

ILLINOIS POLLUTION CONTROL BOARD

July 21, 1994

IN THE MATTER OF: )  
 )  
ENHANCED VEHICLE INSPECTION AND ) R94-19  
MAINTENANCE (I/M) REGULATIONS ) (Rulemaking)  
AMENDMENTS 35 ILL. ADM. CODE )  
240 )

Proposed Rule. First Notice.

OPINION AND ORDER OF THE BOARD (by G. Tanner Girard):

On July 20, 1994, the Illinois Environmental Protection Agency (Agency) filed this proposal for rulemaking. Section 182(b) and (c) of the Clean Air Act (CAA), as amended in 1990, requires the use of "inspection and maintenance" (I/M) programs in areas not meeting the national ambient air quality standards (NAAQS) for ozone and/or carbon monoxide. The CAA specifies the use of "basic" I/M programs in "moderate" nonattainment areas and "marginal" nonattainment areas with existing I/M programs. It requires the use of "enhanced" I/M programs in "serious", "severe", and "extreme" ozone nonattainment areas with urbanized populations of 200,000 or more. In Illinois, the Chicago and Metro-East St. Louis (Metro-East) areas are classified as "severe" and "moderate" nonattainment for ozone, respectively, and as such are subject to the I/M requirement.

The General Assembly recently enacted the Vehicle Emissions Inspection Law (625 ILCS 5/13B et seq.) effective January 18, 1994. (P.A. 88-533.) That statute provides authority for the Agency to implement an enhanced I/M program and meet the United States Environmental Protection Agency's (U.S. EPA's) requirements for such a program. P.A. 88-533 mandates enhanced I/M testing for the Metro-East area and certain portions of the Chicago nonattainment area.

P.A. 88-533, at new Section 13B-20, mandates adoption of enhanced I/M rules by the identical-in-substance rulemaking procedure. The Agency has proposed codified U.S. EPA emissions standards concerning evaporative system pressure and purge testing for the enhanced I/M program in companion docket R94-20 by identical-in-substance procedures under Section 28.4 of the Act.

However, major portions of the federal enhanced I/M scheme are not codified in federal regulations, but exist only as federal guidance. Section 7.2 of the Act, which defines "identical-in-substance" rulemaking and establishes conditions for its use, allows the Board only to adopt federal rules using this mechanism.

The Agency has accordingly chosen to use the next-fastest procedural mechanism, the Section 28.5 "fast-track" rulemaking (P.A. 87-1213, effective September 26, 1992; 415 ILCS 5/28.5), as this rulemaking also implements the CAA. The Agency's proposal represents the procedural means by which the Agency seeks to achieve the mobile source emissions standards necessary for the implementation of the enhanced I/M program. The standards proposed incorporate federal guidance.

This proposal is accepted for hearing. Pursuant to Section 28.5 of the Act, the Board is required to proceed within set time-frames toward the adoption of this regulation. The Board has no discretion to adjust these time-frames under any circumstances. Therefore, the Board acts today to send this proposal to first notice under the Illinois Administrative Procedure Act without commenting on the merits of the proposal. The following schedule<sup>1</sup> indicates the deadlines by which the Board must act under the provisions of Section 28.5:

First Notice	on or before August 3, 1994
First Hearing	on or before September 13, 1994
Second Hearing	on or before October 13, 1994
Third Hearing	on or before October 27, 1994
Second Notice	on or before November 23 or December 16, 1994
Final Filing	21 days after receipt of JCAR certification of no objection

The Agency has filed a motion asking that the Board waive several requirements which govern the filing of a regulatory proposal. Specifically, the Agency asks that it be allowed to submit the original and five complete copies of the proposal and four partial copies of the proposal, rather than the original and nine complete copies to the Board. Further, the Agency asks that it not be required to supply the Attorney General or the Department of Energy and Natural Resources with a complete copy of the proposal. Lastly, the Agency asks that it not be required to submit documents which are readily available to the Board on which the Agency will rely at hearing. The Board grants the Agency's motion.

In the interest of administrative economy, the Board directs the Hearing Officer to verify that the persons on the Notice List in this proceeding wish to continue to receive mailings in this proceeding.

<sup>1</sup> This schedule includes a second and third hearing which may be cancelled if unnecessary. Hearings will be continued from day to day as necessary to complete the subject matter established by statute for each set of hearings.

