Voice of Customer Exercise—Updating A.A.C. Title 18, Chapter 2, Article 10.

A AQD, Vehicle Emissions Control Section
Major Goals of this Rulemaking

- Modernize the VEIP regulations
- Bring VEIP requirements in line with federal standards.
- Make the VEIP ruleset easier to understand and complementary to business practices.
HB2357
Conforming change to exempt collectible vehicles from emissions testing.

SB1531
Emissions testing exemptions for new vehicles extended for 1 year.

HB2226/HB2131
OBD testing expansion. Tampering inspection requirements. Exempting cranes, and vehicles owned by military members serving overseas.
New vehicles exempt for 6 years instead of 5.
Alternative Fuel Vehicles now included in new vehicle exemption. Vehicles converted to alternative fuels are still not exempt unless they undergo an inspection from ADEQ.
Full list of exemptions: Collectible vehicles, motorcycles, ATVs, cranes and oversized vehicles permitted by A.R.S. §§28-1100, 28-1103, and 28-1144, vehicles owned by active duty military.
Formatting of regulations dramatically changed for user friendliness
All vehicles now receive a tampering inspection
SNAP testing expanded for heavy-duty diesels.
OBD testing for all OBD certified vehicles.
Testing requirements now meet federal standards.
Old rule for testing requirements -

2. A vehicle with a 1981 or newer model year and a GVWR of 8,500 pounds or less, except a motorcycle, a reconstructed vehicle, a 1996 or newer OBD-equipped vehicle or a constant 4-wheel drive vehicle is required to biennially take and pass a transient loaded emissions test and an evaporative system pressure test as follows:

a. The transient loaded emissions test shall consist of 147 seconds of mass emissions measurement using a constant volume sampler while the vehicle is driven by an inspector through a computer-monitored driving cycle on a dynamometer with inertial weight settings appropriate for the weight of the vehicle. The driving cycle shall include the acceleration, deceleration, and idle operating modes described in Table 4. The 147 second sequence may be ended earlier using a fast pass or fast fail algorithm. A retest algorithm shall be used to determine if a test failure is due to insufficient vehicle preconditioning. As determined by the retest algorithm, up to two additional tests may be performed on a failing vehicle. Drive shall be used for automatic transmissions and first gear shall be used to begin for manual transmissions. Exhaust emissions concentrations in grams per mile for HC, CO, NOx, and CO2 shall be recorded continuously beginning with the first second. The inspector shall reject a vehicle with an audible or visible exhaust leak from emissions testing.

b. The evaporative system pressure test shall consist of the following steps in sequence:
   i. Connect the test equipment to either the fuel tank vent hose at the canister or the fuel tank filler neck. The gas cap shall be checked to determine that cap leakage does not exceed 60 cubic centimeters of air per minute at a pressure of 30 inches of water gauge;
   ii. Pressurize the system to 14 ± 0.5 inches of water without exceeding 26 inches of water system pressure;
   iii. Close off the pressure source, seal the evaporative system, and monitor pressure decay for no more than two minutes.

c. For a vehicle requiring a transient loaded emissions test under subsection (E)(2)(a), all testing and test equipment shall conform to "TM240 & Evap Technical Guidance," EPA420-R-98-010, EPA, August 1998, incorporated by reference, and no future editions or amendments, except that the transient driving cycle in Table 4 of this Article shall be used. A copy of the incorporated material is on file with the Department and the Secretary of State, and may be obtained at EPA's National Vehicle and Fuel Emissions Laboratory, 2565 Plymouth Road, Ann Arbor, MI 48105-2408.
### New Rule for Testing Requirements

<table>
<thead>
<tr>
<th>Model Year</th>
<th>GVWR</th>
<th>OBD Certified?</th>
<th>Test Frequency</th>
<th>Tests Applicable</th>
<th>Test Subsection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Any</td>
<td>Any</td>
<td>Yes</td>
<td>Biennial</td>
<td>OBD</td>
<td>C.4, C.17</td>
</tr>
<tr>
<td>1981 or later</td>
<td>8,500 pounds or less</td>
<td>No</td>
<td>Biennial</td>
<td>Transient loaded and evaporative system pressure, Functional gas cap</td>
<td>C.17</td>
</tr>
<tr>
<td>1975 through 1980</td>
<td>8,500 pounds or less</td>
<td>No</td>
<td>Annual</td>
<td>Loaded cruise and curb idle, Functional gas cap, Tampering</td>
<td>C.8, C.17, C.18</td>
</tr>
<tr>
<td>1973 or later</td>
<td>More than 8,500 pounds</td>
<td>No</td>
<td>Annual</td>
<td>Loaded cruise and curb idle, Functional gas cap, Tampering</td>
<td>C.8, C.17, C.18</td>
</tr>
<tr>
<td>1967 through 1974</td>
<td>Any</td>
<td>No</td>
<td>Annual</td>
<td>Loaded cruise and curb idle, Functional gas cap</td>
<td>C.8, C.17</td>
</tr>
</tbody>
</table>

*Slide 7*
- Allow an OBD test done in Area B to be used to register the vehicle in Area A or vice-versa.

"When you put it like that, it makes complete sense."
Update to capture more data with every emissions test.
Licenses last for 2 years now instead of just 1.
Updating written test subjects to reflect modernized emissions testing.
Streamlined application process and less paperwork when moving to another employer.
ADEQ’s online fleet emissions testing portal is officially live.
Allows for the contemporaneous monitoring of fleet inspections, remote purchasing of COIs, expedited inspections, and cleaner record keeping.
Eliminates 100% of the paperwork our fleet emissions testing permittees need to submit.
We’re going to implement LEAN process changes and remove unnecessary steps from this process. MyDEQ streamlines applications, inspections, reporting, and operating a fleet. “The Umbrella Rule” - Granting permits to establish fleet emissions testing stations to businesses instead of to specific addresses.
Reduced mandatory inspections of fleet equipment from quarterly to twice a year, the federal minimum.
Instead of requiring fleet stations to calibrate their equipment with N-Hexane, they’ll now be able to use other certified gases. This will result in cost savings and won’t have any effect on the accuracy of the calibration.
Implemented changes necessary to allow the transfer of COI's. Legislation is currently pending.
Reduced and standardized the amount of required inspections done at Gordon-Darby test stations – another implementation of our LEAN Management System. A better ability to conduct remote inspections which are more effective at catching bad actors and cost the agency less to do.