POLLUTION CONTROL BOARD

NOTICE OF PROPOSED AMENDMENTS

1) Heading of the Part: Mobile Sources

2) Code Citation: 35 Ill. Adm. Code 240

3)

Section Numbers:	Proposed Action:
240.102	Amendment
240.104	Amendment
240.105	Amendment
240.106	Amendment
240.107	Amendment
240.151	Amendment
240.152	Amendment
240.153	Amendment
240.161	Repeal
240.162	Repeal
240.163	Repeal
240.164	Repeal
240.165	Repeal
240.171	Amendment
240.181	Amendment
240.182	Amendment
240.191	Amendment
240.TABLE A	Repeal
240.TABLE B	Repeal
240.TABLE C	Repeal

4) Statutory Authority: Section 13C-20 of the Vehicle Emissions Inspection Law of 2005 [625 ILCS 5/13C-20] and Sections 10, 27, and 28 of the Environmental Protection Act [415 ILCS 5/10, 27, and 28].

5) A Complete Description of the Subjects and Issues Involved: The Illinois Environmental Protection Agency's (Illinois EPA) proposal would amend Part 240 to reflect the adoption of the Vehicle Emissions Inspection Law of 2005 (VEIL of 2005) [625 ILCS 5/13C] and to make clarifications and minor cleanups to the rule. The VEIL of 2005 was a replacement for, and continuation of, the program established under the Vehicle Emissions Inspection Law of 1995 (VEIL of 1995) (625 ILCS 5/13B). The VEIL of 2005 was modeled off of the VEIL of 1995, but exempted model year 1995 and older vehicles from inspection, replaced the transient loaded mode (IM240) emissions inspection test with the OBD inspection test as the primary vehicle inspection test,

maintained the steady-state idle exhaust gas analysis and evaporative system integrity emissions tests as secondary emissions tests, and made other additions.

The proposed amendments to Part 240 have been developed to reflect the VEIL of 2005. The proposed amendments remove definitions relating to the proposed removal of the IM240 emissions standards, remove definitions no longer referenced, and revised other definitions. The amendments propose the repeal of Subpart E, all Tables, an incorporation by reference, and all other references to the IM240 emissions standards to reflect full implementation of the OBD inspection test and standards. The amendments propose the repeal of all pre-1996 emissions standards to reflect the exemption of pre-1996 vehicles from the emissions inspection requirement, as provided by the VEIL of 2005. The proposed amendments reflect the full implementation of the OBD test and standards, clarify the applicability of various sections by tying applicability to the specific provisions of the VEIL of 2005, and make other minor updates and corrections. The Illinois Pollution Control Board (Board) is required by the VEIL of 2005 to adopt this proposal within 120 days after submittal by the Illinois EPA [625 ILCS 5/13C-20].

6) Published studies or reports, and sources of underlying data, used to compose this rulemaking: The Illinois EPA relied on various sources to compose this rulemaking. Copies of these sources are available for review with the Board and are listed below:

1. Clean Air Act (42 U.S.C. 7401 *et. seq.*)

2. Vehicle Emissions Inspection Law of 2005 (625 ILCS 5/13C)

3. 40 CFR Part 51, Subpart S (2009)

4. 40 CFR Part 85, Subpart W (2009)

5. 66 Fed. Reg. 18156-18179 (April 5, 2001)

6. "Reinventing the Illinois I/M Program, 2005 Clean Air Conference," James Matheny, Illinois Environmental Protection Agency, September 2005.

7. "The Road to OBD Only Insights and Changes, I/M Solutions," Stephen W. Thorpe, Illinois Environmental Protection Agency, June 2, 2009.

8. "VOC Reduction (TPD) for the Chicago Area from the Pre-'07 I/M Program and the '07-On I/M Program," Sam Long, Illinois Environmental Protection Agency, June 11, 2009.

9. "VOC Reduction (TPD) for the Metro-East Area from the Pre-'07 I/M Program and the '07-On I/M Program," Sam Long, Illinois Environmental Protection Agency, October, 2010.

7) Will this proposed amendment replace an emergency rule currently in effect? No.

8) Does this rulemaking contain an automatic repeal date? No.

9) Does this proposed amendment contain incorporations by reference? No.

10) Are there any other proposed amendments pending on this Part? No.

11) Statement of Statewide Policy Objectives: This proposed rulemaking does not create or enlarge a State mandate, as defined in Section 3(b) of the State Mandates Act. [30 ILCS 805/3(b)].

12) Time, Place, and Manner in which interested persons may comment on this proposed rulemaking: The Board will accept written public comments on this proposal for a period of forty-five (45) days after the date of publication in the Illinois Register. Comments should reference Docket R11-___ and be addressed to:

Clerk's Office
Illinois Pollution Control Board
100 W. Randolph St., Suite 11-500
Chicago, IL 60601

and

Kent E. Mohr Jr.
Division of Legal Counsel
Illinois Environmental Protection Agency
1021 North Grand Avenue East
P.O. Box 19726
Springfield, Illinois 62794-9276
217/782-5544

13) Initial Regulatory Flexibility Analysis:

A. Types of small businesses, small municipalities and not for profit corporations affected: N/A

B. Reporting, bookkeeping or other procedures required for compliance: N/A

C. Types of Professional skills necessary for compliance: N/A

14) Regulatory Agenda on which this rulemaking was summarized: July 2010.

The full text of the Proposed Amendment(s) begins on the next page:

POLLUTION CONTROL BOARD

NOTICE OF PROPOSED AMENDMENTS

TITLE 35: ENVIRONMENTAL PROTECTION
SUBTITLE B: AIR POLLUTION
CHAPTER I: POLLUTION CONTROL BOARD
SUBCHAPTER k: EMISSION STANDARDS AND LIMITATIONS FOR MOBILE SOURCES

PART 240
MOBILE SOURCES

SUBPART A: DEFINITIONS AND GENERAL PROVISIONS

SUBPART B: EMISSIONS

SUBPART C: SMOKE OPACITY STANDARDS AND TEST PROCEDURES FOR DIESEL-POWERED HEAVY DUTY VEHICLES

SUBPART D: STEADY-STATE IDLE MODE TEST EMISSION STANDARDS

POLLUTION CONTROL BOARD

NOTICE OF PROPOSED AMENDMENTS

AUTHORITY: Implementing Sections 9 and~~,~~ 10 ~~and 13~~ and authorized by Sections 27 and 28 of the Environmental Protection Act [415 ILCS 5/9, 10, ~~13, and~~ 27, and 28] and Section 13C~~B~~-20 of the Vehicle Emissions Inspection Law of 2005~~1995~~ [625 ILCS 5/13C~~B~~-20].

SOURCE: Adopted as Chapter 2: Air Pollution, Part VII: Mobile Sources, filed and effective April 14, 1972; codified at 7 Ill. Reg. 13628; amended in R85-25, at 10 Ill. Reg. 11277, effective June 16, 1986; amended in R90-20 at 16 Ill. Reg. 6184, effective April 7, 1992; amended in R94-20 at 18 Ill. Reg. 18013, effective December 12, 1994; amended in R94-19 at 18 Ill. Reg. 18228, effective December 20, 1994; amended in R98-24 at 22 Ill. Reg. 13723, effective July 13, 1998; expedited correction at 22 Ill. Reg. 21120, effective July 13, 1998; amended in R01-12 at 24 Ill. Reg. 19188, effective December 18, 2000; amended in R01-8 at 25 Ill. Reg. 3680, effective February 26, 2001; amended in R02-8 at 25 Ill. Reg. 16379, effective December 18, 2001; amended in R11-__ at __ Ill. Reg. _____, effective _____.

BOARD NOTE: This part implements the Environmental Protection Act as of July 1, 1994.

NOTE: Capitalization denotes statutory language.

SUBPART A: DEFINTIONS AND GENERAL PROVISIONS

Section 240.102 Definitions

All terms which appear in this Part have the definitions specified in this Section~~Part~~, the Vehicle Emissions Inspection Law of 2005 [625 ILCS 5/13C], and 35 Ill. Adm. Code 201 and 211. Where conflicting definitions occur between this Section and 35 Ill. Adm. Code 201 or 211, the definitions of this Section apply in this Part.

~~"Adjusted loaded vehicle weight ("ALVW") means the value of the vehicle curb weight plus gross vehicle weight rating divided by two.~~

"Agency" means the Illinois Environmental Protection Agency.

"Diesel engine" means all types of internal-combustion engines in which air is compressed to a temperature sufficiently high to ignite fuel injected directly into the cylinder area.

"Diesel locomotive" means a diesel engine vehicle designed to move cars on a railway.

"Evaporative system integrity test" means a test of a vehicle's evaporative

system. The test shall either consist of a leak check of a vehicle's fuel cap with a fuel cap pressure decay tester (fuel cap pressure decay test), a fuel cap leak flow tester (fuel cap leak flow test), or a visual functional check, as applicable.

"Fuel cap" means a device used to seal a vehicle's fuel inlet.

"Fuel cap leak flow test" means a test which may be performed in accordance with this Part on a vehicle's fuel cap using a fuel cap leak flow tester to determine whether the vehicle complies with the evaporative system emission standards of this Part.

"Fuel cap leak flow tester" means a device used to determine the leak flow integrity of a vehicle's fuel cap by comparing the measured leak flow of the fuel cap with an established fuel cap leak flow standard.

"Fuel cap pressure decay test" means the test performed in accordance with this Part on a vehicle's fuel cap using a fuel cap pressure decay tester to determine whether the vehicle complies with the evaporative system emission standards of this Part.

"Fuel cap pressure decay tester" means a device used to determine the pressure decay integrity of a vehicle's fuel cap by monitoring the pressure behind the fuel cap for a ten second period and comparing the measured pressure decay of the fuel cap to an established fuel cap pressure decay standard.

"Fuel cap visual functional test" means the test performed in accordance with this Part on a vehicle's fuel cap using visual analysis to determine whether the vehicle complies with the evaporative system emission standards of this Part.

~~"Full power position" means the throttle position at which the engine fuel delivery is at maximum flow.~~

"Gross vehicle weight rating (GVWR)" means the value specified by the manufacturer as the maximum design loaded weight of a single vehicle.

"Heavy duty vehicle" means any motor vehicle rated at more than 8500 pounds GVWR or that has a vehicle curb weight of more than 6000 pounds or that has a basic vehicle frontal area in excess of 45 square feet.

"High idle" means a vehicle operating condition with engine disconnected from

an external load (placed in either neutral or park) and operating at speed of 2500 ± 300 RPM.

~~"IM240" means the transient mass emissions inspection procedure that the USEPA developed and has been implemented for the use in the Illinois Enhanced Vehicle Inspection and Maintenance Program. 240 refers to the 240 second maximum duration of the driving cycle that the vehicle undergoes as it is positioned on the dynamometer and essentially driven for the purpose of measuring the mass amount of emissions coming out of the tail pipe.~~

"Idle mode" means that portion of a vehicle emission test procedure conducted with the engine disconnected from an external load and operating at minimum throttle.

"Initial idle mode" means the first of up to two idle mode sampling periods during a steady-state idle mode test, during which exhaust emission measurements are made with the vehicle in "as-received" condition.

"Light duty truck 1" means a motor vehicle rated at 6000 pounds maximum GVWR or less and which has a vehicle frontal area of 45 square feet or less, and which is designed primarily for purposes of transportation of property or is a derivation of such a vehicle, or is designed primarily for transportation of persons and has a capacity of more than 12 persons, or is available with special features enabling off-street or off-highway operation and use.

"Light duty truck 2" means a motor vehicle rated between 6001 and 8500 pounds maximum GVWR and which has a vehicle frontal area of 45 square feet or less, and which is designed primarily for purposes of transportation of property or is a derivation of such a vehicle, or is designed primarily for transportation of persons and has a capacity of more than 12 persons, or is available with special features enabling off-street or off-highway operation and use.

"Light duty vehicle" means a passenger car or passenger car derivative capable of seating 12 passengers or fewer.

~~"Loaded mode" means that portion of a vehicle emission test procedure conducted with the vehicle positioned and operating under load on a chassis dynamometer.~~

~~"Loaded vehicle weight (LVW)" means the vehicle curb weight plus 300 pounds.~~

"Measured values" means five-second running averages of exhaust emission concentrations sampled at a minimum rate of twice per second.

"Model year" means the year of manufacture of a motor vehicle based upon the annual production period as designated by the manufacturer and indicated on the title and registration of the vehicle. If the manufacturer does not designate a production period for the vehicle, then "model year" means the calendar year of manufacture.

"Motor vehicle" as used in this Part, shall have the same meaning as in Section 1-146 of the Illinois Vehicle Code [625 ILCS 5/1-146].

"Opacity" means the percentage of light transmitted from a source that is prevented from reaching a light detector.

"Preconditioning mode" means a period of steady-state ~~loaded mode or~~ high-idle operation conducted to ensure that the engine and emissions control system components are operating at normal operating temperatures, thus minimizing false failures caused by improper or insufficient warm-up.

"Second-chance idle mode" means the second of two idle mode sampling periods during a steady-state idle mode test, preceded by a preconditioning mode and utilized as a second chance to pass idle exhaust emission standards immediately following an initial idle mode failure.

"Snap-acceleration test" means a test to measure exhaust smoke opacity from heavy-duty diesel powered vehicles in accordance with the SAE J1667 procedure, incorporated by reference at Section 240.107 of this Subpart.

"Steady-state idle test" means a vehicle emission test procedure consisting of an initial idle mode measurement of exhaust emissions followed, if necessary, by a ~~loaded or~~ high idle preconditioning mode and a second-chance idle mode.

~~"Transient loaded mode test" or "IM240 testing" or "transient IM240 loaded mode exhaust emission test procedure" or "transient IM240 test procedure" means a vehicle emissions test run on an inertial and power absorbing dynamometer using USEPA's IM240 driving cycle consisting of accelerations and decelerations simulating on road driving conditions.~~

"Vehicle curb weight" means the actual vehicle weight plus standard equipment and a full fuel tank.

(Source: Amended at __ Ill. Reg. _____, effective _____)

Section 240.104 Inspection

a) All motor vehicles subject to inspection pursuant to Section 13CB-15 of the Vehicle Emissions Inspection Law of 20051995 [625 ILCS 5/13CB-15] shall comply with applicable vehicle emission standards contained in Sections 240.152, 240.162, 240.163, 240.172, 240.182, and 240.192 of this Part.

b) All diesel-powered vehicles subject to inspection pursuant to Section 13-109.1 of the Illinois Vehicle Code [625 ILCS 5/13-109.1] must comply with applicable smoke opacity standards set forth in Section 240.141(a) of this Part.

(Source: Amended at __ Ill. Reg. _____, effective _____)

Section 240.105 Penalties

a) Any violations of Sections 240.103, 240.121, 240.122, orand 240.123 of this Part shall be subject to the penalties as set forth in Section 42 of the Act [415 ILCS 5/42].

b) Any violations of Sections 240.104(b), 240.152, 240.162, 240.163, 240.172, 240.182, orand 240.192 of this Part shall be subject to the penalties as set forth in Sections 13CB-55 and 13CB-60 of the Vehicle Emissions Inspection Law [625 ILCS 5/13CB-55 and 13CB-60].

c) Any violation of Section 240.141(a) of this Part will be subject to penalties as set forth in Section 13-109.1 of the Illinois Vehicle Code [625 ILCS 5/13-109.1].

(Source: Amended at __ Ill. Reg. _____, effective _____)

Section 240.106 Determination of Violation

a) Any violations of Sections 240.103, 240.121, 240.122, orand 240.123 of this Part shall be determined by visual observation or by a test procedure employing an opacity measurement system as qualified by 35 Ill. Adm. Code 201, Subpart J.

b) Any violations of Sections 240.152, ~~240.162, 240.163,~~ 240.172, 240.182, or 240.192 of this Part shall be determined in accordance with test procedures adopted by the Agency in 35 Ill. Adm. Code 276.

c) Any violation of Section 240.141(a) of this Part will be determined in accordance with test procedures set forth in Section 240.141(b) of this Part.

(Source: Amended at __ Ill. Reg._____, effective _____)

Section 240.107 Incorporations by Reference

The following materials is~~are~~ incorporated by reference and includes no later editions or amendments:

~~a)~~ Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale, PA 15096-0001, www.sae.org: Report J1667 Snap-Acceleration Smoke Test Procedure for Heavy-Duty Diesel Powered Vehicles (February 1996).

~~b) United States Environmental Protection Agency (USEPA), "High-Tech I/M Test Procedures, Emission Standards, Quality Control Requirements, and Equipment Specifications: IM240 and Functional Evaporative System Tests, Revised Technical Guidance," Report EPA-AA-RSPD-IM-96-1 (June 1996), 2565 Plymouth Road, Ann Arbor, MI 48105.~~

(Source: Amended at __ Ill. Reg._____, effective _____)

SUBPART D: STEADY-STATE IDLE MODE TEST EMISSION STANDARDS

Section 240.151 Applicability

The standards of this Subpart ~~D~~ apply to those~~all~~ vehicles identified in subsection 13C-25(d) ~~inspected upon implementation~~ of the Vehicle Emissions Inspection Law of 2005~~1995 and identified in Subsections 13CB-25(c) and (d) of that law utilizing steady-state exhaust emission test procedures adopted by the Agency~~.

(Source: Amended at __ Ill. Reg._____, effective_____)

Section 240.152 Steady-State Idle Mode Vehicle Exhaust Emission Standards

a) Exhaust emissions from light duty vehicles shall not exceed the following limitations:

Model Year	Carbon Monoxide (%)	Hydrocarbons as Hexane (ppm)
~~1968 - 1971~~	~~9.0~~	~~900~~
~~1972 - 1974~~	~~8.0~~	~~800~~
~~1975 - 1977~~	~~7.0~~	~~700~~
~~1978 - 1979~~	~~6.0~~	~~600~~
~~1980~~	~~3.0~~	~~300~~
1996~~81~~ and newer~~later~~	1.2	220

b) Exhaust emissions from light duty trucks 1 and light duty trucks 2 shall not exceed the following limitations:

Model Year	Carbon Monoxide (%)	Hydrocarbons as Hexane (ppm)
~~1968 - 1971~~	~~9.0~~	~~900~~
~~1972 - 1974~~	~~8.0~~	~~800~~
~~1975 - 1978~~	~~7.0~~	~~700~~
~~1979 - 1980~~	~~6.0~~	~~600~~
1996~~81~~ and newer~~later~~	1.2	220

c) Exhaust emissions from heavy duty vehicles shall not exceed the following limitations:

Model Year	Carbon Monoxide (%)	Hydrocarbons as Hexane (ppm)
~~1968 - 1971~~	~~9.5~~	~~1500~~
~~1972 - 1978~~	~~9.0~~	~~900~~
~~1979 - 1984~~	~~7.0~~	~~700~~
1996~~85~~ and newer~~later~~	3.0	300

(Source: Amended at __ Ill. Reg._____, effective _____)

Section 240.153 Compliance Determination

Compliance shall be determined based upon the measurement of exhaust emissions using the steady-state idle test while the vehicle to be tested is operating in the idle mode. The vehicle shall pass exhaust emissions inspection if at any time during the initial idle mode or second-

chance idle mode of the steady-state idle test the measured values are at or below the applicable limits of Section 240.152 of this Subpart. Vehicles failing the initial idle mode shall undergo a ~~loaded or~~ high idle preconditioning mode and receive a second-chance idle mode unless no measured values less than 1800 ppm HC are obtained within an elapsed time of 30 seconds.

