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- Resolution 72-1 Exempts Air-Flo-Matic device from prohibitions of Section 27156 of the Vehicle Code for 1970 and earlier models, Classes B through F.
- Resolution 72-2 Amendments to Title 13, Chapter 3, Subchapter 2, California Administrative Code (test regulations).
- Resolution 72-3 Approves Diamond Reo Trucks, Inc. exhaust emission control device for 1972 models greater than 6,000 pounds.
- Resolution 72-4 Accredits De Paolo Corporation closed crankcase emission control system for used motor vehicles, class E.
- Resolution 72-5 Agreement with Department of Water Resources for data processing services.
- Resolution 72-6 Approves Research Proposal 7ox-293-9 (submitted by Tuberculosis and Respiratory Disease Association of Los Angeles).

- Resolution 72-7 ---
- Resolution 72-8 Universal Oil Products Incorporated granted 10 permits for testing experimental pollution control device for one year.
- Resolution 72-9 Approves NO<sub>x</sub> emission standard for test procedure; finding of emergency.
- Resolution 72-10 Approves Marvel-Schebler/Tillotson carburetor for use in gasoline-powered vehicles utilizing LPG.
- Resolution 72-10A Finds that Marvel-Schebler/Tillotson carburetor utilizing LPG meets emission requirements of Section 8657 of Revenue and Taxation Code.
- Resolution 72-11 Approves Dual Fuel Systems exhaust emission control system for new internal combustion engines used in forklifts and other similar equipment.  
*Resolved*  
*Replaced by 72-11A*
- Resolution 72-12 *Approves GM retrofit device for 50 cc cars.*
- Resolution 72-13 Approves new vehicle standard enforcement regulation for withholding vehicle approval without compliance with California standards and regulations.
- Resolution 72-14 Exempts Power-Gap device from Prohibitions of Vehicle Code Section 27156 for 1971 and older models, classes (a) through (f).
- Resolution 72-15 Caltech Clean Air Car Project granted 100 permits for testing experimental pollution control device.
- Resolution 72-16 Exempts International Harvester Company from Fuel Evaporative Emission Standards until January 1, 1974 for approximately 369 vehicles over 10,000 pounds.
- Resolution 72-17 Approves Proposal 7co-283-9, Survey of carboxy-hemoglobin in non-smokers (submitted by California State Department of Public Health at Berkeley).
- Resolution 72-18 Approves Proposal 2-299-10, Vacuum Spark Disconnect as an NO<sub>x</sub> Control Measure (submitted by Automotive Environmental Systems, Inc.).
- Resolution 72-19
- Resolution 72-20 Approves Proposal 3-280-9, Testing and Analysis of a Vacuum Spark Disconnect Device (submitted by Northrop Corporation).
- Resolution 72-21 ---

- Resolution 72-22 Approves Proposal 4-296-9, Regional Monitoring of Smog Aerosols (submitted by University of California, Davis).
- Resolution 72-23 Exempts General Motors from evaporative control systems for some 1973 model heavy-duty vehicles.
- Resolution 72-24 Accredits All-O-Matic Manufacturing Corporation crankcase emission control device for used motor vehicles in Classes B, C, D, E and F.
- Resolution 72-25 University of Santa Clara granted permit for testing experimental pollution control device for one year.
- Resolution 72-26 Exempts Prelin Electric Oil Refiner device from prohibitions of Section 27156 of Vehicle Code for 1972 and older model vehicles.
- Resolution 72-27 George W. Cornelius granted permit for testing experimental pollution control device for one year.
- Resolution 72-28 Thomas L. Stewart granted two permits for testing experimental control device for one year.
- Resolution 72-29 Environmental Technology Division of Dresser Industries granted permit for testing experimental emission control device on a motor vehicle, and an extension of Permit Numbers 336 and 337 for one year.
- Resolution 72-30 Authorizes Executive Officer to execute Interagency Agreement with Department of Public Works to accept \$25,000 for study of "Total Air Contaminants from Vehicle Populations"
- Resolution 72-31 Approves Proposal 5-279-9a, Proposal to Develop Prototype Techniques for Elimination of Meteorological Bias from Ambient Air Quality Data (submitted by Sidney R. Frank).
- Resolution 72-32 Impco Division of A. J. Industries granted permit for testing experimental control device for one year.
- Resolution 72-33 Authorizes Executive Officer to execute necessary documents and contract with APCDs to obtain air monitoring data, not to exceed amount of \$180,000.

