

Part 7.0

**Diesel Testing
Program Report**

Introduction

The Clean Air Act Amendments of 1990 do not require States to implement an in-use, diesel smoke testing program. However, a number of States that exceed the federal ambient particulate matter and/or NO_x standards, or for other reasons, have opted to adopt diesel testing programs. Because such a program is not required, EPA does not provide specific testing program design guidance as it does for basic and enhanced I/M programs. In EPA's place, the Society of Automotive Engineers (SAE), working in conjunction with the California Air Resources Board (ARB), has formulated a recommended test procedure for diesel-fueled vehicles.

SAE issued its recommended test procedure (the SAE J1667 test procedure) in February 1996. The J1667 document provides a standard procedure (the snap-acceleration test) for assessing smoke emissions from in-use vehicles powered by heavy-duty diesel engines. The procedure is a non-moving vehicle test which can be conducted along the roadside or in a truck depot, a vehicle repair facility, or other test facility. It is designed to be used in conjunction with smoke meters using the light extinction principle of smoke measurement. The results of the test are intended to provide an indication of the state of maintenance and/or tampering of the engine and fuel system relative to the parameters which affect exhaust smoke.

In April 1997, EPA, as part of its effort to provide assistance to States regarding in-use testing programs and to promote uniformity with respect to smoke test procedures, recommended the use of the SAE J1667 test procedure for state-operated, in-use testing programs for highway heavy-duty diesel vehicles (HDDVs). EPA realized that inconsistencies between the states regarding test procedures have created major concerns for the trucking industry, since trucks that travel across the country may be subject to inspections in different States with different test procedures. By using similar test procedures, EPA said States would have the advantage of being able to compare test results and, in addition, environmental benefits would be much easier to quantify within regions.

This section contains information on the status of select diesel smoke testing programs either in operation or in pilot study in North America.

State: Arizona**1. Program Status**

A diesel testing program is currently being enforced.

2. Program Description

The state currently includes diesel vehicles in its centralized, contractor-run (Gordon-Darby), I/M program. A basic I/M program is operating in Tucson and an enhanced I/M program is operating in Phoenix. Although the state is currently using a loaded-mode test, it is looking into changing to a snap-idle test in the future (possibly in March 1999).

3. Vehicles Tested

All 1967 and newer diesel-fueled passenger cars and trucks. Vehicles 5 years and newer are exempt from testing. Pro-rated interstate commerce vehicles registered outside the area are exempt from testing.

4. Test Procedures

Currently a loaded-mode test. Specific test procedures vary depending on vehicle weight.

5. Emission Standards

20% opacity for all vehicles at 0 to 2,000 ft. altitude.
30% opacity for all vehicles at 2,000 to 4,000 ft. altitude.
40% opacity for all vehicles at over 4,000 ft. altitude.

(Note: Phoenix is located at an altitude of approximately 1,200 ft. and Tucson at about 2,400 ft.)

6. Testing Frequency

Annual.

7. Enforcement Action/Waiver Rates

Phoenix area:

1980 and newer model year vehicles under 26,000 pounds GVWR have a repair cost waiver of \$450 (i.e., a maximum expenditure of \$450 for repairs).

1975 to 1979 model year vehicles under 26,000 pounds GVWR have a cost waiver of \$300.

1967 to 1974 model year vehicles under 26,000 pounds GVWR have a cost waiver of \$200.

All vehicles over 26,000 pounds GVWR and/or vehicles with a tandem axle have a cost waiver of \$500.

Waiver cannot be issued if vehicle fails test at more than twice the specified emission standard.

One waiver allowed for the life of the vehicle.

Tucson area:

1980 and newer model year vehicles under 26,000 pounds GVWR have a repair cost waiver of \$300.

1975 to 1979 model year vehicles under 26,000 pounds GVWR have a cost waiver of \$200.

1967 to 1974 model year vehicles under 26,000 pounds GVWR have a cost waiver of \$50.

All vehicles over 26,000 pounds GVWR and/or vehicles with a tandem axle have a cost waiver of \$300.

Waiver cannot be issued if vehicle fails test at more than twice the specified emission standard.

One waiver allowed for the life of the vehicle.