(Source: Amended at __ Ill. Reg._____, effective _____)

SUBPART E: TRANSIENT LOADED MODE TEST EMISSION STANDARDS (Repealed)

Section 240.161 Applicability (Repealed)

~~The standards of this Subpart apply to model year 1981 and newer light duty vehicles, light duty trucks 1, and light duty trucks 2 which are inspected utilizing transient IM240 loaded mode exhaust emission test procedures adopted by the Agency in 35 Ill. Adm. Code 276.~~

(Source: Repealed at __ Ill. Reg. _____, effective _____)

Section 240.162 Vehicle Exhaust Emission Start-Up Standards (Repealed)

~~Vehicle exhaust emission start-up standards contained in Section 240.Table A of this Part shall apply for all vehicles subject to inspection until January 31, 2001. From February 1, 2001, onward, these standards shall continue to apply to all model year 1981 through model year 1987 LDV, LDT1, and LDT2 vehicles. All standards are expressed in grams per mile (gpm).~~

(Source: Repealed at __ Ill. Reg. _____, effective _____)

Section 240.163 Vehicle Exhaust Emission Final Standards (Repealed)

~~Beginning February 1, 2001, vehicle exhaust emission final standards contained in Section 240.Table B of this Part shall apply for all vehicles subject to except for model year 1981 through model year 1987 LDV, LDT1, and LDT2 vehicles, which shall continue to use the standards contained in Section 240.Table A of this Part as described in Section 240.162. All standards are expressed in grams per mile (gpm).~~

(Source: Repealed at __ Ill. Reg. _____, effective _____)

Section 240.164 Vehicle Exhaust Emission Fast-Pass Standards (Repealed)

~~Vehicle exhaust emissions fast-pass standards contained in Section 240.Table C of this Part will apply for all vehicles subject to inspection under Section 240.161 of this Part utilizing the IM240 transient loaded mode exhaust emission test procedures that have been adopted by the Agency in 35 Ill. Adm. Code 276. All standards are expressed as the cumulative grams for each second of the composite and Phase 2 tests.~~

(Source: Repealed at __ Ill. Reg. _____, effective _____)

Section 240.165 Compliance Determination (Repealed)

~~a) Vehicle Exhaust Emission Start-Up and Final Standards - Compliance shall be determined based upon the measurement of exhaust emissions while operating the vehicle on a dynamometer and following the driving cycle as specified for the transient IM240 test procedures adopted by the Agency. If the corrected, composite emission rates exceed standards for any pollutant, additional analysis of test results shall review the second phase ("Phase 2") of the driving cycle separately. Phase 2 shall include second 94 through second 239 of the driving cycle. Second-by-second emission rates in grams and composite emission rates in grams per mile for Phase 2 and for the entire composite test shall be recorded for each pollutant. For any given pollutant, if the composite emission level is at or below the composite standard or if the Phase 2 grams per mile emission level is at or below the applicable Phase 2 standard, then the vehicle shall pass the test for that pollutant. Composite and Phase 2 emission rates shall be calculated in accordance with procedures specified in "High-Tech I/M Procedures, Emissions Standards, Quality Control Requirements, and Equipment Specifications: IM240 and Functional Evaporative System Tests, Revised Technical Guidance", incorporated by reference at Section 240.107(c) of this Part.~~

~~b) Vehicle Exhaust Emission Fast-Pass Standards - Compliance will be determined based upon the measurement of exhaust emissions while operating the vehicle on a dynamometer and following the driving cycle as specified for the transient IM240 test procedures adopted by the Agency. Vehicles will be fast passed using the following algorithm:~~

~~1) Beginning at second 30 of the driving cycle, cumulative second-by-second emission levels for each second, calculated from the start of the cycle in grams, will be compared to the cumulative fast-pass emission standards for the second under consideration. Beginning at second 109, fast-pass decisions are based upon analysis of cumulative emissions in Phase 2, the~~

~~portion of the test beginning at second 94, as well as emission levels accumulated from the beginning of the composite test.~~

~~2) A vehicle will pass the transient IM240 test for a given pollutant if either of the following conditions occurs:~~

~~A) cumulative emissions of the pollutant are below the full cycle fast-pass standard for the second under consideration; or~~

~~B) at second 109 and later, cumulative Phase 2 emissions are below the Phase 2 fast-pass standards for the second under consideration.~~

~~3) Testing may be terminated when fast-pass criteria are met for all subject pollutants in the same second.~~

~~4) If a fast-pass determination cannot be made for all subject pollutants before the driving cycle ends, the pass/fail determination for each component will be based on composite or Phase 2 emissions over the full driving cycle according to the procedures in subsection (a) of this Section. In cases where fast-pass standards are not used, composite emission rates in grams per mile for Phase 2 and for the entire composite test will be recorded for each pollutant.~~

~~5) Composite and Phase 2 emission rates will be calculated in accordance with procedures specified in "High-Tech I/M Procedures, Emissions Standards, Quality Control Requirements, and Equipment Specifications: IM240 and Functional Evaporative System Tests, Revised Technical Guidance" incorporated by reference at Section 240.107(c) of this Part.~~

(Source: Repealed at __ Ill. Reg._____, effective _____)

SUBPART F: EVAPORATIVE TEST STANDARDS

Section 240.171 Applicability

The standards of this Subpart apply to those vehicles identified in subsection 13C-25(d) of the Vehicle Emissions Inspection Law of 2005~~The standards of Section 240.172 of this Subpart shall apply to all model year 1968 and newer vehicles required at the time of manufacture to be equipped with evaporative emission control systems~~.

(Source: Amended at __ Ill. Reg. _____, effective _____)

SUBPART G: ON-ROAD REMOTE SENSING TEST EMISSION STANDARDS

Section 240.181 Applicability

The standards of this Subpart apply to thoseall vehicles tested pursuant to subsection 13C-15(b)(11) of the Vehicle Emissions Inspection Law of 2005~~which are inspected utilizing the on-road remote sensing exhaust emission test procedures that will be adopted by the Agency in 35 Ill. Adm. Code 276~~.

(Source: Amended at __ Ill. Reg. _____, effective _____)

Section 240.182 On-Road Remote Sensing Emission Standards

Exhaust emissions ~~from all subject vehicles and trucks~~ shall not exceed the following limitations:

Model Year	Hydrocarbons (ppm)	Carbon Monoxide (%)
1996 and newer~~2+~~	400	2.0
~~1988-1991~~	~~450~~	~~3.0~~
~~1981-1987~~	~~650~~	~~5.0~~
~~1975-1980~~	~~1300~~	~~7.0~~
~~1968-1974~~	~~1700~~	~~8.0~~

(Source: Amended at __ Ill. Reg. _____, effective _____)

SUBPART H: ON-BOARD DIAGNOSTIC TEST STANDARDS

Section 240.191 Applicability

The standards of this Subpart apply to those vehicles tested pursuant to subsection 13C-25(c) of the Vehicle Emissions Inspection Law of 2005~~all 1996 and newer model year light duty vehicles, light duty trucks 1, and light duty trucks 2 that are required to meet the standards contained in 40 CFR § 86.094-17 and which are inspected utilizing the on-board diagnostic test procedures~~

~~contained in 35 Ill. Adm. Code 276.209. Vehicles that receive a result of fail do not thereby fail their emissions test until January 1, 2002.~~

(Source: Amended at __ Ill. Reg. _____, effective _____)

Section 240.TABLE A Vehicle Exhaust Emission Start-Up Standards (Repealed)

~~Light Duty Vehicles:~~

~~Model Years~~	~~Hydrocarbons~~		~~Carbon Monoxide~~		~~Oxides of Nitrogen~~	
	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~
~~1996+~~	~~0.80~~	~~0.50~~	~~15.0~~	~~12.0~~	~~2.0~~	~~Reserved~~
~~1991-1995~~	~~1.20~~	~~0.75~~	~~20.0~~	~~16.0~~	~~2.5~~	~~Reserved~~
~~1983-1990~~	~~2.00~~	~~1.25~~	~~30.0~~	~~24.0~~	~~3.0~~	~~Reserved~~
~~1981-1982~~	~~2.00~~	~~1.25~~	~~60.0~~	~~48.0~~	~~3.0~~	~~Reserved~~

~~Light Duty Trucks 1:~~

~~Model Years~~	~~Hydrocarbons~~		~~Carbon Monoxide~~		~~Oxides of Nitrogen~~	
	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~
~~1996+ (≤ 3750 LVW)~~	~~0.80~~	~~0.50~~	~~15.0~~	~~12.0~~	~~2.0~~	~~Reserved~~
~~(> 3750 LVW)~~	~~1.00~~	~~0.63~~	~~20.0~~	~~16.0~~	~~2.5~~	~~Reserved~~
~~1991-1995~~	~~2.40~~	~~1.50~~	~~60.0~~	~~48.0~~	~~3.0~~	~~Reserved~~
~~1988-1990~~	~~3.20~~	~~2.00~~	~~80.0~~	~~64.0~~	~~3.5~~	~~Reserved~~
~~1984-1987~~	~~3.20~~	~~2.00~~	~~80.0~~	~~64.0~~	~~7.0~~	~~Reserved~~
~~1981-1983~~	~~7.50~~	~~5.00~~	~~100.0~~	~~80.0~~	~~7.0~~	~~Reserved~~

~~Light Duty Trucks 2:~~

~~Model Years~~	~~Hydrocarbons~~	~~Carbon Monoxide~~	~~Oxides of Nitrogen~~

	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~
~~1996+~~						
~~(≤ 5750 ALVW)~~	~~1.00~~	~~0.63~~	~~20.0~~	~~16.0~~	~~2.5~~	~~Reserved~~
~~(> 5750 ALVW)~~	~~2.40~~	~~1.50~~	~~60.0~~	~~48.0~~	~~4.0~~	~~Reserved~~
~~1991-1995~~	~~2.40~~	~~1.50~~	~~60.0~~	~~48.0~~	~~4.5~~	~~Reserved~~
~~1988-1990~~	~~3.20~~	~~2.00~~	~~80.0~~	~~64.0~~	~~5.0~~	~~Reserved~~
~~1984-1987~~	~~3.20~~	~~2.00~~	~~80.0~~	~~64.0~~	~~7.0~~	~~Reserved~~
~~1981-1983~~	~~7.50~~	~~5.00~~	~~100.0~~	~~80.0~~	~~7.0~~	~~Reserved~~

(Source: Repealed at __ Ill. Reg. _____, effective _____)

Section 240.TABLE B Vehicle Exhaust Emission Final Standards (Repealed)

~~Light Duty Vehicles:~~

~~Model Years~~	~~Hydrocarbons~~		~~Carbon Monoxide~~		~~Oxides of Nitrogen~~	
	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~
~~1996+~~	~~0.60~~	~~0.40~~	~~10.0~~	~~8.0~~	~~1.5~~	~~Reserved~~
~~1983-1995~~	~~0.80~~	~~0.50~~	~~15.0~~	~~12.0~~	~~2.0~~	~~Reserved~~
~~1981-1982~~	~~0.80~~	~~0.50~~	~~30.0~~	~~24.0~~	~~2.0~~	~~Reserved~~

~~Light Duty Trucks 1:~~

~~Model Years~~	~~Hydrocarbons~~		~~Carbon Monoxide~~		~~Oxides of Nitrogen~~	
	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~	~~Composite (gpm)~~	~~Phase 2 (gpm)~~
~~1996+~~						
~~(≤ 3750 LVW)~~	~~0.60~~	~~0.40~~	~~10.0~~	~~8.0~~	~~1.5~~	~~Reserved~~

(> 3750 LVW)	0.80	0.50	13.0	10.0	1.8	Reserved
1988-1995	1.60	1.00	40.0	32.0	2.5	Reserved
1984-1987	1.60	1.00	40.0	32.0	4.5	Reserved
1981-1983	3.40	2.00	70.0	56.0	4.5	Reserved

Light-Duty Trucks 2:

Model Years	Hydrocarbons		Carbon Monoxide		Oxides of Nitrogen	
	Composite (gpm)	Phase 2 (gpm)	Composite (gpm)	Phase 2 (gpm)	Composite (gpm)	Phase 2 (gpm)
1996+ (<= 5750 ALVW)	0.80	0.50	13.0	10.0	1.8	Reserved
(> 5750 ALVW)	0.80	0.50	15.0	12.0	2.0	Reserved
1988-1995	1.60	1.00	40.0	32.0	3.5	Reserved
1984-1987	1.60	1.00	40.0	32.0	4.5	Reserved
1981-1983	3.40	2.00	70.0	56.0	4.5	Reserved

(Source: Repealed at __ Ill. Reg. _____, effective _____)

Section 240.TABLE C Vehicle Exhaust Emission Fast-Pass Standards (Repealed)

a) Vehicles having composite hydrocarbon emission limitations of less than 1.25 grams per mile, in Section 240.Table A or Section 240.Table B, shall use the hydrocarbon fast-pass standards contained in this subsection. Vehicles having composite carbon monoxide emission limitations of less than 20.0 grams per mile, in Section 240.Table A or Section 240.Table B, shall use the carbon monoxide fast-pass standards contained in this subsection:

	Hydrocarbons		Carbon Monoxide	
Second	Composite	Phase 2	Composite	Phase 2
30	0.124	N/A	0.693	N/A
31	0.126	N/A	0.773	N/A

32	0.129	N/A	0.837	N/A
33	0.135	N/A	0.851	N/A
34	0.140	N/A	0.853	N/A
35	0.146	N/A	0.857	N/A
36	0.150	N/A	0.900	N/A
37	0.153	N/A	0.960	N/A
38	0.156	N/A	1.034	N/A
39	0.160	N/A	1.070	N/A
40	0.165	N/A	1.076	N/A
41	0.169	N/A	1.083	N/A
42	0.172	N/A	1.102	N/A
43	0.173	N/A	1.111	N/A
44	0.177	N/A	1.114	N/A
45	0.197	N/A	1.157	N/A
46	0.200	N/A	1.344	N/A
47	0.208	N/A	1.482	N/A
48	0.221	N/A	1.530	N/A
49	0.232	N/A	1.542	N/A
50	0.235	N/A	1.553	N/A
51	0.238	N/A	1.571	N/A
52	0.240	N/A	1.595	N/A
53	0.242	N/A	1.633	N/A
54	0.246	N/A	1.685	N/A
55	0.249	N/A	1.689	N/A
56	0.252	N/A	1.693	N/A
57	0.261	N/A	1.700	N/A
58	0.271	N/A	1.723	N/A
59	0.276	N/A	1.852	N/A
60	0.278	N/A	1.872	N/A
61	0.280	N/A	1.872	N/A
62	0.282	N/A	1.872	N/A
63	0.283	N/A	1.900	N/A
64	0.284	N/A	1.917	N/A
65	0.285	N/A	1.944	N/A
66	0.286	N/A	2.000	N/A
67	0.288	N/A	2.060	N/A
68	0.291	N/A	2.064	N/A
69	0.294	N/A	2.076	N/A
70	0.296	N/A	2.104	N/A
71	0.298	N/A	2.117	N/A

~~72~~	~~0.300~~	~~N/A~~	~~2.125~~	~~N/A~~
~~73~~	~~0.302~~	~~N/A~~	~~2.130~~	~~N/A~~
~~74~~	~~0.304~~	~~N/A~~	~~2.138~~	~~N/A~~
~~75~~	~~0.307~~	~~N/A~~	~~2.152~~	~~N/A~~
~~76~~	~~0.308~~	~~N/A~~	~~2.170~~	~~N/A~~
~~77~~	~~0.308~~	~~N/A~~	~~2.188~~	~~N/A~~
~~78~~	~~0.308~~	~~N/A~~	~~2.200~~	~~N/A~~
~~79~~	~~0.314~~	~~N/A~~	~~2.212~~	~~N/A~~
~~80~~	~~0.320~~	~~N/A~~	~~2.212~~	~~N/A~~
~~81~~	~~0.324~~	~~N/A~~	~~2.221~~	~~N/A~~
~~82~~	~~0.327~~	~~N/A~~	~~2.222~~	~~N/A~~
~~83~~	~~0.329~~	~~N/A~~	~~2.227~~	~~N/A~~
~~84~~	~~0.333~~	~~N/A~~	~~2.236~~	~~N/A~~
~~85~~	~~0.336~~	~~N/A~~	~~2.243~~	~~N/A~~
~~86~~	~~0.339~~	~~N/A~~	~~2.262~~	~~N/A~~
~~87~~	~~0.343~~	~~N/A~~	~~2.271~~	~~N/A~~
~~88~~	~~0.347~~	~~N/A~~	~~2.284~~	~~N/A~~
~~89~~	~~0.350~~	~~N/A~~	~~2.299~~	~~N/A~~
~~90~~	~~0.356~~	~~N/A~~	~~2.308~~	~~N/A~~
~~91~~	~~0.358~~	~~N/A~~	~~2.326~~	~~N/A~~
~~92~~	~~0.360~~	~~N/A~~	~~2.330~~	~~N/A~~
~~93~~	~~0.363~~	~~N/A~~	~~2.331~~	~~N/A~~
~~94~~	~~0.367~~	~~N/A~~	~~2.344~~	~~N/A~~
~~95~~	~~0.370~~	~~N/A~~	~~2.347~~	~~N/A~~
~~96~~	~~0.372~~	~~N/A~~	~~2.355~~	~~N/A~~
~~97~~	~~0.376~~	~~N/A~~	~~2.395~~	~~N/A~~
~~98~~	~~0.388~~	~~N/A~~	~~2.451~~	~~N/A~~
~~99~~	~~0.396~~	~~N/A~~	~~2.508~~	~~N/A~~
~~100~~	~~0.405~~	~~N/A~~	~~2.590~~	~~N/A~~
~~101~~	~~0.410~~	~~N/A~~	~~2.660~~	~~N/A~~
~~102~~	~~0.411~~	~~N/A~~	~~2.749~~	~~N/A~~
~~103~~	~~0.412~~	~~N/A~~	~~2.913~~	~~N/A~~
~~104~~	~~0.413~~	~~N/A~~	~~3.162~~	~~N/A~~
~~105~~	~~0.421~~	~~N/A~~	~~3.170~~	~~N/A~~
~~106~~	~~0.428~~	~~N/A~~	~~3.197~~	~~N/A~~
~~107~~	~~0.430~~	~~N/A~~	~~3.288~~	~~N/A~~
~~108~~	~~0.455~~	~~N/A~~	~~3.419~~	~~N/A~~
~~109~~	~~0.459~~	~~0.015~~	~~3.587~~	~~0.168~~
~~110~~	~~0.462~~	~~0.017~~	~~3.595~~	~~0.173~~
~~111~~	~~0.464~~	~~0.021~~	~~3.640~~	~~0.237~~

112	0.466	0.024	3.740	0.266
113	0.468	0.024	3.868	0.280
114	0.471	0.025	3.877	0.291
115	0.488	0.026	3.934	0.314
116	0.513	0.029	4.015	0.331
117	0.538	0.032	4.061	0.345
118	0.561	0.035	4.063	0.350
119	0.577	0.035	4.079	0.356
120	0.580	0.036	4.140	0.367
121	0.586	0.038	4.185	0.388
122	0.594	0.040	4.199	0.407
123	0.603	0.041	4.205	0.463
124	0.610	0.042	4.212	0.480
125	0.615	0.042	4.232	0.506
126	0.624	0.042	4.298	0.518
127	0.628	0.045	4.344	0.522
128	0.632	0.046	4.361	0.525
129	0.637	0.046	4.366	0.528
130	0.641	0.049	4.369	0.530
131	0.643	0.050	4.372	0.530
132	0.644	0.052	4.435	0.534
133	0.645	0.054	4.523	0.550
134	0.647	0.054	4.524	0.554
135	0.651	0.054	4.525	0.590
136	0.658	0.055	4.531	0.616
137	0.663	0.055	4.534	0.639
138	0.666	0.056	4.542	0.653
139	0.668	0.059	4.553	0.662
140	0.670	0.061	4.554	0.683
141	0.672	0.061	4.554	0.696
142	0.675	0.061	4.554	0.708
143	0.678	0.063	4.554	0.721
144	0.681	0.064	4.554	0.739
145	0.684	0.065	4.554	0.742
146	0.686	0.066	4.554	0.743
147	0.688	0.067	4.554	0.745
148	0.690	0.068	4.554	0.748
149	0.692	0.069	4.554	0.751
150	0.694	0.070	4.554	0.762
151	0.696	0.071	4.556	0.789

152	0.698	0.072	4.556	0.790
153	0.700	0.073	4.565	0.794
154	0.702	0.073	4.612	0.799
155	0.704	0.074	4.834	0.805
156	0.706	0.077	5.702	0.842
157	0.708	0.079	5.841	0.990
158	0.710	0.082	6.170	1.038
159	0.712	0.082	6.670	1.357
160	0.716	0.086	7.425	1.455
161	0.750	0.095	8.379	1.546
162	0.784	0.107	9.648	1.824
163	0.805	0.115	10.918	2.746
164	0.840	0.122	12.157	3.073
165	0.853	0.127	12.731	3.633
166	0.874	0.159	12.831	4.505
167	0.903	0.186	12.892	4.952
168	0.910	0.189	12.932	5.254
169	0.914	0.200	13.702	5.730
170	0.916	0.220	14.139	6.051
171	0.919	0.236	14.964	6.333
172	0.931	0.247	15.704	6.490
173	0.948	0.257	16.253	6.796
174	0.983	0.267	16.907	7.205
175	1.018	0.283	17.655	8.151
176	1.027	0.295	18.020	8.230
177	1.035	0.312	18.349	8.584
178	1.051	0.318	18.671	8.800
179	1.074	0.323	18.972	8.847
180	1.084	0.337	19.228	8.913
181	1.099	0.345	20.123	9.122
182	1.121	0.350	20.405	9.532
183	1.132	0.359	20.754	10.256
184	1.152	0.387	21.684	10.862
185	1.161	0.398	21.955	10.996
186	1.168	0.400	22.650	11.206
187	1.175	0.402	22.989	11.514
188	1.181	0.405	23.535	11.894
189	1.188	0.418	23.876	12.019
190	1.203	0.429	24.018	12.170
191	1.219	0.442	24.464	12.517

