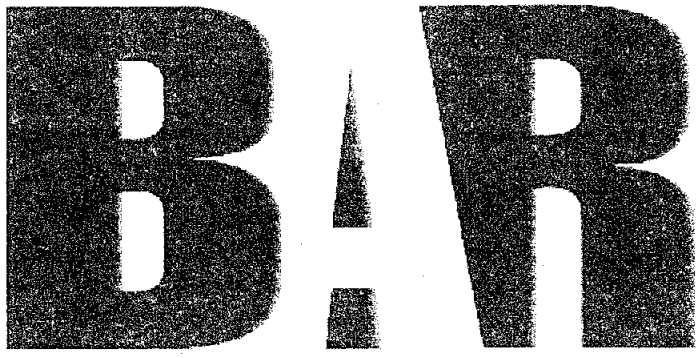
Date: 8/13/2008

Dale P. Mentink
Senior Staff Counsel

For: SUSAN LAPSLEY
Director

Original: Sherry Mehl
Copy: Virginia Vu

DEPARTMENT OF CONSUMER AFFAIRS



Bureau of Automotive Repair

§ 100 CHANGE WITHOUT REGULATORY EFFECT

March 11, 2008

CALIFORNIA CODE OF REGULATIONS
TITLE 16, DIVISION 33, CHAPTER 1, ARTICLE 11

SECTION 3394.6

CONSUMER ASSISTANCE PROGRAM APPLICATION FORM

ORIGINAL

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DEPARTMENT OF CONSUMER AFFAIRS

BUREAU OF AUTOMOTIVE REPAIR

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT.

Legend: Deleted text is indicated by ~~strikethrough~~.
Added text is indicated by underlining.
Omitted text is indicated by * * * *.

The Bureau of Automotive Repair, pursuant to Section 100 (1 CCR 100), hereby adopts the following changes without regulatory effect in Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) **1.** Amend Section 3394.6 of Article 11 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3394.6. Application and Documentation Requirements.

(a) In order to participate in the Consumer Assistance Program, an applicant must submit a completed application, PPD ~~05-04~~608_022 CAP/APP (~~07/07~~02/08), which is hereby incorporated by reference, to the Department or its designee with original signature(s).

* * * *

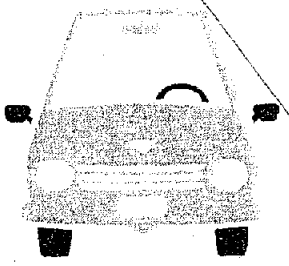
NOTE: Authority cited: Sections 44001.5, 44002, 44091 and 44094, Health and Safety Code and Section 9882, Business and Professions Code. Reference: Sections 44001.3, 44005, 44010.5, 44011, 44012, 44014, 44014.2, 44015, 44017, 44017.1, 44062.1, 44092, 44093, 44094, and 44095, Health and Safety Code.

Sherry Mehl, Chief
Bureau of Automotive Repair

Smog Check

Consumer Assistance Program Application

Failed Smog Check? Need Financial Assistance?



The Department of Consumer Affairs' Bureau of Automotive Repair provides financial assistance to qualified consumers whose vehicle fails a biennial (every other year) Smog Check inspection. Qualified consumers may receive financial assistance to make Smog Check related repairs, or retire their high polluting vehicles.

APPLICATION CHECKLIST

- [ ] You must be the registered owner.
- [ ] You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- [ ] Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- [ ] Your vehicle must not have a "tampered" emissions-control system.
- [ ] Your vehicle must not be in the process of being sold or being initially registered in California.
- [ ] Your vehicle must not be registered to a business, fleet, or non-profit organization.

- [ ] You must be the registered owner.
- [ ] You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- [ ] Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- [ ] Your vehicle must not have a "tampered" emissions-control system.
- [ ] Your vehicle must not be in the process of being sold or being initially registered in California.
- [ ] Your vehicle must not be registered to a business, fleet, or non-profit organization.
- [ ] Your vehicle must have failed a Smog Check.
- [ ] You must apply no later than 120 days after the expiration date of the current registration with the Department of Motor Vehicles.
- [ ] Your vehicle must have been continuously registered as an operable vehicle in California for two years immediately preceding the current registration expiration date.
- [ ] Your vehicle must be a passenger vehicle or light-duty truck.
- [ ] Your vehicle must pass a visual and operational check.

Your application must be approved before you can receive assistance.
Financial assistance is based on the availability of funds.

REPEAL

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have your vehicle retired until your application has been approved. **Only** CAP-authorized vehicles retired at a CAP-approved dismantler are eligible for the Consumer Assistance Program.
- **Fill out the application on pages 5 and 6.**
  Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1. Then, completely fill out Sections 2 and 3, read Section 6, and sign and date the back of the application.
- **Mail the application and required documents.**
  Include a copy of your current vehicle registration renewal notice from DMV.

If your application is approved, you will receive an eligibility letter and instructions about how to retire your vehicle.

Vehicle Retirement Requirements

Vehicle Equipment Requirements:

- All doors are present.
- Hood lid is present.
- Dashboard is present.
- Windshield is present.
- At least one side window glass is present.
- Driver's seat is present.
- At least one bumper is present.
- Exhaust system is present.
- All side and/or quarter panels are present.
- At least one headlight, one taillight, and one brake light are present.

Vehicle Operational Requirements:

- Vehicle must be driven to an approved dismantler **under its own power**.
- Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- Vehicle driveability is not affected by any body, steering, or suspension damage.
- Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- Interior pedals are operational.

REPEAL

1. Repair Assistance

Consumers may qualify for Repair Assistance in one of two ways:

INCOME ELIGIBLE

Your household income cannot be more than the maximum amount shown in the Income Eligibility Table below. If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

Income Eligibility Table

Number of People in Household**	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$22,973	OR	$1,914
2	$30,803	OR	$2,567
3	$38,633	OR	$3,219
4	$46,463	OR	$3,872
5	$54,293	OR	$4,524
6	$62,123	OR	$5,177
7	$69,953	OR	$5,829
8	$77,783	OR	$6,482
For more than 8, add the following amount for each individual	$7,830	OR	$653

* The Income Eligibility Table is adjusted each February based on Federal guidelines.

** "Household" means all family members or other persons who reside together and share common living expenses. **BE SURE TO INCLUDE YOURSELF!**

TEST-ONLY ELIGIBLE

Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

If you are Test-Only Eligible and Income Eligible, apply as an Income Eligible applicant and you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.

2. Vehicle Retirement

If you don't think your vehicle is worth repairing, and you qualify, the State will pay you $1,000 to voluntarily retire the vehicle at a CAP-approved dismantler, based on the availability of funds. You must be the registered owner and not have retired a vehicle through the Consumer Assistance Program within the last 12 months. A vehicle owner who is a joint owner of a vehicle may not retire more than two vehicles to the Consumer Assistance Program within a 12 month period.

REPEAT

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have emissions-related repairs performed on your vehicle until your application has been approved. **Only** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

- **Fill out the application on pages 5 and 6.**
  Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE or TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. If you are applying as an **Income Eligible** applicant, completely fill out Sections 2 through 5, read Section 6, and sign and date the back of the application.

  If you are applying as a **Test-Only Eligible** applicant, completely fill out Sections 2–4, read Section 6, and sign and date the back of the application. If you are only applying as Test-Only Eligible, no income documents are required.

- **Mail the application and required documents.**
  Include the following documents with your application:

  1) Copies of any invoices for emissions-related repairs performed at a Smog Check station prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
  2) Include a copy of your current vehicle registration renewal notice from DMV.
  3) If you are applying as an Income Eligible applicant, provide a copy of **one** of the following documents that verifies your income eligibility: *
     - A copy of your Federal (1040 Form) or State (540 Form) income from the most recent tax year.

       OR

     - A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.

       OR

     - A letter from the issuing agency stating that you receive one of these benefits:
       - Supplemental Security Income (SSI).
       - Temporary Assistance for Needy Families (TANF).
       - State Supplemental Payments (SSP).
       - California Work Opportunity and Responsibility to Kids (CalWORKs).
       - General Assistance (GA) or General Relief (GR).
       - Publicly subsidized medical coverage (Medi-Cal).

       OR

     - A copy of one of the following income verification documents:
       - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
       - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance funds.

If your application is approved, you will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

REPEAT

SMOG CHECK

Please fill out the application completely. Incomplete applications cannot be processed and may be returned.

Application Selection

Check Below:

Repair Assistance: Income Eligible Applicant — If you check this box, complete Sections 2 through 5, read Section 6, and sign and date the back of the application.

Repair Assistance: Test-Only Eligible Applicant — If you check this box, complete Sections 2 through 4, read Section 6, and sign and date the back of the application.

Vehicle Retirement Applicant — If you check this box, complete Sections 2 and 3, read Section 6, and sign and date the back of the application. If vehicle registration has joint ownership, complete Section 2A. **Vehicle Retirement Applicant:** You must apply **no later than 120 days** after the expiration of your vehicle registration with the Department of Motor Vehicles.

Registered Vehicle Owner Information

LAST NAME | FIRST NAME | M.I. | DRIVER LICENSE OR I.D. #

MAILING ADDRESS | APT. | CITY | STATE | ZIP | DAYTIME PHONE #

Joint Registered Vehicle Owner Information

LAST NAME | FIRST NAME | M.I. | DRIVER LICENSE OR I.D. #

Vehicle Information

VEHICLE YEAR | MAKE | MODEL | VEHICLE IDENTIFICATION # (VIN) | CALIFORNIA LICENSE PLATE #

Consumer Co-pay

Do not obtain additional repairs prior to receiving approval to our program. If some emission-related repairs were recently done, you may be eligible to have the cost of those repairs credited toward your co-payment requirement. Submit copies of receipts for those repairs for determination. (A smog test cannot be used to credit a consumer co-pay).

Income Information

CIRCLE THE NUMBER OF PEOPLE LIVING IN HOUSEHOLD (INCLUDE YOURSELF) 1 2 3 4 5 6 7 8 9+

ARE YOU THE HEAD OF HOUSEHOLD? (PLEASE CHECK ONE)

Yes No

If you have questions regarding this application or need assistance completing it, please call:

(866) 272-9642

Add the Total Gross Income for **all** household members, including yourself.

Wages: Monthly Yearly ..... $ _____

Welfare/Unemployment Payments ..... $ _____

Social Security Payments ..... $ _____

CalWORKs Payments ..... $ _____

TANF Payments ..... $ _____

Other Income ..... $ _____

Total Gross Income ..... $ _____

REPEAL

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Co-Owner's Signature: _____ Date: _____

MAIL YOUR APPLICATION AND REQUIRED DOCUMENTS TO:

Bureau of Automotive Repair
Consumer Assistance Program
10240 Systems Parkway
Sacramento, CA 95827

Your application must be approved BEFORE YOU CAN RECEIVE assistance. Financial assistance is only provided based on the availability of funds.

Pursuant to Section 1798.17 of the Civil Code (Information Practices Act), the Director of the Department of Consumer Affairs is responsible for maintaining the information in this application. Information may be transferred to other governmental agencies if required. Individuals have the right to review the records maintained on them by the agency, unless the records are exempted by Section 1798.40 of the Civil Code.

How did you first find out about the Consumer Assistance Program?

Check only one response

1. Smog Check station and/or Vehicle Inspection Report (VIR)
2. Department of Consumer Affairs (800) 952-5210
3. www.SmogCheck.ca.gov
4. www.BreatheEasier.ca.gov
5. Other Internet site
6. Postcard or letter
7. Radio
8. Newspaper story or advertisement
9. Television
10. DMV/Registration Renewal Notice
11. Friend/relative
12. Other

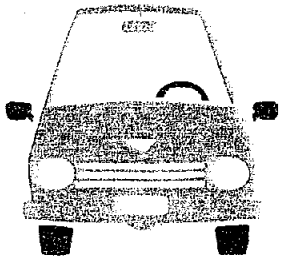
ADCF

Smog Check

Consumer Assistance Program Application

www.smogcheck.ca.gov

Failed Smog Check? Need Financial Assistance?



The Department of Consumer Affairs' Bureau of Automotive Repair provides financial assistance to qualified consumers whose vehicle fails a biennial (every other year) Smog Check inspection. Qualified consumers may receive financial assistance to make Smog Check related repairs, or retire their high polluting vehicles.

Para obtener una solicitud en español, llámenos al [illegible]

APPLICATION CHECKLIST

☐ To qualify for REPAIR ASSISTANCE, the following requirements must be met:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.

☐ To qualify for VEHICLE RETIREMENT, the following requirements must be met:

- ☐ You must be the registered owner.
- ☐ You must pay all appropriate registration fees for the vehicle with the Department of Motor Vehicles.
- ☐ Your vehicle must have a failed "biennial" (every other year) Smog Check inspection (aborted, manual mode, and training mode tests do not qualify).
- ☐ Your vehicle must not have a "tampered" emissions-control system.
- ☐ Your vehicle must not be in the process of being sold or being initially registered in California.
- ☐ Your vehicle must not be registered to a business, fleet, or non-profit organization.
- ☐ Your vehicle must have failed a Smog Check no later than 180 days after the expiration date of the current registration with the Department of Motor Vehicles.
- ☐ You must apply no later than 180 days after the expiration date of the current registration with the Department of Motor Vehicles.
- ☐ Your vehicle must have been continuously registered as an operable vehicle in California for two years immediately preceding the current registration expiration date.
- ☐ Your vehicle must be a passenger vehicle or light-duty truck.
- ☐ Your vehicle must pass a visual and operational check.

Your application must be approved before you can receive assistance.
Financial assistance is based on the availability of funds.

ADCP.

Application Instructions for Vehicle Retirement Applicants:

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have your vehicle retired until your application has been approved. **Only** CAP-authorized vehicles retired at a CAP-approved dismantler are eligible for the Consumer Assistance Program.
- **Fill out the application on pages 5 and 6.**
  Be sure to check the **VEHICLE RETIREMENT APPLICANT** box in Section 1. Then, completely fill out Sections 2 and 3, read Section 6, and sign and date the back of the application.
- **Mail the application and required documents.**
  Include a copy of your current vehicle registration renewal notice from DMV.

If your application is approved, you will receive an eligibility letter and instructions about how to retire your vehicle.

Vehicle Retirement Requirements

Inspections will be performed on the vehicle listed below at a CAP-approved dismantler.

Vehicle Equipment Requirements:

- All doors are present.
- Hood lid is present.
- Dashboard is present.
- Windshield is present.
- At least one side window glass is present.
- Driver's seat is present.
- At least one bumper is present.
- Exhaust system is present.
- All side and/or quarter panels are present.
- At least one headlight, one taillight, and one brake light are present.

Vehicle Operational Requirements:

- Vehicle must be driven to an approved dismantler **under its own power**.
- Vehicle engine starts readily through ordinary means without the use of starting fluids or external booster batteries.
- Vehicle driveability is not affected by any body, steering, or suspension damage.
- Vehicle is able to drive forward a minimum distance of 10 yards under its own power.
- Interior pedals are operational.

Questions? Please call 866-272-9642

Smog Check Consumer Assistance Program (CAP) Options

1. Repair Assistance

Consumers may qualify for Repair Assistance in one of two ways:

INCOME ELIGIBLE

Your household income cannot be more than the maximum amount shown in the Income Eligibility Table below. If you qualify, you must pay the first $20 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

Income Eligibility Table

Number of People in Household**	Maximum ANNUAL Gross Household Income		Maximum MONTHLY Gross Household Income
1	$23,400	OR	$1,950
2	$31,500	OR	$2,625
3	$39,600	OR	$3,300
4	$47,700	OR	$3,975
5	$55,800	OR	$4,650
6	$63,900	OR	$5,325
7	$72,000	OR	$6,000
8	$80,100	OR	$6,675
For more than 8, add the following amount for each individual	$8,100	OR	$675

* The Income Eligibility Table is adjusted each February based on Federal guidelines.

** "Household" means all family members or other persons who reside together and share common living expenses. **BE SURE TO INCLUDE YOURSELF!**

TEST-ONLY ELIGIBLE

Your registration renewal notice indicates that your vehicle is required to have its Smog Check inspection at a Test-Only or Gold Shield station. If you qualify, you must pay the first $100 toward diagnosis and repair of your vehicle. The State will then contribute up to $500 in emissions-related diagnostic and repair services to your vehicle at a CAP-approved station.

If you are Test-Only Eligible and Income Eligible, apply as an Income Eligible applicant and you will only have to pay the first $20 toward diagnosing and repairing your vehicle at a CAP-approved station.

2. Vehicle Retirement

If you don't think your vehicle is worth repairing, and you qualify, the State will pay you $1,000 to voluntarily retire the vehicle at a CAP-approved dismantler, based on the availability of funds. You must be the registered owner and not have retired a vehicle through the Consumer Assistance Program within the last 12 months. A vehicle owner who is a joint owner of a vehicle may not retire more than two vehicles to the Consumer Assistance Program within a 12 month period.

Questions? Please call 866-272-9642

Attach

Application Instructions for Repair Assistance Applicants "INCOME ELIGIBLE" OR "TEST-ONLY ELIGIBLE"

- **Make sure you and your vehicle qualify.**
  Refer to Page 1 for vehicle and owner qualifications. Do **not** have emissions-related repairs performed on your vehicle until your application has been approved. **Only** CAP-authorized repairs performed at a CAP-approved station are eligible for the Consumer Assistance Program.

- **Fill out the application on pages 5 and 6.**
  Be sure to check the **REPAIR ASSISTANCE: INCOME ELIGIBLE or TEST-ONLY ELIGIBLE APPLICANT** box in Section 1. If you are applying as an **Income Eligible** applicant, completely fill out Sections 2 through 5, read Section 6, and sign and date the back of the application.

  If you are applying as a **Test-Only Eligible** applicant, completely fill out Sections 2–4, read Section 6, and sign and date the back of the application. If you are only applying as Test-Only Eligible, no income documents are required.

- **Mail the application and required documents.**
  Include the following documents with your application:

  1) Copies of any invoices for emissions-related repairs performed at a Smog Check station prior to applying to the Consumer Assistance Program, for the sole purpose of crediting your required co-payment.
  2) Include a copy of your current vehicle registration renewal notice from DMV.
  3) If you are applying as an Income Eligible applicant, provide a copy of **one** of the following documents that verifies your income eligibility: *
     - A copy of your Federal (1040 Form) or State (540 Form) income from the most recent tax year.

     OR

     - A copy of a paycheck stub reflecting your year-to-date earnings, hours worked, and hourly wage.

     OR

     - A letter from the issuing agency stating that you receive one of these benefits:
       - Supplemental Security Income (SSI).
       - Temporary Assistance for Needy Families (TANF).
       - State Supplemental Payments (SSP).
       - California Work Opportunity and Responsibility to Kids (CalWORKs).
       - General Assistance (GA) or General Relief (GR).
       - Publicly subsidized medical coverage (Medi-Cal).

     OR

     - A copy of one of the following income verification documents:
       - An unemployment, veterans benefits, or disability check issued to you within the past 60 days.
       - A bank statement issued to you within the past 60 days reflecting a deposit of Social Security or Public Assistance funds.

If your application is approved, you will receive an eligibility letter and information about where you can take your vehicle for repair assistance.

Admit

SMOG CHECK

Consumer Assistance Program (CAP) Application

Please fill out the application completely. Incomplete applications cannot be processed and may be returned.

SECTION 1: Application Selection

Check Below:

☐ **Repair Assistance: Income Eligible Applicant** — If you check this box, complete Sections 2 through 5, read Section 6, and sign and date the back of the application. You must attach a copy of one income documents as outlined on page 2.

☐ **Repair Assistance: Test-Only Eligible Applicant** — If you check this box, complete Sections 2 through 4, read Section 6, and sign and date the back of the application. (Note: Test-Only Eligible applicants should also check Income Eligible assistance if they qualify.)

☐ **Vehicle Retirement Applicant** — If you check this box, complete Sections 2 and 3, read Section 6, and sign and date the back of the application. If vehicle registration has joint ownership, complete Section 2A. **Vehicle Retirement Applicant:** You must apply **no later than 180 days** after the expiration of your vehicle registration with the Department of Motor Vehicles.

SECTION 2: Registered Vehicle Owner Information

LAST NAME | FIRST NAME | M.I. | DRIVER LICENSE OR I.D. #

MAILING ADDRESS | APT. | CITY | STATE | ZIP | DAYTIME PHONE #

SECTION 2A: Joint Registered Vehicle Owner Information

LAST NAME | FIRST NAME | M.I. | DRIVER LICENSE OR I.D. #

SECTION 3: Vehicle Information

VEHICLE YEAR | MAKE | MODEL | VEHICLE IDENTIFICATION # (VIN) | CALIFORNIA LICENSE PLATE #

SECTION 4: Consumer Co-pay

CAUTION: Do not obtain additional repairs prior to receiving approval to our program. If some emission-related repairs were recently done, you may be eligible to have the cost of those repairs credited toward your co-payment requirement. Submit copies of receipts for those repairs for determination. (A smog test cannot be used to credit a consumer co-pay).

SECTION 5: Income Information (Income Eligible Applicants Only)

CIRCLE THE NUMBER OF PEOPLE LIVING IN HOUSEHOLD (INCLUDE YOURSELF)

1 2 3 4 5 6 7 8 9+

Add the Total Gross Income for all household members, including yourself.