8. Key Contact(s)

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Province: British Columbia**1. Program Status**

A pilot program testing heavy-duty diesel vehicles in the Greater Vancouver, Lower Fraser Valley area is currently operating. The pilot program started in February 1996 and was originally scheduled to operate through March 1997. The pilot program has since been extended through the end of January 1999. Mandatory heavy-duty diesel testing will begin on February 1, 1999. For light-duty diesel vehicles, a mandatory annual inspection is operating in the Greater Vancouver, Lower Fraser Valley area as a condition of insurance renewal. The light-duty program started on September 1, 1992 and the present contract will carry it through August 31, 1999.

2. Program Description

Random roadside pull-over for heavy-duty diesel vehicles. The light-duty program is fully integrated into the centralized AirCare I/M program for gasoline-fueled vehicles.

3. Vehicles Tested

Heavy-duty diesel vehicles: Vehicles over 5,000 kg GVWR.

Light-duty diesel vehicles: Vehicles up to 5,000 kg GVWR.

4. Test Procedures

Heavy-duty diesel vehicles: J1667 snap-acceleration test.

Light-duty diesel vehicles: Steady-speed loaded driving test at 50 km/h and 10 hp with opacity reading averaged over the last 5 seconds of the 30-second test.

5. Emission Standards

Heavy-duty diesel vehicles:

- 55% opacity for 1990 and older MY vehicles
- 40% opacity for 1991 and newer MY vehicles

Light-duty diesel vehicles:

- 20% opacity for 1987 and older MY vehicles
- 10% opacity for 1988-1994 MY vehicles
- 5% opacity for 1995 and newer MY vehicles

6. Testing Frequency

Heavy-duty diesel vehicles: Random (i.e., visual pre-screening based on U.S. EPA Method 9).

Light-duty diesel vehicles: Annual, as condition of insurance renewal.

7. Enforcement Action/Waiver Rates

No enforcement currently for the heavy-duty diesel pilot program. The details of the mandatory heavy-duty diesel program will be determined in early 1999. For light-duty diesels, program enforced using registration denial.

8. Key Contact(s)

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State: California

1. Program Status

On April 15, 1998, the Air Resources Board (ARB) officially announced the resumption of the State's Heavy-Duty Vehicle Inspection Program (HDVIP) and Periodic Smoke Inspection Program (PSIP) starting in the summer of 1998. The HDVIP began on June 1, 1998. While the ARB has been inspecting heavy-duty vehicles at roadside locations for the past few years, compliance with these inspections has been voluntary and only advisory in nature.

The PSIP started on July 1, 1998. Under the PSIP, California-based fleet owners are required to perform annual smoke tests on their heavy-duty vehicles. The key components of the HDVIP and PSIP are listed below.

2. Program Description

HDVIP: Under the roadside program, heavy-duty diesel vehicles (including intrastate, interstate, and international vehicles) are tested for excessive smoke and inspected for tampering at various locations. Inspections conducted by ARB. Testing conducted at California Highway Patrol weigh stations, vehicle inspection facilities, and random roadside locations. Record-keeping maintained in ARB database.

PSIP: The fleet program requires owners of two or more heavy-duty diesel vehicles to perform an annual inspection of their diesel vehicles for excessive smoke emissions. Self-inspection/ARB audits. Testing conducted at fleet facilities. Record-keeping requirements are the responsibility of the fleet. The regulations guiding this program state that fleets phase in 25% of their vehicles within 90 days, 50% in 180 days, 75% in 270 days, and no later than 365 days for 100% of their fleet. This was suggested to help the larger fleets distribute the testing responsibilities over a longer period of time and to reduce overall fleet downtime.

3. Vehicles Tested

HDVIP: Vehicles 6001 lbs or greater GVW operating in California.

PSIP: Vehicles 6001 lbs or greater GVW that comprise a California fleet of 2 or more vehicles. Four newest model years exempt from the PSIP requirements.

4. Test Procedures

HDVIP: SAE J1667 snap-acceleration smoke test and ARB visual and functional verification.

PSIP: SAE J1667 snap-acceleration smoke test and ARB visual and functional verification. (Previous types of smokemeters, e.g., the SAE J1243 smokemeter, can be used until July 1, 1999 in PSIP facilities not equipped with an SAE J1667 smokemeter.)

5. Emission Standards

HDVIP: 40% opacity for 1991 and newer model year vehicles. 55% opacity for pre-1991 model year vehicles.

PSIP: 40% opacity for 1991 and newer model year vehicles. 55% opacity for pre-1991 model year vehicles.

6. Testing Frequency

HDVIP: Roadside testing is random.

PSIP: Annual fleet-wide testing.