ORDER

The Board directs the Clerk to cause the filing of the following proposal for First Notice in the Illinois Register:

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

Section	
240.101	Preamble
240.102	Definitions
240.103	Prohibitions
240.104	Inspection
240.105	Penalties
240.106	Determination of Violation
240.107	Incorporations by Reference

SUBPART B: EMISSIONS

Section	
240.121	Smoke Emissions
240.122	Diesel Engine Emissions Standards for Locomotives
240.123	Liquid Petroleum Gas Fuel Systems
240.124	Vehicle Exhaust Emission Standards
240.125	Compliance Determination

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

Section	
240.140	Applicability
240.141	Heavy-Duty Diesel Vehicle Smoke Opacity Standards and Test Procedures

SUBPART D: STEADY-STATE IDLE MODE TEST  
 EMISSION STANDARDS

<u>Section</u>	
<u>240.151</u>	<u>Applicability</u>
<u>240.152</u>	<u>Steady-State Idle Mode Vehicle Exhaust Emission Standards</u>
<u>240.153</u>	<u>Compliance Determination</u>

SUBPART E: TRANSIENT LOADED MODE TEST  
 EMISSION STANDARDS

<u>Section</u>	
<u>240.161</u>	<u>Applicability</u>
<u>240.162</u>	<u>Vehicle Exhaust Emission Start-Up Standards</u>

240.163     Vehicle Exhaust Emission Final Standards  
240.164     Compliance Determination

SUBPART F: EVAPORATIVE TEST STANDARDS

Section  
240.171     Applicability

240.Appendix A Rule into Section Table  
 240.Appendix B Section into Rule Table

240.Table A     Vehicle Exhaust Emission Start-Up Standards  
240.Table B     Vehicle Exhaust Emission Final Standards

AUTHORITY: Implementing Sections 9, 10 and 13 and authorized by Sections 27 and 28.5 of the Environmental Protection Act (~~Ill. Rev. Stat. 1989, ch. 111 1/2, pars. 1009, 1010, 1013 and 1027~~) [415 ILCS 5/9, 10, 13, 27, and 28.5 (1992)].

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 R94-19 at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_, effective \_\_\_\_\_.

NOTE: Capitalization denotes statutory language.

SUBPART A: DEFINITIONS AND GENERAL PROVISIONS

Section 240.101     Preamble

As the state of knowledge and technology relating to the control of emissions from motor vehicles ~~shall permit and make appropriate advances~~, and in furtherance of the purposes of the Environmental Protection Act (~~Ill. Rev. Stat. 1981, ch. 111 1/2, pars. 1001 et seq.~~) [415 ILCS 5/1 (1992)] (Act), the Pollution Control Board (Board) shall provide ~~for~~ by rules and regulations for the control of emissions from motor vehicles. Such rules and regulations shall prescribe requirements for the installation and use of equipment designed to reduce or eliminate emissions and for the proper maintenance of such equipment and of vehicles. Any rules and regulations promulgated pursuant to this Section shall be consistent with provisions of federal law, if any, relating to control of emissions from the vehicles concerned.

(Source: Amended at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_, effective \_\_\_\_\_)

Section 240.102     Definitions

All terms which appear in this Part have the definitions specified in this Part and 35 Ill. Adm. Code 201 and 211. Where conflicting definitions occur, the definitions of this Section apply in this Part.

"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 Aa diesel engine vehicle designed to move cars on a railway.

~~"Driver": The same meaning as defined in the Illinois Vehicle Code, Ill. Rev. Stat. 1989, ch. 95-1/2, par. 116.1.~~

~~"Fleet": Five or more vehicles.~~

"Full Ppower Pposition"+ 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 Dduty Vvehicle"+ means Any motor vehicle rated at more thanwith 8,0008500 pounds or greater manufacturer's maximum gross vehicle weight rating (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 Fidle"+ means that portion of a two-speedsteady state idle test conducted with the engine operating at a speed of approximately 2500 RPM.

"Idle Mmode"+ 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 Trucks: A motor vehicle rated at 8000 pounds gross vehicle weight or less which is designed for carrying more than 10 persons or designed for the transportation of property, freight or cargo, or is a derivative of such a vehicle.~~

"Light duty truck 1" means a motor vehicle rated at 6,000 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 6,001 and 8,500 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 designed to carry not more than 10 persons 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 section Part "motor vehicle" shall have the same meaning as in the Illinois Vehicle Code {Ill. Rev. Stat. 1989, ch. 95 1/2, par. 1-146} [625 ILCS 5/1-146 (1992)].