Wages: ☐ Monthly ☐ Yearly ..... $ _____

Welfare/Unemployment Payments ..... $ _____

Social Security Payments ..... $ _____

CalWORKs Payments ..... $ _____

TANF Payments ..... $ _____

Other Income ..... $ _____

Total Gross Income ..... $ _____

If you have questions regarding this application or need assistance completing it, please call:

(866) 272-9642

ADOPT

I acknowledge that the information provided on this application will be used to assess and verify my eligibility for assistance. My signature gives consent for this information to be shared with other government agencies. I declare, under penalty of perjury under the laws of the State of California, that to the best of my knowledge, the information on this application is true and correct. I understand that submitting false information may result in a criminal conviction or in a civil penalty of not less than $150 and not more than $1,000, and that I will not be eligible to receive future assistance. I further understand and agree that if my vehicle does not meet all program requirements, it will not be permitted into the Consumer Assistance Program.

Registered Owner's Signature: _____ Date: _____

Co-Owner's Signature: _____ Date: _____

MAIL YOUR APPLICATION AND REQUIRED DOCUMENTS TO:

Bureau of Automotive Repair
Consumer Assistance Program
10240 Systems Parkway
Sacramento, CA 95827

Your application must be approved BEFORE YOU CAN RECEIVE assistance. Financial assistance is only provided based on the availability of funds.

Pursuant to Section 1798.17 of the Civil Code (Information Practices Act), the Director of the Department of Consumer Affairs is responsible for maintaining the information in this application. Information may be transferred to other governmental agencies if required. Individuals have the right to review the records maintained on them by the agency, unless the records are exempted by Section 1798.40 of the Civil Code.

How did you first find out about the Consumer Assistance Program?

✓ Check only one response

1. Smog Check station and/or Vehicle Inspection Report (VIR)
2. Department of Consumer Affairs (800) 952-5210
3. www.SmogCheck.ca.gov
4. www.BreatheEasier.ca.gov
5. Other Internet site
6. Postcard or letter
7. Radio
8. Newspaper story or advertisement
9. Television
10. DMV/Registration Renewal Notice
11. Friend/relative
12. Other _____

Questions? Please call 866-272-9642

BUREAU OF AUTOMOTIVE REPAIR

CONSUMER ASSISTANCE PROGRAM APPLICATION FORM REVISIONS

TITLE 16, CALIFORNIA CODE OF REGULATIONS, § 3394.6

SECTION 100. CHANGES WITHOUT REGULATORY EFFECT

Pursuant to Title 1, Division 1, Chapter 1, Article 2, Section 100(b)(3), of the California Code of Regulations, the Department of Consumer Affairs, Bureau of Automotive Repair (BAR), hereby submits this written statement explaining why the changes to the current Consumer Assistance Program (CAP) application form (CAP/APP (07/07)) and Title 16, Section 3394.6, California Code of Regulations[1] (CCR) do not materially alter any requirement, right, responsibility, condition, prescription or other regulatory element of any CCR provision.

1. The following is a description of each of the changes made to the current application form (CAP/APP (07/07)) and an explanation of why these changes have no regulatory effect:

   Please refer to Exhibit A for a copy of the current CAP application form (CAP/APP (07/07)) and Exhibit B for a copy of the revised CAP application form (PPD 08_022 CAP/APP (02/08)).

CHANGE 1. Application Checklist

The checklist is established for the applicants to determine if they are eligible before completing any other application steps. The checklist is informative and clarifying for applicants.

The following changes have been made to the Checklist, in the Vehicle Retirement requirements section:
Column 2, Box number 7, has been changed from "Your vehicle must have failed a Smog Check" to read "Your vehicle must have failed a Smog Check no later than 120 days after the expiration date of the current registration with the Department of Motor Vehicles."

This is a nonsubstantive editorial change, consistent with current law. This change has no regulatory effect.

CHANGE 2. Page 2. Income Eligibility Table

The maximum gross household income amounts have been recalculated based on the 2008 Federal Poverty Guidelines published January 23, 2008 by the U.S. Department of Health and Human Services (*Federal Register* Vol. 73, No.15, January 23, 2008, pp. 3971 - 3972).

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[1] All references made hereafter to the California Code of Regulations apply to Title 16, Division 33, Chapter 1, unless otherwise specified.

Pursuant to § 3394.4(a)(2)(A), income eligibility for the Consumer Assistance Program (CAP) is based on the most current Federal Poverty Guidelines. In February each year, the U.S. Department of Health and Human Services (DHHS) releases an official income level for poverty called the Federal Poverty Guidelines (see Exhibit C). The income eligibility table is included in the CAP application as a convenience to applicants in determining their eligibility as to income. Since the income levels are adjusted annually by DHHS, the application table must be adjusted accordingly in order to remain accurate and up to date with the regulations. CCR § 3394.4(a)(2)(A) clearly contemplates adjustments in the Federal Poverty Guidelines and establishes eligibility based on the published amounts. The revised amounts included in the new table are applicable under the provisions of § 3394.4(a)(2)(A), even if they are not included in the application form. Therefore, this change has no regulatory effect.

In summary, the changes made to the Consumer Assistance Program application form relate primarily to style and format or provide clarification, and are not substantive. No change has been made that would materially alter any requirement, right, responsibility, condition, prescription or other regulatory element of any CCR provision.

2. With the foregoing changes to the Consumer Assistance Program Application form (CAP/APP (07/07)), the form number and revision date has been changed to "PPD 08_022 CAP/APP (02/08)." Because this application is specifically mentioned in CCR §3394.6, and is incorporated by reference, the form number and revision date must also be changed in that section. Since this change is editorial and does not modify any requirement, right, responsibility, condition, prescription or other regulatory element, this change has no regulatory effect.

bank holding companies. Unless otherwise noted, these activities will be conducted throughout the United States.

Each notice is available for inspection at the Federal Reserve Bank indicated. The notice also will be available for inspection at the offices of the Board of Governors. Interested persons may express their views in writing on the question whether the proposal complies with the standards of section 4 of the BHC Act. Additional information on all bank holding companies may be obtained from the National Information Center website at *www.ffiec.gov/nic/*.

Unless otherwise noted, comments regarding the applications must be received at the Reserve Bank indicated or the offices of the Board of Governors not later than February 6, 2008.

A. Federal Reserve Bank of St. Louis (Glenda Wilson, Community Affairs Officer) 411 Locust Street, St. Louis, Missouri 63166–2034:

1. Evolve Financial Group, Inc., Cordova, Tennessee;, to acquire 100 percent of the voting shares of AFS Investment Advisors, Inc., Austin, Texas, and thereby engage in investment advisory activities, pursuant to section 225.28(b)(6)(i) of Regulation Y.

Board of Governors of the Federal Reserve System, January 17, 2008.

Robert deV. Frierson,

Deputy Secretary of the Board.

[FR Doc. E8–1080 Filed 1–22–08; 8:45 am]

BILLING CODE 6210–01–S

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Office of the Secretary

Annual Update of the HHS Poverty Guidelines

AGENCY: Department of Health and Human Services.

ACTION: Notice.

SUMMARY: This notice provides an update of the HHS poverty guidelines to account for last calendar year's increase in prices as measured by the Consumer Price Index.

DATES: *Effective Date:* Date of publication, unless an office administering a program using the guidelines specifies a different effective date for that particular program.

ADDRESSES: Office of the Assistant Secretary for Planning and Evaluation, Room 404E, Humphrey Building, Department of Health and Human Services (HHS), Washington, DC 20201.

FOR FURTHER INFORMATION CONTACT: For information about how the guidelines are used or how income is defined in a particular program, contact the Federal, State, or local office that is responsible for that program. Contact information for two frequently requested programs is given below:

For information about the Hill-Burton Uncompensated Services Program (free or reduced-fee health care services at certain hospitals and other facilities for persons meeting eligibility criteria involving the poverty guidelines), contact the Office of the Director, Division of Facilities Compliance and Recovery, Health Resources and Services Administration, HHS, Room 10–105, Parklawn Building, 5600 Fishers Lane, Rockville, Maryland 20857. To speak to a person, call (301) 443–5656. To receive a Hill-Burton information package, call 1–800–638–0742 (for callers outside Maryland) or 1–800–492–0359 (for callers in Maryland). You also may visit *http://www.hrsa.gov/hillburton/default.htm*. The Division of Facilities Compliance and Recovery notes that as set by 42 CFR 124.505(b), the effective date of this update of the poverty guidelines for facilities obligated under the Hill-Burton Uncompensated Services Program is sixty days from the date of this publication.

For information about the percentage multiple of the poverty guidelines to be used on immigration forms such as USCIS Form I–864, Affidavit of Support, contact U.S. Citizenship and Immigration Services at 1–800–375–5283 or visit *http://www.uscis.gov/files/form/I-864p.pdf*.

For information about the number of people in poverty or about the Census Bureau poverty thresholds, visit the Poverty section of the Census Bureau's Web site at *http://www.census.gov/hhes/www/poverty.html* or contact the Census Bureau's Demographic Call Center Staff at (301) 763–2422 or 1–866–758–1060 (toll-free).

For general questions about the poverty guidelines themselves, contact Gordon Fisher, Office of the Assistant Secretary for Planning and Evaluation, Room 404E, Humphrey Building, Department of Health and Human Services, Washington, DC 20201—telephone: (202) 690–7507—or visit *http://www.aspe.hhs.gov/poverty/*.

SUPPLEMENTARY INFORMATION:

Background

Section 673(2) of the Omnibus Budget Reconciliation Act (OBRA) of 1981 (42 U.S.C. 9902(2)) requires the Secretary of the Department of Health and Human Services to update, at least annually, the poverty guidelines, which shall be used as an eligibility criterion for the Community Services Block Grant program. The poverty guidelines also are used as an eligibility criterion by a number of other Federal programs. The poverty guidelines issued here are a simplified version of the poverty thresholds that the Census Bureau uses to prepare its estimates of the number of individuals and families in poverty.

As required by law, this update is accomplished by increasing the latest published Census Bureau poverty thresholds by the relevant percentage change in the Consumer Price Index for All Urban Consumers (CPI–U). The guidelines in this 2008 notice reflect the 2.8 percent price increase between calendar years 2006 and 2007. After this inflation adjustment, the guidelines are rounded and adjusted to standardize the differences between family sizes. The same calculation procedure was used this year as in previous years. (Note that these 2008 guidelines are roughly equal to the poverty thresholds for calendar year 2007 which the Census Bureau expects to publish in final form in August 2008.) The guideline figures shown represent annual income.

2008 POVERTY GUIDELINES FOR THE 48 CONTIGUOUS STATES AND THE DISTRICT OF COLUMBIA

Persons in family	Poverty guideline
1	$10,400
2	14,000
3	17,600
4	21,200
5	24,800
6	28,400
7	32,000
8	35,600

For families with more than 8 persons, add $3,600 for each additional person.

2008 POVERTY GUIDELINES FOR ALASKA

Persons in family	Poverty guideline
1	$13,000
2	17,500
3	22,000
4	26,500
5	31,000
6	35,500
7	40,000
8	44,500

For families with more than 8 persons, add $4,500 for each additional person.

2008 POVERTY GUIDELINES FOR HAWAII

Persons in family	Poverty guideline
1	$11,960
2	16,100
3	20,240
4	24,380
5	28,520
6	32,660
7	36,800
8	40,940

For families with more than 8 persons, add $4,140 for each additional person.

Separate poverty guideline figures for Alaska and Hawaii reflect Office of Economic Opportunity administrative practice beginning in the 1966–1970 period. (Note that the Census Bureau poverty thresholds—the version of the poverty measure used for statistical purposes—have never had separate figures for Alaska and Hawaii.) The poverty guidelines are not defined for Puerto Rico or other outlying jurisdictions. In cases in which a Federal program using the poverty guidelines serves any of those jurisdictions, the Federal office that administers the program is generally responsible for deciding whether to use the contiguous-states-and-DC guidelines for those jurisdictions or to follow some other procedure.

Due to confusing legislative language dating back to 1972, the poverty guidelines have sometimes been mistakenly referred to as the "OMB" (Office of Management and Budget) poverty guidelines or poverty line. In fact, OMB has never issued the guidelines; the guidelines are issued each year by the Department of Health and Human Services. The poverty guidelines may be formally referenced as "the poverty guidelines updated periodically in the **Federal Register** by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2)."

Some programs use a percentage multiple of the guidelines (for example, 125 percent or 185 percent of the guidelines), as noted in relevant authorizing legislation or program regulations. Non-Federal organizations that use the poverty guidelines under their own authority in non-federally-funded activities can choose to use a percentage multiple of the guidelines such as 125 percent or 185 percent.

The poverty guidelines do not make a distinction between farm and non-farm families, or between aged and non-aged units. (Only the Census Bureau poverty thresholds have separate figures for aged and non-aged one-person and two-person units.)

Note that this notice does not provide definitions of such terms as "income" or "family." This is because there is considerable variation in how different programs that use the guidelines define these terms, traceable to the different laws and regulations that govern the various programs.

Therefore, questions about how a particular program applies the poverty guidelines (for example, Is income before or after taxes? Should a particular type of income be counted? Should a particular person be counted in the family or household unit?) should be directed to the organization that administers the program.

Dated: January 17, 2008.

Michael O. Leavitt,

Secretary of Health and Human Services.

[FR Doc. 08–256 Filed 1–18–08; 9:13 am]

BILLING CODE 4151–05–M

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institute for Occupational Safety and Health; Decision To Evaluate a Petition To Designate a Class of Employees at Spencer Chemical Co., Jayhawks Works, Pittsburg, KS, To Be Included in the Special Exposure Cohort

AGENCY: National Institute for Occupational Safety and Health (NIOSH), Department of Health and Human Services (HHS).

ACTION: Notice.

SUMMARY: The Department of Health and Human Services (HHS) gives notice as required by 42 CFR 83.12(e) of a decision to evaluate a petition to designate a class of employees at Spencer Chemical Co., Jayhawks Works, Pittsburg, Kansas, to be included in the Special Exposure Cohort under the Energy Employees Occupational Illness Compensation Program Act of 2000. The initial proposed definition for the class being evaluated, subject to revision as warranted by the evaluation, is as follows:

Facility: Spencer Chemical Co., Jayhawks Works.

Location: Pittsburg, Kansas.

Job Titles and/or Job Duties: All employees.

Period of Employment: January 1, 1958 through December 31, 1963.

FOR FURTHER INFORMATION CONTACT: Larry Elliott, Director, Office of Compensation Analysis and Support, National Institute for Occupational Safety and Health (NIOSH), 4676 Columbia Parkway, MS C–46, Cincinnati, OH 45226, Telephone 513–533–6800 (this is not a toll-free number). Information requests can also be submitted by e-mail to *OCAS@CDC.GOV.*

Dated: January 15, 2008.

John Howard,

Director, National Institute for Occupational Safety and Health.

[FR Doc. E8–1031 Filed 1–22–08; 8:45 am]

BILLING CODE 4163–19–P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

National Institute for Occupational Safety and Health; Determination Concerning a Petition To Add a Class of Employees to the Special Exposure Cohort

AGENCY: National Institute for Occupational Safety and Health (NIOSH), Department of Health and Human Services (HHS).

ACTION: Notice.

SUMMARY: The Department of Health and Human Services (HHS) gives notice of a determination concerning a petition to add a class of employees at the Y–12 Plant, Oak Ridge, Tennessee, to the Special Exposure Cohort (SEC) under the Energy Employees Occupational Illness Compensation Program Act of 2000 (EEOICPA), 42 U.S.C. 7384q. On December 14, 2007, the Secretary of HHS determined that the following employees do not meet the statutory criteria for addition to the SEC as authorized under EEOICPA:

Statisticians who performed statistical analysis of biological experiments (working within the Oak Ridge National Laboratory Biological Sciences Division) in all locations at the Y–12 Plant in Oak Ridge, Tennessee, who were employed by the Department of Energy or its contractors between January 1, 1958, and June 30, 1958.

FOR FURTHER INFORMATION CONTACT: Larry Elliott, Director, Office of Compensation Analysis and Support, National Institute for Occupational Safety and Health (NIOSH), 4676 Columbia Parkway, MS C–46, Cincinnati, OH 45226, Telephone 513–533–6800 (this is not a toll-free number). Information requests can also be submitted by e-mail to *OCAS@CDC.GOV.*

Dated: January 15, 2008.

John Howard,

Director, National Institute for Occupational Safety and Health.

[FR Doc. E8–1033 Filed 1–22–08; 8:45 am]

BILLING CODE 4160–17–P

STATE OF CALIFORNIA--OFFICE OF ADMINISTRATIVE LAW

NOTICE PUBLICATION/REGULATION SUBMISSION — REGULAR

(See instructions on reverse)

For use by Secretary of State only

STD. 400 (REV. 4-99)

OAL FILE NUMBERS	NOTICE FILE NUMBER	REGULATORY ACTION NUMBER	EMERGENCY NUMBER
	Z- 2008-0617-06	2008-1103-01S	

For use by Office of Administrative Law (OAL) only

2008 NOV -3 A 11:00

OFFICE OF ADMINISTRATIVE LAW

NOTICE | REGULATIONS

AGENCY WITH RULEMAKING AUTHORITY	AGENCY FILE NUMBER (If any)
Department of Consumer Affairs, Bureau of Automotive Repair	2007_100

A. PUBLICATION OF NOTICE (Complete for publication in Notice Register)

1. SUBJECT OF NOTICE	TITLE(S)	FIRST SECTION AFFECTED	2. REQUESTED PUBLICATION DATE

3. NOTICE TYPE	4. AGENCY CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)
☐ Notice re Proposed Regulatory Action ☐ Other		( )	( )

OAL USE ONLY	ACTION ON PROPOSED NOTICE	NOTICE REGISTER NUMBER	PUBLICATION DATE
	☐ Approved as Submitted ☐ Approved as Modified ☐ Disapproved/ Withdrawn	08-#46-Z	6/27/2008

B. SUBMISSION OF REGULATIONS (Complete when submitting regulations)

1a. SUBJECT OF REGULATION(S)	1b. ALL PREVIOUS RELATED OAL REGULATORY ACTION NUMBER(S)
Licensing of Smog Check Technicians	

2. SPECIFY CALIFORNIA CODE OF REGULATIONS TITLE(S) AND SECTION(S) (Including title 26, if toxics-related)

SECTION(S) AFFECTED (List all section number(s) individually)	ADOPT	AMEND	REPEAL
TITLE(S) 16		Title 16, Sections 3340.28 and 3340.29	

3. TYPE OF FILING

☑ Regular Rulemaking (Gov. Code, § 11346)
☐ Resubmittal of disapproved or withdrawn nonemergency filing (Gov. Code, §§ 11349.3, 11349.4)
☐ Emergency (Gov. Code, § 11346.1(b))
☐ Emergency Readopt (Gov. Code, § 11346.1(h))
☐ Resubmittal of disapproved or withdrawn emergency filing (Gov. Code, § 11346.1)
☐ Certificate of Compliance: The agency officer named below certifies that this agency complied with the provisions of Government Code §§ 11346.2 - 11346.9 prior to, or within 120 days of, the effective date of the regulations listed above.
☐ Print Only
☐ Changes Without Regulatory Effect (Cal. Code Regs., title 1, § 100)
☐ Other (specify)

4. ALL BEGINNING AND ENDING DATES OF AVAILABILITY OF MODIFIED REGULATIONS AND/OR MATERIAL ADDED TO THE RULEMAKING FILE (Cal. Code Regs. title 1, §§ 44 and 45)

5. EFFECTIVE DATE OF REGULATORY CHANGES (Gov. Code, §§ 11343.4, 11346.1(d))
☑ Effective 30th day after filing with Secretary of State
☐ Effective on filing with Secretary of State
☐ Effective other (Specify)

6. CHECK IF THESE REGULATIONS REQUIRE NOTICE TO, OR REVIEW, CONSULTATION, APPROVAL OR CONCURRENCE BY, ANOTHER AGENCY OR ENTITY
☑ Department of Finance (Form STD. 399) (SAM §6660)
☐ Fair Political Practices Commission
☐ State Fire Marshal
☐ Other (Specify)

12/18/08

7. CONTACT PERSON	TELEPHONE NUMBER	FAX NUMBER (Optional)	E-MAIL ADDRESS (Optional)
Virginia Vu	(916) 255-2135	(916) 255-1390	

8. *I certify that the attached copy of the regulation(s) is a true and correct copy of the regulation(s) identified on this form, that the information specified on this form is true and correct, and that I am the head of the agency taking this action, or a designee of the head of the agency, and am authorized to make this certification.*

SIGNATURE OF AGENCY HEAD OR DESIGNEE	DATE
	10-30-08

TYPED NAME AND TITLE OF SIGNATORY

Carrie Lopez, Director Department of Consumer Affairs

State of California
Office of Administrative Law

In re: **Bureau of Automotive Repair**	**NOTICE OF APPROVAL OF REGULATORY ACTION**
Regulatory Action:	**Government Code Section 11349.3**
Title 16, California Code of Regulations **Adopt sections:** **Amend sections: 3340.28, 3340.29** **Repeal sections:**	**OAL File No. 2008-1103-01 S**

This action updates and streamlines the initial licensing and renewal process for various Smog Check Technician licenses (Intern Technician; Basic Area Technician; Advanced Emission Specialist Technician).

OAL approves this regulatory action pursuant to section 11349.3 of the Government Code. This regulatory action becomes effective on 1/17/2009.

Date: 12/18/2008

Gordon R. Young
Senior Staff Counsel

For: SUSAN LAPSLEY
Director

Original: Sherry Mehl
Copy: Virginia Vu

BUREAU OF AUTOMOTIVE REPAIR

ORDER OF ADOPTION

The Bureau of Automotive Repair hereby adopts the following regulation in Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

(1) Amend Section 3340.28 of Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3340.28. Licenses and Qualifications for Technicians.