192	1.233	0.457	24.685	12.598
193	1.251	0.473	24.931	12.625
194	1.255	0.487	25.188	12.653
195	1.258	0.501	25.468	12.777
196	1.265	0.510	25.627	12.906
197	1.280	0.512	25.746	12.989
198	1.293	0.514	25.850	13.060
199	1.301	0.516	25.974	13.165
200	1.313	0.518	26.141	13.242
201	1.324	0.527	26.225	13.412
202	1.332	0.540	26.338	13.662
203	1.341	0.547	26.547	13.773
204	1.357	0.553	26.818	13.942
205	1.375	0.559	27.052	14.090
206	1.392	0.563	27.393	14.224
207	1.408	0.567	27.501	14.426
208	1.422	0.571	27.632	14.498
209	1.433	0.575	27.803	14.776
210	1.443	0.579	27.953	14.907
211	1.453	0.595	28.205	14.916
212	1.463	0.605	28.543	15.014
213	1.468	0.614	28.997	15.221
214	1.470	0.622	29.000	15.472
215	1.474	0.627	29.005	15.555
216	1.478	0.638	29.081	15.652
217	1.481	0.643	29.281	15.969
218	1.484	0.643	29.483	16.028
219	1.487	0.645	29.734	16.375
220	1.490	0.651	29.803	16.487
221	1.493	0.655	29.821	16.524
222	1.504	0.663	29.847	16.578
223	1.522	0.671	29.862	16.684
224	1.547	0.675	29.873	16.755
225	1.549	0.684	30.008	16.770
226	1.562	0.694	30.126	16.805
227	1.574	0.701	30.127	16.865
228	1.579	0.702	30.127	16.960
229	1.584	0.708	30.208	16.960
230	1.589	0.708	30.314	16.962
231	1.590	0.709	30.323	16.988

232	1.596	0.710	30.325	17.072
233	1.598	0.710	30.368	17.094
234	1.604	0.711	30.411	17.184
235	1.610	0.712	30.416	17.187
236	1.612	0.712	30.428	17.188
237	1.613	0.712	30.430	17.189
238	1.614	0.713	30.452	17.241
239	1.615	0.716	30.488	17.370

b) Vehicles having composite hydrocarbon emission limitations of at least 1.25 grams per mile but less than 2.00 grams per mile, in Section 240.Table A or Section 240.Table B, shall use the hydrocarbon fast-pass standards contained in this subsection. Vehicles having and composite carbon monoxide emission limitations of at least 20.0 grams per mile but less than 30.0 grams per mile, in Section 240.Table A or Section 240.Table B, shall use the carbon monoxide fast-pass standards contained in this subsection;

	Hydrocarbons		Carbon Monoxide	
Second	Composite	Phase 2	Composite	Phase 2
30	0.247	N/A	1.502	N/A
31	0.253	N/A	1.546	N/A
32	0.258	N/A	1.568	N/A
33	0.263	N/A	1.582	N/A
34	0.268	N/A	1.593	N/A
35	0.277	N/A	1.602	N/A
36	0.283	N/A	1.621	N/A
37	0.293	N/A	1.631	N/A
38	0.297	N/A	1.702	N/A
39	0.298	N/A	1.784	N/A
40	0.313	N/A	1.879	N/A
41	0.320	N/A	2.162	N/A
42	0.327	N/A	2.307	N/A
43	0.342	N/A	2.343	N/A
44	0.360	N/A	2.376	N/A
45	0.376	N/A	2.406	N/A
46	0.389	N/A	2.433	N/A
47	0.408	N/A	2.458	N/A
48	0.423	N/A	2.483	N/A

49	0.434	N/A	2.774	N/A
50	0.444	N/A	2.844	N/A
51	0.454	N/A	2.900	N/A
52	0.465	N/A	2.936	N/A
53	0.472	N/A	3.133	N/A
54	0.478	N/A	3.304	N/A
55	0.485	N/A	3.407	N/A
56	0.493	N/A	3.456	N/A
57	0.500	N/A	3.480	N/A
58	0.505	N/A	3.518	N/A
59	0.514	N/A	3.560	N/A
60	0.537	N/A	3.593	N/A
61	0.540	N/A	3.628	N/A
62	0.543	N/A	3.641	N/A
63	0.546	N/A	3.655	N/A
64	0.551	N/A	3.680	N/A
65	0.559	N/A	3.700	N/A
66	0.567	N/A	3.728	N/A
67	0.575	N/A	3.857	N/A
68	0.588	N/A	3.894	N/A
69	0.595	N/A	3.943	N/A
70	0.601	N/A	3.983	N/A
71	0.606	N/A	4.009	N/A
72	0.610	N/A	4.023	N/A
73	0.617	N/A	4.023	N/A
74	0.631	N/A	4.053	N/A
75	0.643	N/A	4.063	N/A
76	0.651	N/A	4.077	N/A
77	0.659	N/A	4.225	N/A
78	0.667	N/A	4.243	N/A
79	0.676	N/A	4.260	N/A
80	0.681	N/A	4.282	N/A
81	0.685	N/A	4.322	N/A
82	0.689	N/A	4.398	N/A
83	0.694	N/A	4.482	N/A
84	0.700	N/A	4.515	N/A
85	0.705	N/A	4.518	N/A
86	0.709	N/A	4.520	N/A
87	0.713	N/A	4.522	N/A
88	0.717	N/A	4.522	N/A

89	0.721	N/A	4.523	N/A
90	0.724	N/A	4.526	N/A
91	0.727	N/A	4.527	N/A
92	0.729	N/A	4.527	N/A
93	0.731	N/A	4.528	N/A
94	0.734	N/A	4.528	N/A
95	0.740	N/A	4.528	N/A
96	0.748	N/A	4.529	N/A
97	0.759	N/A	4.575	N/A
98	0.771	N/A	4.703	N/A
99	0.783	N/A	4.805	N/A
100	0.793	N/A	4.886	N/A
101	0.810	N/A	4.957	N/A
102	0.823	N/A	5.104	N/A
103	0.836	N/A	5.340	N/A
104	0.853	N/A	5.496	N/A
105	0.871	N/A	5.625	N/A
106	0.887	N/A	5.815	N/A
107	0.899	N/A	6.473	N/A
108	0.931	N/A	7.037	N/A
109	0.947	0.040	7.419	0.246
110	0.957	0.047	7.643	0.257
111	0.965	0.052	7.759	0.286
112	0.971	0.056	7.824	0.379
113	0.977	0.061	7.889	0.425
114	0.983	0.064	7.960	0.457
115	1.003	0.072	8.024	0.477
116	1.030	0.081	8.076	0.494
117	1.041	0.082	8.111	0.504
118	1.050	0.083	8.130	0.512
119	1.052	0.092	8.148	0.519
120	1.055	0.094	8.211	0.529
121	1.061	0.097	8.478	0.529
122	1.071	0.100	8.548	0.530
123	1.081	0.103	8.561	0.531
124	1.091	0.106	8.568	0.532
125	1.102	0.108	8.572	0.533
126	1.110	0.110	8.584	0.548
127	1.116	0.112	8.592	0.610
128	1.121	0.114	8.596	0.614

129	1.125	0.116	8.597	0.622
130	1.128	0.118	8.601	0.631
131	1.130	0.120	8.605	0.640
132	1.132	0.122	8.608	0.646
133	1.134	0.123	8.626	0.650
134	1.135	0.124	8.650	0.652
135	1.143	0.127	8.660	0.738
136	1.147	0.130	8.767	0.754
137	1.156	0.134	9.029	0.780
138	1.163	0.139	9.238	0.795
139	1.186	0.146	9.389	0.804
140	1.253	0.149	9.493	0.810
141	1.262	0.151	9.583	0.815
142	1.271	0.153	9.626	0.818
143	1.277	0.155	9.669	0.821
144	1.283	0.157	9.716	0.825
145	1.291	0.162	9.763	0.840
146	1.294	0.164	9.809	0.847
147	1.296	0.166	9.852	0.855
148	1.298	0.168	9.885	0.865
149	1.303	0.169	9.932	0.874
150	1.316	0.170	9.986	0.891
151	1.330	0.171	10.039	0.914
152	1.342	0.172	10.072	0.929
153	1.348	0.173	10.090	0.937
154	1.353	0.175	10.105	0.942
155	1.362	0.178	10.146	0.949
156	1.365	0.180	10.245	1.375
157	1.366	0.189	10.397	1.576
158	1.373	0.198	10.923	1.943
159	1.397	0.203	11.970	2.820
160	1.422	0.207	13.421	3.281
161	1.440	0.214	15.289	3.483
162	1.452	0.221	15.912	3.620
163	1.465	0.229	16.530	4.168
164	1.509	0.247	17.622	4.338
165	1.533	0.274	18.366	4.682
166	1.555	0.309	19.869	5.633
167	1.576	0.318	20.711	6.137
168	1.598	0.322	22.319	6.853

169	1.618	0.333	23.751	7.136
170	1.636	0.343	24.842	7.320
171	1.666	0.356	25.410	7.685
172	1.685	0.385	25.798	8.052
173	1.726	0.409	26.122	8.344
174	1.742	0.433	26.353	8.602
175	1.756	0.453	26.638	8.898
176	1.769	0.463	27.219	9.251
177	1.784	0.507	27.279	10.253
178	1.802	0.523	27.320	10.828
179	1.822	0.528	27.352	10.933
180	1.843	0.541	27.822	11.060
181	1.864	0.549	28.763	11.188
182	1.884	0.559	29.402	11.345
183	1.896	0.571	29.971	11.733
184	1.915	0.584	30.276	12.598
185	1.940	0.598	30.988	12.953
186	1.958	0.613	31.095	13.213
187	1.972	0.624	31.314	14.131
188	1.985	0.629	31.833	14.839
189	1.991	0.629	32.239	15.137
190	1.993	0.638	32.547	15.138
191	1.995	0.648	32.855	15.141
192	2.001	0.659	33.153	15.595
193	2.015	0.663	33.444	15.658
194	2.031	0.671	33.482	15.704
195	2.047	0.681	33.516	15.729
196	2.063	0.693	33.549	16.058
197	2.079	0.709	33.653	16.987
198	2.094	0.725	33.973	17.064
199	2.109	0.740	34.159	17.073
200	2.122	0.754	34.191	17.153
201	2.130	0.767	34.250	17.332
202	2.137	0.775	34.469	17.406
203	2.157	0.787	34.716	17.641
204	2.172	0.795	34.969	17.922
205	2.194	0.803	35.144	18.484
206	2.222	0.854	35.418	18.553
207	2.245	0.859	35.766	18.658
208	2.268	0.872	35.949	18.953

209	2.279	0.892	36.010	19.266
210	2.288	0.896	36.548	19.309
211	2.301	0.903	37.179	19.731
212	2.316	0.924	37.651	19.902
213	2.332	0.938	38.041	20.012
214	2.345	0.941	38.591	20.260
215	2.354	0.951	38.852	20.739
216	2.362	0.966	38.861	21.346
217	2.368	0.979	38.926	21.810
218	2.376	0.980	39.194	22.001
219	2.384	0.981	39.474	22.290
220	2.391	1.005	39.668	22.324
221	2.395	1.016	39.781	22.343
222	2.400	1.022	39.890	22.522
223	2.405	1.028	39.954	22.661
224	2.409	1.035	39.984	22.666
225	2.413	1.041	39.989	22.667
226	2.415	1.045	39.990	22.668
227	2.417	1.051	39.990	22.669
228	2.419	1.055	39.990	22.670
229	2.420	1.059	39.991	22.671
230	2.421	1.062	40.012	22.671
231	2.423	1.063	40.061	22.672
232	2.425	1.063	40.116	22.673
233	2.427	1.063	40.249	22.673
234	2.429	1.064	40.253	22.673
235	2.430	1.064	40.290	22.674
236	2.431	1.066	40.385	22.675
237	2.432	1.069	40.488	22.675
238	2.433	1.072	40.720	22.675
239	2.434	1.075	40.763	22.677

e) Vehicles having composite hydrocarbon emission limitations of 2.00 grams per mile or greater, in Section 240.Table A or Section 240.Table B, shall use the hydrocarbon fast pass standards contained in this subsection. Vehicles having composite carbon monoxide emission limitations of 30.0 grams per mile or greater, in Section 240.Table A or Section 240.Table B, shall use the carbon monoxide fast pass standards contained in this subsection:

	Hydrocarbons	Carbon Monoxide

~~Second~~	~~Composite~~	~~Phase 2~~	~~Composite~~	~~Phase 2~~
~~30~~	~~0.407~~	~~N/A~~	~~3.804~~	~~N/A~~
~~31~~	~~0.415~~	~~N/A~~	~~3.985~~	~~N/A~~
~~32~~	~~0.423~~	~~N/A~~	~~4.215~~	~~N/A~~
~~33~~	~~0.436~~	~~N/A~~	~~4.440~~	~~N/A~~
~~34~~	~~0.451~~	~~N/A~~	~~4.579~~	~~N/A~~
~~35~~	~~0.464~~	~~N/A~~	~~4.688~~	~~N/A~~
~~36~~	~~0.468~~	~~N/A~~	~~4.749~~	~~N/A~~
~~37~~	~~0.475~~	~~N/A~~	~~4.783~~	~~N/A~~
~~38~~	~~0.487~~	~~N/A~~	~~4.813~~	~~N/A~~
~~39~~	~~0.506~~	~~N/A~~	~~4.876~~	~~N/A~~
~~40~~	~~0.530~~	~~N/A~~	~~5.104~~	~~N/A~~
~~41~~	~~0.549~~	~~N/A~~	~~5.217~~	~~N/A~~
~~42~~	~~0.569~~	~~N/A~~	~~5.383~~	~~N/A~~
~~43~~	~~0.588~~	~~N/A~~	~~5.571~~	~~N/A~~
~~44~~	~~0.609~~	~~N/A~~	~~5.888~~	~~N/A~~
~~45~~	~~0.621~~	~~N/A~~	~~6.199~~	~~N/A~~
~~46~~	~~0.636~~	~~N/A~~	~~6.245~~	~~N/A~~
~~47~~	~~0.649~~	~~N/A~~	~~6.318~~	~~N/A~~
~~48~~	~~0.666~~	~~N/A~~	~~6.418~~	~~N/A~~
~~49~~	~~0.679~~	~~N/A~~	~~6.540~~	~~N/A~~
~~50~~	~~0.696~~	~~N/A~~	~~6.690~~	~~N/A~~
~~51~~	~~0.712~~	~~N/A~~	~~6.875~~	~~N/A~~
~~52~~	~~0.727~~	~~N/A~~	~~7.029~~	~~N/A~~
~~53~~	~~0.745~~	~~N/A~~	~~7.129~~	~~N/A~~
~~54~~	~~0.760~~	~~N/A~~	~~7.359~~	~~N/A~~
~~55~~	~~0.776~~	~~N/A~~	~~7.722~~	~~N/A~~
~~56~~	~~0.797~~	~~N/A~~	~~8.017~~	~~N/A~~
~~57~~	~~0.814~~	~~N/A~~	~~8.249~~	~~N/A~~
~~58~~	~~0.826~~	~~N/A~~	~~8.425~~	~~N/A~~
~~59~~	~~0.837~~	~~N/A~~	~~8.563~~	~~N/A~~
~~60~~	~~0.849~~	~~N/A~~	~~8.686~~	~~N/A~~
~~61~~	~~0.862~~	~~N/A~~	~~8.804~~	~~N/A~~
~~62~~	~~0.872~~	~~N/A~~	~~8.916~~	~~N/A~~
~~63~~	~~0.887~~	~~N/A~~	~~9.025~~	~~N/A~~
~~64~~	~~0.895~~	~~N/A~~	~~9.138~~	~~N/A~~
~~65~~	~~0.903~~	~~N/A~~	~~9.250~~	~~N/A~~
~~66~~	~~0.925~~	~~N/A~~	~~9.354~~	~~N/A~~

~~67~~	~~0.933~~	~~N/A~~	~~9.457~~	~~N/A~~
~~68~~	~~0.945~~	~~N/A~~	~~9.575~~	~~N/A~~
~~69~~	~~0.959~~	~~N/A~~	~~9.728~~	~~N/A~~
~~70~~	~~0.970~~	~~N/A~~	~~9.938~~	~~N/A~~
~~71~~	~~0.980~~	~~N/A~~	~~10.140~~	~~N/A~~
~~72~~	~~0.988~~	~~N/A~~	~~10.222~~	~~N/A~~
~~73~~	~~0.997~~	~~N/A~~	~~10.261~~	~~N/A~~
~~74~~	~~1.022~~	~~N/A~~	~~10.278~~	~~N/A~~
~~75~~	~~1.037~~	~~N/A~~	~~10.290~~	~~N/A~~
~~76~~	~~1.051~~	~~N/A~~	~~10.715~~	~~N/A~~
~~77~~	~~1.064~~	~~N/A~~	~~10.790~~	~~N/A~~
~~78~~	~~1.075~~	~~N/A~~	~~10.844~~	~~N/A~~
~~79~~	~~1.087~~	~~N/A~~	~~10.921~~	~~N/A~~
~~80~~	~~1.097~~	~~N/A~~	~~11.010~~	~~N/A~~
~~81~~	~~1.105~~	~~N/A~~	~~11.090~~	~~N/A~~
~~82~~	~~1.114~~	~~N/A~~	~~11.136~~	~~N/A~~
~~83~~	~~1.136~~	~~N/A~~	~~11.136~~	~~N/A~~
~~84~~	~~1.160~~	~~N/A~~	~~11.165~~	~~N/A~~
~~85~~	~~1.182~~	~~N/A~~	~~11.191~~	~~N/A~~
~~86~~	~~1.201~~	~~N/A~~	~~11.205~~	~~N/A~~
~~87~~	~~1.217~~	~~N/A~~	~~11.211~~	~~N/A~~
~~88~~	~~1.233~~	~~N/A~~	~~11.211~~	~~N/A~~
~~89~~	~~1.248~~	~~N/A~~	~~11.211~~	~~N/A~~
~~90~~	~~1.262~~	~~N/A~~	~~11.211~~	~~N/A~~
~~91~~	~~1.271~~	~~N/A~~	~~11.220~~	~~N/A~~
~~92~~	~~1.279~~	~~N/A~~	~~11.294~~	~~N/A~~
~~93~~	~~1.287~~	~~N/A~~	~~11.332~~	~~N/A~~
~~94~~	~~1.295~~	~~N/A~~	~~11.355~~	~~N/A~~
~~95~~	~~1.302~~	~~N/A~~	~~11.383~~	~~N/A~~
~~96~~	~~1.309~~	~~N/A~~	~~11.410~~	~~N/A~~
~~97~~	~~1.316~~	~~N/A~~	~~11.433~~	~~N/A~~
~~98~~	~~1.325~~	~~N/A~~	~~11.516~~	~~N/A~~
~~99~~	~~1.339~~	~~N/A~~	~~11.820~~	~~N/A~~
~~100~~	~~1.356~~	~~N/A~~	~~12.104~~	~~N/A~~
~~101~~	~~1.365~~	~~N/A~~	~~12.344~~	~~N/A~~
~~102~~	~~1.378~~	~~N/A~~	~~12.781~~	~~N/A~~
~~103~~	~~1.397~~	~~N/A~~	~~13.472~~	~~N/A~~
~~104~~	~~1.420~~	~~N/A~~	~~14.405~~	~~N/A~~
~~105~~	~~1.445~~	~~N/A~~	~~14.808~~	~~N/A~~
~~106~~	~~1.470~~	~~N/A~~	~~14.965~~	~~N/A~~