- Resolution 72-34 Revises regulations relating to identification labels on new heavy-duty and light-duty vehicles.
- Resolution 72-35 Energy Transmission Corporation, division of Doughboy Industries, granted three permits for testing experimental control device for one year.
- Resolution 72-36 Exempts Vic "500" Vapor Injector device from prohibitions of Vehicle Code Section 27156 for 1970 and older model vehicles in Classes B through F.
- Resolution 72-37 Approves five Impco carburetor models for use in certain 1972 and older models utilizing liquefied petroleum gas.
- Resolution 72-37A Finds that five Impco carburetor models utilizing liquefied petroleum gas meet emission requirements of Subdivisions (a) and (b) of Section 39102 and 39102.5 of Health and Safety Code.
- Resolution 72-38 Exempts White Motor Company from Fuel Evaporative Emission Standards until January 1, 1974 for all of its 1973 models.
- Resolution 72-39 Recommends September 1, 1972 as date for mandatory installation of exhaust control devices on 1955-65 model light-duty vehicles upon change of ownership; requests that Air Quality Products, Inc. and General Motors Corp. report on availability of devices prior to May meeting of ARB.
- (Amended 72-39A)  
*Amendments B, C, D, E & F set further installation dates.*  
*72-39G - Limits to Bay area*
- Resolution 72-40 Approves Proposal 7-312-12, Proposed Studies of the Fate of Inhaled Nitrogen Dioxide, submitted by University of California at Davis.
- Resolution 72-41 Approves Proposal 2-282-9, Additional Data Analysis to Supplement the Vehicle Emission Inspection and Maintenance Study (submitted by Northrop Corporation).
- Resolution 72-42

- Resolution 72-43 Approves Proposal 13-318-13, Relationship of Oxidant Peak, High-Hour and Slope Values as a Guide in Forecasting Health-Effect Days (submitted by Bay Area APCD).
- Resolution 72-44 Approves Proposal 3-280-9a, A Proposal for Temperature Testing and Analysis of the Vacuum Advance Disconnect Exhaust Emission Control (submitted by Northrop Corporation).
- Resolution 72-45 Approves Proposal 4-302-10a, Atmospheric Photochemical Smog Measurements over San Francisco Bay (submitted by Stanford Research Institute).
- Resolution 72-46 Approves Proposal 7-313-12, An Evaluation of the Practicality of the Goldsmith-Beard Smog and Health Warning System (submitted by Los Angeles APCD).
- Resolution 72-47 Amends regulations for Idle Emission Standards for Highway Vehicle Inspection to include Standards for 1955 through 1965 Domestic Models, 1955-1967 Foreign Models and All 1972-73 Models.
- Resolution 72-48 Finds Proposition 9 "is not desirable as a measure to control air pollution" and opposes it.
- Resolution 72-49 Authorizes expenditure of \$44,000 in federal funds to augment information program.
- Resolution 72-50
- Resolution 72-51 University of California, Davis, Vehicle Emission Testing Facility, granted permit for testing experimental pollution control device.
- Resolution 72-52 Cryogenic Service Corporation granted permit to test experimental pollution control device.
- Resolution 72-53 Exempts Diamand Reo Trucks, Inc., from Fuel Evaporative Emission Standards until January 1, 1974 for 1973 heavy-duty vehicles.

Resolution 72-55

Grants Ernest A. Eastman six permits to test experimental pollution control device.

Resolution 72-58

Adopts additions to Rules and Regulations of the Nevada County APCD.

Resolution 72-59

Adopts modifications to the Rules and Regulations of the Glenn County APCD.

Resolution 72-63

Adopts modification to the Rules and Regulations of the Shasta County APCD.

Resolution 72-68

Adopts additions and modifications to the Rules and Regulations of the Santa Barbara County APCD.

Resolution 72-70

Adopts additions and modifications to the Rules and Regulations of the Inyo County APCD.

- Resolution 72-75 Adopts additions and modifications to the Rules and Regulations of the Tuolumne County APCD.
- Resolution 72-76 Adopts additions to the Rules and Regulations of the Fresno County APCD.
- Resolution 72-77 Adopts additions and modifications to the Rules and Regulations of the Kern County APCD.
- Resolution 72-78 Finds that Air Quality Standards will not be achieved unless rules and regulations adopted at May 30 ARB meeting are also adopted by APCDs within the air basins.
- Resolution 72-79
- Resolution 72-80 Exempts Plastic Signs, Inc.'s "Water Vapor Power Energizer" device from prohibitions of Section 27156 of the Vehicle Code for 1970 and older model vehicles in Classes (a) through (f). Also instructs the Executive Officer to inform company of terms of the resolution.
- Resolution 72-81 Issues resolution of approval to Daimler Benz, Inc. for automotive control system for 1973 vehicles 6,000 lbs. or less.
- Resolution 72-82 Repeals Subchapter 2 Burning, Title 17 of California Administrative Code; adopts the attached Subchapter 2 in Title 17; and adopts the document entitled "Meteorological Criteria for Regulating Agricultural Burning" dated June 21, 1972.
- Resolution 72-83 Accredits nitrogen control device of Perfect Circle Division of Dana Corp. for 66-70 models light-duty vehicles of size classes b,c,d,e,&f. Also makes installation of device mandatory pursuant to Section 39177.1 of Health & Safety Code
- Resolution 72-84 Adopts attached criteria for Evaluation of Motor Vehicle Pollution Control Devices and Fuel Additives to Title 13, California Administrative Code.