7. Enforcement Action/Waiver Rates

HDVIP: For 1991 and newer model year diesel vehicles, the state will assess a first-level citation of \$800 if a vehicle fails a roadside inspection (above 40% opacity). If the vehicle is repaired within 45 days, the fine will be reduced to \$300. (For pre-1991 diesel vehicles with opacity levels between 56% and 70%, no fee is issued; a notice of violation is issued instead giving the owner 45 days to repair the vehicle to below the standard. If the vehicle is not repaired within 45 days, a citation is issued. Pre-1991 diesel vehicles with opacity levels above 70% are automatically assessed a citation.) If a vehicle fails a roadside test twice within the same year, the owner will be given a second-level citation of \$1800. If the same vehicle fails a third time, the vehicle may be taken out of service by the California Highway Patrol until such time that the vehicle operator demonstrates that the vehicle is operating with acceptable standards and all assigned penalties have been satisfied.

PSIP: Failure to conduct required self-inspections or failure to maintain proper records may result in an ARB audit and the issuance of citations.

8. Key Contact(s)

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State: Colorado

1. Program Status

A decentralized, diesel opacity I/M program is currently operating in a 9-county area encompassing the Denver, Boulder, and Colorado Springs metropolitan areas. The program has been in effect since 1987.

2. Program Description

Fleet owners with 9 or more heavy-duty diesel vehicles (>7,500 lbs., empty weight) are required to file compliance plans and self-inspect those vehicles. All other heavy-duty diesel vehicles and light-duty vehicles (\leq 7,500 lbs., empty weight) are tested at state-licensed, private inspection stations.

Approximately 42,000 diesel-fueled vehicles are tested annually, of which about 43% are inspected through the fleet self-certification program and 57% of the vehicles are tested by state-licensed inspection stations.

3. Vehicles Tested

All on-road, diesel-fueled vehicles. Rolling two-year exemption for new vehicles (LDDVs and HDDVs).

4. Test Procedures

Vehicles are opacity-tested under loaded-mode conditions. HDDVs tested in the fleet program are road-tested under full throttle/load procedures. All other HDDVs and all LDDVs undergo lug-down tests on dynamometers. Snap-idle readings are also a component of HDDV test procedures, but it is not used to determine whether a vehicle passes or fails the test. (Currently, snap-idle tests are being performed only to gather data for comparison to the loaded-mode test). Visual inspections are performed on all 1991 and newer vehicles.

5. Emission Standards

40% opacity for naturally-aspirated LDDVs.
35% opacity for turbocharged LDDVs.
35% opacity for naturally-aspirated HDDVs.
20% opacity for turbocharged HDDVs.

6. Testing Frequency

Annually, prior to vehicle re-registration.

7. Enforcement Action/Waiver Rates

Failed LDDVs have a minimum repair cost waiver of \$750.

Failed HDDVs have a minimum repair cost waiver of \$1500.

Failed self-inspected fleet vehicles must be brought into compliance; no repair cost limit.

8. Key Contact(s)

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State: Connecticut**1. Program Status**

Regulations for a diesel testing program were approved on November 3, 1998. The state operated a pilot diesel testing program prior to start-up of the official program (pilot program began in October 1995).

2. Program Description

Random, roadside testing is being conducted on interstate highways usually at rest areas and weighing facilities. The test is voluntary. Over 450 tests were conducted during the pilot program.

3. Vehicles Tested

All diesel-fueled vehicles over 26,000 lbs GVWR are tested (excluding school buses).

(Note: Heavy-duty diesel-fueled vehicles weighing 10,001-26,000 lbs GVWR are not covered.)

4. Test Procedure

SAE J1667 specifications are being followed.

5. Emission Standards

70% for 1973 and older.

55% opacity for 1974-1990.

40% for 1991 and newer.

6. Testing Frequency

Random testing.

7. Enforcement Action/Waiver Rates:

\$200 fine for first offense. Proof of emissions-related repairs must be sent to the Department of Motor Vehicles within 45 days of failing the test or vehicle registration will be suspended (for Connecticut-registered vehicles only).

Currently, no waiver at this time. A proposal is expected in the spring of 1999 seeking a \$1000 waiver.

8. Key Contact(s)

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State: Illinois**1. Program Status**

A diesel testing program is not currently operating in the State.