107	1.491	N/A	15.121	N/A
108	1.506	N/A	15.372	N/A
109	1.517	0.151	15.530	1.113
110	1.528	0.159	15.687	1.213
111	1.542	0.172	16.018	1.344
112	1.559	0.186	16.527	1.399
113	1.578	0.199	16.810	1.520
114	1.594	0.207	16.961	1.640
115	1.605	0.216	17.120	1.684
116	1.615	0.229	17.135	1.693
117	1.625	0.235	17.249	1.786
118	1.642	0.240	17.451	2.007
119	1.670	0.245	17.509	2.084
120	1.694	0.261	17.605	2.179
121	1.705	0.267	17.734	2.264
122	1.717	0.277	18.049	2.328
123	1.732	0.287	18.447	2.375
124	1.747	0.298	18.592	2.437
125	1.763	0.308	18.657	2.543
126	1.779	0.316	18.796	2.593
127	1.795	0.322	18.952	2.641
128	1.810	0.329	19.137	2.663
129	1.823	0.338	19.329	2.672
130	1.835	0.346	19.519	2.676
131	1.845	0.354	19.707	2.683
132	1.854	0.356	19.882	2.817
133	1.862	0.357	19.905	2.992
134	1.870	0.359	20.049	3.111
135	1.883	0.362	20.460	3.234
136	1.888	0.364	20.746	3.304
137	1.896	0.368	21.068	3.310
138	1.911	0.378	21.380	3.320
139	1.928	0.391	21.748	3.354
140	1.949	0.402	22.046	3.436
141	1.969	0.408	22.348	3.443
142	1.982	0.422	22.397	3.452
143	1.999	0.428	22.407	3.490
144	2.011	0.432	22.417	3.552
145	2.022	0.434	22.922	3.588
146	2.035	0.439	22.951	3.600

147	2.043	0.450	22.976	3.616
148	2.049	0.460	23.017	3.627
149	2.063	0.467	23.073	3.636
150	2.085	0.472	23.161	3.676
151	2.104	0.480	23.218	3.882
152	2.117	0.491	23.253	4.011
153	2.127	0.503	23.337	4.047
154	2.138	0.505	23.425	4.067
155	2.152	0.515	23.534	4.081
156	2.168	0.522	23.652	4.116
157	2.186	0.527	23.739	4.251
158	2.205	0.537	24.606	5.099
159	2.224	0.549	25.615	5.383
160	2.242	0.568	26.073	6.362
161	2.268	0.586	28.496	7.926
162	2.308	0.610	29.772	8.429
163	2.352	0.648	31.056	9.201
164	2.406	0.677	33.351	10.825
165	2.421	0.699	34.890	12.291
166	2.435	0.720	35.937	13.366
167	2.470	0.738	37.012	14.428
168	2.501	0.767	37.892	15.318
169	2.537	0.828	39.028	15.699
170	2.571	0.855	40.406	16.073
171	2.625	0.869	41.379	16.475
172	2.657	0.885	42.033	17.158
173	2.683	0.900	42.432	17.532
174	2.701	0.941	42.742	17.965
175	2.717	0.979	43.399	18.242
176	2.732	1.002	43.895	18.283
177	2.756	1.025	44.227	18.480
178	2.781	1.047	44.926	19.576
179	2.811	1.065	45.256	20.015
180	2.853	1.089	45.553	20.203
181	2.898	1.109	45.753	20.433
182	2.946	1.133	46.210	21.025
183	2.988	1.158	47.017	21.882
184	3.023	1.184	48.185	22.204
185	3.057	1.209	48.741	22.859
186	3.076	1.222	49.462	23.533

~~187~~	~~3.101~~	~~1.231~~	~~50.313~~	~~24.281~~
~~188~~	~~3.120~~	~~1.239~~	~~51.285~~	~~25.078~~
~~189~~	~~3.136~~	~~1.254~~	~~52.076~~	~~25.276~~
~~190~~	~~3.151~~	~~1.278~~	~~52.857~~	~~25.578~~
~~191~~	~~3.163~~	~~1.300~~	~~52.876~~	~~25.859~~
~~192~~	~~3.209~~	~~1.313~~	~~53.067~~	~~25.985~~
~~193~~	~~3.223~~	~~1.324~~	~~53.777~~	~~26.153~~
~~194~~	~~3.237~~	~~1.340~~	~~54.242~~	~~26.582~~
~~195~~	~~3.263~~	~~1.367~~	~~54.489~~	~~27.067~~
~~196~~	~~3.302~~	~~1.387~~	~~54.601~~	~~27.456~~
~~197~~	~~3.338~~	~~1.402~~	~~54.912~~	~~27.805~~
~~198~~	~~3.372~~	~~1.417~~	~~55.588~~	~~28.070~~
~~199~~	~~3.390~~	~~1.432~~	~~56.266~~	~~28.590~~
~~200~~	~~3.428~~	~~1.446~~	~~56.617~~	~~28.914~~
~~201~~	~~3.470~~	~~1.460~~	~~56.863~~	~~29.063~~
~~202~~	~~3.493~~	~~1.477~~	~~57.204~~	~~29.502~~
~~203~~	~~3.509~~	~~1.492~~	~~57.371~~	~~29.697~~
~~204~~	~~3.522~~	~~1.501~~	~~57.487~~	~~29.713~~
~~205~~	~~3.533~~	~~1.510~~	~~57.728~~	~~29.783~~
~~206~~	~~3.550~~	~~1.522~~	~~58.097~~	~~29.942~~
~~207~~	~~3.578~~	~~1.561~~	~~58.572~~	~~30.284~~
~~208~~	~~3.607~~	~~1.585~~	~~59.024~~	~~30.755~~
~~209~~	~~3.630~~	~~1.597~~	~~59.321~~	~~31.287~~
~~210~~	~~3.658~~	~~1.607~~	~~59.715~~	~~31.549~~
~~211~~	~~3.701~~	~~1.627~~	~~60.045~~	~~31.820~~
~~212~~	~~3.745~~	~~1.645~~	~~60.453~~	~~32.250~~
~~213~~	~~3.778~~	~~1.656~~	~~60.935~~	~~32.546~~
~~214~~	~~3.814~~	~~1.663~~	~~61.307~~	~~32.808~~
~~215~~	~~3.825~~	~~1.669~~	~~61.666~~	~~33.060~~
~~216~~	~~3.835~~	~~1.674~~	~~62.148~~	~~33.204~~
~~217~~	~~3.844~~	~~1.685~~	~~62.532~~	~~33.341~~
~~218~~	~~3.853~~	~~1.700~~	~~62.546~~	~~33.414~~
~~219~~	~~3.864~~	~~1.704~~	~~62.559~~	~~33.514~~
~~220~~	~~3.874~~	~~1.706~~	~~62.570~~	~~33.640~~
~~221~~	~~3.891~~	~~1.709~~	~~62.846~~	~~33.692~~
~~222~~	~~3.928~~	~~1.711~~	~~63.097~~	~~33.711~~
~~223~~	~~3.966~~	~~1.714~~	~~63.150~~	~~33.733~~
~~224~~	~~4.008~~	~~1.718~~	~~63.150~~	~~33.770~~
~~225~~	~~4.010~~	~~1.721~~	~~63.150~~	~~33.796~~
~~226~~	~~4.012~~	~~1.723~~	~~63.150~~	~~33.810~~

~~227~~	~~4.016~~	~~1.726~~	~~63.150~~	~~33.821~~
~~228~~	~~4.019~~	~~1.729~~	~~63.150~~	~~33.839~~
~~229~~	~~4.057~~	~~1.731~~	~~63.150~~	~~33.865~~
~~230~~	~~4.065~~	~~1.733~~	~~63.150~~	~~33.894~~
~~231~~	~~4.071~~	~~1.735~~	~~63.150~~	~~33.918~~
~~232~~	~~4.073~~	~~1.743~~	~~63.150~~	~~33.944~~
~~233~~	~~4.075~~	~~1.749~~	~~63.150~~	~~33.985~~
~~234~~	~~4.077~~	~~1.753~~	~~63.153~~	~~34.014~~
~~235~~	~~4.079~~	~~1.757~~	~~63.159~~	~~34.032~~
~~236~~	~~4.081~~	~~1.762~~	~~63.173~~	~~34.051~~
~~237~~	~~4.083~~	~~1.767~~	~~63.193~~	~~34.067~~
~~238~~	~~4.084~~	~~1.772~~	~~63.214~~	~~34.079~~
~~239~~	~~4.085~~	~~1.776~~	~~63.233~~	~~34.085~~

(Source: Repealed at __ Ill. Reg. _____, effective _____)

TECHNICAL SUPPORT DOCUMENT: PROPOSED AMENDMENTS TO 35 ILL. ADM. CODE PART 240 BASED ON THE IMPLEMENTATION OF THE VEHICLE EMISSIONS INSPECTION LAW OF 2005 (625 ILCS 5/13C)

OCTOBER 2010

Illinois Environmental Protection Agency
Bureau of Air
Division of Mobile Source Programs
1021 North Grand Avenue East
Springfield, IL 62794

SUMMARY

The Illinois Environmental Protection Agency (Agency) is proposing to revise the vehicle emissions test standards contained in 35 Ill. Adm. Code Part 240. These revisions are the result of modifications to the Illinois Vehicle Code signed into law on August 10, 2005. Specifically, the Vehicle Emissions Inspection Law of 2005 ("VEIL of 2005") (625 ILCS 5/13C) replaced the Vehicle Emission Inspection Law of 1995 ("VEIL of 1995") (625 ILCS 5/13B) of the Illinois Vehicle Code, beginning February 1, 2007. The primary modifications of the law include the following:

a) Required full implementation of OBD pass/fail testing as the primary method of compliance determination;
b) Eliminated transient loaded mode exhaust testing (also known as IM240) after January 31, 2007;
c) Required steady-state idle exhaust and fuel cap evaporative system integrity testing on non-OBD compliant vehicles;
d) Exempted pre-1996 model year vehicles in compliance with the emissions test requirement as of February 1, 2007; and,
e) Eliminated the fuel cap test for OBD compliant vehicles.

These proposed revisions to the emissions test standards reflect applicable statutory changes listed above.

DEFINITIONS

All definitions and language associated with the transient loaded mode exhaust test were removed or revised due to the dropping of this test procedure. These are:

a) "Adjusted loaded vehicle weight (ALVW)"
b) "IM240"
c) "Loaded mode"
d) "Loaded vehicle weight (LVW)"
e) "Transient loaded mode test"

The definitions of "Steady-state idle test" and "Preconditioning mode" were revised to reflect the removal of the loaded pre-conditioning mode requirement in the steady-state idle exhaust test.

In addition, the definition of "Full power position" was deleted because it is not referenced; and therefore, is a clean-up.

ELIMINATION OF TRANSIENT LOADED MODE EXHAUST TEST (IM240)

The elimination of the IM240 test was based upon federal guidance suggesting its removal and modeling projections showing negligible emission reduction benefits and significant long-term costs for continued use of this test. According to federal law, all 1996 and newer model year vehicles equipped with OBD technology are subject to the OBD test. Initially with this requirement came various compliance alternatives including delayed full implementation of OBD pass/fail testing. Consequently, the VEIL of 1995 (625 ILCS 5/13B-25(d)(2)) was amended to prevent the IM240 test from being performed on vehicles that were equipped with the OBD system. With full implementation of OBD pass/fail under the VEIL of 2005 (625 ILCS 5/13C-25(c)), a vehicle failing the OBD test was no longer allowed a fallback exhaust test. This greatly reduced the number of IM240 tests conducted in the program.

Based on the federal OBD pass/fail requirements, the State Legislature adopted the VEIL of 2005 which was designed to achieve the following goals:

a) Dramatically reduce the cost of the program;
b) Maintain/improve motorist acceptance of testing; and,
c) Focus testing on vehicles expected to be in the Illinois fleet during the 2007-2013 timeframe.

Based on modeling projections of the expected Illinois fleet for 2012, approximately 90% of the volatile organic compound (VOC) reductions would come from OBD equipped vehicles.[1] Given the fact that the IM240 test was only used on pre-1996, non-OBD equipped vehicles, a small portion of the vehicles subject to testing in the future, and that the cost was significantly higher than OBD testing, the Legislature eliminated the requirement for any transient loaded mode testing in Illinois' program.

The main effect of this change is the elimination of all references to the transient loaded mode test standards in 35 Ill. Adm. Code 240, Subpart E, and all tables.

EXEMPTION OF PRE-1996 MODEL YEAR VEHICLES

The exemption of pre-1996 model year vehicles was based upon modeling projections showing negligible emission reduction benefits and significant long-term costs for continued testing of these vehicles.

As stated earlier in this document, one of the main goals in the drafting of the VEIL of 2005 was to design a test program around the fleet of vehicles that will exist in 2007 through 2013. Based on the current subject vehicle fleet in Illinois and projections through 2013, the percentage of vehicles that are 1995 model year or older will fall from 27% in 2007 to 5% in 2013.[2] The Agency could find no justification for maintaining a test procedure that would only be used on 5% of the vehicle fleet in the out-years of the test program, especially given the cost of maintaining this test procedure.

Based on MOBILE6.2 modeling, exempting pre-1996 model year vehicles and dropping the IM240 test in the Illinois I/M program would result in the loss of VOC emissions reductions of approximately 4.8 tons per day for the Chicago non-attainment area and 0.8 tons per day for the Metro-East non-attainment area in 2009. However, by 2013, this loss will fall to 1.0 ton per day in Chicago and 0.3 tons per day in Metro East as the percentage of OBD-equipped vehicles increases in each respective fleet.[3,4] This small loss in emissions reductions has been accounted for in the 8-hour ozone and PM2.5 attainment demonstrations, as well as the respective mobile source emissions budgets used in conducting transportation conformity.

Therefore, the decision was made to exempt all pre-1996 model year vehicles and eliminate the applicable test procedure (IM240). As stated in the previous section, the main effect of this change in exempt vehicles is the elimination of all references to the IM240 test standards in 35 Ill. Adm. Code 240, Subpart E, and all tables.

However, the steady-state idle and evaporative test procedures are still applicable for 1996 and newer vehicles that cannot receive an OBD test. Also, the on-road remote sensing test is still applicable to 1996 and newer vehicles. Therefore, the current steady-state idle, evaporative, and on-road remote sensing test standards contained in 35 Ill. Adm. Code 240, Subparts D, F and G have been modified to apply only to 1996 and newer vehicles.

FULL IMPLEMENTATION OF OBD PASS/FAIL TESTING

Full implementation of OBD pass/fail testing did not have any impact on the OBD test standards specified in 35 Ill. Adm. Code 240, Subpart H. The only revision in this Subpart was to update the OBD test applicability requirements to match those specified in the current statute (Illinois Vehicle Code (625 ILCS 5/13C-25)).

ADDITIONAL GENERAL REVISIONS

The following general revisions were made for the reasons specified:

a) Section 240.104 Inspection
   This section was revised to reference the proper VEIL and to remove the references to the repealed IM240 test standards.
b) Section 240.105 Penalties
   This section was revised to reference the proper VEIL, to remove the references to the repealed IM240 test standards, and to correct a grammatical error.
c) Section 240.106 Determination of Violation
   This section was revised to remove the references to the repealed IM240 test standards, and to correct a grammatical error.
d) Section 240.107 Incorporations by Reference
   This section was revised to remove the incorporation by reference applicable to the repealed IM240 test.
e) Section 240.151 Applicability

This section was revised to reference the proper VEIL.

f) Section 240.153 Compliance Determination
This section was revised to reflect the removal of the loaded pre-conditioning mode requirement in the steady-state idle exhaust test.

g) Section 240.181 Applicability
This section was revised to indicate that the on-road remote sensing exhaust emission test procedures have been adopted by the Agency.

REFERENCES

1 Illinois Environmental Protection Agency, "Reinventing the Illinois I/M Program," Page 18, Report 2005 CAC, September 2005.

2 Illinois Environmental Protection Agency, "The Road to OBD Only Insights and Changes," Page 11, I/M Solutions – The Road to OBD Only.pptx, June 2, 2009.

3 Illinois Environmental Protection Agency, "VOC Reduction (TPD) for the Chicago Area from the Pre-'07 I/M Program and the '07-On I/M Program," Sam Long, Illinois IM STATS REV.xls, June 11, 2009.

4 Illinois Environmental Protection Agency, "VOC Reduction (TPD) for the Metro-East Area from the Pre-'07 I/M Program and the '07-On I/M Program," Sam Long, Illinois IM STATS REV ME.xlsx, October, 2010

STATE OF ILLINOIS)
) SS
COUNTY OF SANGAMON)

CERTIFICATE OF SERVICE

I, the undersigned, an attorney, state that I have served the attached REGULATORY PROPOSAL entitled "EMISSION STANDARDS AND LIMITATIONS FOR MOBILE SOURCES: PROPOSED AMENDMENTS TO 35 ILL. ADM. CODE PART 240," MOTION FOR WAIVER OF COPY REQUIREMENTS, and APPEARANCE of the Illinois Environmental Protection Agency by first-class mail from Springfield, Illinois, with sufficient postage affixed, upon the following persons:

John Therriault, Clerk
Illinois Pollution Control Board
James R. Thompson Center
100 West Randolph, Suite 11-500
Chicago, Illinois 60601

Matthew Dunn, Chief
Division of Environmental Enforcement
Office of the Attorney General
James R. Thompson Center
69 West Washington, Suite 1800
Chicago, Illinois 60602

Virginia Yang, Deputy Legal Counsel
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702-1271

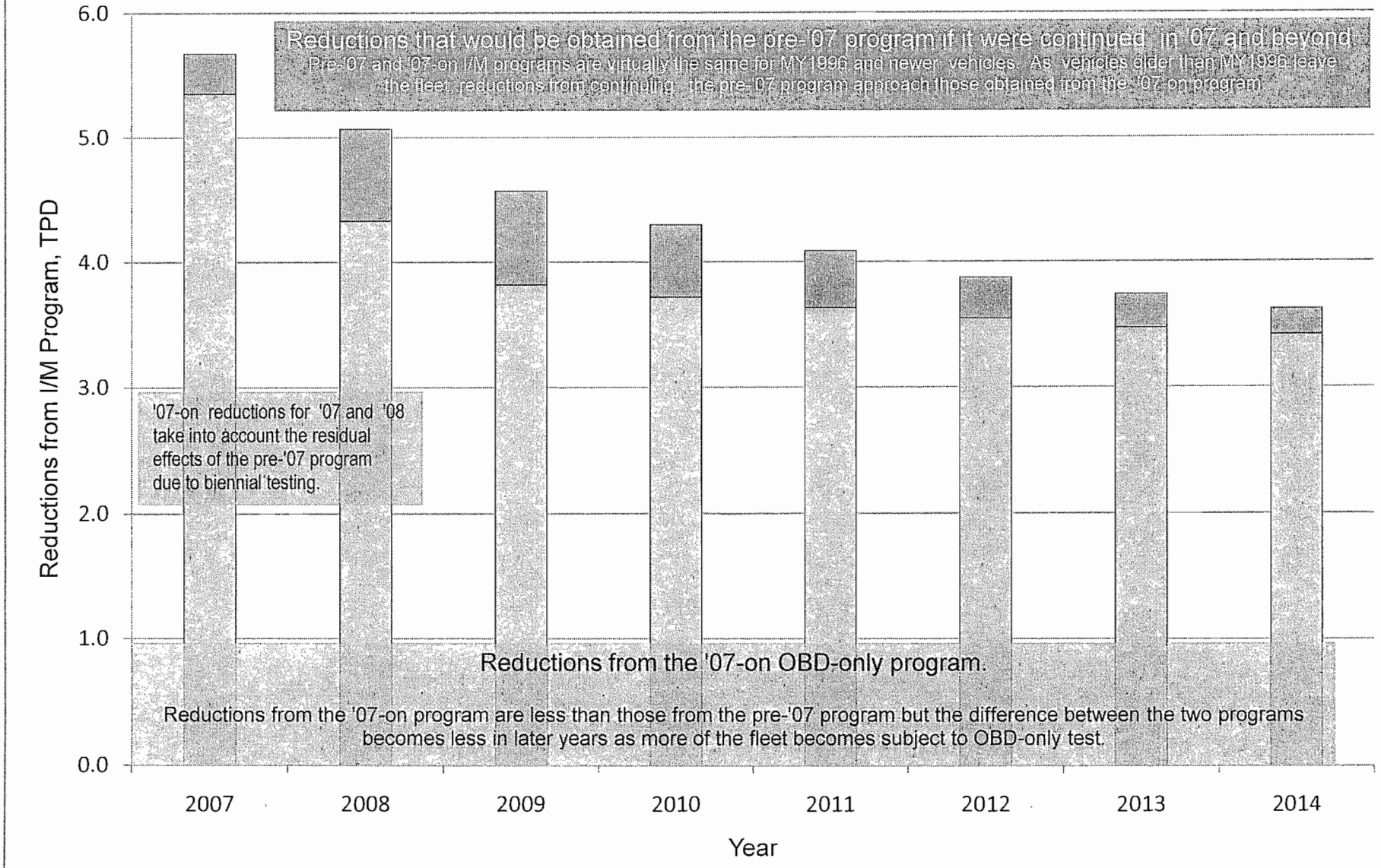
ILLINOIS ENVIRONMENTAL
PROTECTION AGENCY