(a) There are the following technician licenses in the Smog Check Program:

(1) ~~Intern Technician.~~ The Intern Technician license which allows an individual, under the direction of a supervising licensed Smog Check technician, to perform repairs or adjustments to the emissions control systems on failed vehicles subject to the ~~s~~Smog ~~e~~Check ~~p~~Program at smog check stations in all areas of the state. The Intern Technician license expires in two years, ~~and~~ is nonrenewable and shall be issued to an individual only once.

(2) ~~Basic Area Technician.~~ The Basic Area Technician license which allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the ~~s~~Smog ~~e~~Check ~~p~~Program at smog check stations in areas of the state designated as basic vehicle inspection and maintenance program areas. The Basic Area Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(3) ~~Advanced Emission Specialist Technician.~~ The Advanced Emission Specialist Technician license which allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the smog check program at smog check stations in all areas of the state. The Advanced Emission Specialist Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(b) ~~Qualifications.~~ The qualifications to take an examination for technician licenses are as follows:

(1) ~~Intern Technician License.~~ The Intern Technician license does not require an examination. To qualify for the Intern Technician license, the applicant must provide satisfactory evidence of successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course. The qualification to take the ~~Basic~~ Clean Air Car

Course is one year of automotive experience or equivalent automotive training courses in the engine performance area as determined by the bureau certified course instructor.

(2) ~~Basic Area Technician License.~~ The Basic Area Technician license requires an examination. The qualifications to take the examination for the Basic Area Technician license are:

(A) ~~Education or Experience.~~ The applicant must provide satisfactory evidence of:

1. ~~p~~Possession of a valid and unexpired Intern Technician License and one year of experience as a licensed Intern Technician; or

2. ~~p~~Possession of an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school, or trade school, and the successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course; or

3. ~~p~~Possession of a certificate in automotive technology from a ~~a~~ state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area, and the successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course; or

4. ~~p~~Possession of a valid and unexpired Basic Area or Advanced Emission Specialist smog check technician's license; or

5. ~~s~~Successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course. The qualifications to take the ~~Basic~~ Clean Air Car Course (for those not possessing a degree or certificate as provided in ~~subsection (b)~~ paragraphs (2)(A)2. and ~~(b)~~(2)(A)3. of this subsection) are one year of automotive experience or equivalent automotive training courses in the engine performance area, as determined by the bureau certified course instructor.

(B) ~~Certification.~~

1. The applicant must provide satisfactory evidence of unexpired certification, which may be from the National Institute for Automotive Service Excellence, in the categories of Electrical/Electronic Systems (A6), Engine Performance (A8), and Advanced Engine Performance Specialist (L1). ~~The Advanced Engine Performance Specialist (L1) certification requirement shall become effective on January 1, 2002. Certification may be from the National Institute for Automotive Service Excellence~~, or

2. The applicant must provide satisfactory evidence of completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code. The training program must have been completed within the last five years.

(C) ~~Update Training.~~ An applicant for an initial license or renewal of a license must provide satisfactory evidence of successful completion of bureau certified update training courses. Update training courses provide training on new automotive technology that affects emission testing and/or repairs. Update training need not exceed 20 hours. Technicians may take a challenge test in lieu of taking the course, at the bureau's discretion. Technicians who elect to take the challenge test shall take it at a bureau certified training institution that is certified to provide that update training course. Information regarding update training courses will be available through a bureau toll free telephone number, published in the technician license renewal notice.

(3) ~~Advanced Emission Specialist Technician License.~~ The Advanced Emission Specialist Technician license requires an examination. The qualifications to take the examination for the Advanced Emission Specialist Technician license are:

(A) ~~Education or Experience.~~ The applicant must provide satisfactory evidence of:

1. s<u>S</u>uccessful completion within the last ~~twelve months~~ <u>two years</u> of the bureau's Advanced Clean Air Car Course, possession of a valid and unexpired Intern Technician license, and one year of experience as a licensed Intern Technician; or

2. s<u>S</u>uccessful completion within the last ~~twelve months~~ <u>two years</u> of the bureau's ~~Basic~~ <u>Clean Air Car Course</u> and Advanced Clean Air Car Course and possession of an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school, or trade school; or

3. s<u>S</u>uccessful completion within the last ~~twelve months~~ <u>two years</u> of the bureau's ~~Basic~~ <u>Clean Air Car Course</u> and Advanced Clean Air Car Course and possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area; or

4. ~~p~~<u>P</u>ossession of a valid and unexpired Basic Area Technician License, and successful completion of the Advanced Clean Air Car Course within the last ~~twelve months~~ <u>two years</u>; or

5. ~~p~~Possession of a valid and unexpired Advanced Emission Specialist Technician License; or

6. Successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course and Advanced Clean Air Car Courses. An applicant not possessing a degree or certificate as provided in ~~subsection (b)~~ paragraphs (3)(A)2. and ~~(b)~~(3)(A)3. of this subsection may qualify to take the ~~Basic~~ Clean Air Car Course by demonstrating one year of automotive experience or equivalent automotive training courses in the engine performance area, as determined by a bureau certified instructor. The applicant may qualify to take the Advanced Clean Air Car Course by successful completion of the ~~Basic~~ Clean Air Car Course within the last ~~twelve months~~ two years.

(B) ~~Certification.~~

1. The applicant must provide satisfactory evidence of unexpired certification, which may be from the National Institute for Automotive Service Excellence, in the categories of Electrical/Electronic Systems (A6), Engine Performance (A8) and Advanced Engine Performance Specialist (L1). ~~Certification may be from the National Institute for Automotive Service Excellence~~, or

2. The applicant must provide satisfactory evidence of completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code. The training program must have been completed within the last five years..

(C) ~~Update Training.~~ An applicant for an initial license or renewal of a license must provide satisfactory evidence of successful completion of bureau certified update training courses. Update training courses provide training on new automotive technology that affects emission testing and/or repairs. Update training need not exceed 20 hours. Technicians may take a challenge test in lieu of taking the course, at the bureau's discretion. Technicians who elect to take the challenge test shall take it at a bureau certified training institution that is certified to provide that update training course. Information regarding update training courses will be available through a bureau toll free telephone number, published in the technician license renewal notice.

(4) ~~Optional Endorsement for Gaseous Fuels.~~ An optional endorsement to test and repair vehicles powered by gaseous fuel, either solely or in combination with gasoline, is available for the Basic Area Technician and Advanced Emission Specialist Technician licenses.

(A) An individual wishing to have his/her license endorsed to test and repair vehicles powered by gaseous fuels, either solely or in combination with gasoline, must submit satisfactory evidence of certification in the certification category of Light Vehicle Compressed Natural Gas (FJ). Certification may be from the National Institute for Automotive Service Excellence or from completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

(B) The endorsement for gaseous fuels shall be accomplished pursuant to the requirements of subsection (d) of section 3340.29 of this Article.

Note: Authority cited: Sections 44002, ~~and~~ 44014 and 44045.5, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Section 44014, 44031.5(e) and 44045.5, Health and Safety Code.

(2) Amend Section 3340.29 of Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3340.29. Licensing of Technicians.

(a) ~~Application and Fee.~~ An applicant for a license as a technician shall submit an application with appropriate documents to the bureau on form ~~T 6 (10-99)~~ SMOG TECH 1 (11/07), "Application for Initial Smog Check Technician License," which is hereby incorporated by reference, together with an application fee of $20.00. An application shall be rejected, and the fee shall not be refunded, if the applicant fails to include all required documentation, or complete all questions regarding the applicant's background, or otherwise fails to submit a complete original application. The applicant shall submit a new application with appropriate documents and an application fee of $20.00 when an application has been rejected for failure to file a complete application.

(b) ~~Examination and Fee.~~ An applicant for a technician license shall be subject to the following requirements:

(1) An applicant for a technician license shall pay ~~a $65~~ an examination fee of $45 and successfully complete the appropriate technician examination in order to receive a technician's license.

(2) An applicant that receives a notice of qualification to take an examination, pursuant to section 3303.2 of this Article, shall take the appropriate technician examination within 90 days of receipt of notification of qualification to take the examination, or shall again submit

an application to the bureau, pay an application fee of $20, pay ~~a $65~~ the examination fee, and successfully complete the appropriate technician examination.

(3) A qualified applicant who fails an examination may take another examination and shall again submit an application to the bureau, pay an application fee of $20, pay ~~a $65~~ the examination fee, and successfully complete the appropriate technician examination.

(c) ~~Initial Application Review.~~ An initial application shall be subject to the review procedures specified in section 3303.2. of Article 1 of this Chapter.

(d) ~~Endorsement of License for Gaseous Fuels.~~ A technician license, except for the Intern Technician license, shall be endorsed for gaseous fuels as follows:

(1) An individual submitting an application for an initial technician license ~~or renewal of a technician license,~~ may have the license endorsed for gaseous fuels by requesting the endorsement on the application and providing proof of qualification pursuant to paragraph (4) of subsection (b)~~(4)~~ of section 3340.28.

(2) An individual may have an existing license endorsed for gaseous fuels by submitting a letter to the bureau requesting the endorsement be added to his/her existing license, and providing proof of qualification pursuant to paragraph (4) of subsection (b)~~(4)~~ of section 3340.28.

(e) ~~Expiration of License.~~ A technician's license shall expire on the last day of the month in which the second birthday of the technician occurs after the date of issuance of the license. Initial license expiration dates are calculated from the date the department is notified that an applicant has passed the licensing examination. Once a license has been issued that expires in the birth month, subsequent renewal licenses will expire on the last day of the birth month, two years later. Withholding a license for enforcement purposes, or issuance of a temporary license due to family support obligations, does not change the expiration date as calculated above.

(f) ~~Renewal of Technician License.~~ To renew a license, the technician shall submit a complete application ~~with appropriate documents~~ to the bureau prior to the expiration date ~~on the current license on form T-6 (10-99), "Application for Smog Check Technician License,"~~ ~~pay~~ of the license using form SMOG TECH 2 (11/07), "Technician License Renewal Application," which is hereby incorporated by reference, together with a renewal application

fee of $20, ~~pay a $65 examination fee, and successfully complete the appropriate technician examination.~~

Note: Authority cited: Sections 44002, 44013(b), 44016, 44031.5, ~~and~~ 44034, 44034.1 and 44045.5, Health and Safety Code; and Sections 163.5 and 9882, Business and Professions Code. Reference: Sections 44012, 44014, 44015(a) and (b), 44030(a), 44031.5, 44032, 44034, 44034.1, 44035, 44045.5 and 44045.6, Health and Safety Code; and Section 1798.17, Civil Code.

Sherry Mehl, Chief
Bureau of Automotive Repair

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CLOSING STATEMENT/CERTIFICATION

I, Sherry Mehl, am the agency official who compiled this rulemaking file with the assistance of my employees and agents.

I certify that I have complied with the requirements of Business and Professions Code section 313.1.

I declare under penalty of perjury under the laws of the State of California that the record in this matter closed on November 3, 2008, and the file and this copy of the file are complete.

Executed this 3rd day of November 2008, at Sacramento, California.

SHERRY MEHL, Chief
Bureau of Automotive Repair

TITLE 16
BUREAU OF AUTOMOTIVE REPAIR

NOTICE OF PROPOSED REGULATORY ACTION CONCERNING LICENSING AND QUALIFICATIONS FOR SMOG CHECK TECHNICIANS; INITIAL AND RENEWAL APPLICATIONS

NOTICE IS HEREBY GIVEN that the Department of Consumer Affairs (DCA), Bureau of Automotive Repair (Bureau) is proposing to take the action described in the Informative Digest. No public hearing has been scheduled. Any interested person, or his or her duly authorized representative, may request, in writing, a public hearing pursuant to subdivision (a) of Section 11346.8 of the Government Code. A request for hearing must be received by the Bureau contact person designated below not less than 15 days prior to the close of the written comment period.

Any interested person, or his or her duly authorized representative, may submit written statements or arguments relevant to the proposed action. Written comments, including those sent by mail, facsimile, or e-mail must be sent to the addresses listed under Contact Person in this Notice. All written comments must be **received by the Bureau at its office not later than 5:00 p.m. on August 11, 2008. Comments sent to persons or addresses other than those specified under Contact Person, or received after the date and time specified above, regardless of the manner of transmission, will be included in the record of this proposed regulatory action, but will not be summarized or responded to.**

The Bureau, upon its own motion or at the instance of any interested party, may thereafter formally adopt the proposals substantially as described below or may modify such proposals if such modifications are sufficiently related to the original text. With the exception of technical or grammatical changes, the full text of any modified proposal will be available for 15 days prior to its adoption from the person designated in this Notice as contact person and will be mailed to those persons who submit oral or written testimony related to this proposal or who have requested notification of any changes to the proposal.

AUTHORITY AND REFERENCE:

Pursuant to the authority vested by Sections 44002, 44013, 44014, 44016, 44031.5, 44034, 44034.1 and 44045.5 of the Health and Safety Code and Sections 163.5 and 9882 of the Business and Professions Code, and to implement, interpret or make specific Sections 44012, 44014, 44015, 44030, 44031.5, 44032, 44034, 44034.1, 44035, 44045.5 and 44045.6 of the Health and Safety Code and Section 1798.17 of the Civil Code as it relates to the Bureau; the Bureau is proposing to adopt the following changes to Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations:

INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

Background:

The Bureau, located within DCA, is the state agency charged with the administration and implementation of the Smog Check Program (Program). The Program is designed to reduce emissions from mobile sources, such as passenger vehicles and light trucks, by requiring that these vehicles meet specific in-use emissions standards as verified by periodic inspections. To ensure uniform and consistent vehicle testing, the Bureau licenses Smog Check stations and technicians and certifies inspection equipment.

The Licensing Unit's current information database is being converted to the DCA Application Tracking System and Consumer Affairs System (ATS/CAS). The automated functions of ATS/CAS will require the technician license renewal procedures to be revised.

At present, one form is used to apply for an initial Smog Check Technician license or to renew an existing license, the Application for Smog Check Technician License, form T-6 (10-99). For purposes of license renewal, that form will be replaced with the Technician License Renewal Application, form SMOG TECH 2 (11/07). Since licensees are already required to complete an application for renewal, there will be no significant change. In fact, the new automated renewal application will require less information and eliminate the need to submit documentation with renewal applications.

Proposed Action:

This proposed action also includes a thorough revision of the *Application for Smog Check Technician License*, form T-6 (10-99). With the revision of the current application [from *Application for Smog Check Technician License*, form T-6 (10-99) to *Application for Initial Smog Check Technician License*, form SMOG TECH 1 (11/07)], the change to an automated renewal processing procedure and the addition of the new *Technician License Renewal Application*, form SMOG TECH 2 (11/07), Section 3340.29 will need to be amended. The amendments will reference and incorporate the new form and delete the current form. The amendments will also incorporate by reference the revised initial application form.

The reference to the $65 examination fee specified in Section 3340.29 will be amended to reflect $45.

Currently, in subsection (f) it states that to renew a license the technician shall pay a $65 examination fee, and successfully complete the appropriate technician examination. The technician is no longer required to take a separate examination in order to renew their license. Therefore, a renewing technician is not required to pay any examination fee and this provision needs to be deleted to eliminate any potential confusion. The technician is required only to submit the renewal application and $20 renewal fee, along with proof of successful completion of the appropriate update course. The examination at the conclusion of the update course replaces the licensing examination for license renewal.

The current provisions of Section 3340.28, which specify that technician training courses must be completed "within the last twelve months," are inconsistent with the current statutory provision. In 2002, subdivision (e) of Section 44031.5 was amended to change the length of time that certificates of completion issued upon successful completion of Bureau-certified training courses are valid. Previously certificates of completion for Bureau of Automotive Repair certified training courses were valid for one year. These amendments conform to the previous amendment of subdivision (e) of Section 44031.5[1] which changed the length of time certificates of completion are valid to two years. .

Current Regulation:

Existing regulations in the California Code of Regulations, Title 16, Division 33, Chapter 1, Article 5.5, are summarized as follows:

1. Section 3340.28 establishes the classifications of Smog Check technician licenses and the qualifications to take the examination for each class of license.

2. Section 3340.29 establishes the Smog Check technician license application, renewal and examination fees, provides procedures for initial and renewal application processes, and incorporated the Smog Check technician license application form.

Effect of Regulatory Action:

The proposed action will make the following changes to existing regulation:

1. Amend paragraphs (1), (2), and (3) of subsection (b) of Section 3340.28 to specify that technician training course certificates of completion are valid for two years as provided in Section 44031.5 of the Health and Safety Code. Previously certificates of completion for Bureau of Automotive Repair certified training courses were valid for one year. These amendments conform to the previous amendment of subdivision (e) of Section 44031.5[2] which changed the length of time certificates of completion are valid to two years. .

2. Amend subsection (a) of Section 3340.29, to incorporate by reference a revised license application form for Smog Check technicians. The current application form (*Application for Smog Check Technician License*, T-6 (10-99)) will be revised and re-titled "*Application for Initial Smog Check Technician License*, SMOG TECH 1 (11/07)."

3. Amend paragraphs (1), (2), and (3) of subsection (b) of Section 3340.29, to provide that the fee for the Smog Check technician's examination shall be $45.

4. Amend paragraph (1) of subsection (d) of Section 3340.29 by removing the reference

[1] Statutes of 2002, Chapter 405 (AB 2973), § 70
[2] Statutes of 2002, Chapter 405 (AB 2973), § 70

to renewal of a technician's license.

5. Amend subsection (f) of Section 3340.29, as follows:

   a. The requirements to submit appropriate documents and to use the *Application for Smog Check Technician License*, T-6 (10-99), in order to renew a Smog Check technician's license, have been deleted. The deleted application form has been replaced with the *Technician License Renewal Application*, SMOG TECH 2 (11/07), which is also incorporated by reference.

   b. The requirement of paying an examination fee and successfully completing an appropriate examination in order to renew a technician's license has been deleted.

INCORPORATION BY REFERENCE:

The incorporation by reference in Section 3340.29 of the *Application for Initial Smog Check Technician License*, form SMOG TECH 1 (11/07) and the *Technician License Renewal Application*, form SMOG TECH 2 (11/07), is appropriate because to publish or print these forms in the CCR, in the text of a regulation, would be cumbersome, impractical and unnecessary. To describe the forms in the regulation would require several pages of text, which would unnecessarily expand the CCR. Form SMOG TECH 1 (11/07) alone consists of four full pages. Establishing the form and content of these applications is accomplished more simply and directly by incorporating the forms by reference.

The initial license application form, *Application for Initial Smog Check Technician License*, form SMOG TECH 1 (11/07) is currently available online through the Bureau's Web site at www.smogcheck.ca.gov. Current licensees will automatically receive the *Technician License Renewal Application*, form SMOG TECH 2 (11/06) as a part of their license renewal notice mailed to them approximately 150 days prior to the expiration of their licenses. There is no need to describe or print this form in the regulation since it will be routinely provided when required, together with all the necessary instructions, notices and information.

11/06? small error in Notice

FISCAL IMPACT ESTIMATES

Fiscal Impact on Public Agencies Including Costs or Savings to State Agencies or Costs/Savings in Federal Funding to the State:

None.

Nondiscretionary Costs/Savings to Local Agencies:

None.

Local Mandate:

None.

Costs to Any Local Agency or School district for Which Government code Section 17561 Requires Reimbursement:

None.

Businesses Impact:

The Bureau has made an initial determination that the proposed regulatory action would have no significant statewide adverse economic impact directly affecting business, including the ability of California businesses to compete with businesses in other states.

The following facts or studies/relevant data were relied upon in making the above determination:

The proposed action does not impose any requirement upon or require any action by any business. There is no reporting or recordkeeping requirement mandated, nor are there any performance standards imposed, technologies or equipment specified, nor specific actions or procedures prescribed.

Impact on Jobs/New Businesses:

The Bureau has determined that this regulatory proposal will not have any impact on the creation of jobs or new businesses, the elimination of jobs or existing businesses, or the expansion of businesses in the State of California.

Cost Impact on Representative Private Person or Business:

The Bureau is not aware of any cost impacts that a representative private person or business would necessarily incur in reasonable compliance with the proposed action.

Effect on Housing Costs:

None.

Effect on Small Business:

These regulations will not have any adverse economic impact on businesses. This initial determination is based on the following facts or evidence/documents/testimony:

The proposed action does not impose any requirement upon or require any action by any business. There is no reporting or recordkeeping requirement mandated, nor are there any performance standards imposed, technologies or equipment specified, nor specific actions or procedures prescribed.

CONSIDERATION OF ALTERNATIVES

The Bureau must determine that no reasonable alternative which it considered or that has otherwise been identified and brought to its attention would either be more effective in carrying out the purpose for which the action is proposed or would be as effective and less burdensome to affected private persons than the proposal described in this Notice.

Any interested person may present statements or arguments orally or in writing relevant to the above determinations at the above-mentioned hearing.

INITIAL STATEMENT OF REASONS AND INFORMATION

The Bureau has prepared an initial statement of reasons for the proposed action and has available all the information upon which the proposal is based.

TEXT OF PROPOSAL

Copies of the exact language of the proposed regulations and of the initial statement of reasons, and all of the information upon which the proposal is based, may be obtained at the hearing or prior to the hearing upon request from the Bureau at 10240 Systems Parkway, Sacramento, California 95827.