2. Program Description

In 1992, the Illinois Pollution Control Board adopted a regulation to provide for diesel opacity standards and a procedure to test vehicles for excessive smoke emissions. Also that year, the Illinois General Assembly passed a resolution (effective April 7, 1992) to create a task force charged with recommending a method for instituting a diesel smoke testing program. Specifically, the task force is to recommend an appropriate mechanism to enforce the current state rule to reduce diesel emissions especially in areas experiencing heavy truck traffic. The task force met on February 1, 1995 to acquaint the task force members with the views of several diesel manufacturers and environmental groups. In December 1996, a draft report describing various diesel testing program options was sent from the Illinois EPA to the task force. As of October 1998, no action had been taken by the task force in terms of making final recommendations to the General Assembly.

Currently, the American Lung Association of Metropolitan Chicago is working with local officials in the Chicago area to voluntarily establish local diesel truck testing programs. Since the vast majority of complaints concerning excessive diesel truck emissions come from the Chicago area, the Illinois EPA and the Lung Association support roadside diesel testing as a feasible and effective method of testing in-state and out-of-state diesel vehicles in those areas experiencing high levels of traffic. Several local police departments and municipal officials are also exploring local testing programs.

3. Vehicles Tested

Diesel-fueled vehicles over 8,000 pounds GVWR (as specified in the state rule).

4. Test Procedure

A continuous flow, snap idle opacity meter (as specified in the state rule).

5. Emission Standards

40% opacity for 1991 and newer vehicles (as specified in the state rule)
55% opacity for 1990 and older vehicles (as specified in the state rule)

6. Testing Frequency

To be determined.

7. Enforcement Action/Waiver Rates

To be determined.

8. Key Contact(s)

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State: Maryland

1. Program Status

Currently, there is a pilot diesel testing program operating in the State.

Maryland ran a pilot diesel testing program from May 1993 to April 1995 (Phase I). As a result of funding cuts, Phase II was not initiated as originally planned in the fall of 1996. The department, however, received funding for Phase II of the pilot in the spring of 1998 through appropriations from the General Assembly and Phase II officially began in the fall of 1998.

2. Program Description

Phase I included random, road-side testing. One mobile testing unit circulated between twelve different state police scale houses and toll facilities along interstates in Maryland. Of the 1,500 valid tests conducted, 44% exceeded the standard.

Phase II of the pilot program includes voluntary smoke testing on the state heavy-duty diesel fleet and also on private-sector heavy-duty diesel vehicles. The goal of Phase II is to collect information on smoke measurements before and after repairs, so that the costs and benefits of the repairs to reduce excessive smoke may be determined.

3. Vehicles Tested

All diesel-fueled vehicles over 10,000 pounds GVWR are tested.

4. Test Procedure

SAE J1667 specifications are followed.

5. Emission Standards

To be determined. The State is looking to establish cutpoints consistent with other states in the region (e.g., 55% opacity for 1990 and older MY vehicles and 40% opacity for 1991 and newer MY vehicles).

6. Testing Frequency

Phase II of the pilot program is expected to operate for at least one year.

7. Enforcement Action/Waiver Rates

Since it is a pilot program, the State is not enforcing the standards.

8. Key Contact(s)

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State: Nevada**1. Program Status**

A decentralized testing program for light-duty diesel-fueled vehicles and a random roadside testing program for heavy-duty diesel-fueled vehicles are currently operating in the State.

2. Program Description

The heavy-duty diesel vehicle (HDDV) testing program became effective July 1, 1996. HDDVs are subject to random roadside pullover tests using SAE's J1667 test. The light-duty diesel vehicle (LDDV) program has been in effect since 1994 and calls for annual dynamometer testing.

3. Vehicles Tested

In the LDDV program, all vehicles up to 8500 pounds GVWR are tested.

In the HDDV program, all vehicles over 8500 pounds GVWR are tested.

4. Test Procedure

The LDDVs are tested using a dynamometer test with an opacity meter.

For HDDVs, Nevada is using the SAE J1667 test.

5. Emission Standards

40% opacity for LDDVs.

70% opacity for HDDVs.

6. Testing Frequency

Random for HDDVs. Annual for LDDVs. Out-of-state HDDVs traveling within Nevada are also subject to the random roadside testing.

7. Enforcement Action/Waiver Rates

The fine for failure of the heavy-duty random roadside test is \$850. The fine will be waived provided the necessary repairs are made within 60-90 days.