"Opacity": That fraction of light, expressed in percent, which when transmitted from a source through a smoke-obscured path, is prevented from reaching the observer or instrument receiver.

"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.

"Pressure test" means a test of a vehicle's evaporative emission control system to verify the system's integrity by identifying the presence of system leaks by injecting an inert gas into the system and confirming the system's ability to hold pressure over a specified period of time.

"Purge test" means a test of the vehicle's evaporative emission control system to determine the ability of the system to properly recycle gasoline vapors captured and adsorbed on the charcoal in the system's canister. The purge test consists of determining the volume of vapor flow between the canister and the engine as measured during the course of the transient loaded (IM240) exhaust emissions test.

"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.

"Smokemeter or Opacimeter" means an optical instrument designed to measure the opacity of smoke or diesel exhaust gases using the light extinction method.

"Snap-idle cycle" means rapidly depressing the accelerator pedal from normal idle to the full power position while the vehicle is in neutral, holding the pedal in the position for no longer than ten seconds or until the engine reaches maximum speed RPM, and fully releasing the pedal so that the engine decelerates to normal idle.

"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.

"Tier 1" means the exhaust emission standards required by the Clean Air Act as amended in 1990 that require auto makers to reduce tailpipe emissions of hydrocarbons and oxides of nitrogen by 35% and 60% respectively, from pre-existing standards, beginning with 40% of the vehicles sold in 1994, 80% in 1995, and 100% thereafter.

"Transient loaded mode test" 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.

"Two-Speed Idle Test" means a vehicle emission test procedure consisting of the measurements of exhaust emission in high idle and idle modes.

(Source: Amended at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_, effective \_\_\_\_\_)

#### Section 240.104 Inspection

All motor vehicles subject to inspection pursuant to Section 13A-104 of the Illinois Vehicle Emissions Inspection Law (~~Ill. Rev. Stat. 1985, Ch. 95 1/2, par. 13A-104~~) [625 ILCS 5/13A-104 (1992)] shall comply with the exhaust emission standards for carbon monoxide and hydrocarbons set forth at Section 240.124 of this Part. All motor vehicles subject to inspection pursuant to Section 13B-15 of the Illinois Vehicle Emissions Inspection Law of 1995 (Vehicle Emissions Inspection Law of 1995) [625 ILCS 5/13B-15 (P.A. 88-533, effective January 18, 1994)] shall comply with applicable vehicle emission standards contained in Sections 240.152, 240.162, 240.163, 240.172, and 240.173 of this Part.

(Source: Amended at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_, effective \_\_\_\_\_)

#### Section 240.105 Penalties

- a) Any violations of Sections 240.103, 240.121, 240.122, and 240.123 of this Part shall be subject to the penalties as set forth in Section 42 of the Act (~~Ill. Rev. Stat. 1985, ch. 111 1/2, par. 1042~~) [415 ILCS 5/42 (1992)].
- b) Any violations of Sections 240.104 and 240.124 of this Part shall be subject to the penalties as set forth in Sections 13A-112 and 13A-113 of the Vehicle Emissions Inspection Law (~~Ill. Rev. Stat. 1985, ch. 95 1/2, par. 13A-112, 13A-113~~) [625 ILCS 5/13A-112 and 13A-113 (1992)].
- c) Any violations of Sections 240.152, 240.162, 240.163, 240.172, and 240.173 of this Part shall be subject to the penalties as set forth in Sections 13B-55 and 13B-60 of the Vehicle Emissions Inspection Law of 1995.

(Source: Amended at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_, effective \_\_\_\_\_)

#### Section 240.106 Determination of Violation

- a) Any violations of Sections 240.103, 240.121, 240.122, and 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 240.124, 240.152, 240.162, 240.163, 240.172, or 240.173 of this Part shall be determined in accordance with test procedures adopted by the Agency in 35 Ill. Adm. Code Part 276.

(Source: Amended at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

Section 240.107 Incorporations by Reference

The following materials are incorporated by reference and include no later editions or amendments:

- a) Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale, PA 15096: Report J255a Diesel Engine Smoke Measurement (August, 1978).
- b) International Standards Organization (ISO), Case Postale 56, 1211 Geneva 20, Switzerland: ISO 393 (Working Draft, January 1991). Also available from American National Standards Institute (ANSI), 11 West 42nd Street, New York, NY 10036.
- c) United States Environmental Protection Agency (USEPA), 2565 Plymouth Road, Ann Arbor, MI 48105: Report EPA-AA-EPD-IM-93-1, High-Tech I/M Test Procedures, Emission Standards, Quality Control Requirements, and Equipment Specifications (April 1994).

