

**DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT**

**Air Quality Control Commission**

**REGULATION NUMBER 11**

**MOTOR VEHICLE EMISSIONS INSPECTION PROGRAM**

**5 CCR 1001-13**

**PART F Maximum Allowable Emissions Limits for Motor Vehicle Exhaust, Evaporative and Visible Emissions for Light-Duty and Heavy-Duty Vehicles**

III. TRANSIENT TEST MASS EMISSIONS LIMITS IN GRAMS/MILE (GPM)

III.C. Phase-In Emissions Limits for North Front Range Light-Duty Vehicles (Excluding Light-Duty Trucks)

MODEL YEAR	HC	CO	NOx
1982	4.0	45.0	8.0
1983	4.0	30.0	8.0
1984	4.0	30.0	8.0
1985	<del>3.0</del> <u>4.0</u>	20.0	8.0
1986	3.0	20.0	6.0
1987	3.0	20.0	6.0
1988	3.0	20.0	6.0
1989	3.0	20.0	6.0
1990	3.0	20.0	6.0
1991	2.5	20.0	6.0
1992	2.5	20.0	6.0
1993	2.5	20.0	6.0
1994	2.0	20.0	6.0
1995	2.0	20.0	4.0
1996	<del>2.0</del> <u>1.2</u>	20.0	<del>4.0</del> <u>3.0</u>

MODEL YEAR	HC	CO	NOx
1997	<del>2.0</del> <u>1.2</u>	20.0	<del>4.0</del> <u>3.0</u>
1998	<del>2.0</del> <u>1.2</u>	20.0	<del>4.0</del> <u>3.0</u>
1999 and newer	1.2	<del>15.0</del> <u>20.0</u>	<del>1.5</del> <u>3.0</u>

III.D. Phase-In Emissions Limits for North Front Range Light-Duty Trucks (equal to or less than 8,500 lbs. G.V.W.R.)

MODEL YEAR	HC	CO	NOx
1982	8.0	65.0	12.0
1983	6.0	65.0	12.0
1984	6.0	55.0	12.0
1985	6.0	45.0	12.0
1986	6.0	40.0	9.0
1987	4.0	30.0	9.0
1988	4.0	25.0	9.0
1989	4.0	25.0	9.0
1990	4.0	25.0	9.0
1991	4.0	25.0	9.0
1992	4.0	25.0	9.0
1993	4.0	25.0	9.0
1994	4.0	20.0	9.0
1995	4.0	20.0	9.0
1996	4.0	20.0	9.0
1997	4.0	20.0	9.0
1998	4.0	20.0	9.0
1999 and newer	<del>1.2</del> <u>4.0</u>	<del>15.0</del> <u>20.0</u>	<del>2.0</del> <u>9.0</u>

**PART H            Statements of Basis, Specific Statutory Authority and Purpose**

XXVII. AMENDMENTS

ADOPTED JANUARY 20, 2011

Basis and Purpose

The purpose of this rulemaking is to correct 12 clerical errors for the implementation of the enhanced vehicle inspection and maintenance program in Colorado's North Front Range.

This rule revision will result in a set of interim phase-in emissions cut-points (pass/fail standards) that better reflect the condition of vehicles in the North Front Range vehicle fleet and the capabilities of the North Front Range automobile repair industry.

The Commission's intent to implement phase-in cutpoints is evident in the Statement of Basis and Purpose for the March 18, 2010 rulemaking hearing; however 12 of the 108 numerical values in the tables adopted at that time were incorrect. This rulemaking is intended to correct those 12 values and implement the Commission's original intent from its March 18, 2010 public hearing.

The enhanced emissions program startup in the North Front Range is a state-only emissions reduction strategy and is not included in any State Implementation Program (SIP) with the US EPA.

Specific Statutory Authority

The Commission promulgates these regulatory changes pursuant to its authority to establish interim emissions cut-points (standards) under 42-4-306 (6) C.R.S.

Scientific/Technical Rationale

The proposed rule is based on reasonably available, validated, reviewed, and sound scientific methodologies. All validated, reviewed and sound scientific methodologies and information made available by interested parties has been considered by the Commission in the adoption of this revision. This proposed rule change will ensure that the vehicle emissions failure rate of this new program is reasonable, manageable and that those vehicles that fail emissions are repairable within the capabilities of local repair businesses.