For light-duty vehicles, the repair cost minimum is \$750 if repairs are conducted in a repair shop or \$500 if self-repaired. For heavy-duty vehicles, the repair cost minimum is \$1,000 if repairs are conducted in a repair shop or \$750 if self-repaired.

8. Key Contact(s)

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State: New Jersey**1. Program Status**

The state is currently operating a roadside diesel testing program and a periodic diesel inspection program. The state adopted regulations implementing the heavy-duty diesel testing program on October 6, 1997. Enforcement of the roadside program began on April 1, 1998. In July 1998, mandatory periodic inspections began for heavy-duty diesel vehicles and non-diesel buses or school buses greater than 8500 lbs GVWR.

2. Program Description

The state's diesel testing program was introduced in two phases. Phase One of the new program began with implementation of the roadside enforcement program, as well as an enhanced variant of the existing self-inspection program with a mechanism to provide for voluntary inspections. Phase Two commenced with the addition of the mandatory periodic exhaust emissions test conducted by licensed inspection centers.

The exhaust emission test is conducted by Diesel Emission Inspection Centers which are licensed by the Department of Transportation.

As part of its roadside program, the state has stopped and checked more than 60,000 trucks since April 1, 1998, with nearly 5,000 operators cited for emitting excessive levels of smoke.

3. Vehicles Tested

Heavy-duty vehicles and non-diesel buses or school buses greater than 18,000 lbs GVWR.

Diesel buses or school buses greater than 8500 lbs GVWR are exempted from the two-phase testing program, although they are still subject to specified emission standards.

4. Test Procedures

Test methodology for the new program includes the snap-acceleration test (J1667), the rolling-acceleration test, and the stall-acceleration test for determination of exhaust smoke opacity from heavy-duty diesel vehicles in a roadside environment. Periodic inspection also uses the snap-acceleration test (J1667), the rolling-acceleration, and the stall-acceleration test. An inspection for the presence of emission control apparatus downstream of the exhaust ports will be conducted on vehicles with a certified engine configuration which was originally equipped with exhaust aftertreatment technology.

5. Emission Standards

Heavy-duty diesel vehicles and non-diesel buses or school buses greater than 8500 lbs GVWR:

1973 and older:	70%
1974-1990:	55%

1991-newer: 40%
No visible blue smoke for > 3 consecutive seconds

Diesel buses and school buses greater than 8500 lbs GVWR:

1987-older: 40%
1988-newer: 30%
No visible blue smoke for > 3 consecutive seconds

6. Testing Frequency

Roadside testing will be random. Periodic inspections will be on an annual basis.

7. Enforcement Action/Waiver Rates

Roadside and periodic testing is administered by the Department of Transportation. The roadside program also utilizes the assistance of the State Police.

The State will assess a violation of \$700 if a vehicle fails the roadside inspection. If the vehicle is repaired within 45 days, the fine will be reduced to \$300. If a vehicle fails a roadside test twice within the same year, the owner will be given a citation of \$1300 (reduced to \$500 if repaired within 45 days). Each subsequent violation within one year of the previous violation carries a penalty of \$1300. Authority will be given to place a vehicle out of service for frequent or unresolved violations. There are no specific repair cost waiver minimums.

Enforcement of the periodic inspection program is through registration denial.

8. Key Contact(s)

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State: New York**1. Program Status**

Diesel inspection program legislation was signed into law by Governor George Pataki (R) on October 15, 1998. This program is scheduled to take effect on June 1, 1999.

2. Program Description

The state plans to test diesel-fueled vehicles in a decentralized program with periodic and roadside components. New York Metropolitan Area registered vehicles will be required to be inspected annually, and all vehicles operating in the state are subject to random roadside inspections for smoke opacity. Registration fees and inspection penalties will fund the program through the Mobile Sources Fund. The program is still in a draft phase.

The state is continuing to administer a CMAQ funded project to evaluate future program alternatives.

3. Vehicles Tested

Diesel-fueled trucks greater than 8500 pounds GVWR and all buses capable of carrying 15 passengers or more, except agricultural, emergency, marine, off-road construction, and certain logging vehicles.

4. Test Procedure

To be defined by the Department of Environmental Conservation, in conjunction with the Departments of Motor Vehicles and Transportation.

5. Emission Standards

To be defined by the Department of Environmental Conservation, in conjunction with the Departments of Motor Vehicles and Transportation.

6. Testing Frequency

Annual inspections for New York Metropolitan Area registered vehicles, including vehicles required to be registered in the Consolidated Metro Area.