(Source: Amended at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

SUBPART B: EMISSIONS

Section 240.124 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
1981 and later	1.2	220

- b) Exhaust emissions from light duty trucks, which for the purposes of this subsection means a motor vehicle rated at 8000 pounds gross vehicle weight or less which is designed for carrying more than 10 persons or designed for the transportation of property, freight or cargo, or is a derivative of such a vehicle, 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
1981 - 1983	3.0	300
1984 and later	1.2	220

- c) Exhaust emissions from heavy duty vehicles, which for the purposes of this subsection means a vehicle with 8001 pounds or greater manufacturer's maximum gross vehicle weight rating (GVWR), 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
1985 and later	3.0	300

(Source: Amended at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_, effective \_\_\_\_\_)

#### Section 240.125 Compliance Determination

For purposes of determining compliance with Section 240.124 of this Part, all vehicles shall be inspected while operating in the idle mode, and all 1981 and later model year light duty vehicles and light duty trucks (as defined in Subsection 240.124(b) of this Part) shall be inspected at high idle during a two-speed idle test.

(Source: Amended at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_, effective \_\_\_\_\_)

#### SUBPART D: STEADY-STATE IDLE MODE TEST EMISSION STANDARDS

#### Section 240.151 Applicability

The standards of Subpart D apply to all vehicles inspected upon implementation of the Vehicle Emissions Inspection Law of 1995 and identified in Subsections 13B-20(c) and (d) of that law utilizing steady-state exhaust emission test procedures adopted by the Agency.

(Source: Added 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:

<u>Model Year</u>	<u>Carbon Monoxide (%)</u>	<u>Hydrocarbons as Hexane (ppm)</u>
<u>1968 - 1971</u>	<u>9.0</u>	<u>900</u>
<u>1972 - 1974</u>	<u>8.0</u>	<u>800</u>
<u>1975 - 1977</u>	<u>7.0</u>	<u>700</u>
<u>1978 - 1979</u>	<u>6.0</u>	<u>600</u>
<u>1980</u>	<u>3.0</u>	<u>300</u>
<u>1981 and later</u>	<u>1.2</u>	<u>220</u>

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

<u>Model Year</u>	<u>Carbon Monoxide (%)</u>	<u>Hydrocarbons as Hexane (ppm)</u>
<u>1968 - 1971</u>	<u>9.0</u>	<u>900</u>
<u>1972 - 1974</u>	<u>8.0</u>	<u>800</u>
<u>1975 - 1978</u>	<u>7.0</u>	<u>700</u>
<u>1979 - 1980</u>	<u>6.0</u>	<u>600</u>
<u>1981 and later</u>	<u>1.2</u>	<u>220</u>

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

<u>Model Year</u>	<u>Carbon Monoxide (%)</u>	<u>Hydrocarbons as Hexane (ppm)</u>
<u>1968 - 1971</u>	<u>9.5</u>	<u>1500</u>
<u>1972 - 1978</u>	<u>9.0</u>	<u>900</u>
<u>1979 - 1984</u>	<u>7.0</u>	<u>700</u>
<u>1985 and later</u>	<u>3.0</u>	<u>300</u>

(Source: Added 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: Added at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

SUBPART E: TRANSIENT LOADED MODE TEST EMISSION STANDARDSSection 240.161 Applicability

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 Part 276.

(Source: Added at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

Section 240.162 Vehicle Exhaust Emission Start-Up Standards

Vehicle exhaust emission start-up standards contained in Table A of this Part shall apply for all vehicles subject to inspection until December 31, 1997. Tier 1 standards shall apply to all model year 1996 and newer vehicles and model year 1994 and newer vehicles certified to Tier 1 standards. All standards are expressed in grams per mile (gpm).

(Source: Added at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

Section 240.163 Vehicle Exhaust Emission Final Standards

Vehicle exhaust emission final standards contained in Table B of this Part shall apply for all vehicles subject to inspection beginning on January 1, 1998. Tier 1 standards shall apply to all model year 1996 and newer vehicles and model year 1994 and newer vehicles certified to Tier 1 standards. All standards are expressed in grams per mile (gpm).