AVAILABILITY AND LOCATION OF THE RULEMAKING FILE AND THE FINAL STATEMENT OF REASONS

All the information upon which the proposed regulations are based is contained in the rulemaking file that is available for public inspection by contacting the Bureau at the address mentioned above.

You may obtain a copy of the final statement of reasons once it has been prepared, by making a written request to the contact person named below or by accessing the website listed below.

CONTACT PERSON

Inquiries or comments concerning the proposed administrative action may be addressed to:

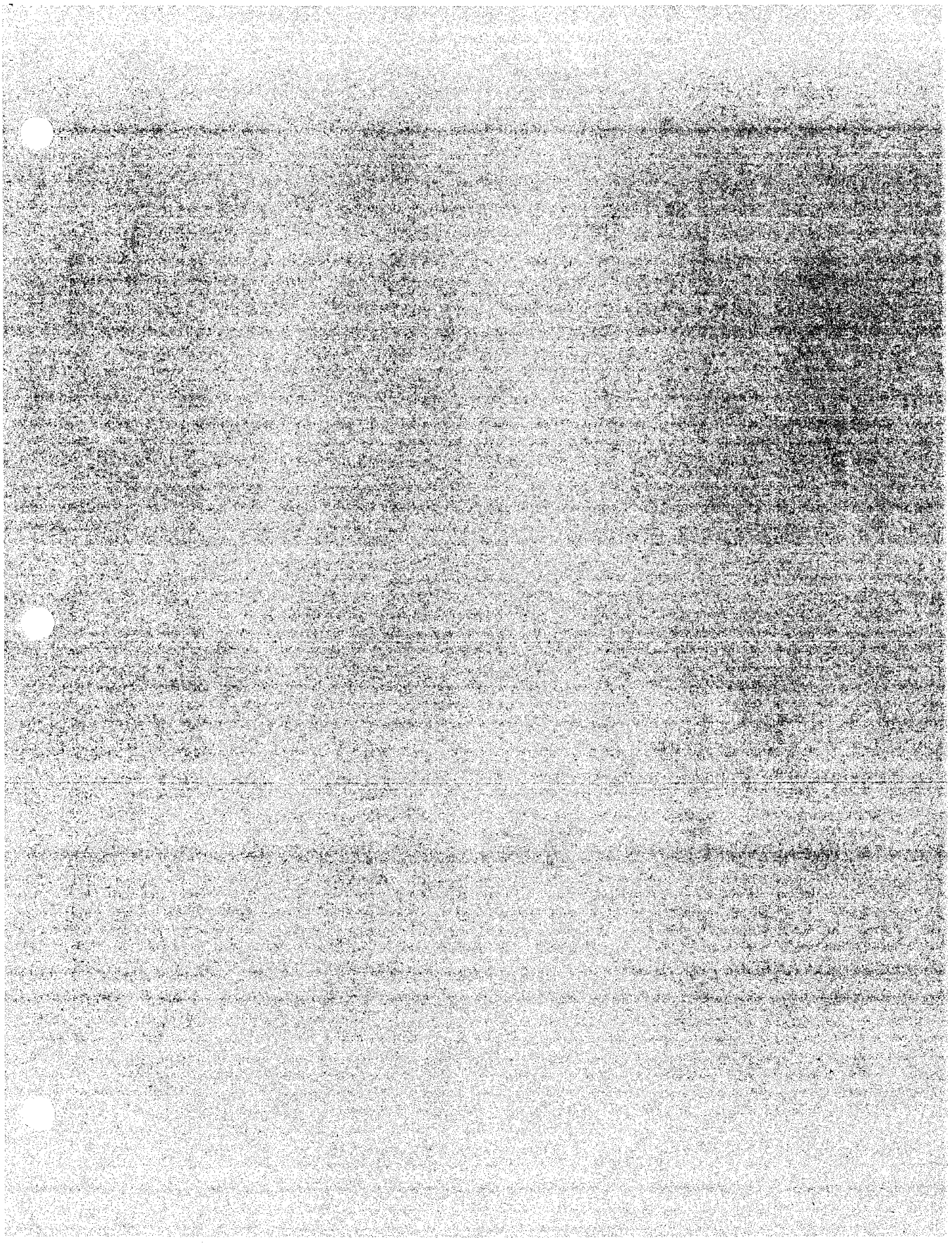
Virginia Vu
Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827
Telephone: (916) 255-2135
Fax No.: (916) 255-1369
E-mail: Virginia_vu@dca.ca.gov

The backup contact person is:

Kathy Runkle
Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827
Telephone: (916) 255-4300
Fax No.: (916) 255-1369

WEB SITE ACCESS

Materials regarding this proposal can also be found on the Bureau's Web site at www.smogcheck.ca.gov.



BUREAU OF AUTOMOTIVE REPAIR

SPECIFIC LANGUAGE OF PROPOSED REGULATIONS

LICENSING AND QUALIFICATIONS FOR SMOG CHECK TECHNICIANS;
INITIAL AND RENEWAL APPLICATIONS

Legend: ~~Strikethrough~~ indicates deleted text.
Underlining indicates added text.

(1) Amend Section 3340.28 of Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3340.28. Licenses and Qualifications for Technicians.

(a) There are the following technician licenses in the Smog Check Program:

(1) ~~Intern Technician.~~ The Intern Technician license which allows an individual, under the direction of a supervising licensed Smog Check technician, to perform repairs or adjustments to the emissions control systems on failed vehicles subject to the ~~s~~Smog ~~e~~Check ~~p~~Program at smog check stations in all areas of the state. The Intern Technician license expires in two years, ~~and~~ is nonrenewable and shall be issued to an individual only once.

(2) ~~Basic Area Technician.~~ The Basic Area Technician license which allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the ~~s~~Smog ~~e~~Check ~~p~~Program at smog check stations in areas of the state designated as basic vehicle inspection and maintenance program areas. The Basic Area Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(3) ~~Advanced Emission Specialist Technician.~~ The Advanced Emission Specialist Technician license which allows an individual to inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the smog check program at smog check stations in all areas of the state. The Advanced Emission Specialist Technician license expires pursuant to the requirements in subsection (e) of section 3340.29 of this Article.

(b) ~~Qualifications.~~ The qualifications to take an examination for technician licenses are as follows:

(1) ~~Intern Technician License.~~ The Intern Technician license does not require an examination. To qualify for the Intern Technician license, the applicant must provide satisfactory evidence of successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course. The qualification to take the ~~Basic~~ Clean Air Car Course is one year of automotive experience or equivalent automotive training courses in the engine performance area as determined by the bureau certified course instructor.

(2) ~~Basic Area Technician License.~~ The Basic Area Technician license requires an examination. The qualifications to take the examination for the Basic Area Technician license are:

(A) ~~Education or Experience.~~ The applicant must provide satisfactory evidence of:

1. ~~p~~Possession of a valid and unexpired Intern Technician License and one year of experience as a licensed Intern Technician; or

2. ~~p~~Possession of an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school, or trade school, and the successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course; or

3. ~~p~~Possession of a certificate in automotive technology from ~~a~~ a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area, and the successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course; or

4. ~~p~~Possession of a valid and unexpired Basic Area or Advanced Emission Specialist smog check technician's license; or

5. sSuccessful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course. The qualifications to take the ~~Basic~~ Clean Air Car Course (for those not possessing a degree or certificate as provided in ~~subsection (b)~~ paragraphs (2)(A)2. and ~~(b)~~(2)(A)3. of this subsection) are one year of automotive experience or equivalent automotive training courses in the engine performance area, as determined by the bureau certified course instructor.

(B) ~~Certification.~~

1. The applicant must provide satisfactory evidence of unexpired certification, which may be from the National Institute for Automotive Service Excellence, in the categories of

Electrical/Electronic Systems (A6), Engine Performance (A8), and Advanced Engine Performance Specialist (L1). The Advanced Engine Performance Specialist (L1) certification requirement shall become effective on January 1, 2002. Certification may be from the National Institute for Automotive Service Excellence, or

2. The applicant must provide satisfactory evidence of completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code. The training program must have been completed within the last five years.

(C) Update Training. An applicant for an initial license or renewal of a license must provide satisfactory evidence of successful completion of bureau certified update training courses. Update training courses provide training on new automotive technology that affects emission testing and/or repairs. Update training need not exceed 20 hours. Technicians may take a challenge test in lieu of taking the course, at the bureau's discretion. Technicians who elect to take the challenge test shall take it at a bureau certified training institution that is certified to provide that update training course. Information regarding update training courses will be available through a bureau toll free telephone number, published in the technician license renewal notice.

(3) Advanced Emission Specialist Technician License. The Advanced Emission Specialist Technician license requires an examination. The qualifications to take the examination for the Advanced Emission Specialist Technician license are:

(A) Education or Experience. The applicant must provide satisfactory evidence of:

1. sSuccessful completion within the last twelve months two years of the bureau's Advanced Clean Air Car Course, possession of a valid and unexpired Intern Technician license, and one year of experience as a licensed Intern Technician; or

2. sSuccessful completion within the last twelve months two years of the bureau's Basic Clean Air Car Course and Advanced Clean Air Car Course and possession of an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school, or trade school; or

3. sSuccessful completion within the last twelve months two years of the bureau's Basic Clean Air Car Course and Advanced Clean Air Car Course and possession of a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area; or

4. ~~p~~Possession of a valid and unexpired Basic Area Technician License, and successful completion of the Advanced Clean Air Car Course within the last ~~twelve months~~ two years; or

5. ~~p~~Possession of a valid and unexpired Advanced Emission Specialist Technician License; or

6. Successful completion within the last ~~twelve months~~ two years of the bureau's ~~Basic~~ Clean Air Car Course and Advanced Clean Air Car Courses. An applicant not possessing a degree or certificate as provided in ~~subsection (b)~~ paragraphs (3)(A)2. and ~~(b)~~(3)(A)3. of this subsection may qualify to take the ~~Basic~~ Clean Air Car Course by demonstrating one year of automotive experience or equivalent automotive training courses in the engine performance area, as determined by a bureau certified instructor. The applicant may qualify to take the Advanced Clean Air Car Course by successful completion of the ~~Basic~~ Clean Air Car Course within the last ~~twelve months~~ two years.

(B) ~~Certification.~~

1. The applicant must provide satisfactory evidence of unexpired certification, which may be from the National Institute for Automotive Service Excellence, in the categories of Electrical/Electronic Systems (A6), Engine Performance (A8) and Advanced Engine Performance Specialist (L1). ~~Certification may be from the National Institute for Automotive Service Excellence~~, or

2. The applicant must provide satisfactory evidence of completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code. The training program must have been completed within the last five years.

(C) ~~Update Training.~~ An applicant for an initial license or renewal of a license must provide satisfactory evidence of successful completion of bureau certified update training courses. Update training courses provide training on new automotive technology that affects emission testing and/or repairs. Update training need not exceed 20 hours. Technicians may take a challenge test in lieu of taking the course, at the bureau's discretion. Technicians who elect to take the challenge test shall take it at a bureau certified training institution that is certified to provide that update training course. Information regarding update training courses will be available through a bureau toll free telephone number, published in the technician license renewal notice.

(4) ~~Optional Endorsement for Gaseous Fuels.~~ An optional endorsement to test and repair vehicles powered by gaseous fuel, either solely or in combination with gasoline, is available for the Basic Area Technician and Advanced Emission Specialist Technician licenses.

(A) An individual wishing to have his/her license endorsed to test and repair vehicles powered by gaseous fuels, either solely or in combination with gasoline, must submit satisfactory evidence of certification in the certification category of Light Vehicle Compressed Natural Gas (F1). Certification may be from the National Institute for Automotive Service Excellence or from completion of a training program approved by the bureau as meeting the requirements of section 44045.6 of the Health and Safety Code.

(B) The endorsement for gaseous fuels shall be accomplished pursuant to the requirements of subsection (d) of section 3340.29 of this Article.

Note: Authority cited: Sections 44002, ~~and 44~~014 and 44045.5, Health and Safety Code; and Section 9882, Business and Professions Code. Reference: Section 44014, 44031.5(e) and 44045.5, Health and Safety Code.

(2) Amend Section 3340.29 of Article 5.5 of Chapter 1 of Division 33 of Title 16 of the California Code of Regulations, to read as follows:

§ 3340.29. Licensing of Technicians.

(a) ~~Application and Fee.~~ An applicant for a license as a technician shall submit an application with appropriate documents to the bureau on form ~~T-6 (10-99)~~ SMOG TECH 1 (11/07), "Application for Initial Smog Check Technician License," which is hereby incorporated by reference, together with an application fee of $20.00. An application shall be rejected, and the fee shall not be refunded, if the applicant fails to include all required documentation, or complete all questions regarding the applicant's background, or otherwise fails to submit a complete original application. The applicant shall submit a new application with appropriate documents and an application fee of $20.00 when an application has been rejected for failure to file a complete application.

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(b) ~~Examination and Fee.~~ An applicant for a technician license shall be subject to the following requirements:

(1) An applicant for a technician license shall pay ~~a $65~~ an examination fee of $45 and successfully complete the appropriate technician examination in order to receive a technician's license.

(2) An applicant that receives a notice of qualification to take an examination, pursuant to section 3303.2 of this Article, shall take the appropriate technician examination within 90 days of receipt of notification of qualification to take the examination, or shall again submit an application to the bureau, pay an application fee of $20, pay ~~a $65~~ the examination fee, and successfully complete the appropriate technician examination.

(3) A qualified applicant who fails an examination may take another examination and shall again submit an application to the bureau, pay an application fee of $20, pay ~~a $65~~ the examination fee, and successfully complete the appropriate technician examination.

(c) ~~Initial Application Review.~~ An initial application shall be subject to the review procedures specified in section 3303.2. of Article 1 of this Chapter.

(d) ~~Endorsement of License for Gaseous Fuels.~~ A technician license, except for the Intern Technician license, shall be endorsed for gaseous fuels as follows:

(1) An individual submitting an application for an initial technician license ~~or renewal of a technician license,~~ may have the license endorsed for gaseous fuels by requesting the endorsement on the application and providing proof of qualification pursuant to paragraph (4) of subsection (b)~~(4)~~ of section 3340.28.

(2) An individual may have an existing license endorsed for gaseous fuels by submitting a letter to the bureau requesting the endorsement be added to his/her existing license, and providing proof of qualification pursuant to paragraph (4) of subsection (b)~~(4)~~ of section 3340.28.

(e) ~~Expiration of License.~~ A technician's license shall expire on the last day of the month in which the second birthday of the technician occurs after the date of issuance of the license. Initial license expiration dates are calculated from the date the department is notified that an applicant has passed the licensing examination. Once a license has been issued that expires in the birth month, subsequent renewal licenses will expire on the last day of the birth month, two years later. Withholding a license for enforcement purposes, or issuance of a temporary license due to family support obligations, does not change the expiration date as calculated above.

(f) ~~Renewal of Technician License.~~ To renew a license, the technician shall submit a complete application ~~with appropriate documents~~ to the bureau prior to the expiration date ~~on the current license on form T-6 (10-99), "Application for Smog Check Technician License,"~~

~~pay~~ of the license using form SMOG TECH 2 (11/07), "Technician License Renewal Application," which is hereby incorporated by reference, together with a renewal application fee of $20~~;. pay a $65 examination fee, and successfully complete the appropriate technician examination.~~

Note: Authority cited: Sections 44002, 44013(b), 44016, 44031.5, ~~and~~ 44034, 44034.1 and 44045.5, Health and Safety Code; and Sections 163.5 and 9882, Business and Professions Code. Reference: Sections 44012, 44014, 44015(a) and (b), 44030(a), 44031.5, 44032, 44034, 44034.1, 44035, 44045.5 and 44045.6, Health and Safety Code; and Section 1798.17, Civil Code.

BUREAU OF AUTOMOTIVE REPAIR

INITIAL STATEMENT OF REASONS

HEARING DATE: None Scheduled

SUBJECT MATTER OF PROPOSED REGULATIONS: Licensing and Qualifications for Smog Check Technicians; Initial and Renewal Applications

SECTIONS AFFECTED: §§ 3340.28 and 3340.29 of Title 16, Division 33, Chapter 1, Article 5.5 of the California Code of Regulations

SPECIFIC PURPOSE OF REGULATORY PROPOSAL:

This proposed action is intended to streamline and improve the Smog Check technician license renewal process and facilitate transition to automated cashiering of renewal applications. This transition requires the development of a new renewal notice and renewal application form. The initial license application form will also be revised and updated to conform to the automated renewal process and other procedural changes.

Also included in this proposed action are amendments that will eliminate inconsistencies with the statutory provision specifying the length of time that a training course certificate of completion is valid. The time period currently specified in regulation is one year, but the statutory period was increased to two years in 2002. Therefore, the current regulation is inconsistent with the statute.

The proposed action also includes several nonsubstantive technical, grammatical and editorial changes that have no regulatory effect or that are conforming.

The proposed action will make the following changes to existing regulation:

1. Amend paragraphs (1), (2), and (3) of subsection (b) of Section 3340.28 to specify that technician training course certificates of completion are valid for two years as provided in Section 44031.5 of the Health and Safety Code. Previously certificates of completion for Bureau of Automotive Repair certified training courses were valid for one year. These amendments conform to the previous amendment of subdivision (e) of Section 44031.5[1] which changed the length of time certificates of completion are valid to two years.

[1] Statutes of 2002, Chapter 405 (AB 2973), § 70

The current provisions of Section 3340.28, which specify that courses must be completed "within the last twelve months," are inconsistent with the current statutory provision. These changes make the provisions of Section 3340.28 consistent with the statutory provision of Section 44031.5. Neither Section 44031.5 nor any other statutory provision gives the Bureau discretion to deviate from the two-year validity specified in statute. Therefore, these changes are nonsubstantive conforming, editorial changes that have no regulatory effect.

Additional nonsubstantive conforming, grammatical, and editorial changes are also included. These changes do not modify any requirement, right, responsibility, condition, prescription or other regulatory element and, therefore, have no regulatory effect.

2. Amend subsection (a) of Section 3340.29, to incorporate by reference a revised license application form for Smog Check technicians. The current application form (*Application for Smog Check Technician License*, T-6 (10-99)) will be re-titled "*Application for Initial Smog Check Technician License*, SMOG TECH 1 (11/07)," and revised as follows:

REVISION 1. **Page 1. Document title.** In the document title at the top of the page, "APPLICATION FOR SMOG CHECK TECHNICIAN LICENSE," the word "INITIAL" has been added to read, "APPLICATION FOR INITIAL SMOG CHECK TECHNICIAN LICENSE."

This change is being made to more accurately and clearly describe the form and to conform to the usage of a separate form for license renewal.

REVISION 2. **Page 1. Application rejection and refund statement.** The statement, "ALL APPLICATIONS WILL BE REJECTED AND FEE NOT REFUNDED FOR FAILURE TO:..." has been deleted and replaced with, "NOTE: PURSUANT TO BUSINESS AND PROFESSIONS CODE SECTION 158, FEES ARE NON-REFUNDABLE."

This change is being made to more accurately and clearly inform applicants that application fees are non-refundable. This is a nonsubstantive grammatical, editorial change, and there is no regulatory effect.

REVISION 3. **Page 1. If your application is accepted.** The statement advising the applicant that the examination fee is $65 has been changed to reflect the current fee of $45.

Paragraph (1) of subsection (b) of Section 3340.29 states that an applicant for a technician's license shall pay a $65 examination fee and successfully complete the appropriate technician examination in order to receive a technician's license. However, the examination fee charged by the contractor is currently $45. Applicants are not required to pay more than the actual fee charged by the Bureau's examination contractor.

This change is being made to reflect the correct examination fee that the application will be required to pay.

REVISION 4. **Page 1. Personal Information statement.** The following statement has been added to the application:

" The Department of Consumer Affairs, Bureau of Automotive Repair collects the personal information requested on this form as authorized by Business and Professions Code Sections 9884 and California Code of Regulations Sections 3351. The Bureau uses this information principally to identify and evaluate applicants for licensure, issue and renew licenses, and to enforce licensing standards set by law and regulation."

This is informational only and therefore has no regulatory effect. Please refer to REVISION 7, below.

REVISION 5. **Page 1. Submission of the requested information.** The following statement has been added to the application:

"Submission of the requested information is mandatory. The Bureau cannot consider your application for licensure unless you provide all of the requested information. To speed the processing of your application you may submit certificates of course completion for your course requirements. Otherwise, if BAR can not validate your courses, a deficiency letter will be sent to you requesting the missing information and/or supporting documents, which will delay the processing of your application."

Please refer to REVISION 7, below.

REVISION 6. **Page 1. Information Practice Act.** The Information Practice Act statement has been reworded as follows:

"You are entitled to access records maintained by the Bureau, which contain your personal information. The information you provide may be disclosed to others in the following circumstances: In response to a Public Records Act request (Government Code Section 6250); as allowed by the Information Practices Act (Civil Code Section 1798); to another government agency as required by state or federal law; and/or, in response to a court or administrative order, a subpoena, or a search warrant."

This is informational only and therefore has no regulatory effect. Please refer to REVISION 7, below.

REVISION 7. **Page 1. Contacting the Bureau of Automotive Repair, Licensing Unit.** The following statement has been added underneath the Information Practice Act statement.

"You may contact the Bureau of Automotive Repair, Licensing Unit at 10240 Systems Parkway, Sacramento 95827, (916) 255-3145 with any questions about this notice or the Bureau's licensing records. For questions about the Information Practices Act, you may contact the Office of Privacy Protection in the Department of Consumer Affairs, 1625 North Market Blvd., Suite N-324, Sacramento, CA 95834, (916) 574-8180, Toll Free (866) 785-9663, www.privacy.ca.gov."