By: _____
Kent E. Mohr Jr.
Assistant Counsel
Division of Legal Counsel

DATED: December 6, 2010

1021 N. Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794-9276
(217) 782-5544

VOC Reduction (TPD) for the Metro-East Area from the Pre-'07 I/M Program and the '07-On I/M Program



		M-E+J ASWVMT		VOC AVER EFs				VOC AVER Emis, TPD				VOC Benefits = no-I/M - I/M (TPD)				loss of benefit
				Metro-East M6.2 EFs, g/mi				Metro-East M6.2 EFs, g/mi			'07&'08	Metro-East M6.2 EFs, g/mi				from adopting
		Grown fm '05	Actual	No I/M	Old I/M	'07+ I/M	Wgtd Avg	No I/M	Old I/M	'07+ I/M	Wgtd Avg	No I/M	Old I/M	'07+ I/M	Wgtd Avg	Newe I/M
2005	grown from	16,431,181	16,431,181													
2006	2005 @	16,677,649	17,923,737													
2007	1.5%/yr	16,927,813	18,858,066	0.963	0 831	0.907	0.85	20.01	14.33	15.64	14.66	0	5.7	4.4	5.4	0.3
2008		17,181,731	18,259,319	0.891	0.770	0.829	0 81425	17.93	12.86	13.85	13.60	0	5.1	4.1	4.3	0.7
2009		17,439,457	17,589,429	0.826	0 711	0.758	0.758	16.01	11.44	12 19	12 19	0	4.6	3.8	3.8	0.8
2010		17,701,048	17,765,323	0.764	0.655	0.691	0.691	14.90	10.60	11 19	11 19	0	4.3	3.7	3.7	0.6
2011		17,966,564	17,942,977	0.707	0.603	0.631	0.631	14.00	9 91	10.37	10.37	0	4.1	3.6	3.6	0.5
2012		18,236,063	18,122,406	0.651	0.552	0.572	0 572	13.08	9 21	9.54	9 54	0	3.9	3.5	3.5	0.3
2013		18,509,604	18,303,630	0.605	0.508	0.524	0 524	12.34	8.60	8.87	8.87	0	3 7	3.5	3.5	0.3
2014		18,787,248	18,486,667	0.564	0 469	0.481	0.481	11.68	8 06	8.27	8.27	0	3 6	3 4	3.4	0.2
2015		19,069,056	18,671,533	0.527	0 433	0.443	0 443	11.07	7.55	7.73	7.73	0	3.5	3.3	3.3	0.2
2016		19,355,092	18,858,249	0 495	0 403	0.410	0 410	10.56	7 13	7.26	7.26	0	3.4	3.3	3.3	0.1
2017		19,645,419	19,046,831	0.468	0 376	0.382	0.382	10.13	6.76	6.86	6.86	0	3.4	3.3	3.3	0.1

grown from '09 @ 1%/yr

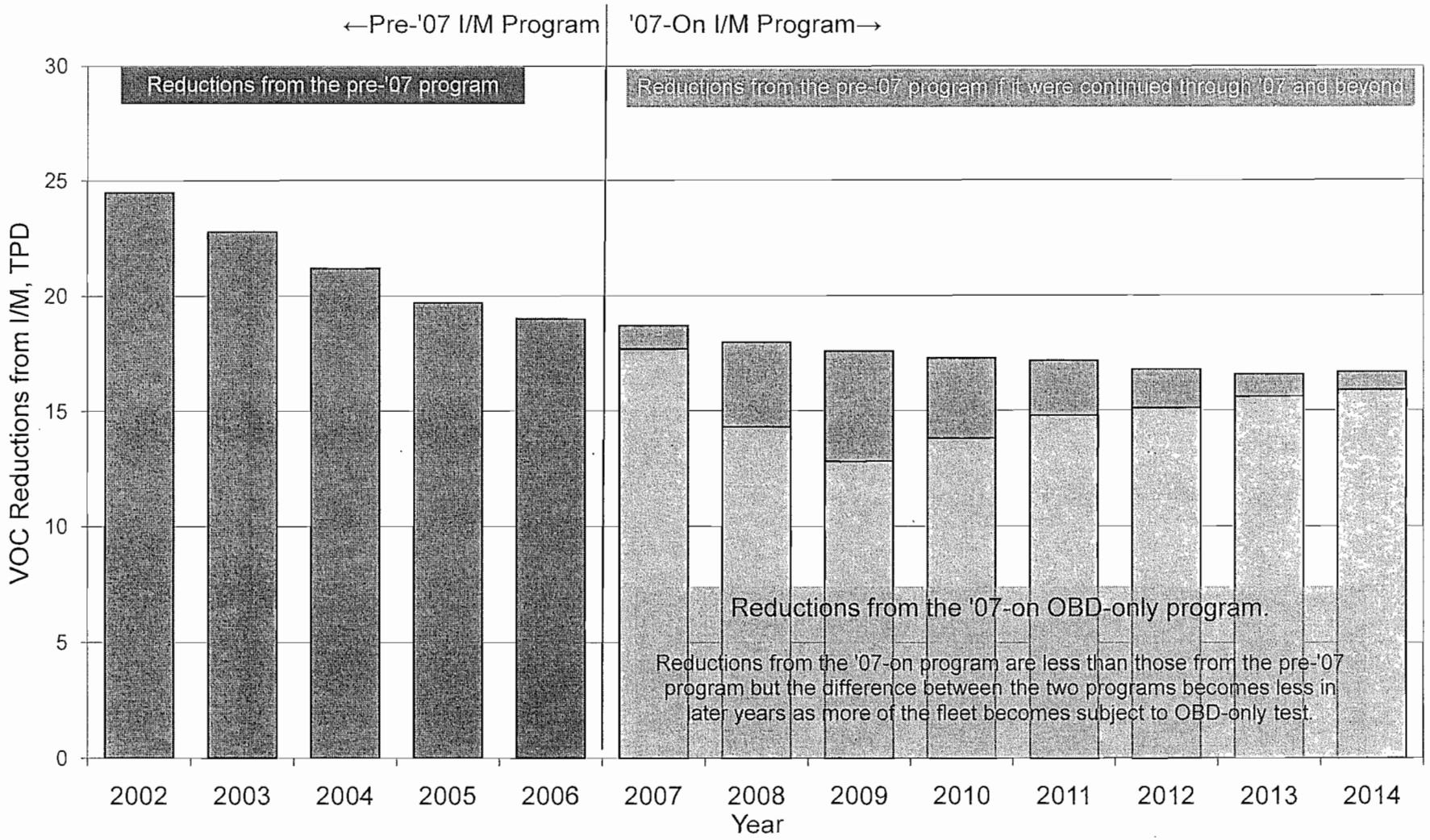
VMT Growth Rate
1.5% per year

Growth Factor from base year '05

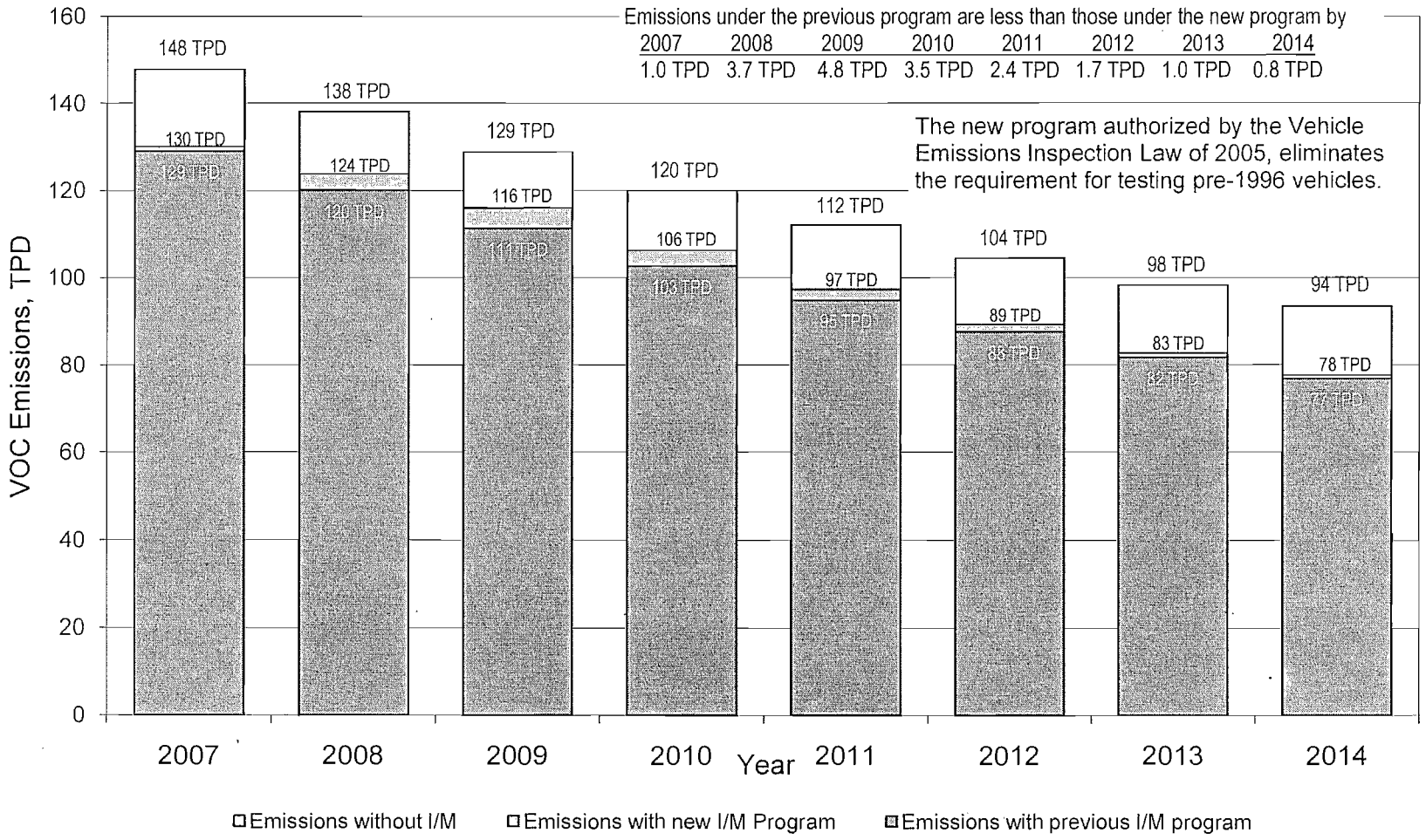
2006	1 015		
2007	1.030		
2008	1 046	Growth from base year '09 @ 1%/yr	
2009	1.061		1.000
2010	1 077		1.010
2011	1.093		1 020
2012	1.110		1.030
2013	1 126		1 041
2014	1.143		1 051
2015	1 161		1.062
2016	1 178		1.072
2017	1 196		1.083

I/M fraction for M-E + J

VOC Reduction (TPD) for the Chicago Area from the Pre-'07 I/M Program and the '07-On I/M Program



On-Highway VOC Emissions (TPD) in Northeastern Illinois with the Previous (pre-Feb. 2007) I/M Program and the New (Feb. 2007-On) I/M Program



File:G:\dlc_legal\MOHR\DMSP\Part 240 Rulemaking\1st Notice Filing docs\Document Relied On\Copy of Illinois IM STATS REV.xls

Date: 13 April 2007

ILLINOIS ANNUAL TEST VOLUMES
1998 - 2006

Year	Vehicles Tested	Retests	Total Tests
2000	1,504,424	142,695	1,647,119
2001	1,732,281	262,774	1,995,055
2002	1,704,819	268,696	1,973,515
2003	1,842,381	315,293	2,157,674
2004	1,793,927	233,326	2,027,253
2005	1,861,718	218,641	2,080,359
2006	1,919,203	202,017	2,121,220

Phase-in IM240 Standards in 1999
Final IM240 Standards in 2/2000
Pass/Fail OBD in 1/2004

INITIAL TEST FAILURE RATES

Year	Initial Tests	Initial Passes	Initial Fails	Fail Rate (%)
2000	1,504,424	1,376,691	127,733	8.5%
2001	1,732,281	1,498,297	233,984	13.5%
2002	1,704,819	1,485,182	219,637	12.9%
2003	1,842,381	1,650,461	191,920	10.4%
2004	1,793,927	1,571,954	221,973	12.4%
2005	1,861,718	1,656,056	205,662	11.0%
2006	1,919,203	1,725,443	193,760	10.1%

Phase-in IM240 Standards in 1999
Final IM240 Standards in 2/2000
Pass/Fail OBD in 1/2004

WAIVER DATA

Calender Year	Waivers Issued	Waiver Rate (%)
2000	2,478	1.9%
2001	5,172	2.2%
2002	4,864	2.2%
2003	4,081	2.1%
2004	2,951	1.3%
2005	3,018	1.5%
2006	2,694	1.4%

Waiver Rate expressed as % of initial test fails.

ENHANCED I/M EMISSIONS REDUCTIONS
NORTHEASTERN ILLINOIS

YEAR	VOC (TPD)	VOC (%)	NOx (TPD)	NOx (%)	CO (YPD)	CO (%)
2002	24.5	11.9	0.0	0.0	393.4	14.7
2003	22.8	11.7	0.0	0.0	365.3	13.9
2004	21.2	11.4	7.7	1.8	345.0	13.3
2005	19.7	11.5	9.7	2.4	326.1	13.3
2006	19.0	12.1	11.0	3.0	327.2	15.3
2007	17.7	12.0	12.8	3.7	304.6	14.5

Calculated using USEPA MOBILE6.2 model.
2007 projection includes 1.0TPD (VOC) loss in credit due to pre-1996 exemption (implementation of Vehicle Inspection Law of 2005).
VOC and NOx are primary ozone precursors.

VOC Reductions

	Pre-'07 IM	07 on IM
2002	24.5	x
2003	22.8	x
2004	21.2	x
2005	19.7	x
2006	19.0	x
2007	18.7	17.7
2008	18.0	14.3
2009	17.6	12.8
2010	17.3	13.8
2011	17.2	14.8
2012	18.8	15.1
2013	16.6	15.6
2014	16.7	15.9

VOC Emissions

Pre-'07 IM 07 on IM

graphed

129.1	130.1	0.8%	1.0	
120.1	123.8	3.1%	3.7	
111.3	116.1	4.3%	4.8	shown
102.7	106.2	3.4%	3.5	in table
94.9	97.3	2.5%	2.4	
87.6	89.3	1.9%	1.7	
81.7	82.7	1.2%	1.0	
76.9	77.7	1.0%	0.8	

This col is NOVM minus | this col. is NO I/M minus | this cal is col Ccol F minus 1 | this col col P - col O

ENHANCED I/M EMISSIONS REDUCTION PROJECTIONS (VOC)
NORTHEASTERN ILLINOIS

YEAR	NO I/M VOC (TPD)	2006 PROG. VOC (TPD)	NEW PROG. VOC (TPD)	CREDIT LOSS (TPD)	CREDIT LOSS (%)
2007	147.8	18.7	17.7	1.0	5.3%
2008	138.1	18.0	14.3	3.7	20.6%
2009	128.9	17.6	12.8	4.8	27.3%
2010	120.0	17.3	13.8	3.5	20.2%
2011	112.1	17.2	14.8	2.4	14.0%
2012	104.4	16.8	15.1	1.7	10.1%
2013	98.3	16.6	15.6	1.0	6.0%
2014	93.6	16.7	15.9	0.8	4.8%

2006 prog emis | New prog emis | which give percent difference | which gives tpd difference

graphed

Calculated using USEPA MOBILE6.2 model.
2006 Program consisted of OBD (1996+), IM240 (1981-1995), IDLE (1968 - 1980 LDV, 1968+ HDV). Gas cap test all vehicles.
New Pregram consists of OBD (1996+ LDV), IDLE (HDV & remaining 1968 - 1995 LDV). Gas cap test (vehicles receiving idle test).

ENHANCED I/M EMISSIONS REDUCTION PROJECTIONS (NOx)
NORTHEASTERN ILLINOIS

YEAR	NO I/M VOC (TPD)	2006 PROG. VOC (TPD)	NEW PROG. VOC (TPD)	CREDIT LOSS (TPD)	CREDIT LOSS (%)
2007	343.1	12.8	12.8	0.0	0.0%
2008	316.4	14.1	14.1	0.0	0.0%
2009	291.6	15.3	15.3	0.0	0.0%
2010	265.3	16.8	16.8	0.0	0.0%
2011	238.9	17.9	17.9	0.0	0.0%
2012	215.2	19.0	19.0	0.0	0.0%
2013	194.4	19.8	19.8	0.0	0.0%
2014	175.5	20.5	20.5	0.0	0.0%

Calculated using USEPA MOBILE6.2 model.
2006 Program consisted of OBD (1996+), IM240 (1981-1995), IDLE (1968 - 1980 LDV, 1968+ HDV). Gas cap test all vehicles.
New Program consists of OBD (1996+ LDV), IDLE (HDV & remaining 1968 - 1995 LDV). Gas cap test (vehicles receiving idle test).
No loss in NOx credit since all NOx reductions come from NOx related malfunctions identified by OBD system/test.

ENHANCED I/M EMISSIONS REDUCTION PROJECTIONS (CO)
NORTHEASTERN ILLINOIS

YEAR	NO I/M VOC (TPD)	2006 PROG. VOC (TPD)	NEW PROG. VOC (TPD)	CREDIT LOSS (TPD)	CREDIT LOSS (%)
2007	2101.3	322.5	304.6	17.9	5.6%
2008	2055.9	318.7	247.0	71.7	22.5%
2009	2001.2	317.7	245.3	72.4	22.8%
2010	1957.4	318.7	266.4	52.3	16.4%
2011	1919.4	320.8	283.6	37.2	11.6%
2012	1884.1	320.4	296.3	24.1	7.5%
2013	1858.4	322.6	305.7	16.9	5.2%
2014	1839.0	324.2	312.6	11.8	3.6%

Calculated using USEPA MOBILE6.2 model.
2006 Program consisted of OBD (1996+), IM240 (1981-1995), IDLE (1968 - 1980 LDV, 1968+ HDV). Gas cap test all vehicles.
New Program consists of OBD (1996+ LDV), IDLE (HDV & remaining 1968 - 1995 LDV). Gas cap test (vehicles receiving idle test).