- Resolution 72-96 Approves exhaust emission control system for Nissan Motor Company, Ltd., Japan with respect to 1973 vehicles, 6,000 lbs. or less as listed in resolution.
- Resolution 72-98 Approves exhaust emission control system for Mitsubishi Motors Corp. with respect to 1973 vehicles 6,000 lbs. or less as listed in resolution.
- Resolution 72-99 Exempts Charles Kolton Enterprises' "Manfredi Power and Fuel Booster" from prohibitions of Section 27156 of the Vehicle Code for 1970 and older vehicles in classes (c) through (f); also instructs Executive Officer to advise company of limitations of the resolution.
- Resolution 72-100 Approves Proposal 7-315-12, "The Reaction of Oxides of Nitrogen with Human Hemoglobin in Vivo and in Vitro" (submitted by the University of Southern California).
- Resolution 72-101 Approves Proposal 5-338-14, "Investigation of the Formation of Air Pollutants in Irradiation Chambers" (submitted by the Statewide Air Pollution Research Center, University of California, Riverside).
- Resolution 72-102 Approves Proposal 3-337-14, "Evaluation of Advanced Air Pollution Analytical Techniques" (submitted by the State Department of Public Health, Air and Industrial Hygiene Laboratory).
- Resolution 72-103 Directs Panel to continue investigation of LAAPCD and to hold a public hearing in Los Angeles on their proposed report to ARB, and thereafter to file a final report to ARB with recommendation for action, if any.
- Resolution 72-104 Enumerates the powers of the Air Resources Board.

- Resolution 72-107 Approves Proposal 7-328-14, "The Fate of Nitric Oxide in the Mammalian System Using N<sup>15</sup> as Tracer and Isotope Diluent" (submitted by Stanford Research Institute).
- Resolution 72-108 Approves, subject to revision, Proposal 7st-325-14, on "Physiological Effects of Air Pollutants in Humans Subjected to Secondary Stress" (submitted by the Attending Staff Association of the Rancho Los Amigos Hospital, Inc., and Rancho Los Amigos Hospital).
- Resolution 72-110 Accredits oxides of nitrogen control device submitted by Echlin Corporation for 66-70 models with engines sizes c, d, e and f. Mandates installation pursuant to Section 39177.1 of Health and Safety Code.
- Resolution 72-111 Defers installation of oxides of nitrogen exhaust control devices on 1966-70 model vehicles under 6,001 pounds to extend beyond registration in 1973
- \* Resolution 72-112 Calls upon vehicle owners and fleet owners in particular, to convert to gaseous fuels where feasible. Instructs staff to disseminate information related to conversion.
- Resolution 72-113 Sets low emission standards for 1973 model vehicle
- Resolution 72-114 Supports the goals of Cleaner Air Week; commends Air Pollution Control Association and National Tuberculosis and Respiratory Disease Assn.
- Resolution 72-115 Supports Southern California Council of Churches in its SAVE-A-WATT week efforts.
- Resolution 72-116 Finds that subvention moneys provided in Assembly Bill 1582 must be allocated to local APCD's as soon as possible.
- \* Resolution 72-111B Sets transfer of ownership phase and mandatory phase schedule of installation for 1966-70 oxides of nitrogen exhaust control retrofit program.
- Resolution 72-111C Certificate of compliance required upon renewal of registration for 1966-70 vehicles under 6,001 pounds.

- Resolution 72-117 Approves ARB proposal Number 3-357-17, submitted by the Lawrence Livermore Laboratory of the University of California, on the " Development of a Microwave Cavity Spectrometer for Ammonia Vapor Detection", not to exceed \$85,000.
- Resolution 72-118 Approves ARB proposal Number 10-356-17, submitted by the California Department of Agriculture, on the " Development of a System for Evaluating and Reporting Economic Crop Losses Caused by Air Pollution in California", not to exceed \$76,289.
- Resolution 72-119 Grants limited time extensions for the dumps listed in the table, to continue burning.
- Resolution 72-120 Denies the City of Fort Bragg a limited time extension to use open burning in its waste disposal site.
- Resolution 72-121 Denies the County of Tuolumne a limited time extension to use open burning at its waste disposal site.
- Resolution 72-122 Adopts Subchapter 4, Air Pollution Records, Chapter 1, Part III, Title 17, California Administrative Code, regarding the opening of public records to inspection by the public.
- Resolution 72-123 Accredits the oxides of nitrogen control device submitted by STP Corporation, for engines of size classifications b, c, d, e, and f.
- Resolution 72-123-1 Accredits the oxides of nitrogen control device submitted by the STP Corporation, for engines of size classification a.
- Resolution 72-123-2 Accredits the oxides of nitrogen control device submitted by the STP Corporation for engines with distributors utilizing vacuum advance only or centrifugal advance only, which may be equipped with STP Corporation's modified device.