(Source: Added at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

Section 240.164      Compliance Determination

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 below the composite standard or if the Phase 2 grams per mile emission level is 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 Final Technical Guidance" incorporated by reference at Section 240.107 of this Part.

(Source: Added at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

SUBPART F: EVAPORATIVE TEST STANDARDS

Section 240.171      Applicability

- a) 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.
- b) The standards of Section 240.173 of this Subpart shall apply to model year 1981 and newer light duty vehicles, light duty trucks 1, and light duty trucks 2 that are inspected utilizing the transient loaded mode exhaust emission test procedures adopted by the Agency.

(Source: Added at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

Section 240.Table A:      Vehicle Exhaust Emission Start-Up Standards

Light Duty Vehicles:

<u>Model Years</u>	<u>Hydrocarbons</u>		<u>Carbon Monoxide</u>		<u>Oxides of Nitrogen</u>	
	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>
<u>Tier 1 (1994+)</u>	<u>0.80</u>	<u>0.50</u>	<u>15.0</u>	<u>12.0</u>	<u>2.0</u>	<u>Reserv- ed</u>
<u>1991-1995</u>	<u>1.20</u>	<u>0.75</u>	<u>20.0</u>	<u>16.0</u>	<u>2.5</u>	<u>Reserv- ed</u>
<u>1983-1990</u>	<u>2.00</u>	<u>1.25</u>	<u>30.0</u>	<u>24.0</u>	<u>3.0</u>	<u>Reserv- ed</u>
<u>1981-1982</u>	<u>2.00</u>	<u>1.25</u>	<u>60.0</u>	<u>48.0</u>	<u>3.0</u>	<u>Reserv- ed</u>

Light Duty Trucks 1:

<u>Model Years</u>	<u>Hydrocarbons</u>		<u>Carbon Monoxide</u>		<u>Oxides of Nitrogen</u>	
	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>
<u>Tier 1 (1994+)</u> <u>(≤3750 LVW)</u>	<u>0.80</u>	<u>0.50</u>	<u>15.0</u>	<u>12.0</u>	<u>2.0</u>	<u>Reserv- ed</u>
<u>(&gt;3750 LVW)</u>	<u>1.00</u>	<u>0.63</u>	<u>20.0</u>	<u>16.0</u>	<u>2.5</u>	<u>Reserv- ed</u>
<u>1991-1995</u>	<u>2.40</u>	<u>1.50</u>	<u>60.0</u>	<u>48.0</u>	<u>3.0</u>	<u>Reserv- ed</u>
<u>1988-1990</u>	<u>3.20</u>	<u>2.00</u>	<u>80.0</u>	<u>64.0</u>	<u>3.5</u>	<u>Reserv- ed</u>
<u>1984-1987</u>	<u>3.20</u>	<u>2.00</u>	<u>80.0</u>	<u>64.0</u>	<u>7.0</u>	<u>Reserv- ed</u>
<u>1981-1983</u>	<u>7.50</u>	<u>5.00</u>	<u>100.0</u>	<u>80.0</u>	<u>7.0</u>	<u>Reserv- ed</u>

Light Duty Trucks 2:

<u>Model Years</u>	<u>Hydrocarbons</u>		<u>Carbon Monoxide</u>		<u>Oxides of Nitrogen</u>	
	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>
<u>Tier 1 (1994+)</u> <u>(≤5750 LVW)</u>	<u>1.00</u>	<u>0.63</u>	<u>20.0</u>	<u>16.0</u>	<u>2.5</u>	<u>Reserv- ed</u>
<u>(&gt;5750 LVW)</u>	<u>2.40</u>	<u>1.50</u>	<u>60.0</u>	<u>48.0</u>	<u>4.0</u>	<u>Reserv- ed</u>

<u>1991-1995</u>	<u>2.40</u>	<u>1.50</u>	<u>60.0</u>	<u>48.0</u>	<u>4.5</u>	<u>Reserv-</u> <u>ed</u>
<u>1988-1990</u>	<u>3.20</u>	<u>2.00</u>	<u>80.0</u>	<u>64.0</u>	<u>5.0</u>	<u>Reserv-</u> <u>ed</u>
<u>1984-1987</u>	<u>3.20</u>	<u>2.00</u>	<u>80.0</u>	<u>64.0</u>	<u>7.0</u>	<u>Reserv-</u> <u>ed</u>
<u>1981-1983</u>	<u>7.50</u>	<u>5.00</u>	<u>100.0</u>	<u>80.0</u>	<u>7.0</u>	<u>Reserv-</u> <u>ed</u>