The Road To OBD Only Insights and Changes

I/M Solutions

June 2, 2009

Stephen W. Thorpe
Manager, Compliance Assurance
Illinois Environmental Protection Agency

- Overview -

- Old Program
- New Program Direction/Design/Administration
- OBD Phase-In/Legislation/RFP
- Changing Contractors
- OBD Only
- Start-Up Issues
- Current Issues
- New Challenges
- Q & A

Old I/M 240 Program

- Program Status
  - Mature/Stable Program
  - Relatively Smooth Implementation of OBD Testing
  - High Level of Service (wait times well within contractual- specified limits)

New Program Direction

Agency initiated planning for successor program in 2003

The Request For Information Process (2004)

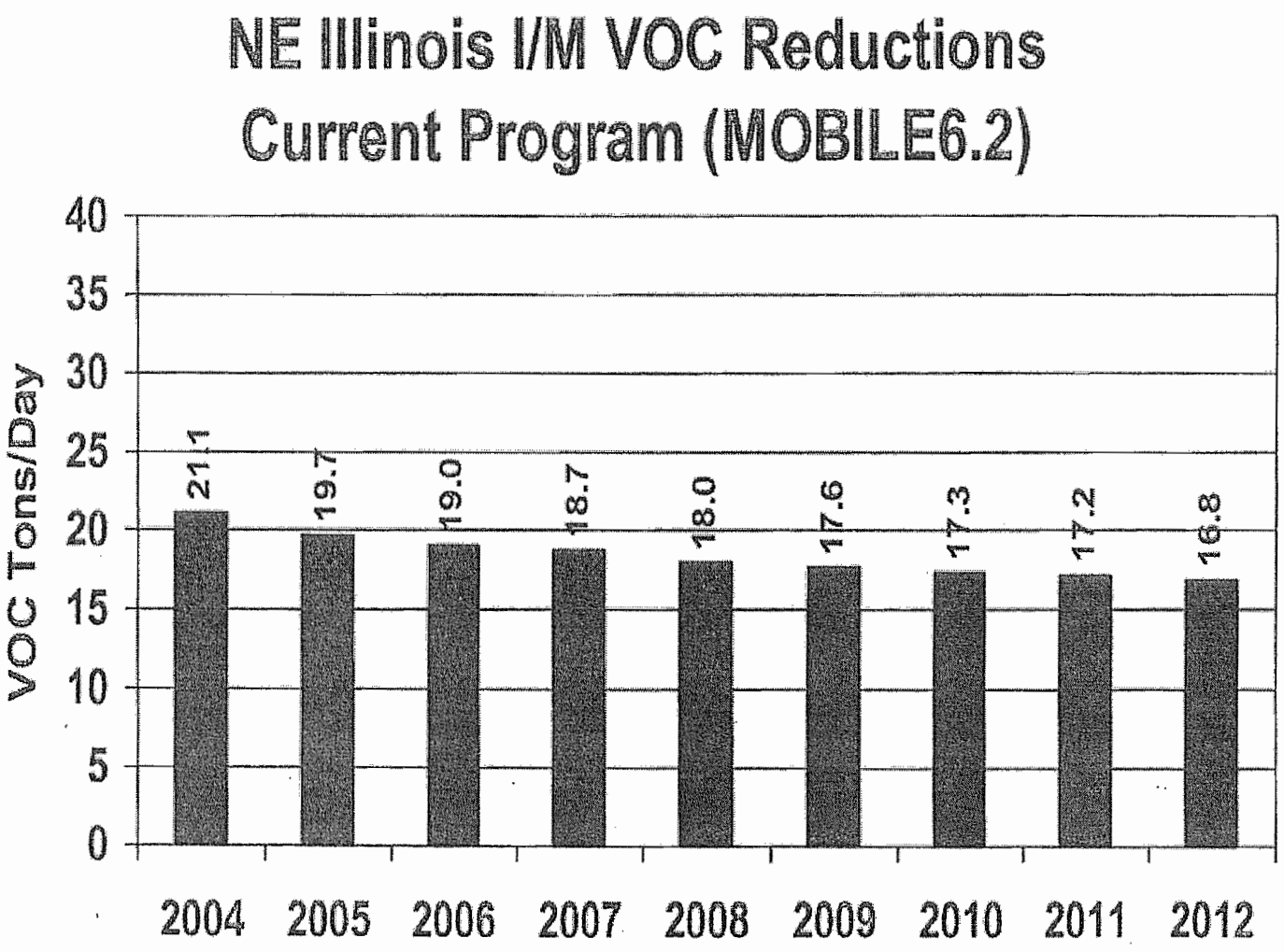
- Letter to I//M Industry Contractors
- Invited to Agency
- Present I//M Innovations
- Provide Ideas for RFP

New Program Design

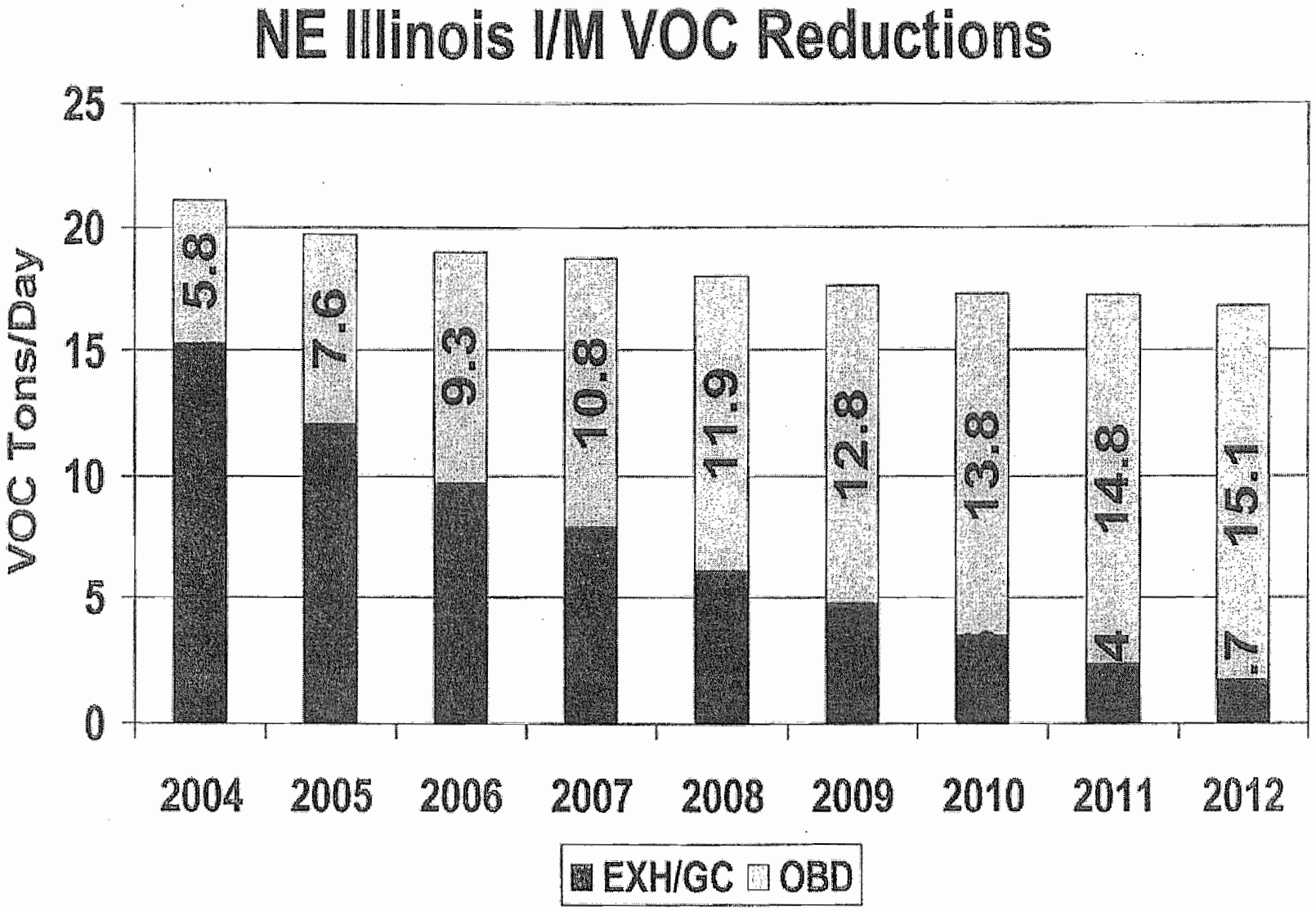
- **Optimum Program design goal**
  - Size the program to provide CAA required emission reductions
  - Provide significant share of reductions necessary to reach attainment of the 8-hour NAAQS
  - Meet applicable performance standards

- **Operate at a significantly reduced cost (relative to the IM240 program) - 30-34 Million per year**
  - Operate within current funding constraints
  - No motorist fee

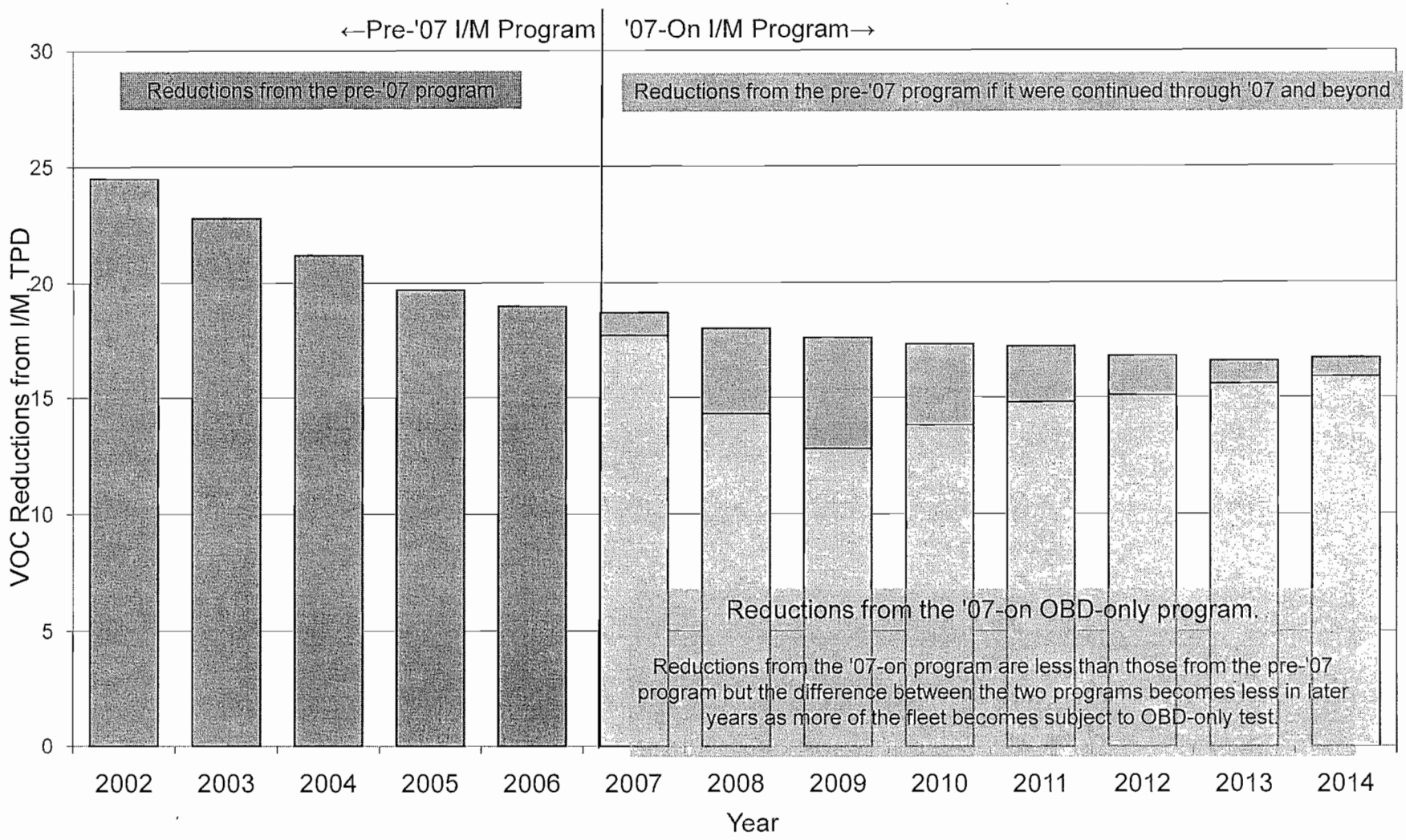
Pre – '07 I/M Program



Pre – '07 I/M Program



VOC Reduction (TPD) for the Chicago Area from the Pre-'07 I/M Program and the '07-On I/M Program



New Program Design cont'd

- Develop a specification that provides opportunity for competitively bidding the project
- Increased Test System Automation
  - Automated VID Access
  - Use Bar Code Scanners and Other Tools to Minimize Data Entry and Testing Errors
- Enhanced Test Quality Assurance Features
  - Contractor Required to Add Features to Identify Fraud
  - Video Surveillance Image Capture for Each Test

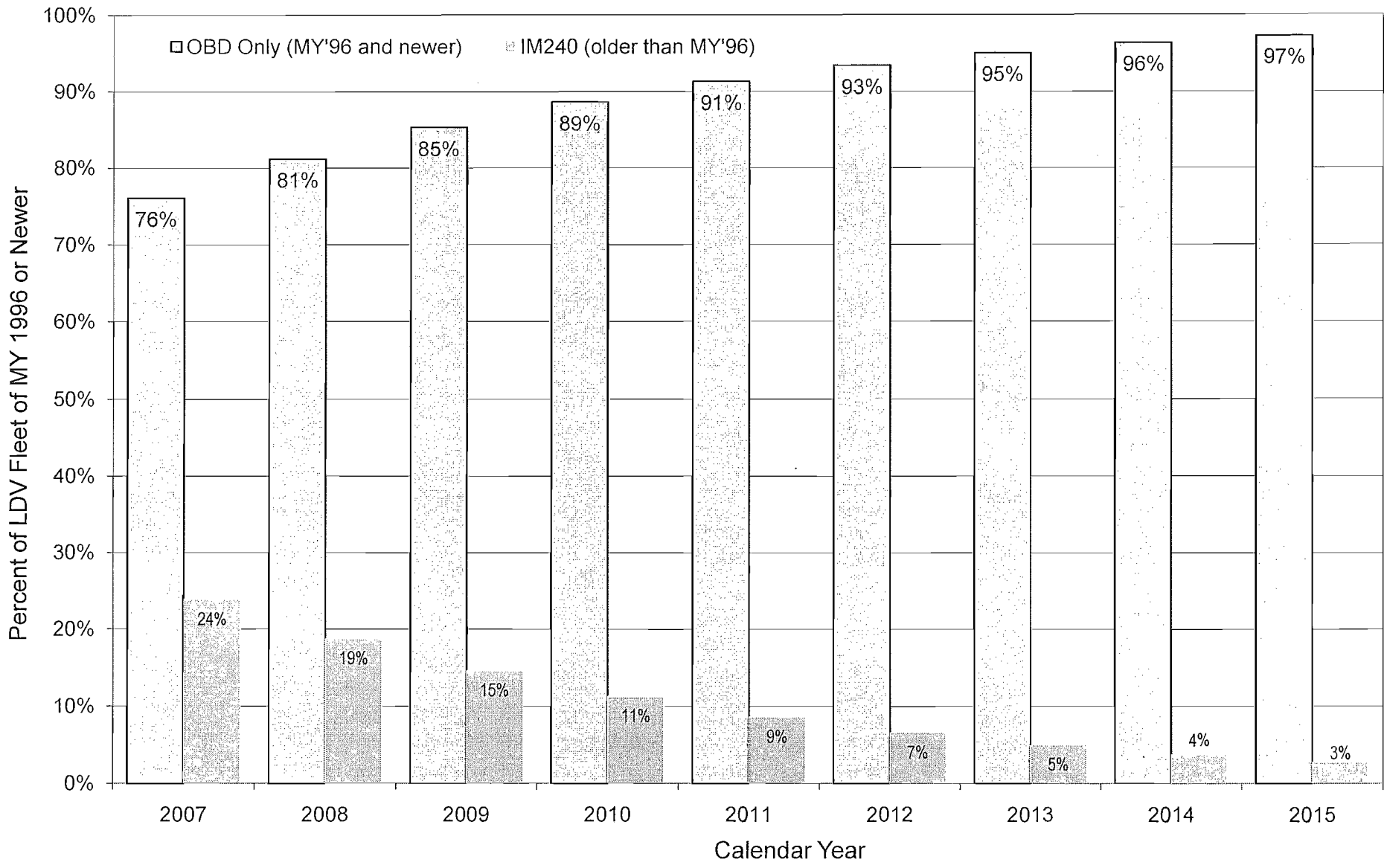
New Program Design Cont'd

- Review Test Fleet Composition
  - Vehicles 1995 and Older
  - Vehicles 1996 and Newer
- Review the Type of Testing
  - Idle Testing
  - IM240 Testing
  - ODB Testing

Percent of Northeastern Illinois LDV Fleet of MY 1996 or Newer

Based on 2006 Northeastern Illinois Vehicle Age Distribution data extrapolated to 2015

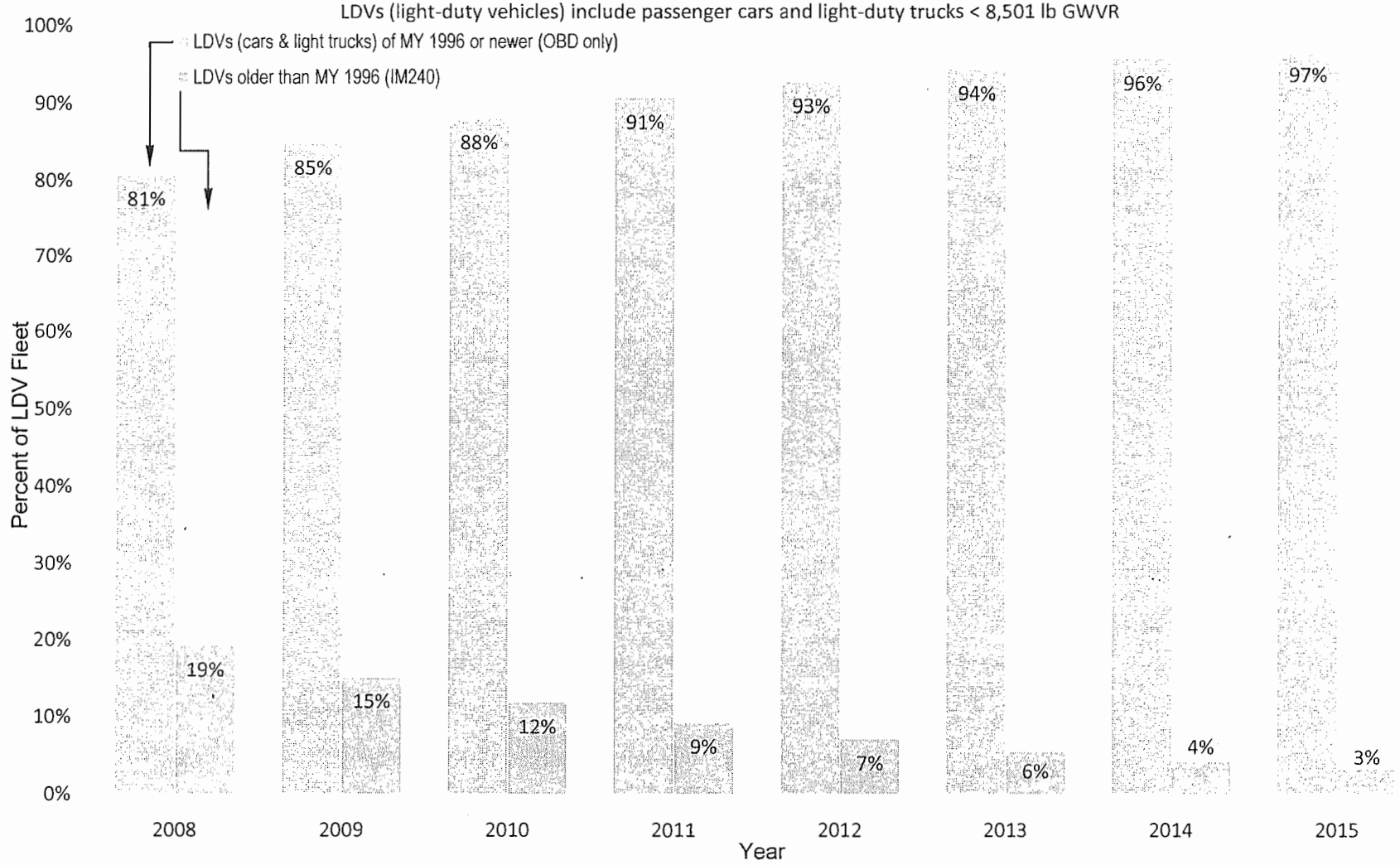
LDVs (light-duty vehicles) include passenger cars and light-duty trucks < 8,501 lb GWVR



Percent of Northeastern Illinois LDV Fleet of MY 1996 or Newer

Based on 2008 Northeastern Illinois Vehicle Age Distribution data extrapolated to 2015

LDVs (light-duty vehicles) include passenger cars and light-duty trucks < 8,501 lb GWVR



New Program Design cont'd

- Enhanced Customer Information System
  - Web Based
  - Station Locations and Viewable Queue Cameras
  - Current Wait Times
- Contractor Support For Fleet Self-Testing
- OBD Self-Service Pilot Program (3 Locations)

New Program Design cont'd

- Improved VID Access
  - Web Based
  - Includes Support For VIN Decoding
  - DLC Locators
  - Exception Tables
- Simplified Contractor Reimbursement Formula
- Five Year Contract Term With 2 One-Year Extensions

New Network Design

- Hybrid Type Program Network
- Centralized Stations
- Decentralized Stations
- New Appointment Only Call Center
- Full Service Centralized Stations
- OBD Only Centralized Stations
- Appointment Only Test Stations