State of California

AIR RESOURCES BOARD

Resolution 72-1

January 19, 1972

WHEREAS, Mr. H. D. Winton, Canoga Park, California, has submitted an application for a Board finding that his Air-Flo-Matic device be exempt from the prohibitions of Section 27156 of the California Vehicle Code;

WHEREAS, the prohibitions of Section 27156 do not apply to an alteration, modification, or modifying device, apparatus, or mechanism found by resolution of the Air Resources Board either to not reduce the effectiveness of any required motor vehicle pollution control device or to result in increased emissions from such modified or altered vehicle; and

WHEREAS, the Board's staff has made an engineering evaluation of the Air-Flo-Matic device and has concluded that the device will not reduce the effectiveness of required emission control devices for 1970 and older model vehicles equipped with engines over 140 cubic inches (Class B through F);

NOW, THEREFORE, BE IT RESOLVED, That this Board find that the Air-Flo-Matic device does not reduce the effectiveness of any required motor vehicle pollution control device and is therefore exempt from the prohibitions of Section 27156 of the Vehicle Code for 1970 and older model vehicles in Classes B through F;

IT IS FURTHER RESOLVED, That the Executive Officer is instructed to advise Mr. H. D. Winton that:

- (1) THIS RESOLUTION HAS BEEN ADOPTED AND THAT THE RESOLUTION DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "AIR-FLO-MATIC DEVICE";
- (2) No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication;
- (3) Section 17500 of the Business and Professions Code makes unlawful untrue or misleading advertising and Section 17534 makes violation punishable as a misdemeanor;
- (4) Sections 39130 and 39184 of the Health and Safety Code provide as follows:

39130. No person shall sell, display, advertise, or represent as a certified device any device which, in fact, is not a certified device. No person shall install or sell for installation upon any motor vehicle, any motor vehicle pollution control device which has not been certified by the board.

39184. No person shall sell, display, advertise, or represent as an accredited device any device which, in fact, is not an accredited device. No person shall install or sell for installation upon any used motor vehicle any motor vehicle pollution control device which has not been accredited by the board.

(5) Any apparent violation of the above policy or laws will be submitted to the Attorney General of California for such action as he deems advisable.

State of California

AIR RESOURCES BOARD

Resolution 72-2

January 19, 1972

WHEREAS, Section 39052.5, 39052.6 and 39151 (as amended during the 1970 Legislative session) authorized the State Air Resources Board to revise its test procedures and to establish new standards for emissions from new motor vehicles;

WHEREAS, Section 39052(k) requires the Air Resources Board to adopt test procedures specifying the manner in which new motor vehicles shall be approved; and

WHEREAS, a public hearing and other proceedings have been held in accordance with the provisions of the Administrative Procedure Act (Government Code, Title 2, Division 3, Pt. 1, Ch. 4.5):

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board hereby amends its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Amends Subchapter 2, Article 2, Section 2109(g) to read:

2109. Test Procedures.

- (g) The test procedures for determining compliance with exhaust emission standards, specified in accordance with Sections 39052.5, 39052.6 and 39151 of the Health and Safety Code are:

"California Exhaust Emission Standards, Test and Approval Procedures for 1973 and Subsequent Model-Year Engines in Gasoline-Powered Motor Vehicles Over 6,001 Pounds Gross Vehicle Weight" dated February 17, 1971, amended January 19, 1972.

2. Amends Subchapter 2, Article 3, Section 2208(c) to read:

2208. Test Procedures.

- (c) The test procedures for determining compliance with the exhaust emission standards specified in accordance with Sections 39052.5, 39052.6, and 39151 of the Health and Safety Code are: "California Exhaust Emission Standards, Test and Approval Procedures for 1973 and Subsequent Model-Year Engines in Gasoline-Powered Motor Vehicles Over 6,001 Pounds Gross Vehicle Weight" dated February 17, 1971, amended January 19, 1972.

BE IT FURTHER RESOLVED that amendments to "California Exhaust Emission Standards, Test and Approval Procedures for 1973 and Subsequent Model-Year Engines in Gasoline-Powered Motor Vehicles Over 6,001 Pounds Gross Vehicle Weight" dated February 17, 1971, be adopted in accordance with the recommendation of the staff.

State of California

AIR RESOURCES BOARD

Resolution 72-3

January 19, 1972

WHEREAS, Diamond Reo Trucks, Inc. has submitted an application and all test data for 1972 California approval of an exhaust emission control system for vehicles greater than 6,000 pounds gross vehicle weight;

WHEREAS, the applicant's exhaust control system is described as an

Engine-Modification type with major elements:

- (1) carburetor with specified flow rates,
- (2) distributor with specified advance characteristics,
- (3) recommended maintenance; and

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Subchapter 1, and Subchapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Approve the exhaust emission control device of Diamond Reo Trucks, Inc. for its 1972-model vehicles, greater than 6,000 pounds gross vehicle weight, for its engines of the following sizes (cubic inches): 400 and 468,

State of California

AIR RESOURCES BOARD

Resolution 72-4

The De Paolo Corporation

Closed Crankcase Emission Control System

January 19, 1972

WHEREAS, the De Paolo Corporation, Yountville, California has submitted test data and other information for its crankcase emission control system for vehicles in displacement class (e);

WHEREAS, the system is described as follows:

- 1) A tube from the crankcase through a spring-loaded tapered pin valve to the intake manifold.
- 2) A provision to allow for a replacement of the above "standard" pin by a "finder" pin at 60,000 miles or when required to give a greater blowby flow capacity.
- 3) An additional tube (containing a flame arrestor) connecting the crankcase to the clean side of the air cleaner.