REVISIONS 4 through 7 are intended to comply with the notice requirements of the Information Practices Act (Civil Code section 1798, et seq.) as provided in Section 1798.17 of the Civil Code. Section 1798.17 requires an agency to provide a specified notice on or with any form used to collect personal information from individuals. The statements included in REVISIONS 4 through 7, together, meet that statutory notice requirement and, therefore, have no regulatory effect.

REVISION 8. **Page 2. Title of Application.** The word "INITIAL" has been added to the title at the top of the page which now reads "APPLICATION FOR INITIAL SMOG CHECK TECHNICIAN LICENSE."

This change is being made to more accurately and clearly describe the form and to conform to the usage of a separate form for license renewal.

REVISION 9. **Page 2. Instructions.** Instruction #3 has been changed from "Submit a completed application with all the appropriate documents and fees to the Licensing Division at the above address" to read, "Mail completed application and fees to BAR Licensing Unit at the address at the top of Page 1."

This change is editorial only, the language in the instruction is being changed for clarification, the actual procedure remaining the same.

REVISION 10. **Page 2. Instructions.** The statement which follows instruction #3, "If any information is omitted, the application will be returned to you for completion and will delay processing" has been deleted.

This was an informational statement reiterating information that is already included on Page 1.

This is a non-substantive grammatical, editorial change, and there is no regulatory effect.

REVISION 11. **Page 2. Application Type.** The Application Types with boxes to differentiate between an initial application and a renewal application have been deleted. This revised form will be used exclusively for initial applications for licensure.

This change is required because this form will no longer be valid for renewal applications.

REVISION 12. **Page 2. Not for Renewals.** The statement, "DO NOT USE THIS APPLICATION FOR LICENSE RENEWAL," has been added to notify applicants that this form is not valid for renewing a current license.

This change is being made to alert applicants that this form is not for renewal of a license. This informational statement is intended to avoid delays in processing renewals due to use of an incorrect application form.

REVISION 13. **Page 2. Identification card box.** The note informing applicants they are required to provide picture identification and the box asking for the card number are both being changed. "California Driver License" has been changed to read "valid Drivers License," and the word "Identification" has replaced the abbreviation "ID. "

This change removes the restriction that only California photo identification is acceptable.

REVISION 14. **Page 2. BAR-97 transition class.** The statement, "Note: To perform an official Smog Check inspection in an enhanced program area, you must also complete the Bureau's 'BAR 97 Transition Class.'" has been deleted from the application.

The BAR-97 transition class was an interim course which no longer exists, the course information is now incorporated in the required Enhanced Clean Air Car Course. Therefore, this statement is no longer valid.

REVISION 15. **Page 2. Advanced Emission Specialist Smog Technician Applicants: Requirements for Licensure.** This section has been moved to page 3. The statement, "You must meet requirements 1, 2, & 3 to qualify" has been changed to read, "You must meet the following three requirements to qualify to take the examination."

This is a non-substantive grammatical, editorial change, and there is no regulatory effect.

REVISION 16 **Page 2. Advanced Emission Specialist Smog Technician Applicants: Requirement 1. Education/Experience.** Throughout this section, the time frame for completion of Bureau courses has been changed from 12 months to two years. In addition, the statements: "PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED," have been deleted.

At the top of page 3, information and instructions for providing proof of training course completion have been added under a heading titled "TRAINING REQUIREMENTS."

This revision conforms to the 2002 amendment of subdivision (e) of Section 44031.5 of the Health and Safety Code and the amendment of Section 3340.28 proposed in this regulatory action (see section 1. above). The amendment of Section 44031.5 changed the length of time that certificates of completion issued upon successful completion of Bureau-certified training courses are valid to two years.

The current provisions of Section 3340.28 and the references in this application form, which specify that courses must be completed "within the last twelve months," are inconsistent with the current statutory provision. This revision makes the information in the application form consistent with the statutory provision of Section 44031.5. Neither Section 44031.5 nor any other statutory provision gives the Bureau discretion to deviate from the two-year validity specified in statute. Therefore, this revision is a nonsubstantive conforming, editorial change that has no regulatory effect.

On Form T-6 (10-99), page 4 consists of the "Course Completion Certification". Instructors no longer need to fill out page 4 of the technician application. The instructors now electronically submit their course enrollment rosters and course completion information, directly to the Bureau, thus eliminating the need for the instructor to complete and sign a separate course completion certification. The Licensing Division has access to the course completion data for verification purposes. Additionally, technicians do not always have the application with them at the time they complete the required courses. This creates an undue hardship on applicants who have to locate, in some cases, multiple instructors for signatures. This change relieves the applicant of this burden.

REVISION 17. **Page 3. Advanced Emission Specialist Smog Technician Applicants: Requirement 2. Certification.** The following paragraph has been deleted:

"**YOU MUST ATTACH** copies of valid and unexpired ASE certifications and/or a completed page four(s) of this application noting completion of Bureau alternative courses. The page four must have a course certification stamp, and an original signature from the course instructor. The Bureau will not accept copies of completed page fours."

The submission of the course certificates was used as a means of verifying successful completion the applicable courses. The Bureau's Licensing Division no longer requires the applicant to receive a certification stamp or original signature from the course instructor. Instructors now electronically submit their course enrollment rosters and course completion information, directly to the Bureau, thus eliminating the need for a separate course completion certification. The Licensing Division has access to the course completion data for verification purposes. This change relieves the applicant of this burden. This also helps to reduce the amount of paper that Licensing receives with the application, helping to meet the paperless goals of government. [See REVISION 16 also.]

REVISION 18 **Page 3. Advanced Emission Specialist Smog Technician Applicants: Requirement 2. Certification.** "Note: This documentation is not needed if the Bureau has a record of unexpired certifications or courses from a previous application," has been deleted as it is no longer relevant.

Please refer to REVISIONS 16 and 17, above.

REVISION 19. **Page 3 Advanced Emission Specialist Smog Technician Applicants: Requirement 3. Update Training.** The phrase, "PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED," has been deleted and replaced with: "(See Page 4 Information)."

Please refer to REVISIONS 16 and 17, above.

REVISION 20. **Page 3. Basic Area Smog Technician Applicants: Requirements for Licensure.** The statement, "You must meet requirements 1, 2, & 3 to qualify" has been changed to read, "You must meet the following three requirements to quality to take the examination:"

This is a non-substantive grammatical, editorial change, and there is no regulatory effect.

REVISION 21. **Page 3. Basic Area Smog Technician Applicants: Requirement 1. Education/Experience.** Throughout this section, the time frame for completion of Bureau courses has been changed from 12 months to two years. In addition, the statements: "PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED," have been deleted.

Please refer to REVISIONS 16 and 17, above.

REVISION 22. **Page 3. Basic Area Smog Technician Applicants: Requirement 2. Certification.** The note, "NOTE: The Advanced Engine Performance Specialist (L1) certificate OR the Advanced Emission Diagnosis and Repair course is required if a renewal applicant's license expires after December 31, 2001, or a new applicant's application is postmarked after December 31, 2001," has been deleted.

Before December 31, 2001, the L1 course was not a requirement. This statement was included as a means clarification and informing applicants of the additional requirement, effective January 1, 2002. The L1 course is now a required course and this statement is no longer necessary. (See Section 3340.28(b)(2)(B)1.) In addition, this application form will no longer be used for renewals.

REVISION 23. **Page 3. Basic Area Smog Technician Applicants: Requirement 2. Certification.** The following paragraph has been deleted:

"**YOU MUST ATTACH** copies of valid and unexpired ASE certifications and/or a completed page four(s) of this application noting completion of Bureau alternative courses. The page four must have a course certification stamp, and an original signature from the course instructor. The Bureau will not accept copies of completed page fours."

The submission of the course certificates was used as a means of verifying successful completion the applicable courses. The Bureau's Licensing Division no longer requires the applicant to receive a certification stamp or original signature from the course instructor. Instructors now electronically submit their course enrollment rosters and course completion information, directly to the Bureau, thus eliminating the need for a separate course completion certification. The Licensing Division has access to the course completion data for verification purposes. This change relieves the applicant of this burden. This also

helps to reduce the amount of paper that Licensing receives with the application, helping to meet the paperless goals of government. [See REVISION 16 also.]

REVISION 24. **Page 3. Basic Area Smog Technician Applicants: Requirement 2. Certification.** "Note: This documentation is not needed if the Bureau has a record of unexpired certifications or courses from a previous application," has been deleted as it is no longer relevant.

Please refer to REVISIONS 16 and 17, above.

REVISION 25. **Page 3. Basic Area Smog Technician Applicants: Requirement 3. Update Training.** The statement, "PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED," has been changed to read, "(See Page 4 Information)."

Please refer to REVISIONS 16 and 17, above.

REVISION 26. **Page 3. Intern Applicant: Requirements for Licensure.** This section has been moved to page 4. The statement, "I have one year experience and/or education in the engine performance area, and have completed the Bureau's Basic Clean Air Car Course within the last twelve months (course completion should be noted on page 4 of this application)," has been changed to read, "I have completed the Bureau of Automotive Repair's Basic Clean Air Car Course within the past two years."

The statement regarding having "one year experience and/or education" has been removed because that is a prerequisite to take the Basic Clean Air Car Course and it is unnecessary to include the statement here. [See REVISIONS 16 and 17, also.]

REVISION 27. **Page 3. Applicant's Certification and signature box.** This section has been moved to page 4, following the course completion information section.

This is a non-substantive grammatical, editorial change, and there is no regulatory effect.

REVISION 28. **Page 4.** At the top of page 4, the statement, "THIS PAGE MUST BE COMPLETED BY THE INSTRUCTOR," has been deleted.

Please refer to REVISIONS 16 and 17, above.

REVISION 29. **Page 4. Evidence of Completion of Bureau-Certified Training Course(s).** The content of this section, including all the instructions, the "note," and applicant identification information has been deleted.

Please refer to REVISIONS 16 and 17, above.

REVISION 30. **Page 4. Course Title and Completion Information.** Under Course Title, the "BAR-97 Transition Class" has been deleted.

(See REVISION 14.)

REVISION 31. **Page 4. Course Certification.** The content of this section, including the school and instructor information, the certification stamp area and the "note," has been deleted.

Please refer to REVISIONS 16 and 17, above.

REVISION 32. **Page 4. Information.** A list of the requirements for Basic Area technicians who wish to obtain an Advanced Emission Specialist technician license has been added for informational purposes.

This information has been added as a quick reference to inform and assist the applicant in completing the application. This is a non-substantive grammatical, editorial change, and there is no regulatory effect.

REVISION 33. **Page 4. All applicants please note.** The following notes have been added to the application:

- All BAR courses must be completed no more than two years prior to application in order to be valid.
- ASE certificates must be current at the time of application.
- You may provide copies your course completion certificates to speed processing of your application.
- Note Student enrollment number (as shown on course completion certificate) in the area noted above."

These notes were added for informational purposes and to better assist the applicant in filling out the technician application.

REVISION 34. **Page 4. Requirements for Initial License for Advanced Emission Specialist (EA) Smog Technician License.** The requirements for Initial Advanced Emission Specialist Smog Technician license have been added to the application in a box for informational purposes.

This information has been added as a quick reference to inform and assist the applicant in completing the application.

REVISION 35. **Page 4. Requirements for Initial License for Basic Area (EB) Smog Technician License.** The requirements for Initial Basic Area Smog Technician license have been added to the application in a box for informational purposes.

This information has been added as a quick reference to inform and assist the applicant in completing the application.

3. Amend paragraphs (1), (2), and (3) of subsection (b) of Section 3340.29, to provide that the fee for the Smog Check technician's examination shall be $45.

   As examination contractors change or contracts are renegotiated from time to time, the examination fee may change. Currently, the Bureau's examination contractor is charging an examination fee of $45. The amendment of paragraphs (1), (2), and (3) of subsection (b) is a clarifying change that continues to inform applicants that they will have to pay an examination fee and pass an examination in specified circumstances.

4. Amend paragraph (1) of subsection (d) of Section 3340.29 by removing the reference to renewal of a technician's license.

   Because technician license renewals are transitioning to an automated process requiring the use of a different renewal application form, reference to the use of the initial license application form is no longer necessary or appropriate. The new application form for technician license renewals will be incorporated into subsection (f) of this section.

   This is a non-substantive conforming, editorial change and there is no regulatory effect.

5. Amend subsection (f) of Section 3340.29, as follows:

   a. The requirements to submit appropriate documents and to use the *Application for Smog Check Technician License*, T-6 (10-99), in order to renew a Smog Check technician license, have been deleted. The deleted application form has been replaced with the *Technician License Renewal Application*, SMOG TECH 2 (11/07), which is also incorporated by reference.

      The creation of the *Technician License Renewal Application*, SMOG TECH 2 (11/07) and its incorporation is necessary to facilitate the transition to an automated renewal

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system. Currently, technician license renewal applications are received by the Department of Consumer Affairs' (DCA) centralized cashiering unit and manually cashiered. Cashiering staff also hand writes the receipt number on the renewal application, which is forwarded to the BAR Licensing Unit for processing.

With the automated processing system, BAR will have the ability to prepare a renewal notice that includes the application form with identifying information contained in a scan line, which will be processed through the automated cashiering system. The renewal application will then be forwarded to the Licensing Unit for completion of the renewal process. The automated cashiering process requires a new form, the *Technician License Renewal Application*, form SMOG TECH 2 (11/07). ok

The new form is computer generated prior to license expiration, and includes a license renewal application with basic information about the licensee , similar to the Department of Motor Vehicles' registration renewal notice form. Part 1 of the renewal notice and application form includes general information and instructions for completing and mailing the renewal application (i.e., Part 2). Part 1 also includes the notice requirements of the Information Practices Act (Civil Code section 1798, et seq.) as provided in Section 1798.17 of the Civil Code. [See REVISIONS 4 – 7 of Section 2, above] Part 2 of the new form includes background questions, a continuing education statement, information about certification requirements, an area for the applicant to indicate the certifications and training courses completed, and, as a convenience, an area in which to indicate changes of address or telephone numbers. With the exception of the address change section, all of this information was included in the former license application form used for renewals and continues to be included in the revised form incorporated in subsection (a).

b. The requirement of paying an examination fee and successfully completing an appropriate examination in order to renew a technician's license has been deleted.

Currently, the technician is not required to pass an examination to renew their license and therefore, is not required to pay any examination fee. This provision is being deleted to eliminate any potential confusion. The technician is required only to submit the renewal application and $20 renewal fee, along with proof of successful completion of the appropriate update course. The examination at the conclusion of the update course replaces the licensing examination for license renewal.

INCORPORATION BY REFERENCE:

The incorporation by reference in Section 3340.29 of the *Application for Initial Smog Check Technician License*, form SMOG TECH 1 (11/07) and the *Technician License Renewal Application*, form SMOG TECH 2 (11/07), is appropriate because to publish or print these forms in the CCR, in the text of a regulation, would be cumbersome, impractical and unnecessary. To describe the forms in the regulation would require several pages of text, which would unnecessarily expand the CCR. The form titled SMOG TECH 1 (11/07) alone consists of four full pages. Establishing the form and content of these applications is accomplished more simply ok

and directly by incorporating the forms by reference.

ok

The initial license application form, *Application for Initial Smog Check Technician License*, form SMOG TECH 1 (11/07) is currently available online through the Bureau's Web site at www.smogcheck.ca.gov. Current licensees will automatically receive the *Technician License Renewal Application*, form SMOG TECH 2 (11/07) as a part of their license renewal notice which is mailed approximately 150 days prior to the license expiration date. There is no need to describe or print this form in the regulation since it will be routinely provided when required, together with all the necessary instructions, notices and information.

FACTUAL BASIS:

The Bureau, located within DCA, is the state agency charged with the administration and implementation of the Smog Check program. The Program is designed to reduce emissions from mobile sources, such as passenger vehicles and light trucks, by requiring that these vehicles meet specific in-use emissions standards as verified by periodic inspections. To ensure uniform and consistent vehicle testing, the Bureau licenses Smog Check stations and technicians and certifies inspection equipment.

The Licensing Unit's current information database is being converted to the DCA Application Tracking System and Consumer Affairs System (ATS/CAS). The automated functions of ATS/CAS will require the technician license renewal procedures to be revised.

At present, one form is used to apply for an initial Smog Check Technician license or to renew an existing license, the *Application for Smog Check Technician License*, form T-6 (10-99). For purposes of license renewal, that form will be replaced with the *Technician License Renewal Application*, form SMOG TECH 2 (11/07). Since licensees are already required to complete an application for renewal, there will be no major change. In fact, the new automated renewal application will require less information and eliminate the need to submit documentation with renewal applications.

ok

This proposed action also includes a thorough revision of the *Application for Smog Check Technician License*, form T-6 (10-99). With the revision of the current application [from *Application for Smog Check Technician License*, form T-6 (10-99) to *Application for Initial Smog Check Technician License*, form SMOG TECH 1 (11/07)], the change to an automated renewal processing procedure and the addition of the new *Technician License Renewal Application*, form SMOG TECH 2 (11/07), Section 3340.29 will need to be amended. The amendments will reference and incorporate the new form and delete the current form. The amendments will also incorporate by reference the revised initial application form.

The only new requirement imposed by this proposed action is that applications for renewal must be filed using the new automated renewal application in order to be processed. The applicant will no longer be required to submit copies of course completion certification because the information will be sent from the course instructors to the Bureau electronically

The reference to the $65 examination fee specified in Section 3340.29 will be amended to reflect the current examination fee of $45.

Currently, in subsection (f) it states that to renew a license the technician shall pay a $65 examination fee, and successfully complete the appropriate technician examination. The technician is no longer required to take a separate examination in order to renew their license. Therefore, a renewing technician is not required to pay any examination fee and this provision needs to be deleted to eliminate any potential confusion. The technician is required only to submit the renewal application and $20 renewal fee, along with proof of successful completion of the appropriate update course. The examination at the conclusion of the update course replaces the licensing examination for license renewal.

The current provisions of Section 3340.28, which specify that technician training courses must be completed "within the last twelve months," are inconsistent with the current statutory provision. In 2002, subdivision (e) of Section 44031.5 was amended to change the length of time that certificates of completion issued upon successful completion of Bureau-certified training courses are valid. Previously certificates of completion for Bureau of Automotive Repair certified training courses were valid for one year. These amendments conform to the previous amendment of subdivision (e) of Section 44031.5[2] which changed the length of time certificates of completion are valid to two years. .

Underlying Data:

Technical, theoretical or empirical studies or reports relied upon:

1. *Application for Initial Smog Check Technician License*, form SMOG TECH 1 (11/07)

2. *Technician License Renewal Application*, form SMOG TECH 2 (11/07)

OK [redacted]

Business Impact:

These regulations will not have any adverse economic impact on businesses. This initial determination is based on the following facts or evidence/documents/testimony:

The proposed action does not impose any requirement upon or require any action by any business. There is no reporting or recordkeeping requirement mandated, nor are there any performance standards imposed, technologies or equipment specified, nor specific actions or procedures prescribed.

Specific Technologies or Equipment:

These regulations do not mandate the use of specific technologies or equipment.

[2] Statutes of 2002, Chapter 405 (AB 2973), § 70

Consideration of Alternatives:

No reasonable alternative which was considered or that has otherwise been identified and brought to the attention of the Bureau would be either more effective in carrying out the purpose for which the action is proposed or would be as effective and less burdensome to affected private persons than the proposed regulation.

No reasonable alternative has been considered, identified or brought to the attention of the Bureau.

DEPARTMENT OF CONSUMER AFFAIRS
BAR
Bureau of Automotive Repair

APPLICATION FOR INITIAL SMOG CHECK TECHNICIAN LICENSE

BUREAU OF AUTOMOTIVE REPAIR, LICENSING UNIT
P.O. BOX 989001
WEST SACRAMENTO, CA 95798-9001
916.255.3145

STATE OF CALIFORNIA
dca
DEPARTMENT OF CONSUMER AFFAIRS

Overview of License Requirements:

- Licensure is required for all persons inspecting, testing, diagnosing and/or repairing vehicles with the purpose of certification in the Smog Check program. *(Per 44031.5.(a) and 44032 of the Health and Safety Code)*
- No person shall sell, issue, cause or permit to be issued any certificate purported to be a valid certificate of compliance or noncompliance unless licensed to do so. *(Per section 3340.35 (e) of Title 16 of the California Code of Regulations)*
- All applicants are required to meet the training and/or certification requirements as listed in this application, and pass an examination to obtain a license. An exam fee will be charged. *(Per 44045.5 & 6 and 44034.1 of the Health and Safety Code)*
- A licensed technician whose license has expired shall immediately cease to inspect, test, diagnose or repair failed vehicles. *(Per section 3340.30.(d) of Title 16 of the California Code of Regulations)*
- Licenses must be posted prominently under a transparent material in an area frequented by consumers. *(Per section 3340.15.(d) of Title 16 of the California Code of Regulations)*
- All licensees must inform BAR of an address change within 14 days. *Send address change to the BAR Licensing Unit at 10240 Systems Parkway, Sacramento, CA 95827. (Per section 3303.3 of Title 16 of the California Code of Regulations)*

NOTE: PURSUANT TO BUSINESS AND PROFESSIONS CODE SECTION 158, FEES ARE NON-REFUNDABLE

IF YOUR APPLICATION IS ACCEPTED, you will be contacted by the examination service contractor to schedule your examination. An examination fee of $45.00 will be required per attempt and will be payable directly to the examination service. You must bring two forms of identification to the examination. Read the Candidate Handbook for complete instructions.