Program Administration

- One Management Testing Contractor
- Agency Oversight
- Agency Conducts PIO
- Agency Conducts Repair Industry Outreach Effort

OBD II Phase–In

- Phase-In Period for OBD Testing - July 2002 to January 2004
- Phase 1 July to October 2002 – 1996 and Newer Vehicles - If passed OBD and Gas Cap Test – Passed the Emissions Test
- Phase 2 – October 2002 to January 2004 – If failed the OBD test, Given Fall-Back Tailpipe Test
- Phase 3 – Beginning January 1, 2004 – Testing for 1996 and newer vehicles OBD and Gas Cap Pressure Test

Legislation

- Illinois Inspection Law of 2005
- Amendment to Inspection Law of 2005 – adds new enforcement mechanism – Registration Denial – June 2006
- Revise Illinois Administrative Code – Parts 240 and 276 – June 2009

Legislation Changes

- Legislative Support for the program in large part due to:
  - Agency commitments to competitively bid the renewal
  - Assurance that the new program will not require new or additional fees/taxes to operate

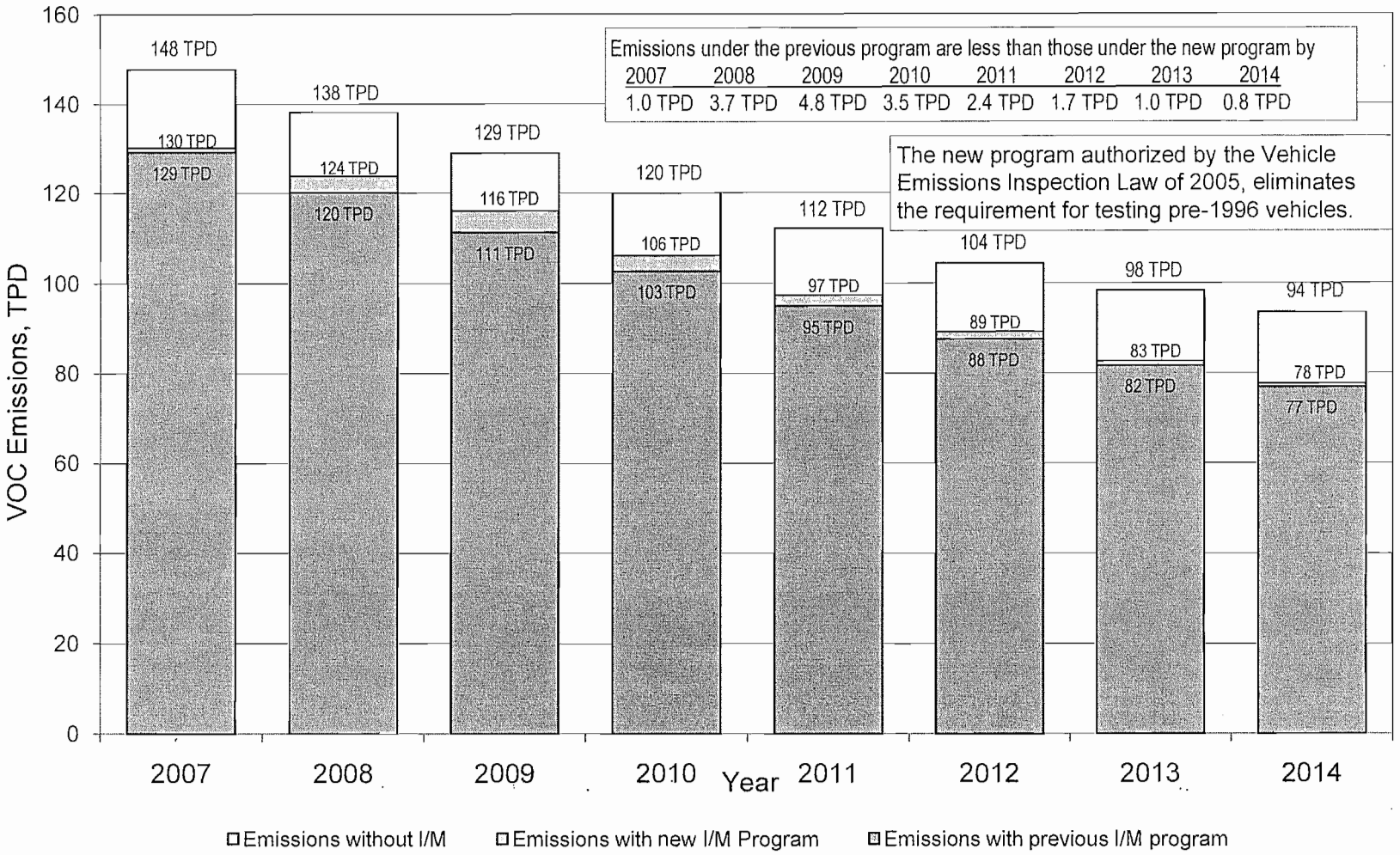
Legislation Changes cont'd

- Retains other existing features:
  - Vehicle types
  - Geographic coverage
  - Funding mechanism (No Motorist Fee)
- Makes Some Needed Changes
  - Eliminate Older Vehicles
  - Registration Denial Enforcement
  - Eliminate Suspensions

Eliminating Older Vehicles

- New Illinois Vehicle Inspection Law of 2005
- If 1995 and Older Vehicles are in Compliance as of February 1, 2007, they are exempt from Emissions testing
- January 1, 2008 - all 1995 and Older Vehicles are Purged from the System

On-Highway VOC Emissions (TPD) in Northeastern Illinois with the Previous (pre-Feb. 2007) I/M Program and the New (Feb. 2007-On) I/M Program



Registration Denial Enforcement

- Amendment to Illinois Vehicle Inspection Law of 2005 – June 2006
- Enforcement mechanism changes to Registration Denial January 1, 2008
- No More DL or Registration Suspensions to Enforce the Law

RFP & Contract Process

- RFP Available February 2006
- Contractor Bids Due October 2006
- 3 Bids Evaluated – Only 2 Found Adequate
- Received CMS/OMB Approval - November 2006
- 2 Remaining Bidders asked to Submit "Best and Final Bid" – December 2006

RFP & Contract Process Cont'd

- Announcement of Successful Vendor – January 2007
- Bid Awarded January 2007
- Finalize Contract April 2007
- Contract Signed June 2007
- Build Network – June 2007- May 2008
- Testing Began May 1, 2008

Current Testing Network Design

- 17 Centralized Testing Stations
- 38 Decentralized - Appointment Only – OBD Only Testing Stations
- New Call Center Established for Appointment Only Stations
- 12 Centralized Full Service Stations

Current Testing Network Design cont'd

- 5 Centralized OBD Only Stations
- Support for Fleet Testing
- Self Service Kiosks
- High Level of Technology
  - Web-Based Data and Video Transfer System - I/M Dashboard
  - Highly Developed and Configurable Testing Software – Able to Make Improvements/Corrections Quickly

Current Testing Network Design cont'd

- High Level of Fraud Prevention Features
  - Vehicle "Fingerprinting"
  - Inspector Iris Scans
  - Pictures and Video of Each Test Stored
- Repair Industry - Repair Data Entry
- 1.7 Million Tests the First Year

Changing Contractors

- After all these years
  - Illinois had the same contractor for 22 years (1986 – 2008)
  - Program changed 3 times – Basic I/M 1986), Enhanced I/M (1998) OBD Testing (2002)
  - Test Network Changed 3 times (1991, 1998, 2005)

Contractor Changes cont'd

- New Contractor Began Testing May 1, 2008 – OBD Only Testing
- New VID Structure in Place
- Uses Dashboard as Interface With VID
- System Uses Windows XP and is Web Based

OBD Only Testing

- OBD Testing Phase –In - July 2002- October 2004
- 1996 and Newer Vehicles get OBD Test - October 2004
- Stop Testing Older Vehicles – Pre-1996, Eliminated IM240 Testing & Eliminated Gas Cap Testing for OBD Compliant Vehicles– February 2007

OBD Only Testing Cont'd

- Decentralized Facilities – Appointment Only, OBD Only Testing
- OBD Only Centralized Test Stations
- Full Service Centralized Test Stations
- OBD Only Testing - May 2008

Start-Up Issues

- General
  - Start-up in the Middle of the Week
  - Many of the New Contractors Personnel Worked for the Previous Contractor
  - New Network and New Testing Equipment
  - New Testing Procedures

Start-Up Issues Cont'd

- Network Design/Development
  - Centralized Stations –New or Existing
  - Decentralized Stations – Integrating Appointment Only Testing Facilities into the Contractors System Meeting State Data and Security Requirements
  - License Plate Recognition System
  - OBD Communication Issues

Start-Up Issues

- Software Development
  - System More Complex Than Anticipated
  - Data Migration Transition Issues
  - Integration With Illinois Secretary of State
  - Contractor Database Updates

Current Issues

- General
  - Change Illinois Rules and Regulations
  - IL Secretary of State Customer Service
  - OBD Communications
  - VID Changes
  - Self-Service Kiosk Pilot Program
  - Repair Community Issues

New Challenges

- State Budget Woes
- Customer Service Improvements
- Changing Appointment Only Stations
- Outreach Efforts
- Providing Public Information
- Legislation That Effects Program

Thank You

Reinventing the Illinois I/M Program

2005 Clean Air Conference

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Illinois Environmental Protection Agency

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Current Illinois Program

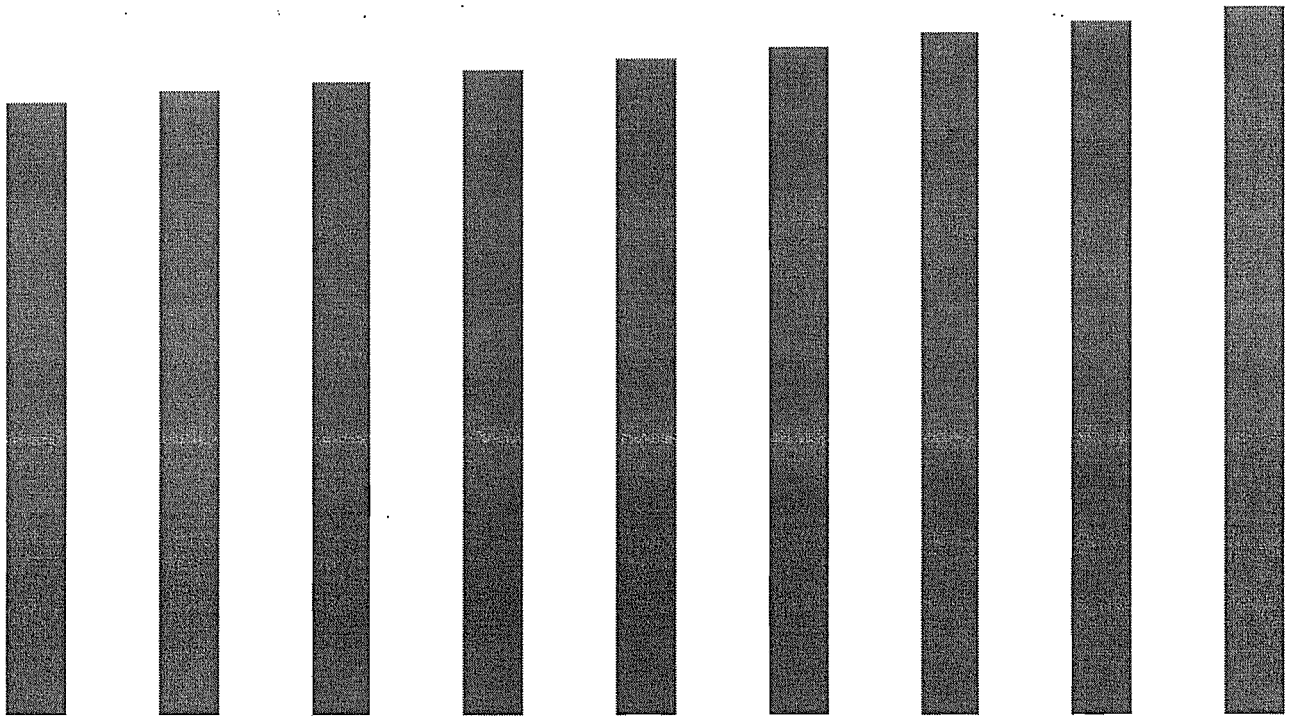
- Centralized – Contractor operated
- 29 Stations – 118 Lanes
- ~2.1 million tests per year
- Biennial Test Frequency
- 1968+ Passenger cars, LDT and HDV
- 4-year new vehicle "exemption"

Test Procedures

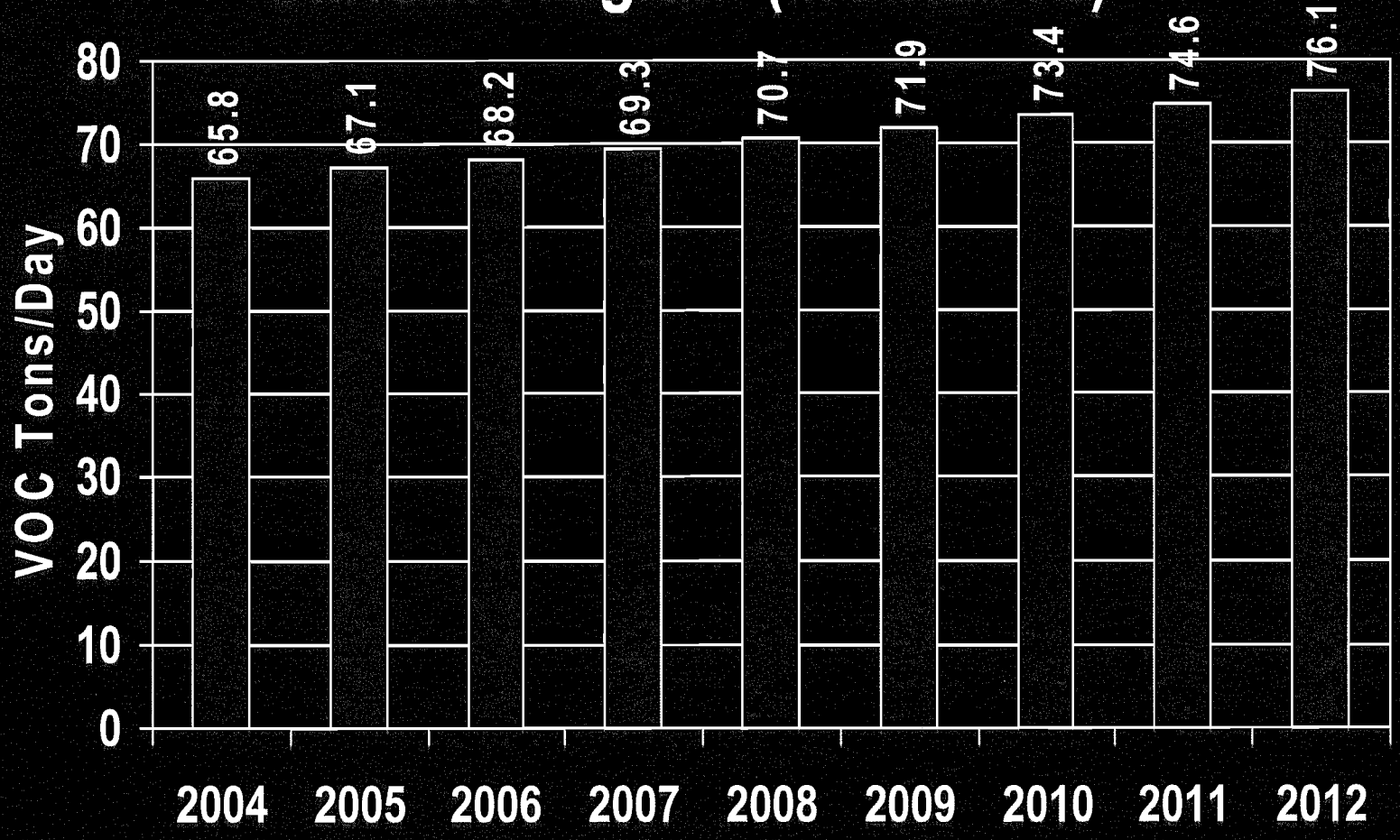
- OBD II
  - 1996+ LDV, LDT
- IM240
  - 1981 - 1995 LDV, LDT
- IDLE
  - 1968 - 1980 LDV, LDT
  - 1968+ HDV
- GAS CAP LEAK CHECK

Other Features

- No fee for testing
- Contractor maintains vehicle and testing databases and provides access to IEPA and SOS
- Computer - matching enforcement administered by SOS (DL/Plate suspension)



NE Illinois I/M VOC Reductions
Current Program (MOBILE5b)



Recent Changes

- Implemented OBD-only testing on most 1996 and newer vehicles - January 2004
  - Relatively smooth transition and implementation
  - Continue to work out technical issues
  - Some readiness issues remain - retest reject rates still too high
  - Motorist complaints and damage claims have dropped by ~80%.

Recent Changes (cont.)

Negotiated significant (31 MM) cost savings in May 2004

- Prompted by state budget deficit reduction initiative
- Recover cost savings associated with OBD implementation
- Closed 8 test stations (~20%)
- All lanes reconfigured
- Authorized use of "OBD EXPRESS"
- No degradation in network performance

WHERE DO WE GO FROM HERE?

- Current Contract Expires Jan. 2007

- A change is in the air...