Random roadside inspections throughout the state.

7. Enforcement Action/Waiver Rates

Annual inspection violations (expired stickers, etc.): Upon first violation, receive \$700 fine, reduced to \$350 if tested within 30 days. Subsequent violations receive a \$1300 fine, reducible to \$750.

Random roadside violations (excessive visible smoke, tampering, etc.): Upon first violation, receive \$700 fine, reduced to \$150 with repairs within 30 days. Subsequent violations receive a \$1300 fine, reducible to \$500.

A cost waiver is being considered.

8. Key Contact(s)

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State: Ohio**1. Program Status**

A diesel testing program is currently operating in the state.

2. Program Description

Centralized, contractor-run testing for light-duty diesel vehicles.

3. Vehicles Tested

Diesel-fueled vehicles 25 years old and newer, up to 10,000 pounds GVWR. State officials have been considering including heavier vehicles in the program, but at this time no official decision is expected in the near future (the state would first need additional legal authority). The state also plans to have an urban bus self-test program established by the end of 1999. Details for this program have not yet been worked out.

4. Test Procedure

A loaded-mode dynamometer test for opacity for all vehicles. (Exception: The SAE J1667 snap-idle test is used for four-wheel drive vehicles and any other vehicle that cannot be tested on the dynamometer.)

5. Emission Standards

20% opacity for all vehicles.

6. Testing Frequency

Biennial.

7. Enforcement Action/Waiver Rates

A \$100 cost waiver for 1980 and older model year vehicles.
A \$200 cost waiver for 1981 and newer model year vehicles.

These waivers apply only if a 30% improvement results from the repairs. A \$300 waiver applies if there is no improvement.

8. Key Contact(s)

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State: Utah**1. Program Status**

A decentralized, diesel testing program is operating in Salt Lake County. A centralized, diesel testing program is operating in Utah and Davis Counties. There is currently no diesel testing program in Weber County.

2. Program Description

Each of the counties in the Salt Lake City area -- Utah County, Salt Lake County, and Davis County -- have implemented their own diesel smoke testing programs.

Salt Lake, Utah, and Davis Counties will permit fleets of 25 or more vehicles to do self-testing. Smaller fleets or individual vehicles in Salt Lake County are required to go to one of the certified, decentralized testing facilities. In Utah and Davis Counties, these vehicles are required to go to one of the county-operated, test-only, centralized testing centers, or a county-operated mobile testing unit can be brought to their site.

3. Vehicles Tested

All diesel-fueled vehicles in Salt Lake, Utah, and Davis Counties. Salt Lake County tests only 1968 and newer vehicles.

4. Test Procedure

For HDDVs (vehicles 16,000 lbs GVWR and greater), all three counties use the SAE J1667 test procedure.

For LDDVs (vehicles less than 16,000 lbs GVWR), all three counties use a loaded-mode dynamometer test.

5. Emission Standards

In all three counties:

70% opacity for HDDVs
40% opacity for LDDVs

6. Testing Frequency

Annual.

7. Enforcement Action/Waiver Rates

Testing enforced through registration denial.

Heavy-duty diesel vehicles that meet all of the following requirements are exempt from diesel testing: 1) have an apportioned registration, 2) are 26,000 lbs GVWR or more, 3) have logged more than 50% their vehicle miles outside of the state, and 4) are within the first three model years.

8. Key Contact(s)

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State: Washington**1. Program Status**

A contractor-run, diesel smoke testing program is operating in the Seattle-Tacoma, Spokane, and Vancouver metropolitan areas. A diesel testing program has been operating in the state since August 1993.

2. Program Description

(see below)

3. Vehicles Tested

All 1968 and newer model year vehicles.

4. Test Procedure

J1667 snap-idle test.

5. Emission Standards

70% opacity for 1968 to 1973 model year vehicles.

60% opacity for 1974 to 1991 model year vehicles.

40% opacity for 1992 and newer model year vehicles.

6. Testing Frequency

Biennial testing for privately-owned vehicles; annual testing for state and local government fleet vehicles.

7. Enforcement Action/Waiver Rates

A \$100 cost waiver for 1968 to 1980 model year vehicles.

A \$150 cost waiver for 1981 and newer model year vehicles and a reduction of emissions must be demonstrated.

The state may raise the cost waiver up to \$450. Issue is pending.

8. Key Contact(s)

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