(Source: Added at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective \_\_\_\_\_ )

Section 240. Table B: Vehicle Exhaust Emission Final Standards

Light Duty Vehicles:

<u>Model Years</u>	<u>Hydrocarbons</u>		<u>Carbon Monoxide</u>		<u>Oxides of Nitrogen</u>	
	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>
<u>Tier 1 (1994+)</u>	<u>0.60</u>	<u>0.40</u>	<u>10.0</u>	<u>8.0</u>	<u>1.5</u>	<u>Reserv-</u> <u>ed</u>
<u>1983-1995</u>	<u>0.80</u>	<u>0.50</u>	<u>15.0</u>	<u>12.0</u>	<u>2.0</u>	<u>Reserv-</u> <u>ed</u>
<u>1981-1982</u>	<u>0.80</u>	<u>0.50</u>	<u>30.0</u>	<u>24.0</u>	<u>2.0</u>	<u>Reserv-</u> <u>ed</u>

Light Duty Trucks 1:

<u>Model Years</u>	<u>Hydrocarbons</u>		<u>Carbon Monoxide</u>		<u>Oxides of Nitrogen</u>	
	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>
<u>Tier 1 (1994+)</u> <u>(≤3750 LVW)</u>	<u>0.60</u>	<u>0.40</u>	<u>10.0</u>	<u>8.0</u>	<u>1.5</u>	<u>Reserv-</u> <u>ed</u>
<u>(&gt;3750 LVW)</u>	<u>0.80</u>	<u>0.50</u>	<u>13.0</u>	<u>10.0</u>	<u>1.8</u>	<u>Reserv-</u> <u>ed</u>
<u>1988-1995</u>	<u>1.60</u>	<u>1.00</u>	<u>40.0</u>	<u>32.0</u>	<u>2.5</u>	<u>Reserv-</u> <u>ed</u>
<u>1984-1987</u>	<u>1.60</u>	<u>1.00</u>	<u>40.0</u>	<u>32.0</u>	<u>4.5</u>	<u>Reserv-</u> <u>ed</u>
<u>1981-1983</u>	<u>3.40</u>	<u>2.00</u>	<u>70.0</u>	<u>56.0</u>	<u>4.5</u>	<u>Reserv-</u> <u>ed</u>

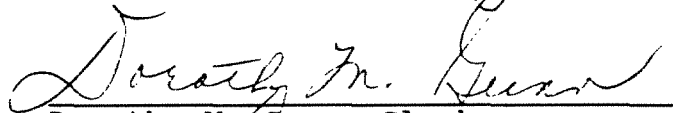
Light Duty Trucks 2:

<u>Model Years</u>	<u>Hydrocarbons</u>		<u>Carbon Monoxide</u>		<u>Oxides of Nitrogen</u>	
	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>	<u>Compo- site (gpm)</u>	<u>Phase 2 (gpm)</u>
<u>Tier 1 (1994+)</u>						
<u>(≤5750 LVW)</u>	<u>0.80</u>	<u>0.50</u>	<u>13.0</u>	<u>10.0</u>	<u>1.8</u>	<u>Reserv- ed</u>
<u>(&gt;5750 LVW)</u>	<u>0.80</u>	<u>0.50</u>	<u>15.0</u>	<u>12.0</u>	<u>2.0</u>	<u>Reserv- ed</u>
<u>1988-1995</u>	<u>1.60</u>	<u>1.00</u>	<u>40.0</u>	<u>32.0</u>	<u>3.5</u>	<u>Reserv- ed</u>
<u>1984-1987</u>	<u>1.60</u>	<u>1.00</u>	<u>40.0</u>	<u>32.0</u>	<u>4.5</u>	<u>Reserv- ed</u>
<u>1981-1983</u>	<u>3.40</u>	<u>2.00</u>	<u>70.0</u>	<u>56.0</u>	<u>4.5</u>	<u>Reserv- ed</u>

(Source: Added at \_\_\_\_\_ Ill. Reg. \_\_\_\_\_ , effective  
\_\_\_\_\_ )

IT IS SO ORDERED

I, Dorothy M. Gunn, Clerk of the Illinois Pollution Control Board, hereby certify that the above opinion and order was adopted on the 21<sup>st</sup> day of July, 1994, by a vote of 6-0.

  
Dorothy M. Gunn, Clerk  
Illinois Pollution Control Board