A Change is
in the Air . . .
AIR TEAM

2007 and Beyond…

Enhanced I/M Program still needed/required

- Illinois designated as non-attainment for 8-hour ozone and PM NAAQS
- NE Illinois and Metro-East classified as Moderate for Ozone w. 2010 attainment deadline
- 8-hour Ozone Nonattainment boundaries same as 1-hour

2007 and Beyond…

Role of I/M Expected to Change

- I/M expected to to play a reduced role in attainment strategy
- "Full Enhanced" program is not necessary or the most cost-effective way to achieve required emission reductions
- Declining I/M reductions/credits and program funding identified as primary issues moving forward

Funding Issues/Constraints

- IEPA recognized the need to "optimize" program to fit expected available resources ($$$)
- 19 year history of "Free" emissions testing
- Annual struggle to identify/secure funding
- Ability to use CMAQ to augment "traditional" funding exhausted

Funding Challenge

- Motorist fee proposals are prepared every year
- Political reluctance to charge a test fee
- During past several years, Agency has had to tap into non-traditional funds to operate the program
  - LUST trust fund (FY 04)
  - General Road Fund (FY 06)

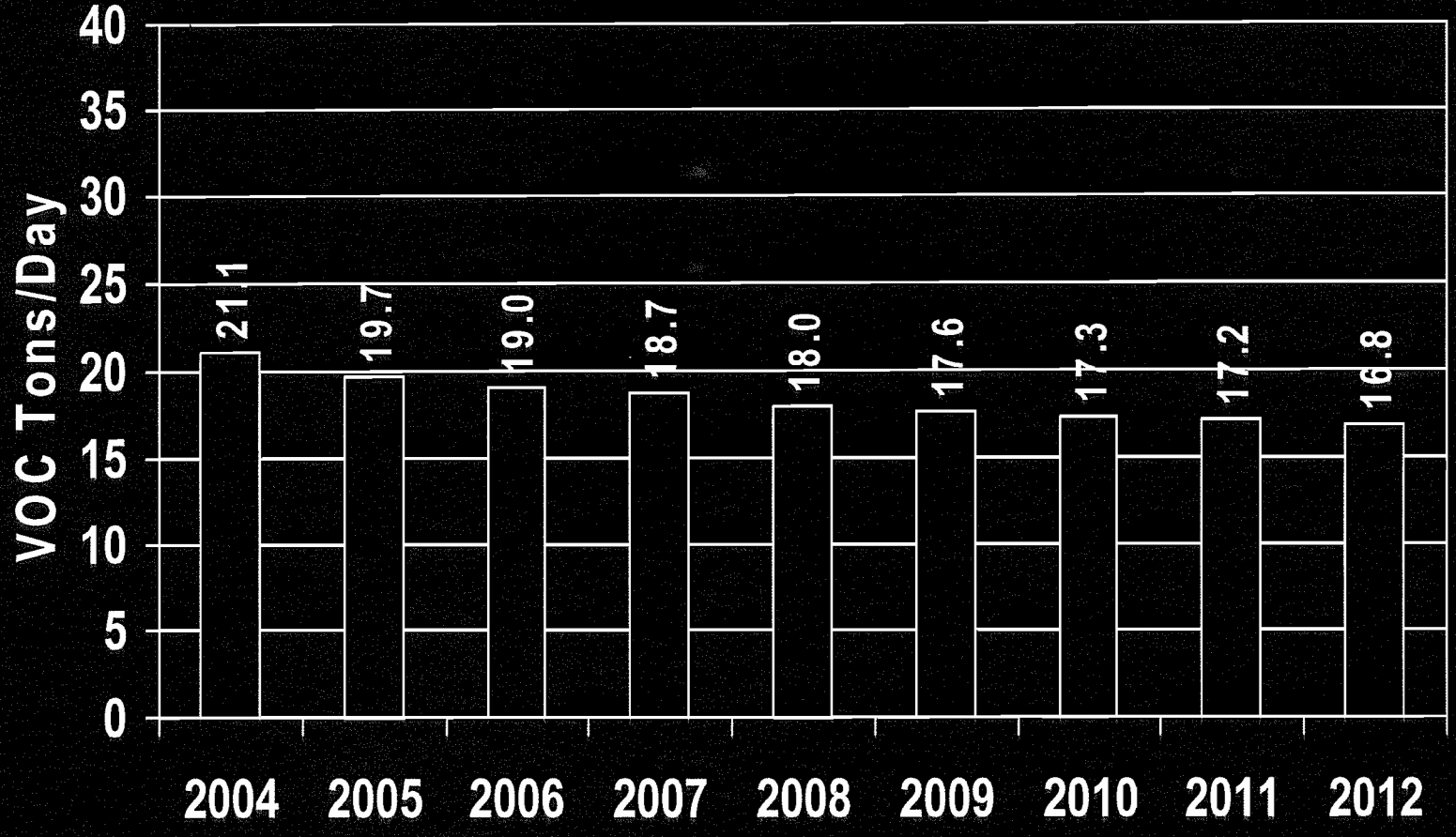
Finding a Lower Cost Solution

- In 2003, initiated evaluation of options to identify a lower cost alternative
- "Dusted off" USEPA's October 2002 Guidance on I/M Program Optimization
- Recognition of "de-rated" MOBILE6 emission credits and benefits achieved (or no longer achieved) by the I/M Program

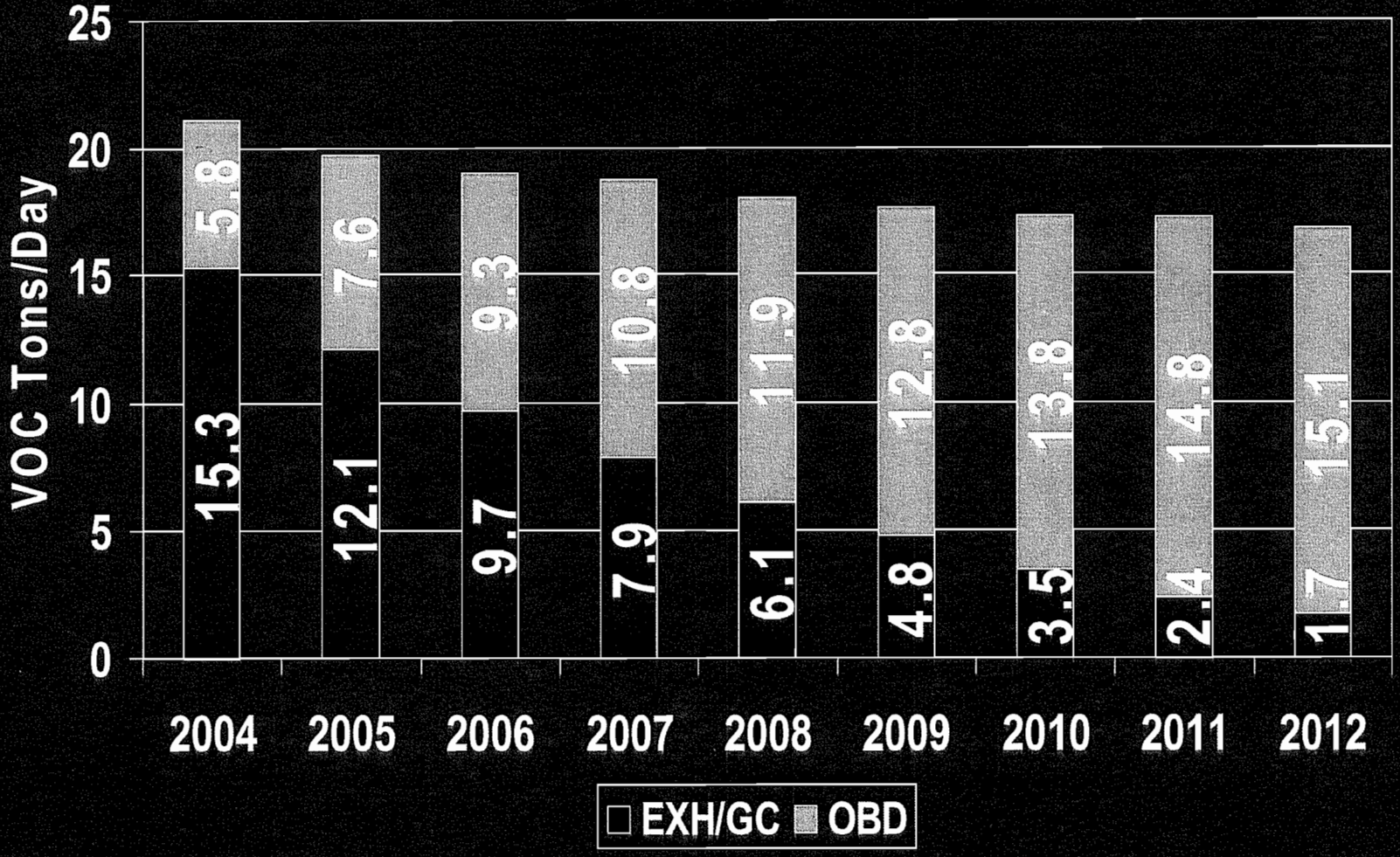
Evaluation/Design Philosophy

- Evolution not Revolution
- Build on success – Keep what works
- Maintain emissions reduction effectiveness
- Maximize test and repair effectiveness
  - Concentrate on vehicles that can/will be repaired

NE Illinois I/M VOC Reductions
Current Program (MOBILE6.2)



NE Illinois I/M VOC Reductions



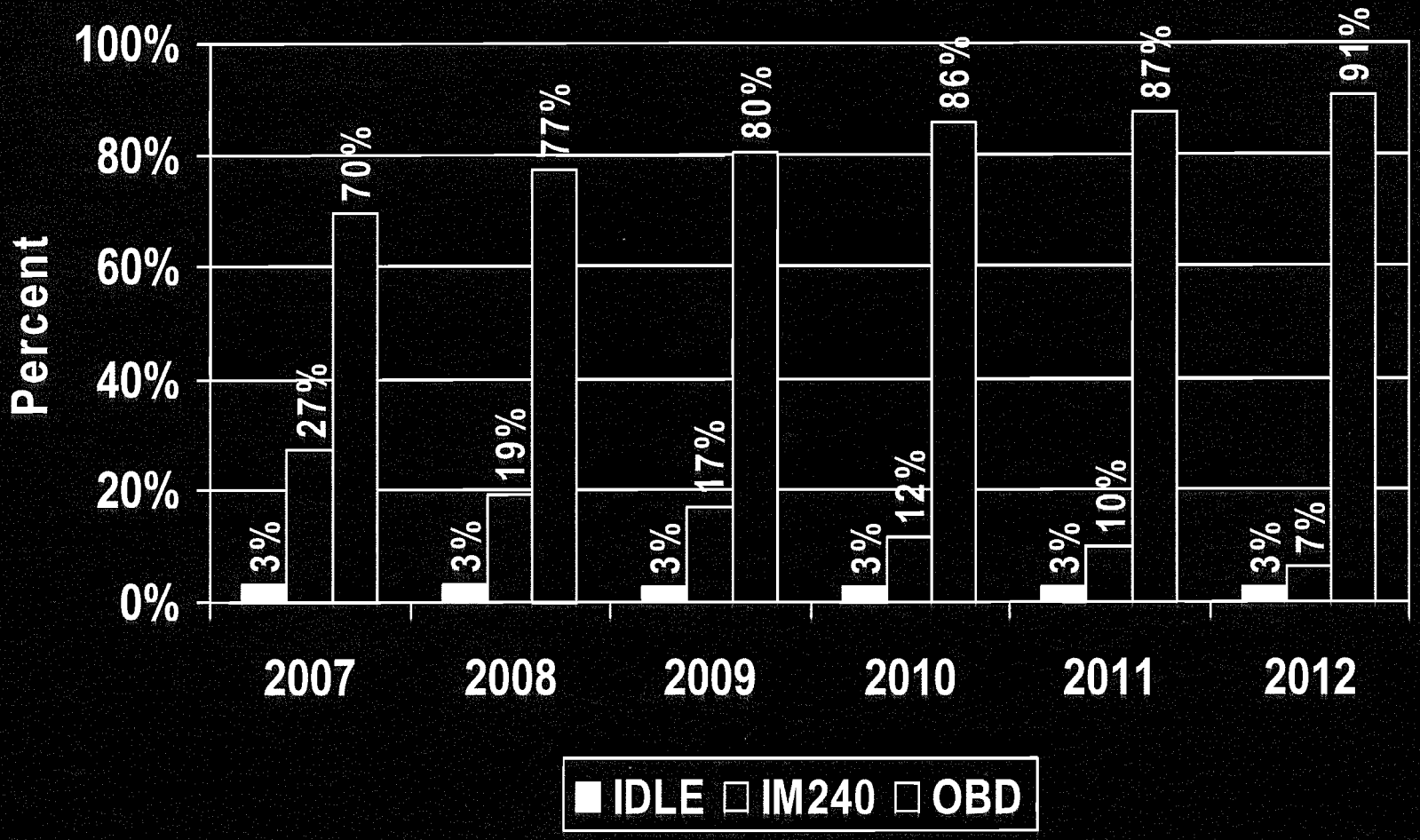
Evaluation/Design Philosophy

- **Minimize Program Cost**
  - No Motorist Fee to Test
  - Allow for stable/sustainable funding
- **Maintain/Improve Consumer Acceptance**
  - Maintain Customer Convenience
  - Minimize Customer Complaints/Vehicle Damage
  - No major changes expected to generate public/political opposition

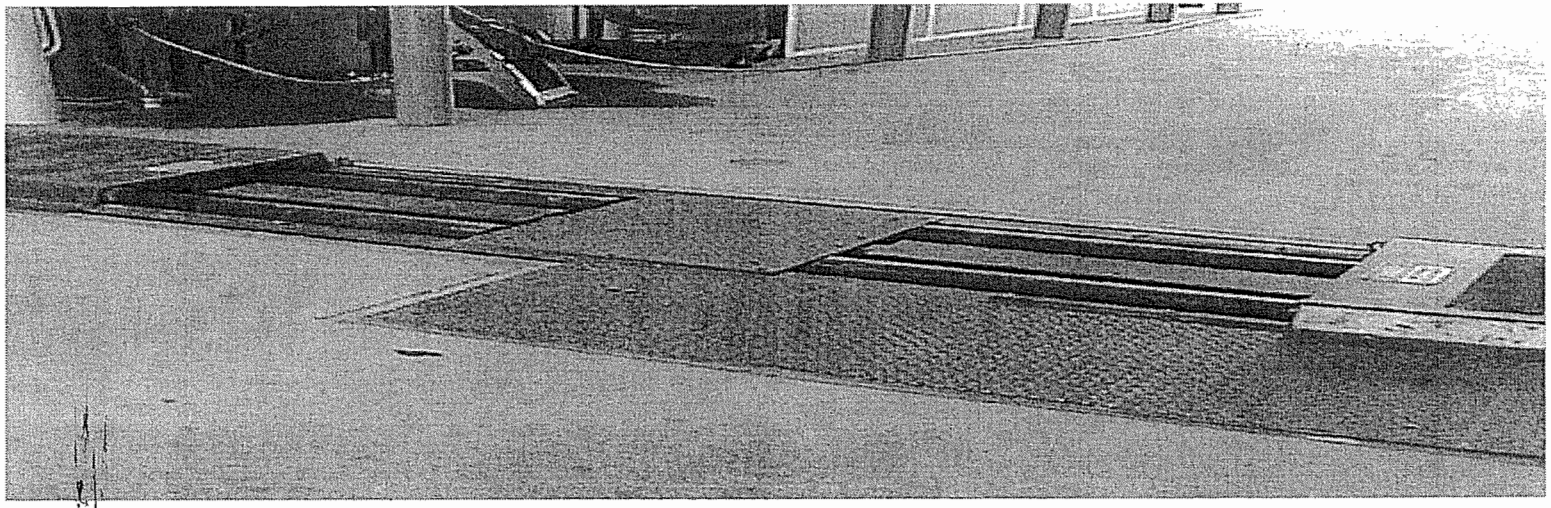
Additional Considerations

- Eliminate/de-emphasize program elements that do not result in or contribute to emission reductions
  - Streamline notification process
  - Reduce administrative overhead
  - Identify/eliminate redundant procedures/processes
- Design program for the fleet that will exist in 2007-2012
- Consult the experts

Illinois I/M Test Fleet Composition
Initial Tests



Factors Most Influencing Cost



- Test Procedure/Equipment
- Network Type/Size/Design
- Throughput/Labor

Consultation Process

- Agency outreach to Stakeholders
- Tell us what a future program could/should look like
- Request for Information (RFI) letters sent
  - Test contractors
  - Equipment vendors
  - Environmental groups
  - USEPA

RFI Process

- Designed to provide free and open exchange of information
- Semi-formal discussions
- One-on-one with interested parties

RFI Process

- Seven informational meetings were held beginning in Aug. 2004
  - ESP
  - Gordon-Darby
  - Parsons
  - NetworkCar
  - SysTech International
  - Applus+
  - SGS Testcom

Informational Meeting Highlights

- Wide range of responses
- Clear message from prospective contractors:
  - Participation will require a "level playing field"
  - ESP owns the current network
  - Can compete if Illinois allows alternatives to traditional centralized test-only I/M

Meeting Highlights (cont.)

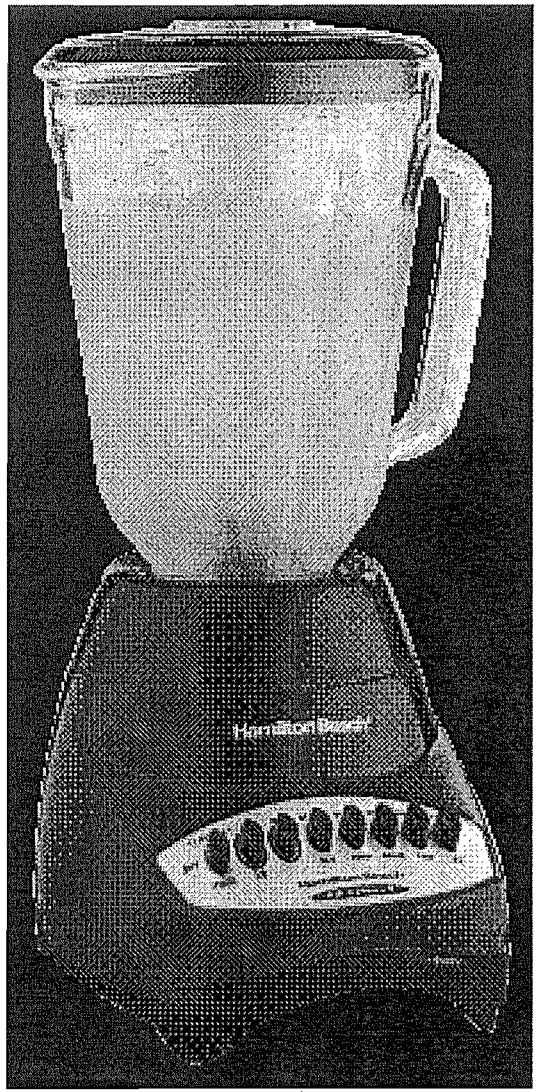
- **All contractors/vendors are developing innovative and lower cost alternatives. Examples include:**
  - **Self-serve OBD kiosks**
  - **Staffed kiosks**
  - **"OBD on the go" mobile testing facilities**
  - **Wireless solutions**

Meeting Highlights (cont.)

Continued advocacy for an exhaust testing component

- Need for "fallback" testing OBD exceptions
- Possible safety-net for older, high-mileage vehicles
- Emissions reduction from non OBD-compliant vehicles

Program Design
Decision-making Process



Agency Proposal

- Pull the dynos out of the ground
- OBD-only w. limited idle testing
- OBD 1996 and newer LDV & LDT
- Idle/Gas cap 1996 and newer HDV
- OBD on 2004+ HDV (phase in)
- Idle/Gas cap on "outstanding" pre-1996 vehicles
- Existing test area boundaries

Agency Proposal (cont.)

- Existing notification/enforcement
- Hybrid test network consisting of:
  - Limited number of "full-service" centralized facilities for:
    - Exhaust testing
    - Exception processing
    - Waiver inspections
    - Customer Service
  - OBD-only kiosks (staffed and self-service)

Agency Proposal (cont.)

- Hybrid network (cont.)
  - Open to possibility for OBD-only test and repair
- Encourage self-testing of large corporate fleets
  - "Traditional" decentralized equipment
  - Wireless applications
- Testing and data services through single management contractor

Sell to EPA and IEPA Management

- Presented proposal to USEPA Region V in November 2004
- Favorable Response - No indication of major problems or disapproval at the regional level
- Presented to Agency Management in January 2004
- Received approval to develop legislative proposal and accelerate RFP development

Legislative Authorization

Modifications to Illinois Vehicle Code Drafted and sent to Governor's Office for approval in January:

- Eliminates IM240 testing after January 31, 2007
- Requires idle and gas cap testing on non-OBD compliant vehicles
- Exempts pre-1996 vehicles in compliance as of February 1, 2007

Legislative Authorization (cont.)

- Removes prohibition preventing contractor from performing emissions repairs - opens door for test and repair
- Provides flexibility for use of innovative OBD test technologies
- Eliminates the gas cap test for OBD compliant vehicles
- Tightens wait time standards from maximum "usual wait" of 20 minutes to 15 minutes

Legislative Authorization (cont.)

- Retains all other existing features
  - Vehicle types
  - Geographic coverage
  - Enforcement mechanism
  - Funding mechanism (No Motorist Fee)

Introduced on April 11, 2005

Passed unanimously out of both chambers (May 11, 2005)

Signed into law by Governor Blagojevich on August 10, 2005

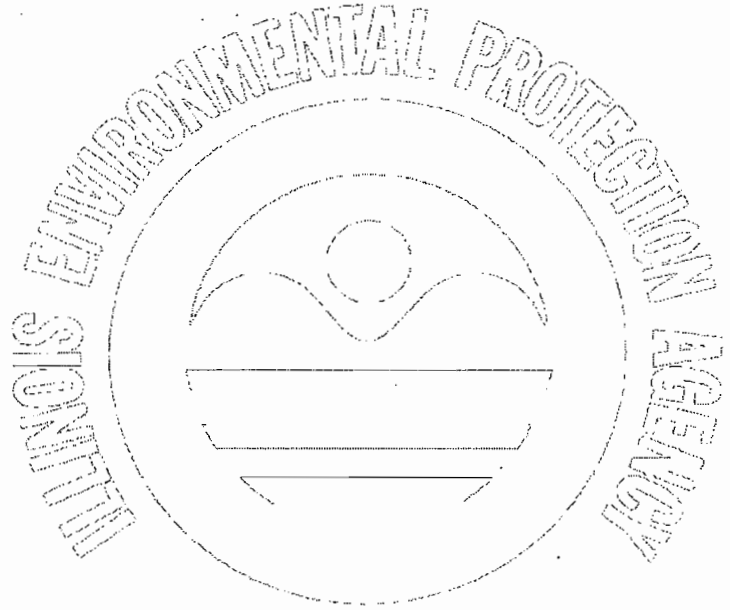
RFP Development

- Currently being drafted in-house
- Delays
- Difficulties
- Do not expect to be released until the end of 2005

In Summary

- Illinois I/M future - more efficient lower-cost program design focused on OBD testing
- We expect to implement and sustain the program with available funding
- The program will continue to achieve significant reductions in precursor emissions, contributing to attainment of the 8-hour NAAQS

Thank You



Questions?

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