WHEREAS, the system has been found to meet the crankcase emission standards as published in the California Administrative Code, Title 13, Section 1960; and

WHEREAS, based on test data and information submitted by the manufacturer, the Board finds that the device meets the criteria of the Air Resources Board as published in Title 13, Section 2003 of the California Administrative Code;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Accredit the De Paolo Corporation closed crankcase emission control system for used motor vehicles in class (e) engine sizes of 300-375 cubic inch displacement.

STATE OF CALIFORNIA

AIR RESOURCES BOARD

Resolution 72-5  
January 19, 1972

WHEREAS, the 1971-72 fiscal year budget for the Air Resources Board provides \$90,000 for necessary Data Processing services to assist the Board in carrying out its program of air pollution control; and,

WHEREAS, the Department of Water Resources has the personnel and technical ability to assist the Board in meeting its data processing needs;

NOW, THEREFORE, BE IT RESOLVED, that this Board authorizes the Executive Officer to execute an Interagency Agreement not to exceed \$90,000, and other documents as necessary, to obtain data processing services from the Department of Water Resources to meet program objectives in 1971-72.

State of California

AIR RESOURCES BOARD

Resolution 72-6

January 19, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599) in response to the Board's request for proposals entitled, "Health Effects Study of Oxidants on School Children," (RFP IX);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 7ox-293-9, submitted by the Tuberculosis and Respiratory Disease Association of Los Angeles in the amount of \$98,624.54;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 7ox-293-9, submitted by the Tuberculosis and Respiratory Disease Association of Los Angeles in the amount of \$98,624.54;

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$98,624.54.

State of California

AIR RESOURCES BOARD

Universal Oil Products, Inc.

Experimental Permit

Resolution 72-8

February 16, 1972

WHEREAS, Universal Oil Products, Inc., Des Plaines, Illinois has applied for ten (10) permits to test an experimental pollution control device;

WHEREAS, the device, which consists of a catalytic converter for the retrofit of used cars, appears to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, Universal Oil Products Incorporated is hereby granted ten (10) permits for testing its experimental pollution control device for a period of one year from this date.

State of California

AIR RESOURCES BOARD

Marvel-Schebler/Tillotson  
L.P.G. Conversion System

Resolution 72-10

February 16, 1972

WHEREAS, in 1969, the California Legislature added Section 39052 (q), Section 39110 and Section 39111 to the Health and Safety Code requiring the Air Resources Board to adopt regulations specifying the manner in which motor vehicles modified or altered to use fuels other than gasoline or diesel be emission tested;

WHEREAS, on November 9, 1969, the Air Resources Board adopted, "California Exhaust Emission Standards and Test Procedures for Motor Vehicles Modified to Use Liquefied Petroleum Gas or Natural Gas Fuel;"

WHEREAS, Marvel-Schebler/Tillotson Company has submitted an application and all test data for approval of its emission control system for vehicle modified to utilize liquefied petroleum gas (LPG); and

WHEREAS, the Board finds that the system complies with the Health and Safety Code Sections 39052(q) and 39110 and the California Administrative Code, Title 13, Section 2600,

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board approve the Marvel-Schebler/Tillotson carburetor model listed below for use in gasoline-powered vehicles utilizing liquefied petroleum gas with engine sizes as listed;

<u>Carburetor Model</u>	<u>Engine Size Class</u>	<u>Engine Size Displacement Cubic Inches</u>
3C or 3CG - 705 - DYLE	(d)	250 through 300

State of California

AIR RESOURCES BOARD

Marvel-Schebler/Tillotson  
L.P.G. Conversion System

Resolution 72-10A

February 16, 1972

WHEREAS, in 1970, the California Legislature added Section 8657 to the California Revenue and Taxation Code which states that no motor fuel tax shall be imposed upon motor vehicles modified to use liquefied petroleum gas or natural gas and approved by the State Air Resources Board as meeting the emission standards act set forth in subdivisions (a) and (b) of Section 39102 and Section 39102.5 of the Health and Safety Code;

WHEREAS, the Air Resources Board has approved the Marvel-Schebler/Tillotson system for converting gasoline engines to use liquefied petroleum gas; and

WHEREAS, the Board found that the system complies with the California Administrative Code, Title 13, Section 2600,

NOW, THEREFORE, BE IT RESOLVED, That this Board

Find that Marvel-Schebler/Tillotson carburetor model listed below utilizing liquefied petroleum gas (LPG) will meet the emission requirements of Section 8657 of the Revenue and Taxation Code for gasoline-powered vehicles:

<u>Carburetor Model</u>	<u>Engine Size Class</u>	<u>Engine Size Displacement Cubic Inches</u>
3C or 3CG-705-DTLE	(d)	250 through 300

State of California

AIR RESOURCES BOARD

Staff Report

Marvel-Schebler/Tillotson

Application for Motor Vehicles Modified  
To Use Liquefied Petroleum Gas

February 16, 1972

Marvel-Schebler/Tillotson Company has submitted an application for approval of its emission control system to be used on vehicles modified to use liquefied petroleum gas. Basically, this system consists of a pressure regulator and a specially designed carburetor.