You must pass the examination within 90 days of receipt of notification that you are qualified to take the exam, or you must submit a new application and fee.

Disclosure of your social security number (SSN) is mandatory. Section 30 of the Business and Professions Code and Public Law 94-455(42 USCA 405(c)(2)(C)) authorizes collection of your SSN. Your SSN will be used exclusively for tax enforcement purposes, for purposes of compliance with any judgment or order for family support in accordance with Family Code section 17520, and for verification of licensure or examination status by a licensing or examination entity which utilizes a national examination and where licensure is reciprocal with the requesting state. **If you fail to disclose your SSN, your application will not be processed and you will be reported to the Franchise Tax Board, which may assess a $100.00 penalty against you.**

The Department of Consumer Affairs, Bureau of Automotive Repair collects the personal information requested on this form as authorized by Business and Professions Code section 9884 and California Code of Regulations section 3351. The Bureau uses this information principally to identify and evaluate applicants for licensure, issue and renew licenses, and enforce licensing standards set by law and regulation.

Submission of the requested information is mandatory. The Bureau cannot consider your application for licensure unless you provide all of the requested information. To speed the processing of your application you may submit certificates of course completion for your course requirements. **Otherwise, if BAR cannot validate your courses, a deficiency letter will be sent to you requesting the missing information and/or supporting documents, which will delay the processing of your application.**

You are entitled to access records maintained by the Bureau, which contain your personal information. The information you provide may be disclosed to others in the following circumstances: In response to a Public Records Act request (Government Code section 6250), as allowed by the Information Practices Act (Civil Code section 1798), to another government agency as required by state or federal law, and/or in response to a court or administrative order, a subpoena, or a search warrant.

You may contact the Bureau of Automotive Repair, Licensing Unit at 10240 Systems Parkway, Sacramento 95827, 916.255.3145 with any questions about this notice or the Bureau's licensing records. For questions about the Information Practices Act, you may contact the California Office of Privacy Protection of the Department of Consumer Affairs, 1625 North Market Boulevard, Suite N-324, Sacramento, CA 95834, 916.574.8180, Toll Free 866.785.9663, www.privacy.ca.gov.

Examination subversion is in violation of Section 123 of the Business and Professions Code. Cheating on an examination can result in denial of application, suspension, revocation and restriction of a license. Once the examination begins, no talking or other communication which compromises the exam is permitted between applicants. Details are contained in section 123 of the Business and Professions Code, a copy of this code section is provided in the Candidate's Guide to the California Bureau of Automotive Repair Smog Check Technician Licensing Examination as well as the Bureau's laws and regulations which are available online at www.smogcheck.ca.gov.

APPLICATION FOR INITIAL SMOG CHECK TECHNICIAN LICENSE

Application Fee $20.00

INSTRUCTIONS:

1. Read all instructions and information contained in this application. See Page 4 for additional information on requirements.
2. Pay application fee by check or money order made payable to "BAR Licensing". **DO NOT SEND CASH.**
3. Mail completed application and fee to the BAR Licensing Unit at the address at the top of Page 1.

Type of License: *Check one only*

- ☐ Advanced Emission Specialist (EA)
- ☐ Basic Area Technician (EB)
- ☐ Intern Technician (EI)

DO NOT USE THIS APPLICATION FOR LICENSE RENEWAL

For BAR Use Only

Qualification Number _____

Receipt Number _____

Reviewed & Approved By _____

Date Processed _____

Please type or print legibly in ink

Note: Name on application must match name on your valid Drivers License or Government Identification Card or Active Military Identification. **You must present the same photo identification at your examination.**

ALL APPLICANTS MUST COMPLETE THIS SECTION

Applicant's Full Name: LAST FIRST MIDDLE

Date of Birth: Month Day Year

Social Security Number:

Valid Drivers License/Government Identification Card /or Active Military Identification Number:

Applicant's Home Address: Number and Street (No Post Office Boxes) City State Zip Code

Applicant's Mailing Address: (if different than above) Number and Street or Post Office Box City State Zip Code

Applicant's Home Area Code and Telephone Number: ( )

Applicant's Work Area Code and Telephone Number: ( )

Employer's Full Business Name: (if currently employed)

Automotive Repair Dealer Registration or Fleet Station License Number (if applicable)

Business Address: Number and Street City State Zip Code

Applicant's Background: ***Attach additional sheets if necessary.***

1. Has the Department of Consumer Affairs (DCA) or Bureau of Automotive Repair (BAR) ever issued you a license? ☐ YES ☐ NO
   If yes, please explain:

2. Have you ever had any license, certificate, or registration denied, suspended, revoked, or placed on probation by the DCA or BAR? ☐ YES ☐ NO
   If yes, please explain:

3. Has the DCA or BAR ever issued you a citation? ☐ YES ☐ NO
   If yes, please explain:

4. Have you ever been convicted of, or pled nolo contendere to, any misdemeanor or felony offense of any state or of the *United States of America*? If yes, please explain: ☐ YES ☐ NO

NOTE: If you have a disability or impairment for which you may need assistance during an examination, please call BAR Licensing Unit at 916.255.3145 to request an official "Special Accommodation Form." This form must be completed by a health care professional and submitted to the BAR Licensing Unit with your application.

TRAINING REQUIREMENTS

Note: Training course completion dates are reported directly to the Bureau of Automotive Repair. However, you may submit certificates of completion for your course requirements with your application. If the Bureau cannot verify completion of the required courses, a deficiency letter will be sent to you requesting supporting documents, which will delay the processing of your application.

ADVANCED EMISSION SPECIALIST (EA) APPLICANTS MUST COMPLETE THIS SECTION

ADVANCED EMISSION SPECIALIST TECHNICIANS *May inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the Smog Check program at Smog Check stations in all areas of the state.*

REQUIREMENTS FOR LICENSURE: Examination Required. You must meet the following three requirements to qualify to take the examination.

1. EDUCATION/EXPERIENCE: In this section, *you must meet **one** of the following requirements. Check the box next to the requirement you meet.*

- ☐ I have a valid Basic Area Technician License **and** have completed the Bureau certified "Enhanced (formerly Advanced) Clean Air Car Course" within the last 24 months.
- ☐ I have one year experience as an Intern Technician, **and** have completed the Bureau certified "Enhanced (formerly Advanced) Clean Air Car Course" within the last 24 months.
- ☐ I have one year automotive experience and/or education in the engine performance area, and have completed the **Bureau certified** "Basic and Enhanced (formerly Advanced) Clean Air Car Courses" within the last 24 months.
- ☐ I possess an Associate of Arts, Associate of Science, or higher degree in Automotive Technology from an accredited or recognized college, public school, or trade school with coursework in the engine performance area AND I have successfully completed the Bureau certified Basic and Enhanced (formerly Advanced) Clean Air Car Course within the last 24 months.
- ☐ I possess a certificate in Automotive Technology from an accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area AND I have successfully completed the Bureau certified Basic and Enhanced (formerly Advanced) Clean Air Car Course within the last 24 months.

2. CERTIFICATION: *In this section, you must meet **ALL** of the following **three** certification requirements. You may meet these requirements through certification from the National Institute for Automotive Service Excellence (ASE) **and/or the equivalent by** completion of a training program approved by the Bureau of Automotive Repair in a similar subject area. Check the box next to the requirement(s) you meet:*

REQUIREMENTS:

I have the following ASE certification(s): (check the appropriate box)	(Expiration Date)	**OR**	**I have completed the following BAR certified alternative course(s)** (check the appropriate box)
1. ☐ Electrical/Electronic Systems (A 6)	_____		☐ Electrical and Electronic Systems (Equivalent to A 6)
2. ☐ Engine Performance (A 8)	_____		☐ Engine Performance Diagnosis and Repair (Equivalent to A 8)
3. ☐ Advanced Engine Performance Specialist (L 1)	_____		☐ Advanced Emission Systems Diagnosis and Repair (Equivalent to L 1)

3. UPDATE TRAINING: (As required by the Bureau) *Check the box if you meet this requirement:*

- ☐ I have completed the required Bureau of Automotive Repair certified update-training courses. (See Page 4 Information)

BASIC AREA (EB) APPLICANTS MUST COMPLETE THIS SECTION

BASIC AREA TECHNICIAN: *May inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the Smog Check program at Smog Check stations in areas of the state designated as Basic Smog Check program areas.*

REQUIREMENTS FOR LICENSURE: Examination Required. You must meet the following three requirements to qualify to take the examination:

1. EDUCATION/EXPERIENCE: In this section, *you must meet **one** of the following requirements. Check the box next to the requirement you meet.*

- ☐ I possess a valid unexpired Intern Technician License and have one year experience as an Intern Technician.
- ☐ I have one year of automotive experience and/or education in the engine performance area and have completed the Bureau certified Basic Clean Air Car Course within the last 24 months.
- ☐ I possess an Associate of Arts, Associate of Science or higher degree in Automotive Technology from an accredited or recognized college, or public school, or trade school AND I have successfully completed the Bureau certified Basic Clean Air Car Course within the last 24 months.
- ☐ I possess a certificate in Automotive Technology from an accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area, AND I have successfully completed the Bureau certified Basic Clean Air Car Course within the last 24 months.

2. CERTIFICATION: *In this section, you must meet **ALL** of the following **three** certification requirements. You may meet these requirements through certification from the National Institute for Automotive Service Excellence (ASE) **and/or the equivalent** by completion of a training program approved by the Bureau of Automotive Repair in a similar subject area. Check the box next to the requirement(s).*

REQUIREMENTS:

I have the following ASE certification(s): (check the appropriate box):	**(Expiration Date)**	**OR**	**I have completed the following alternative course(s) (check the appropriate box)**
1. ☐ Electrical/Electronic Systems (A 6)	_____		☐ Electrical and Electronic Systems (Equivalent to A6)
2. ☐ Engine Performance (A 8)	_____		☐ Engine Performance Diagnosis and Repair (Equivalent to A8)
3. ☐ Advanced Engine Performance Specialist (L 1)	_____		☐ Advanced Emission Systems Diagnosis and Repair (Equivalent to L1)

UPDATE TRAINING: (As required by the Bureau) *Check the box if you meet this requirement:*

- ☐ I have completed the required Bureau of Automotive Repair certified update-training courses. (See Page 4 Information)

ADOPT

INTERN (EI) APPLICANTS MUST COMPLETE THIS SECTION

INTERN TECHNICIAN: *Under the direction of a licensed supervising technician, the Intern Technician may perform repairs or adjustments to the emissions control systems on failed vehicles subject to the Smog Check program at Smog Check stations in all areas of the state. The Intern Technician license expires in two years and is nonrenewable (can be issued to an individual only once).*

:QUIREMENTS FOR LICENSURE: You *must meet the following requirement. Check the box if you meet this requirement:*

. ❑ I have completed the Bureau certified Clean Air Car Course within the past 24 months.

COURSE TITLE	COMPLETED	DATE COMPLETED	STUDENT ENROLLMENT NUMBER
Clean Air Car Course	❑ Yes ❑ No		
Enhanced (Formerly Advanced) Clean Air Car Course (28 hrs.)	❑ Yes ❑ No		
Current Update Training ***COURSE TITLE:*** _____	❑ Yes ❑ No		
BUREAU CERTIFIED ALTERNATIVE COURSES			
Electrical and Electronic Systems	❑ Yes ❑ No		
Engine Performance Diagnosis and Repair	❑ Yes ❑ No		
Advanced Engine Performance/Emission Systems Diagnosis and Repair	❑ Yes ❑ No		

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA that the statements I have made in this application are true and correct.

.nature of Applicant: _____ Date: _____

THE FOLLOWING IS INFORMATIONAL

EB technicians wishing to obtain an **EA** license (e.g., Enhanced Area) must:

- Complete an Enhanced Clean Air Car Course
- Complete current Update course
- Pass the BAR licensing EA exam

ALL APPLICANTS PLEASE NOTE:

- All BAR courses must be completed within **two** years prior to application in order to be valid.
- ASE certificates must be valid and current at the time of application.
- Attach all student course completion certificates to this application.
- Note student enrollment number (as shown on course completion certificate) in the area noted above.

REQUIREMENTS FOR INITIAL LICENSE FOR ADVANCED EMISSION SPECIALIST (EA) SMOG TECHNICIAN LICENSE:

Required Courses
Basic **Area** Clean Air Car Course **AND**
ASE Certificates or BAR Alternative Courses: A6, A8, & L1 **AND**
Enhanced (Formerly Advanced) Clean Air Car Course **AND**
Current Update Course

REQUIREMENTS FOR INITIAL LICENSE FOR BASIC AREA (EB) SMOG TECHNICIAN LICENSE:

Required Courses
Basic **Area** Clean Air Car Course **AND**
ASE Certificates or BAR Alternative Courses: A6, A8, & L1 **AND**
Current Update Course

APPLICATION FOR SMOG CHECK TECHNICIAN LICENSE

LICENSING DIVISION (BAR)
P.O. BOX 989001
WEST SACRAMENTO, CA 95798-9001
(916) 255-3145
Bureau of Automotive Repair

Overview of License Requirements:

- Licensure is required for all persons inspecting, testing, diagnosing, and/or repairing vehicles with the purpose of certification in the Smog Check program. (Per 44031.5.(a) and 44032 of the Health and Safety Code)
- No person shall sell, issue, cause or permit to be issued any certificate purported to be a valid certificate of compliance or noncompliance unless licensed to do so. (Per section 3340.35(e) of Title 16 of the California Code of Regulations)
- All applicants are required to meet the training and/or certification requirements as listed in this application, and pass an examination to obtain a license. An examination fee will be charged. (Per 44045.5 & .6 and 44034.1 of the Health and Safety Code)
- A licensed technician whose license has expired shall immediately cease to inspect, test, diagnose, and/or repair failed vehicles. (Per section 3340.30(d) of Title 16 of the California Code of Regulations)
- Licenses must be posted prominently under a transparent material in an area frequented by consumers. (Per section 3340.15(d) of Title 16 of the California Code of Regulations)
- All licensees must inform the Bureau of an address change within 14 days. Send address change to the above address. (Per section 3303.3 of Title 16 of the California Code of Regulations)

ALL APPLICATIONS WILL BE REJECTED AND FEE NOT REFUNDED FOR FAILURE TO:

- Include required documentation (i.e. ASE certification and/or original completed page 4); or
- Complete questions regarding applicant's background; or
- Submit a completed original application with all pages.

DELETE

YOUR APPLICATION IS ACCEPTED, you will be contacted by the examination service contractor to schedule your examination. A $65.00 examination fee is required per attempt and is payable directly to the examination service. You must bring two forms of ID to the examination. Read the Candidate Handbook for complete instructions.

You must pass the examination within 90 days of receipt of notification that you are qualified to take the exam, or you must submit a new application and application fee.

Disclosure of your social security number (SSN) is mandatory. Section 30 of the Business and Professions Code and Public Law 94-455(42 USCA 405(c)(2)(C) authorizes collection of your SSN. Your SSN will be used exclusively for tax enforcement purposes, for purposes of compliance with any judgment or order for family support in accordance with Family Code section 17520, or for verification of licensure or examination status by a licensing or examination entity which utilizes a national examination and where licensure is reciprocal with the requesting state. **If you fail to disclose your SSN, your application will not be processed and you will be reported to the Franchise Tax Board, which may assess a $100.00 penalty against you.**

Per California Civil Code, Section 1798.17 (Information Practice Act), the Director of the Department is responsible for maintaining the information in this application. This information may be transferred to other governmental and enforcement agencies. Individuals have the right to review the records maintained on them by the agencies, unless the records are exempt by Section 1798.40 of the Civil Code.

Examination cheating is in violation of Section 123 of the Business and Professions Code. Examination cheating can result in denial of application, suspension, revocation and restriction of a license. Once the examination begins, no talking or other communication which compromises the exam is permitted between applicants. Details are contained in Section 123 of the Business and Professions Code. A copy is contained in the Candidate Handbook to the California Bureau of Automotive Repair Smog Check Technician Licensing Examination as well as in the laws and regulations booklet published by BAR.

INSTRUCTIONS:

1. Read all instructions and information contained in this application.
2. Pay fees by check or money order made payable to "Licensing Division - BAR."
3. Submit a completed application with all the appropriate documents and fees to the Licensing Division at the above address. ANY INFORMATION IS OMITTED, THE APPLICATION WILL BE RETURNED TO YOU FOR COMPLETION AND WILL DELAY PROCESSING

APPLICATION FOR SMOG CHECK TECHNICIAN LICENSE

Application Fee $20.00

Type of License: *Check one only*

- ☐ Advanced Emission Specialist
- ☐ Intern Technician
- ☐ Basic Area Technician

Application Type: *Check one only*

- ☐ Initial
- ☐ Renewal

For Department Use Only

Qualification Number _____

Receipt Number _____

Reviewed &

Approved By _____ *Signature*

Date Processed _____

Please type or print legibly in ink

Note: Name on application must match name on California Driver License or California ID Card or Active Military ID. You must present the same photo identification at examination.

Applicant's Full Name: LAST FIRST MIDDLE		
Date of Birth: Month Day Year	Social Security Number:	
California Driver License/ID Card/or Military I.D. Number:	Smog Check Technician License Number: E	Expiration Date: / /
Applicant's Home Address: Number and Street (No Post Office Boxes) City State Zip Code		
Applicant's Mailing Address: (if different than above) Number and Street or Post Office Box City State Zip Code		
Applicant's Home Area Code and Telephone Number: ( )	Applicant's Work Area Code and Telephone Number: ( )	
Employer's Full Business Name:	Automotive Repair Dealer Registration or Fleet Station License Number:	
Business Address: Number and Street City State Zip Code		

DELETE

Applicant's Background: ***Attach additional sheets if necessary.***

1. Have you ever been issued a license, certificate, or registration by this Department? ☐ YES ☐ NO
   If yes, please explain:
2. Have you ever had any license, certificate, or registration denied, suspended, revoked or placed on probation by this Department? ☐ YES ☐ NO
   If yes, please explain:
3. Have you ever been issued a citation by this Department? ☐ YES ☐ NO
   If yes, please explain:
4. Have you ever been convicted of, or pled nolo contendere to, any misdemeanor or felony offense of any state, or of the United States? ☐ YES ☐ NO
   If Yes, please explain:

NOTE: If you have a disability or impairment for which you may need assistance during an examination, please call the BAR Licensing Unit at (916) 255-3145 to request an official "Special Accommodation Form." This form must be completed by a health care professional and be submitted to the Licensing Division with your application.

ADVANCED EMISSION SPECIALIST SMOG TECHNICIAN APPLICANTS MUST COMPLETE THIS SECTION

ADVANCED EMISSION SPECIALIST TECHNICIAN: *May inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the Smog Check Program at Smog Check stations in all areas of the state.*

Note: To perform an official Smog Check inspection in an enhanced program area, you must also complete the Bureau's "Bar 97 Transition Class."

REQUIREMENTS FOR LICENSURE: An examination is required. You must meet requirements 1, 2, & 3 to qualify to take the examination.

REQUIREMENT 1. EDUCATION/EXPERIENCE: *You must meet one of the following 6 requirements. Check the box next to the requirement you meet:*

☐ I have a valid unexpired Advanced Emission Specialist Smog Check Technician License;

OR ☐ I possess a valid unexpired Basic Area Smog Check Technician license, and have completed the Bureau's "Advanced Clean Air Car Course" within the last twelve months (course completion should be noted on page 4 of this application);

OR ☐ I possess a valid unexpired Intern Technician License, have one year experience as an Intern Technician, and have completed the Bureau's "Advanced Clean Air Car Course" within the last twelve months (course completion should be noted on page 4 of this application);

OR ☐ I have one year automotive experience and/or education in the engine performance area, and have completed the Bureau's "Basic and Advanced Clean Air Car Courses" within the last twelve months (course completion should be noted on page 4 of this application).

OR ☐ I possess an Associate of Arts, Associate of Science, or higher degree in Automotive Technology from a state accredited or recognized college, or public school, or trade school AND I have successfully completed the Bureau of Automotive Repair's Basic and Advanced Clean Air Car Course within the last twelve months. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED;

OR ☐ I possess a certificate in Automotive Technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area AND I have successfully completed the Bureau of Automotive Repair's Basic and Advanced Clean Air Car Course within the last twelve months. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED;

CONTINUED ON NEXT PAGE

REQUIREMENT 2. **CERTIFICATION:** *You must meet ALL of the following three certification requirements. You may meet these requirements through certification from the National Institute for Automotive Service Excellence (ASE) and/or by completion of a training program approved by the Bureau of Automotive Repair in a similar subject area (courses should be noted on page 4 of application).*

I have the following ASE certification(s):
(check the appropriate box)

1. ☐ Electrical/Electronic Systems (A 6)
2. ☐ Engine Performance (A 8)
3. ☐ Advanced Engine Performance Specialist (L1)

AND/OR

I have completed the following Bureau alternative course(s):
(check the appropriate box)

☐ Electrical and Electronic Systems
☐ Engine Performance Diagnosis and Repair
☐ Advanced Emission Systems Diagnosis and Repair

☞ YOU MUST ATTACH copies of valid and unexpired ASE certifications and/or a completed page four(s) of this application noting completion of Bureau alternative courses. The page four must have a course certification stamp, and an original signature from the course instructor. The Bureau will not accept copies of completed page fours

Note: This documentation is not needed if the Bureau has a record of unexpired certifications or courses from a previous application.