The data submitted is shown below:

<u>Carburetor Model</u>	<u>Engine Class</u>	<u>Engine Size Cu.In.</u>	<u>Test Engine Vehicle</u>	<u>HC-gms/mi</u>	<u>CO-gms/mi</u>	<u>NO<sub>2</sub>-gms/mi</u>
3C-705-DTLE	(d)	289	1967 Ford	1.4	11.9	1.1

Each test vehicle in the fleet met the 1972 emission standards of 1.5 grams per mile hydrocarbons, 23 grams per mile carbon monoxide, and 3 grams per mile oxides of nitrogen.

The emission results on liquefied petroleum gas also meet the 1974-model year standards and, therefore, meet the emission requirements of Section 8657 of the Revenue and Taxation Code.

Based on the test data and other information submitted by the applicant, the staff finds that the Marvel-Schebler/Tillotson emission control system, to be used on vehicles modified to use liquefied petroleum gas, meets California requirements. The staff, therefore, recommends the adoption of Resolution 72-10 and 72-10A.

State of California

AIR RESOURCES BOARD

Resolution 72-11

Dual Fuel Systems  
Exhaust Emission Control System (Forklifts)

February 16, 1972

WHEREAS, Dual Fuel Systems Corporation submitted an application and all test data for California certification of an exhaust emission control system for internal combustion engines used in forklifts and other similar equipment in enclosed structures;

WHEREAS, the applicant's exhaust emission control system consists of a properly designed system for converting gasoline engines to natural gas; and

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Subchapter 2, Article 5;

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board,

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code, and pursuant to the request of the Division of Industrial Safety, approves the Dual Fuel Systems exhaust emission control system for new internal combustion engines used in forklifts and other similar equipment in enclosed structures for the following engine size:

<u>Engine Size Class</u>	<u>Engine Size Displacement (cubic inches)</u>
A2	50 through 100
A3	100 through 140
B	140 through 200

State of California

AIR RESOURCES BOARD

Staff Report

Dual Fuel Systems  
Exhaust Emission Control System (Forklifts)

February 16, 1972

The Dual Fuel Systems Corporation has submitted an application containing the test data for new engines required by the California Exhaust Emission Test Procedure for Portable and Mobile Internal Combustion Engines (Forklifts) Used Inside Buildings.

The applicant's exhaust emission control system is a properly designed system for converting gasoline engines to natural gas. This system has previously been approved for motor vehicles (road) for classes A through F.

Emission Data of Each Test Engine  
Projected to 1,500 hours

<u>Engine</u>	<u>Engine Size</u> <u>Cubic Inches</u>	<u>Engine</u> <u>Class</u>	<u>Gas/Air</u> <u>Mixer</u>	<u>CO %</u> <u>Emissions</u>
Waukesha	61	A <sub>2</sub>	1.25	0.2
Waukesha	61	A <sub>2</sub>	1.25	0.2
Continental	62	A <sub>2</sub>	1.25	0.2
Continental	62	A <sub>2</sub>	1.25	0.1
Continental	140	A <sub>3</sub>	1.25	0.1
Continental	140	A <sub>3</sub>	1.25	0.1
Continental	140	A <sub>3</sub>	1.25	0.1
Continental	140	A <sub>3</sub>	1.25	0.2
Continental	162	B	1.25	0.1
Continental	162	B	1.25	0.1
Continental	162	B	1.25	0.1
Continental	162	B	1.25	0.1

Each test engine in the approval fleet met the emission standard.

Based on the test data and other information submitted, the staff finds that the Dual Fuel exhaust emission control system meets the California requirements. The staff, therefore, recommends adoption of Resolution 72-11.

State of California

AIR RESOURCES BOARD

Staff Report

Dual Fuel Systems  
Exhaust Emission Control System (Forklifts)

March 15, 1972

The Board adopted Resolution 72-11 on February 16, 1972 approving the Dual Fuel Systems, Incorporated exhaust emission control system for new engines used in Forklifts and other equipment designed for use inside buildings. The applicant has now requested that the approval be extended to include installations of its system on used engines as well. The original application included sufficient data to meet the requirements of the "California Exhaust Emission Test Procedure for Portable and Mobile Internal Combustion Engines (Forklifts) Used Inside Buildings" for both new and used engines.

The applicant's exhaust emission control system is a properly designed system for converting gasoline engines to natural gas. This system has previously been approved for motor vehicles (road) for classes A through F.

Emission Data of Each Test Engine  
Projected to 1,500 Hours

<u>Engine</u>	<u>Engine Size Cubic Inches</u>	<u>Engine Class</u>	<u>Gas/Air Mixer</u>	<u>CO % Emissions</u>
Waukesha	61	A <sub>2</sub>	1.25	0.2
Waukesha	61	A <sub>2</sub>	1.25	0.2
Continental	62	A <sub>2</sub>	1.25	0.2
Continental	62	A <sub>2</sub>	1.25	0.1
Continental	140	A <sub>3</sub>	1.25	0.1
Continental	140	A <sub>3</sub>	1.25	0.1
Continental	140	A <sub>3</sub>	1.25	0.1
Continental	140	A <sub>3</sub>	1.25	0.2
Continental	162	B	1.25	0.1
Continental	162	B	1.25	0.1
Continental	162	B	1.25	0.1
Continental	162	B	1.25	0.1

State of California

AIR RESOURCES BOARD

Resolution 72-11-A

Dual Fuel Systems  
Exhaust Emission Control System (Forklifts)

March 15, 1972

WHEREAS, Dual Fuel Systems Corporation submitted an application and all test data for California certification of an exhaust emission control system for internal combustion engines used in forklifts and other similar equipment in enclosed structures;

WHEREAS, the applicant's exhaust emission control system consists of a properly designed system for converting gasoline engines to natural gas; and

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Subchapter 2, Article 5;

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board rescind Resolution 72-11;

BE IT FURTHER RESOLVED, That the Air Resources Board, under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code, and pursuant to the request of the Division of Industrial Safety, approve the Dual Fuel Systems exhaust emission control system for new and used internal combustion engines used in forklifts and other similar equipment in enclosed structures for the following engine sizes:

<u>Engine Size Class</u>	<u>Engine Size Displacement (cubic inches)</u>
A2	50 through 100
A3	100 through 140
B	140 through 200

State of California

AIR RESOURCES BOARD

Resolution 72-12

March 15, 1972

WHEREAS, General Motors Corporation applied for accreditation of an exhaust emission control system described in the staff report dated December 15, 1971 for 1955 through 1965 year model light-duty used vehicles of engine size classifications b, c, d, e, and f;

WHEREAS, the Board has determined that the data submitted indicates that the system meets the hydrocarbon and oxides of nitrogen standards set forth in Health and Safety Code Section 39107 and the Board's further requirements contained in Title 13, California Administrative Code, Chapter 3, Subchapter 2, Articles 2 and 3;

WHEREAS, no device or system has been submitted to the Board which meets all three pollutant standards of Section 39107, viz., hydrocarbons, carbon monoxide and oxides of nitrogen; and

WHEREAS, supplemental data and other information has been received to remove the Board's previous reservations regarding vehicle driveability with the GM device;

NOW, THEREFORE, BE IT RESOLVED, that the emission control system submitted by General Motors Corporation is hereby accredited pursuant to the provisions of Chapter 4, Part 1, Division 26 of the Health and Safety Code for 1955 through 1965 model year used light-duty vehicles for engines of size classifications b, c, d, e, and f;

BE IT FURTHER RESOLVED, that the installation of the General Motors device shall become mandatory pursuant to Chapter 4 when the Board finds that the device is available for installation.

State of California  
AIR RESOURCES BOARD

February 16, 1972

Administrative Code  
Title 13  
Chapter 3  
Subchapter 3  
Enforcement and Surveillance

Article 1

Enforcement of New Vehicle Standards

2800. Definitions. For the purposes of this article, the following definitions shall apply:

- (a) "Applicable law" means any requirement imposed by Part 1, beginning with Section 39000, of Division 26, California Health and Safety Code or by any regulation adopted pursuant thereto by the State Air Resources Board.
- (b) "Board" means State Air Resources Board.
- (c) "Engine Family" means any group of engines presumed to have similar emission characteristics for which the Board has given approval for sale in California.
- (d) "Executive Officer" means the person appointed executive officer by the Air Resources Board pursuant to Section 39023 of the Health and Safety Code.
- (e) "Laboratory" means the Air Resources Board's Motor Vehicle Emissions Laboratory.
- (f) "Standard" means any exhaust emission standard applied to new vehicles to determine "approval" as defined in Section 39085 of the California Health and Safety Code, whether the standard is established in Article 2 (commencing with Section 39100) of Chapter 4, Part 1, Division 26 of the Health and Safety Code, or in regulations adopted by the Board.
- (g) "Year" means "model year" for vehicles under 6001 pounds manufacturer's gross vehicle weight (G.V.W.) rating, and "engine model year" for vehicles 6001 pounds G.V.W., and over, as those terms are defined in the Board's official test procedures.

2801. Purpose. It is the purpose of this article to implement authority granted the Board in Section 39154 of the Health and Safety Code in order to monitor motor vehicles from manufacture through distribution, to and in the hands of consumers, to determine compliance with applicable laws.