REQUIREMENT 3. **UPDATE TRAINING:** (As required by the Bureau)
Check the box if you meet this requirement

☐ I have completed the required Bureau of Automotive Repair certified update training course. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED.

BASIC AREA SMOG TECHNICIAN APPLICANTS MUST COMPLETE THIS SECTION

BASIC AREA TECHNICIAN: *May inspect, diagnose, adjust, repair and certify the emissions control systems on vehicles subject to the Smog Check Program at Smog Check stations in areas of the state designated as Basic Smog Check Program areas.*

REQUIREMENTS FOR LICENSURE: Examination Required. You must meet requirements 1, 2, & 3 to qualify to take the examination.

REQUIREMENT 1. **EDUCATION/EXPERIENCE:** *You must meet one of the following requirements. Check the box next to the requirement you meet.*

☐ I possess a valid unexpired Basic Area, or Advanced Emission Specialist Smog Check Technician License;

OR ☐ I possess a valid unexpired Intern Technician License, and have one year experience as an Intern Technician;

OR ☐ I have one year of automotive experience and/or education in the engine performance area, and have completed the Bureau's Basic Clean Air Car Course within the last twelve months (course completion should be noted on page 4 of this application).

OR ☐ I possess an Associate of Arts, Associate of Science, or higher degree in Automotive Technology from a state accredited or recognized college, or public school, or trade school AND I have successfully completed the Bureau of Automotive Repair's Basic Clean Air Car Course within the last twelve months. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED;

OR ☐ I possess a certificate in Automotive Technology from a state accredited or recognized college, public school, or trade school with a minimum of 360 hours course-work in the engine performance area AND I have successfully completed the Bureau of Automotive Repair's Basic Clean Air Car Course within the last twelve months. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED.

DELETE

REQUIREMENT 2. **CERTIFICATION:** *You must meet ALL of the following three certification requirements (see note below). You may meet these requirements through certification from the National Institute for Automotive Service Excellence (ASE) and/or by completion of a training program approved by the Bureau of Automotive Repair in a similar subject area (courses should be noted on page 4 of application).*

I have the following ASE certification(s):
(check the appropriate box)

1. ☐ Electrical/Electronic Systems (A 6)
2. ☐ Engine Performance (A 8)
3. ☐ Advanced Engine Performance Specialist (L 1)
(see note below)

AND/OR

I have completed the following Bureau alternative course(s):
(check the appropriate box)

☐ Electrical and Electronic Systems
☐ Engine Performance Diagnosis and Repair
☐ Advanced Emission Systems Diagnosis and Repair
(see note below)

NOTE: *The Advanced Engine Performance Specialist (L1) certificate OR the Advanced Emission Systems Diagnosis and Repair course is required if a renewal applicant's license expires after December 31, 2001, or a new applicant's application is postmarked after December 31, 2001.*

☞ YOU MUST ATTACH copies of valid and unexpired ASE certifications and/or a completed page four(s) of this application noting completion of Bureau ASE alternative courses. The page four must have a course certification stamp, and an original signature from the course instructor. The Bureau will not accept copies of completed page fours

Note: This documentation is not needed if the Bureau has a record of unexpired certifications or courses from a previous application.

REQUIREMENT 3. **UPDATE TRAINING:** (As required by the Bureau)
Check the box if you meet this requirement

☐ I have completed the required Bureau of Automotive Repair certified update training course. PAGE FOUR OF THIS APPLICATION HAS BEEN COMPLETED.

INTERN APPLICANTS MUST COMPLETE THIS SECTION

INTERN TECHNICIAN: *Under the direction of a licensed supervising technician, the Intern Technician may perform repairs or adjustments to the emissions control systems on failed vehicles subject to the Smog Check program at Smog Check stations in all areas of the state. The Intern Technician license expires in two years and is nonrenewable (can be issued to an individual only once).*

REQUIREMENTS FOR LICENSURE: *You must meet the following requirement. Check the box if you meet this requirement.*

☐ I have one year experience and/or education in the engine performance area, and have completed the Bureau's Basic Clean Air Car Course within the last twelve months (course completion should be noted on page 4 of this application).

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA the statements I have made in this application are true and correct.

Signature of Applicant: Date:

THIS PAGE MUST BE COMPLETED BY THE INSTRUCTOR

EVIDENCE OF COMPLETION OF BUREAU CERTIFIED TRAINING COURSE(S)

- Instructor shall check the "Yes" box on courses successfully completed by the student.
- Instructor shall check the "No" box on courses not given by the instructor, or not successfully completed by the student.
- School or trade organization certificates cannot be used in place of this form to qualify for licensure.
- Students must send in this form with instructor's original signature (faxes and copies are not acceptable).
- Schools shall maintain a copy of this page on file for three years.

Note: The instructor may copy this page if other blank copies are needed.

Applicant's Name: Last First Middle	Applicant's California Driver License/ID Card/or Military I.D. Number:

COURSE TITLE	Answer "Yes" or "No", DO NOT leave blank COURSE COMPLETED	COURSE COMPLETION DATE
Basic Clean Air Car Course	☐ Yes ☐ No	
Advanced Clean Air Car Course	☐ Yes ☐ No	
Update Training *COURSE TITLE:*	☐ Yes ☐ No	
BAR 97 Transition Class	☐ Yes ☐ No	
BUREAU ALTERNATIVE COURSES		
Electrical and Electronic Systems	☐ Yes ☐ No	
Engine Performance Diagnosis and Repair	☐ Yes ☐ No	
Advanced Engine/Emission Systems Diagnosis and Repair	☐ Yes ☐ No	

DELETE

Print the name of the school:

Print the city and county where the certification was signed:

Print the name of the instructor:

COURSE CERTIFICATION STAMP AREA

NOTE: INSTRUCTOR SHALL SIGN CERTIFICATION STAMP AREA IN A COLOR OTHER THAN BLACK

DEPARTMENT OF CONSUMER AFFAIRS
B.A.R
Bureau of Automotive Repair

ADDT 1

STATE OF CALIFORNIA
dca
DEPARTMENT OF CONSUMER AFFAIRS

BUREAU OF AUTOMOTIVE REPAIR LICENSING UNIT
P.O. BOX 989001
WEST SACRAMENTO, CA 95798-9001
(916) 255-3145

TECHNICIAN LICENSE RENEWAL APPLICATION

PART 1

**********IMPORTANT*********

FILL IN THE REQUESTED INFORMATION, RETAIN PART 1 FOR YOUR RECORDS & RETURN PARTS 2 AND 3 OF THIS FORM WITH A (**$20.00**) FEE TO THE ADDRESS SHOWN IN PART 2. DO NOT SEND CASH, SEND A CHECK OR MONEY ORDER FOR THE RENEWAL. MAKE PAYABLE TO "BAR LICENSING". YOU **CAN NOT** USE THIS FORM TO CHANGE FROM AN EB TO AN EA LICENSE.

TO RENEW YOUR TECHNICIAN LICENSE, THE CERTIFICATION IN PART 3 OF THIS FORM MUST BE SIGNED. PLEASE BE AWARE THAT SUBMISSION OF THE REQUESTED INFORMATION IS MANDATORY. THE BUREAU CANNOT CONSIDER YOUR APPLICATION FOR RENEWAL UNLESS YOU PROVIDE ALL THE REQUESTED INFORMATION. FAILURE TO PROVIDE THE REQUESTED INFORMATION WILL RESULT IN A DELAY OF YOUR LICENSE RENEWAL. PROVIDING FALSE INFORMATION WILL CAUSE YOUR APPLICATION TO BE REJECTED AND THE FEE WILL NOT BE REFUNDED.

PLEASE ALLOW 4-6 WEEKS FOR THE PROCESSING OF YOUR RENEWAL. FAILURE TO PROMPTLY SUBMIT YOUR RENEWAL FEES MAY RESULT IN YOUR LICENSE BEING **LOCKED OUT** OF THE ANALYZER.

The Bureau of Automotive Repair of the Department of Consumer Affairs collects the personal information requested on this form as authorized by Business and Professions Code Sections 9884 and California Code of Regulations Sections 3351. The Bureau uses this information principally to identify and evaluate applicants for licensure, issue and renew licenses, enforce licensing standards set by law and regulation. You are entitled to access records maintained by the Bureau which contain your personal information. The information you provide may be disclosed to others in the following circumstances: in response to a Public Records Act request (Government Code Section 6250), as allowed by the Information Practices Act (Civil Code Section 1798), to another government agency as required by state or federal law, and/or in response to a court or administrative order, a subpoena, or search warrant.

You may contact the Bureau of Automotive Repair, Licensing Unit at 10240 Systems Parkway, Sacramento 95827, (916) 255-3145 with any questions about this notice or the Bureau's licensing records. For questions about the Information Practices Act, you may contact the California Office of Privacy Protection in the Department of Consumer Affairs, 1625 North Market Boulevard., Suite. N-324, Sacramento, CA 95834 (916) 574-8184, toll free (866) 785-9663, www.privacy.ca.gov.

RETURN PARTS 2 AND 3, WITH FEE, TO ADDRESS IN PART 2

PART 2

RETURN PARTS 2 AND 3, WITH FEE, TO:

STATE OF CALIFORNIA
BUREAU OF AUTOMOTIVE REPAIR
P.O. BOX 989001
WEST SACRAMENTO, CA 95798-9001

PART 3

BUREAU OF AUTOMOTIVE REPAIR
TECHNICIAN LICENSE RENEWAL

[SMOG TECHNICIAN'S NAME]
[STREET ADDRESS]
[CITY, STATE ZIP CODE]

CERTIFICATION

I certify under penalty of perjury under the laws of the State of California that the statements I have made in this application are true and correct and that I have completed, and can document if audited, the Bureau required courses to renew my technician license. I understand that the Bureau will validate all education course requirements prior to

STATEMENT OF SERVICE BY MAIL

I certify that the Bureau of Automotive Repair of the Department of Consumer Affairs has complied with the requirements of Government Code section 11346.4(a)(1) through (4) and that the notice was mailed on June 27, 2008, was made available electronically pursuant to Government Code section 11340.85(b), and was posted on the Bureau's Internet Web site pursuant to Government Code section 11340.85(c), on June 27, 2008.

Dated: June 27, 2008

Virginia Vu

VIRGINIA VU
Staff Services Analyst
Bureau of Automotive Repair

UPDATED INFORMATIVE DIGEST

The informative digest published on June 27, 2008 by the Department of Consumer Affairs' Bureau of Automotive Repair accurately summarizes the final regulatory action taken with respect to this filing.

BUREAU OF AUTOMOTIVE REPAIR

FINAL STATEMENT OF REASONS

HEARING DATES: No Hearing Scheduled

SUBJECT MATTER OF PROPOSED REGULATIONS: Licensing and Qualifications for Smog Check Technicians; Initial and Renewal Applications

SECTIONS AFFECTED: § 3340.28 and 3340.29 of Title 16, Division 33, Chapter 1, Article 5.5 of the California Code of Regulations

Updated Information:

The Initial Statement of Reasons is included in the file. No changes have been made which would warrant a change to the information contained therein.

The bureau did not receive any request to hold a hearing regarding the proposed regulations.

Local Mandate:

A mandate is not imposed on local agencies or school districts.

Business Impact:

These regulations will not have any adverse economic impact on businesses. This initial determination is based on the following facts or evidence/documents/testimony:

The proposed action does not impose any requirement upon or require any action by any business. There is no reporting or recordkeeping requirement mandated, nor are there any performance standards imposed, technologies or equipment specified, nor specific actions or procedures prescribed.

Consideration of Alternatives:

No reasonable alternative which was considered or that has otherwise been identified and brought to the attention of the Bureau would be either more effective in carrying out the purpose for which the action is proposed or would be as effective and less burdensome to affected private persons than the proposed regulation.

Objections or Recommendations/Responses:

There were no comments, nor were there any objections/recommendations made or received, regarding the proposed action during the initial 45 day comment period.

STATE OF CALIFORNIA

ECONOMIC AND FISCAL IMPACT STATEMENT

(REGULATIONS AND ORDERS)

STD. 399 (Rev. 2-98) *See SAM Sections 6600 - 6680 for Instructions and Code Citations*

DEPARTMENT NAME	CONTACT PERSON	TELEPHONE NUMBER
Department of Consumer Affairs	Debbie Stefan	(916) 255-4585

DESCRIPTIVE TITLE FROM NOTICE REGISTER OR FORM 400

Licensing of Smog Check Technicians; Initial and Renewal Applications

NOTICE FILE NUMBER: Z

ECONOMIC IMPACT STATEMENT

A. ESTIMATED PRIVATE SECTOR COST IMPACTS *(include calculations and assumptions in the rulemaking record.)*

1. Check the appropriate box(es) below to indicate whether this regulation:

- ☐ a. Impacts businesses and/or employees
- ☐ b. Impacts small businesses
- ☐ c. Impacts jobs or occupations
- ☐ d. Impacts California competitiveness
- ☐ e. Imposes reporting requirements
- ☐ f. Imposes prescriptive instead of performance standards
- ☒ g. Impacts individuals
- ☐ h. None of the above *(Explain below. Complete the Fiscal Impact Statement as appropriate.)*

h. (cont.) _____

(If any box items 1 a through g is checked, complete this Economic Impact Statement.)

2. Enter the total number of businesses impacted: 0 Describe the types of businesses (Include nonprofits): N/A

Enter the number or percentage of total businesses impacted that are small businesses: N/A

3. Enter the number of businesses that will be created: 0 eliminated: 0

Explain: The proposed action does not affect businesses.

4. Indicate the geographic extent of impacts: ☐ Statewide ☐ Local or regional (list areas) _____

5. Enter the number of jobs created: 0 or eliminated: 0 Describe the types of jobs or occupations impacted:

The proposed action implements automated procedures for Smog Check technician license renewal applications.

6. Will the regulation affect the ability of California businesses to compete with other states by making it more costly to produce goods or services here?

☐ Yes ☒ No If yes, explain briefly: _____

B. ESTIMATED COSTS *(Include calculations and assumptions in the rulemaking record.)*

1. What are the total statewide dollar costs that businesses and individuals may incur to comply with this regulation over its lifetime? $ 0

a. Initial cost for a small business: $ N/A Annual ongoing cost: $ N/A Years: _____

b. Initial cost for a typical business: $ N/A Annual ongoing cost: $ N/A Years: _____

c. Initial cost for an individual: $ 0 Annual ongoing cost: $ 0 Years _____

d. Describe other economic costs that may occur: The proposed action reduces the cost of the examination fee to the individual.

2. If multiple industries are impacted, enter the share of total costs for each industry: N/A

3. If the regulation imposes reporting requirements, enter the annual costs a typical business may incur to comply with these requirements. *(Include the dollar costs to do programming, record keeping, reporting, and other paperwork, whether or not the paperwork must be submitted.)*: $ N/A

4. Will this regulation directly impact housing costs? ☐ Yes ☒ No
if yes, enter the annual dollar cost per housing unit: $ _____ and the number of units:

5. Are there comparable Federal Regulations? ☐ Yes ☒ No
Explain the need for State regulation given the existence or absence of Federal regulations:

Enter any additional costs to businesses and/or individuals that may be due to State – Federal differences: $ 0

C. ESTIMATED BENEFITS *(Estimation of the dollar value of benefits is not specifically required by rulemaking law, but encouraged.)*

1. Briefly summarize the benefits that may result from this regulation and who will benefit: The proposed action will reduce the cost of the fee applicants are required to pay for the license examination.

2. Are the benefits the result of: ☐ specific statutory requirements, or ☒ goals developed by the agency based on broad statutory authority

Explain: The Bureau is transitioning to an automated renewal system with capabilities for automated renewal notice and cashiering. The DCA already uses automated functions for license application processing in some of its other Boards/Bureaus.

3. What are the total statewide benefits from this regulation over its lifetime? $ __

D. ALTERNATIVES TO THE REGULATION *(Include calculations and assumptions in the rulemaking record. Estimation of the dollar value of benefits is not specifically required by rulemaking law, but encouraged.)*

1. List alternatives considered and describe them below. If no alternatives were considered, explain why not:

No alternatives to the DCA's Application Tracking System and Consumer Affairs System were considered because conversion to the (ATS/CAS) is the only option currently available.

2. Summarize the total statewide costs and benefits from this regulation and each alternative considered:

Regulation:	Benefit: $ N/A	Cost: $ 0
Alternative 1:	Benefit: $ N/A	Cost: $ _____
Alternative 2:	Benefit: $ N/A	Cost: $ _____

3. Briefly discuss any quantification issues that are relevant to a comparison of estimated costs and benefits for this regulation or alternatives:

4. Rulemaking law requires agencies to consider performance standards as an alternative, if a regulation mandates the use of specific technologies or equipment, or prescribes specific actions or procedures. Were performance standards considered to lower compliance costs? ☐ Yes ☒ No

Explain: The automated procedure will not impose additional requirements on licensees.

ECONOMIC AND FISCAL IMPACT STATEMENT (STD. 399, Rev. 2-98)

E. MAJOR REGULATIONS *(Include calculations and assumptions in the rulemaking record.)*
Cal/EPA boards, offices and departments are subject to the following additional requirements per Health and Safety Code section 57005.

1. Will the estimated costs of this regulation to California business enterprises exceed $10 million? ☐ Yes ☒ No *(If No, skip the rest of this section)*

2. Briefly describe each equally as effective alternative, or combination of alternatives, for which a cost-effectiveness analysis was performed:

   Alternative 1: _____

   Alternative 2: _____

3. For the regulation, and each alternative just described, enter the estimated total cost and overall cost-effectiveness ratio:

   Regulation: $ _____ Cost-effectiveness ratio: _____

   Alternative 1: $ _____ Cost-effectiveness ratio: _____

   Alternative 2: $ _____ Cost-effectiveness ratio: _____

FISCAL IMPACT STATEMENT

A. FISCAL EFFECT ON LOCAL GOVERNMENT

☐ 1. Additional expenditures of approximately $ _____ in the current State Fiscal Year which are reimbursable by the State pursuant to Section 6 of Article XIII B of the California Constitution and Sections 17500 et seq. of the Government Code. Funding for this reimbursement:

☐ a. is provided in (item _____, Budget Act of _____) or (Chapter _____ Statutes of _____.

☐ b. will be requested in the _____ (fiscal year) Governor's Budget for appropriation in Budget Act of _____.

☐ 2. Additional expenditures of approximately $ _____ in the current State Fiscal Year which are not reimbursable by the State pursuant to Section 6 of Article XIII B of the California Constitution and Sections 17500 et seq. of the Government Code because this regulation:

☐ a. implements the Federal mandate contained in _____.

☐ b. implements the court mandate set forth by the _____ court in the case of _____ vs. _____

☐ c. implements a mandate of the people of this State expressed in their approval of Proposition No. _____ at the _____ electi

☐ d. is issued only in response to a specific request from the _____, which is/are the only local entities affected;

☐ e. will be fully financed from the _____ authorized by § _____ of the _____ Code;

☐ f. provides for savings to each affected unit of local government that will, at a minimum, offset any additional costs to each such unit.

☐ 3. Savings of approximately $ _____ annually.

☐ 4. No additional costs or savings because this regulation makes only technical, non-substantive or clarifying changes to current law and regulations.

☒ 5. No fiscal impact exists because the regulation does not affect any local entity or program.

☐ 6. Other: _____

ECONOMIC AND FISCAL IMPACT STATEMENT (STD. 399, Rev. 2-98)

B. FISCAL EFFECT ON STATE GOVERNMENT
(Indicate appropriate boxes 1 through 4 and attach calculations and assumptions of fiscal impact for the current year and two subsequent fiscal years.)

☐ 1. Additional expenditures of approximately 0 in the current State Fiscal Year. It is anticipated that State agencies will:

☐ a. be able to absorb these additional costs within their existing budgets and resources.

☐ b. request an increase in the currently authorized budget level for the _____ Fiscal Year.

☐ 2. Savings of approximately $ _____ in the current State Fiscal Year.

☒ 3. No fiscal impact exists because this regulation does not affect any State agency or program.

☐ 4. Other: _____

C. FISCAL EFFECT ON FEDERAL FUNDING OF STATE PROGRAMS
(Indicate appropriate boxes 1 through 4 and attach calculations and assumptions of fiscal impact for the current year and two subsequent fiscal years.)

☐ 1. Additional expenditures of approximately $ _____ in the current State Fiscal Year.

☐ 2. Savings of approximately $ _____ in the current State Fiscal Year.

☒ 3. No fiscal impact exists because this regulation does not affect any federally funded State agency or programs.

☐ 4. Other: _____

SIGNATURE	SHERRY MEHL / CARRIE LOPEZ	Title: Chief, BAR / Director, DCA
AGENCY SECRETARY [1] APPROVAL/CONCURRENCE		Date: 6/11/08
DEPARTMENT OF FINANCE APPROVAL/CONCURRENCE	PROGRAM BUDGET MANAGER	Date

[1] The signature attests that the agency has completed the STD. 399 according to the instructions in SAM sections 6600-6680, and understands the impacts of the proposed rulemaking. State boards, offices, or departments not under an Agency Secretary must have the form signed by the highest ranking official in the organization.

[2] Finance approval and signature is required when SAM sections 6600-6670 require completion of the Fiscal Impact Statement in the STD. 399.

DEPARTMENT OF CONSUMER AFFAIRS

BAR

Bureau of Automotive Repair

Legislation Related to California's I/M Program
Business and Professions / Health and Safety / Vehicle Code
Changes Made 1995 - 2008

Code	Section	Total Changes	Add	Amend	Repeal	Year	Bill Number	Changes Made 1995 - 2008
B & P	9886.2			x		1998	AB 2802	http://www.leginfo.ca.gov/pub/97-98/bill/asm/ab_2801-2850/ab_2802_bill_19980929_chaptered.pdf
	9886.2 Count	1	0	1	0			
H & S	44000.1		x			1999	AB 1105	http://www.leginfo.ca.gov/pub/99-00/bill/asm/AB_1101-1150/AB_1105_bill_19990706_chaptered.pdf
	44000.1 Count	1	1	0	0			
H & S	44000.5		x			1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
	44000.5 Count	1	1	0	0			
H & S	44001				x	1996	AB 3020	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3001-3050/AB_3020_bill_960930_chaptered.pdf
H & S	44001			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
	44001 Count	2	0	1	1			
H & S	44001.3		x			1997	AB 57	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0051-0100/AB_57_bill_19971009_chaptered.pdf
	44001.3 Count	1	1	0	0			
H & S	44001.5			x		1995	SB 975	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0951-1000/SB_975_bill_950706_chaptered.pdf
H & S	44001.5							
	44001.5 Count	1	0	1	0			
H & S	44001.6				x	1996	AB 3020	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3001-3050/AB_3020_bill_960930_chaptered.pdf
	44001.6 Count	1	0	0	1			
H & S	44001.7				x	1996	AB 3020	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3001-3050/AB_3020_bill_960930_chaptered.pdf
	44001.7 Count	1	0	0	1			
H & S	44003			x		1997	AB 208	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0201-0250/AB_208_bill_19971009_chaptered.pdf
H & S	44003			x		2001	SB 1191	http://www.leginfo.ca.gov/pub/01-02/bill/sen/SB_1151-1200/SB_1191_bill_20011012_chaptered.pdf
	44003 Count	2	0	2	0			
H & S	44003.5		x			2002	AB 2637	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2601-2650/AB_2637_bill_20020927_chaptered.pdf
	44003.5 Count	1	1	0	0			
H & S	44004			x		2004	SB 1615	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1601-1650/SB_1615_bill_20040923_chaptered.pdf
	44004 Count	1	0	1	0			

Code	Section	Total Changes	Add	Amend	Repeal	Year	Bill Number	Changes Made 1995 - 2008
H & S	44005			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
	44005 Count	1	0	1	0			
H & S	44010.5			x		1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
H & S	44010.5			x		2007	AB 1488	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1451-1500/ab_1488_bill_20071014_chaptered.pdf
	44010.5 Count	2	0	2	0			
H & S	44011				x	1996	AB 3020	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3001-3050/AB_3020_bill_960930_chaptered.pdf
H & S	44011			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
H & S	44011			x		1997	SB 42	http://www.leginfo.ca.gov/pub/97-98/bill/sen/SB_0001-0050/SB_42_bill_19971009_chaptered.pdf
H & S	44011			x		1999	AB 1105	http://www.leginfo.ca.gov/pub/99-00/bill/asm/AB_1101-1150/AB_1105_bill_19990706_chaptered.pdf
H & S	44011			x		2002	AB 2637	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2601-2650/AB_2637_bill_20020927_chaptered.pdf
H & S	44011			x		2004	AB 2104	http://www.leginfo.ca.gov/pub/03-04/bill/asm/AB_2101-2150/AB_2104_bill_20040923_chaptered.pdf
H & S	44011			x		2004	AB 2683	http://www.leginfo.ca.gov/pub/03-04/bill/asm/AB_2651-2700/AB_2683_bill_20040923_chaptered.pdf
H & S	44011			x		2004	SB 1107	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1101-1150/SB_1107_bill_20040816_chaptered.pdf
H & S	44011			x		1995	SB 501	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0501-0550/SB_501_bill_951016_chaptered.pdf
H & S	44011		x	x	x	2007	AB 1488	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1451-1500/ab_1488_bill_20071014_chaptered.pdf
	44011 Count	12	1	9	2			
H & S	44011.3		x			1998	SB 1754	http://www.leginfo.ca.gov/pub/97-98/bill/sen/SB_1751-1800/SB_1754_bill_19980929_chaptered.pdf
	44011.3 Count	1	1	0	0			
H & S	44011.6			x		1996	AB 1460	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_1451-1500/AB_1460_bill_960725_chaptered.pdf
H & S	44011.6			x		2004	AB 2701	http://www.leginfo.ca.gov/pub/03-04/bill/asm/AB_2701-2750/AB_2701_bill_20040921_chaptered.pdf
	44011.6 Count	2	0	2	0			
H & S	44012				x	1996	AB 3020	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3001-3050/AB_3020_bill_960930_chaptered.pdf
H & S	44012		x	x	x	2007	AB 1488	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_1451-1500/ab_1488_bill_20071014_chaptered.pdf
	44012 Count	4	1	1	2			
H & S	44012.1		x			2006	AB 1870	http://www.leginfo.ca.gov/pub/05-06/bill/asm/AB_1851-1900/AB_1870_bill_20060929_chaptered.pdf
	44012.1 Count	1	1	0	0			
H & S	44013.5			x		1996	AB 3020	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3001-3050/AB_3020_bill_960930_chaptered.pdf
	44013.5 Count	1	0	1	0			
H & S	44014			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
H & S	44014			x		2002	SB 420	http://www.leginfo.ca.gov/pub/01-02/bill/sen/SB_1401-1450/SB_1420_bill_20020915_chaptered.pdf
	44014 Count	2	0	2	0			
H & S	44014.2		x			1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
H & S	44014.2			x		2002	AB 2637	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2601-2650/AB_2637_bill_20020927_chaptered.pdf

Code	Section	Total Changes	Add	Amend	Repeal	Year	Bill Number	Changes Made 1995 - 2008
	44014.2 Count	2	1	1	0			
H & S	44014.4		x			1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
	44014.4 Count	1	1	0	0			
H & S	44014.5			x		1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
H & S	44014.5			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
H & S	44014.5			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
H & S	44014.5			x		2002	AB 2637	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2601-2650/AB_2637_bill_20020927_chaptered.pdf
	44014.5 Count	4	0	4	0			
H & S	44015			x		1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
H & S	44015				x	1996	AB 3020	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3001-3050/AB_3020_bill_960930_chaptered.pdf
H & S	44015			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
H & S	44015			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
H & S	44015			x		1997	AB 57	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0051-0100/AB_57_bill_19971009_chaptered.pdf
H & S	44015			x		1998	SB 2185	http://www.leginfo.ca.gov/pub/97-98/bill/sen/SB_2151-2200/SB_2185_bill_19980703_chaptered.pdf
H & S	44015			x		1999	SB 1288	http://www.leginfo.ca.gov/pub/99-00/bill/sen/SB_1251-1300/SB_1288_bill_19990907_chaptered.pdf
H & S	44015			x		1999	SB 966	http://www.leginfo.ca.gov/pub/99-00/bill/sen/SB_0951-1000/SB_966_bill_19990712_chaptered.pdf
H & S	44015				x	2001	AB 854	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_0851-0900/AB_854_bill_20010925_chaptered.pdf
H & S	44015			x		2002	AB 2637	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2601-2650/AB_2637_bill_20020927_chaptered.pdf
	44015 Count	10	0	8	2			
H & S	44015.3				x	1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
	44015.3 Count	1	0	0	1			
H & S	44017			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
H & S	44017			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
H & S	44017			x		1997	AB 57	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0051-0100/AB_57_bill_19971009_chaptered.pdf
H & S	44017			x		1996	AB 3470	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3451-3500/AB_3470_bill_960705_chaptered.pdf
H & S	44017			x		2006	AB 1870	http://www.leginfo.ca.gov/pub/05-06/bill/asm/AB_1851-1900/AB_1870_bill_20060929_chaptered.pdf
	44017 Count	6	1	5	0			
H & S	44017.1		x			1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
H & S	44017.1		x			1997	AB 57	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0051-0100/AB_57_bill_19971009_chaptered.pdf
H & S	44017.1			x		1999	AB 1105	http://www.leginfo.ca.gov/pub/99-00/bill/asm/AB_1101-1150/AB_1105_bill_19990706_chaptered.pdf
	44017.1 Count	3	2	1	0			
H & S	44017.3			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
	44017.3 Count	1	0	1	0			

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H & S	44017.4		x			2001	SB 100	http://www.leginfo.ca.gov/pub/01-02/bill/sen/SB_0051-0100/SB_100_bill_20011014_chaptered.pdf
H & S	44017.4			x		2002	SB 1578	http://www.leginfo.ca.gov/pub/01-02/bill/sen/SB_1551-1600/SB_1578_bill_20020918_chaptered.pdf
	44017.4 Count	2	1	1	0			
H & S	44017.5			x		1995	SB 975	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0951-1000/SB_975_bill_950706_chaptered.pdf
	44017.5 Count	1	0	1	0			
H & S	44020			x		1995	SB 975	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0951-1000/SB_975_bill_950706_chaptered.pdf
H & S	44020			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
	44020 Count	2	0	2	0			
H & S	44021			x		1997	AB 208	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0201-0250/AB_208_bill_19971009_chaptered.pdf
H & S	44021			x		2006	AB 1870	http://www.leginfo.ca.gov/pub/05-06/bill/asm/AB_1851-1900/AB_1870_bill_20060929_chaptered.pdf
	44021 Count	2	0	2	0			
H & S	44024.5		x			1997	AB 208	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0201-0250/AB_208_bill_19971009_chaptered.pdf
H & S	44024.5			x		1999	SB 1301	http://www.leginfo.ca.gov/pub/99-00/bill/sen/SB_1301-1350/SB_1301_bill_19990831_chaptered.pdf
H & S	44024.5			x		2006	SB 1849	http://www.leginfo.ca.gov/pub/05-06/bill/sen/SB_1801-1850/SB_1849_bill_20060929_chaptered.pdf
	44024.5 Count	3	1	2	0			
H & S	44031.5			x		1998	SB 1959	http://www.leginfo.ca.gov/pub/97-98/bill/sen/SB_1951-2000/SB_1959_bill_19980826_chaptered.pdf
H & S	44031.5			x		2002	AB 2973	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2951-3000/AB_2973_bill_20020909_chaptered.pdf
	44031.5 Count	2	0	2	0			
H & S	44033			x		1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
	44033 Count	1	0	1	0			
H & S	44036			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
H & S	44036			x		2001	AB 1560	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_1551-1600/AB_1560_bill_20010927_chaptered.pdf
	44036 Count	2	0	2	0			
H & S	44036.2			x		1996	AB 3072	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3051-3100/AB_3072_bill_960819_chaptered.pdf
	44036.2 Count	1	0	1	0			
H & S	44036.8			x		1995	SB 975	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0951-1000/SB_975_bill_950706_chaptered.pdf
	44036.8 Count	1	0	1	0			
H & S	44037			x		1997	AB 208	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0201-0250/AB_208_bill_19971009_chaptered.pdf
H & S	44037			x		2006	SB 1852	http://www.leginfo.ca.gov/pub/05-06/bill/sen/SB_1851-1900/SB_1852_bill_20060928_chaptered.pdf
	44037 Count	2	0	2	0			

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H & S	44037.1				x	1996	AB 3020	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3001-3050/AB_3020_bill_960930_chaptered.pdf
	44037.1 Count	1	0	0	1			
H & S	44037.2		x			1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
	44037.2 Count	1	1	0	0			
H & S	44040			x		1997	AB 1492	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_1451-1500/AB_1492_bill_19971009_chaptered.pdf
H & S	44040			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
	44040 Count	2	0	2	0			
H & S	44051			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
	44051 Count	1	0	1	0			
H & S	44056			x		1997	AB 57	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0051-0100/AB_57_bill_19971009_chaptered.pdf
H & S	44056			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
H & S	44056			x		1998	AB 2803	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_2801-2850/AB_2803_bill_19980914_chaptered.pdf
	44056 Count	3	0	3	0			
H & S	44060			x		1997	AB 208	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0201-0250/AB_208_bill_19971009_chaptered.pdf
H & S	44060			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
H & S	44060			x		1999	AB 1105	http://www.leginfo.ca.gov/pub/99-00/bill/asm/AB_1101-1150/AB_1105_bill_19990706_chaptered.pdf
H & S	44060			x		2004	SB 1107	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1101-1150/SB_1107_bill_20040816_chaptered.pdf
	44060 Count	4	0	4	0			
H & S	44060.5		x		x	2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	44060.5 Count	2	1	0	1			
H & S	44062.1				x	1997	AB 57	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0051-0100/AB_57_bill_19971009_chaptered.pdf
H & S	44062.1			x		1995	AB 63	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_0051-0100/AB_63_bill_951016_chaptered.pdf
H & S	44062.1			x		1999	AB 1105	http://www.leginfo.ca.gov/pub/99-00/bill/asm/AB_1101-1150/AB_1105_bill_19990706_chaptered.pdf
H & S	44062.1			x		2003	SB 708	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_0701-0750/SB_708_bill_20030922_chaptered.pdf
H & S	44062.1			x		2005	AB 383	http://www.leginfo.ca.gov/pub/05-06/bill/asm/AB_0351-0400/AB_383_bill_20051006_chaptered.pdf
H & S	44062.1			x		2006	AB 1870	http://www.leginfo.ca.gov/pub/05-06/bill/asm/AB_1851-1900/AB_1870_bill_20060929_chaptered.pdf
H & S	44062.1			x		2006	SB 1849	http://www.leginfo.ca.gov/pub/05-06/bill/sen/SB_1801-1850/SB_1849_bill_20060929_chaptered.pdf
	44062.1 Count	7	0	6	1			
H & S	44062.3		x			2006	AB 1870	http://www.leginfo.ca.gov/pub/05-06/bill/asm/AB_1851-1900/AB_1870_bill_20060929_chaptered.pdf
	44062.3 Count	1	1	0	0			
H & S	44070			x		1995	SB 975	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0951-1000/SB_975_bill_950706_chaptered.pdf
	44070 Count	1	0	1	0			

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H & S	44072.1			x		2001	AB 1560	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_1551-1600/AB_1560_bill_20010927_chaptered.pdf
	44072.1 Count	1	0	1	0			
H & S	44072.10			x		2001	AB 1560	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_1551-1600/AB_1560_bill_20010927_chaptered.pdf
	44072.10 Count	1	0	1	0			
H & S	44072.7			x		2001	AB 1560	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_1551-1600/AB_1560_bill_20010927_chaptered.pdf
	44072.7 Count	1	0	1	0			
H & S	44081			x		1996	AB 2515	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_2501-2550/AB_2515_bill_960930_chaptered.pdf
H & S	44081			x		1997	AB 208	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0201-0250/AB_208_bill_19971009_chaptered.pdf
H & S	44081			x		2002	AB 2637	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2601-2650/AB_2637_bill_20020927_chaptered.pdf
	44081 Count	3	0	3	0			
H & S	44085			x		1996	AB 3470	http://www.leginfo.ca.gov/pub/95-96/bill/asm/AB_3451-3500/AB_3470_bill_960705_chaptered.pdf
	44085 Count	1	0	1	0			
H & S	44090			x		2006	SB 1852	http://www.leginfo.ca.gov/pub/05-06/bill/sen/SB_1851-1900/SB_1852_bill_20060928_chaptered.pdf
	44090 Count	1	0	1	0			
H & S	44091			x		1997	AB 208	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0201-0250/AB_208_bill_19971009_chaptered.pdf
H & S	44091			x		2002	AB 2637	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2601-2650/AB_2637_bill_20020927_chaptered.pdf
H & S	44091			x		2004	SB 1107	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1101-1150/SB_1107_bill_20040816_chaptered.pdf
H & S	44091			x		1995	SB 501	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0501-0550/SB_501_bill_951016_chaptered.pdf
	44091 Count	4	0	4	0			
H & S	44091.1				x	1997	AB 208	http://www.leginfo.ca.gov/pub/97-98/bill/asm/AB_0201-0250/AB_208_bill_19971009_chaptered.pdf
H & S	44091.1		x			2004	AB 2104	http://www.leginfo.ca.gov/pub/03-04/bill/asm/AB_2101-2150/AB_2104_bill_20040923_chaptered.pdf
H & S	44091.1			x		2004	AB 2128	http://www.leginfo.ca.gov/pub/03-04/bill/asm/AB_2101-2150/AB_2128_bill_20040923_chaptered.pdf
H & S	44091.1			x		2004	SB 1107	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1101-1150/SB_1107_bill_20040816_chaptered.pdf
	44091.1 Count	4	1	2	1			
H & S	44091.2		x			1999	AB 1105	http://www.leginfo.ca.gov/pub/99-00/bill/asm/AB_1101-1150/AB_1105_bill_19990706_chaptered.pdf
	44091.2 Count	1	1	0	0			
H & S	44092			x		1995	SB 501	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0501-0550/SB_501_bill_951016_chaptered.pdf
	44092 Count	1	0	1	0			
H & S	44093			x		1995	SB 975	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0951-1000/SB_975_bill_950706_chaptered.pdf
	44093 Count	1	0	1	0			

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H & S	44094			x		1999	AB 1105	http://www.leginfo.ca.gov/pub/99-00/bill/asm/AB_1101-1150/AB_1105_bill_19990706_chaptered.pdf
H & S	44094			x		2006	AB 1870	http://www.leginfo.ca.gov/pub/05-06/bill/asm/AB_1851-1900/AB_1870_bill_20060929_chaptered.pdf
H & S	44094			x		1995	SB 501	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0501-0550/SB_501_bill_951016_chaptered.pdf
	44094 Count	3	0	3	0			
H & S	44096		x			1999	SB 1056	http://www.leginfo.ca.gov/pub/99-00/bill/sen/SB_1051-1100/SB_1056_bill_19990728_chaptered.pdf
	44096 Count	1	1	0	0			
H & S	44125		x			2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	44125 Count	1	1	0	0			
H & S	44126		x			2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	44126 Count	1	1	0	0			
H & S	44270		x			2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	44270 Count	1	1	0	0			
H & S	44270.3		x			2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	44270.3 Count	1	1	0	0			
H & S	44271		x			2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	44271 Count	1	1	0	0			
VC	4000.1			x		1996	SB 1528	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_1501-1550/SB_1528_bill_960701_chaptered.pdf
VC	4000.1			x		1997	SB 42	http://www.leginfo.ca.gov/pub/97-98/bill/sen/SB_0001-0050/SB_42_bill_19971009_chaptered.pdf
VC	4000.1			x		2002	AB 2303	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_2301-2350/AB_2303_bill_20020709_chaptered.pdf
VC	4000.1			x		2004	AB 2104	http://www.leginfo.ca.gov/pub/03-04/bill/asm/AB_2101-2150/AB_2104_bill_20040923_chaptered.pdf
VC	4000.1			x		2004	AB 2683	http://www.leginfo.ca.gov/pub/03-04/bill/asm/AB_2651-2700/AB_2683_bill_20040923_chaptered.pdf
VC	4000.1			x		2004	SB 1107	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1101-1150/SB_1107_bill_20040816_chaptered.pdf
VC	4000.1			x		2004	SB 1615	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1601-1650/SB_1615_bill_20040923_chaptered.pdf
VC	4000.1			x		2005	SB 1108	http://www.leginfo.ca.gov/pub/05-06/bill/sen/SB_1101-1150/SB_1108_bill_20050628_chaptered.pdf
	4000.1 Count	8	0	8	0			
VC	4000.2			x		2004	AB 2683	http://www.leginfo.ca.gov/pub/03-04/bill/asm/AB_2651-2700/AB_2683_bill_20040923_chaptered.pdf
VC	4000.2			x		2004	SB 1615	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1601-1650/SB_1615_bill_20040923_chaptered.pdf
	4000.2 Count	2	0	2	0			
VC	4000.3			x		1998	SB 1754	http://www.leginfo.ca.gov/pub/97-98/bill/sen/SB_1751-1800/SB_1754_bill_19980929_chaptered.pdf
	4000.3 Count	1	0	1	0			
VC	4000.6		x			2000	SB 2084	http://www.leginfo.ca.gov/pub/99-00/bill/sen/SB_2051-2100/SB_2084_bill_20000929_chaptered.pdf

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VC	4000.6			x		2001	AB 1472	http://www.leginfo.ca.gov/pub/01-02/bill/asm/AB_1451-1500/AB_1472_bill_20011013_chaptered.pdf
VC	4000.6			x		2001	SB 290	http://www.leginfo.ca.gov/pub/01-02/bill/sen/SB_0251-0300/SB_290_bill_20011013_chaptered.pdf
VC	4000.6			x		2004	SB 1233	http://www.leginfo.ca.gov/pub/03-04/bill/sen/SB_1201-1250/SB_1233_bill_20040921_chaptered.pdf
VC	4000.6				x	1995	SB 501	http://www.leginfo.ca.gov/pub/95-96/bill/sen/SB_0501-0550/SB_501_bill_951016_chaptered.pdf
	4000.6 Count	5	1	3	1			
VC	9250.1		x		x	2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	9250.1 Count	2	1	0	1			
VC	9261.1		x		x	2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	9261.1 Count	2	1	0	1			
VC	9853.6		x		x	2007	AB 118	http://www.leginfo.ca.gov/pub/07-08/bill/asm/ab_0101-0150/ab_118_bill_20071014_chaptered.pdf
	9853.6 Count	2	1	0	1			