2802. Selection of Vehicles. The Executive Officer may, with respect to any vehicle being sold, offered for sale, or manufactured for sale in California, order a vehicle manufacturer to make available for inspection up to three vehicles, and may direct that the vehicles be delivered to the Board at its laboratory. If the vehicles are selected for evaluation pursuant to Section 2803, the Executive Officer shall select three vehicles from each engine family to be evaluated. Vehicles shall be selected at random from sources specified by the Executive Officer according to a method approved by him, which insofar as practical shall exclude (1) vehicles manufactured pursuant to the specific order of an ultimate purchaser or (2) vehicles the selection of which, if not excluded, would result in an unreasonable disruption of the manufacturer's distribution system.

The vehicles shall not receive any mechanical, electrical or other adjustment or alteration of any kind after their selection, without the written consent of the Executive Officer, which consent shall not be unreasonably withheld where such adjustment or alteration is required to conform the vehicle to the manufacturer's written instructions for predelivery preparation.

2803. Evaluation. If the Executive Officer determines, by tests of three vehicles of the same engine family selected pursuant to Section 2802, that two of such vehicles exceed one or more individual standards per vehicle by 15% or that one vehicle exceeds all standards for each pollutant by 15%, he shall promptly notify the manufacturer. The manufacturer may at that time supply the Board with two additional vehicles of the same engine family which have been selected in accordance with Section 2802. The Executive Officer shall then conduct the same tests on the two additional vehicles. In determining whether a vehicle exceeds a standard, three or more official approval tests shall be performed on the vehicle and the average of the emissions obtained shall be used. Manufacturer's representatives shall be permitted to observe all tests and may, for good cause shown, request one retest of each of the original three vehicles, which retest shall be averaged with the other tests.

2804. Action. If (a) a majority of the five vehicles tested pursuant to Section 2803 each exceeds by 15% one or more individual standards, or (b) one vehicle where three were tested or two vehicles where five were tested each exceeds by 15% all standards for each pollutant, the Executive Officer shall notify the manufacturer and may invoke Section 2809.

2805. Compliance With Applicable Laws. With respect to any applicable law, other than a standard as defined in Subdivision (f) of Section 2800 and an assembly-line test procedure specified in Sections 2110 and 2209 of Subchapter 2, the Executive Officer shall evaluate vehicles selected pursuant to Section 2802 to determine their compliance. If any vehicle selected fails to comply with any applicable law other than a standard or an assembly-line test procedure, the Executive Officer shall notify the manufacturer and may invoke Section 2809.

2806. Assembly-Line Inspection Testing. If reports required by an assembly-line test procedure are not in accordance with reporting requirements or if surveillance under Article 2 indicates that that assembly-line inspection testing is being improperly performed, the Executive Officer may ask the manufacturer (1) to meet with him or his staff to discuss the matter, and (2) take any corrective action which the manufacturer and the Executive Officer may agree upon. If the manufacturer fails to cooperate with the Executive Officer or his staff, or if the manufacturer fails to take the corrective action agreed upon, the Executive Officer may invoke Section 2809.

2807. Assembly-Line Quality-Audit Testing. If any official test procedure adopted by the Board specifies that the Board may find a violation of Sections 39154 or 39155 of the Health and Safety Code or of this Article when a specified percentage of assembly-line vehicles exceed a standard and when data submitted by the manufacturer indicates such percentage is being exceeded, the Executive Officer may invoke the provisions of Section 2809.

2808. Order of Executive Officer. Failure to comply with any order of the Executive Officer issued pursuant to this article may result in the withholding or conditioning of approval in the manner specified in Section 2809(c).

2809. Enforcement Action. (a) When this section is invoked pursuant to other sections of this article, the Executive Officer shall notify the manufacturer of such action and the reasons therefor.

(b) Approval of the following year's production of vehicles, which are in all material respects the same in construction as the vehicles found not to comply with an applicable law or standard under other sections of this Article, may be withheld by the Board unless the manufacturer promptly takes effective action to bring the remainder of the current year's production of such vehicles into compliance. The manufacturer shall forthwith submit a plan of action to the Executive Officer who shall order execution of the plan, including such changes as he determines to be necessary. The Executive Officer may also request a report from the manufacturer with respect to the prior production of the current year. If, based on that report and other available information, it is found that a substantial number of vehicles containing emission control defects similar to the defects in the vehicle tested are in the hands of ultimate consumers and that a significant reduction of emissions from such vehicles may be obtained at a not unreasonable cost, the manufacturer may be ordered to take reasonable steps to effect appropriate repairs.

(c) If any corrective action ordered pursuant to subdivision (b) is not taken promptly, the following year's approval for such vehicles may, after affording to the manufacturer notice and opportunity to comment, be withheld for such time not to exceed one year or conditioned in such manner as the Board in either case determines appropriate under the circumstances.

State of California

AIR RESOURCES BOARD

February 16, 1972

Resolution 72-13

Enforcement Regulations for Motor Vehicle Emission Control

WHEREAS, Section 39154 of the Health and Safety Code provides that approval of new model vehicles may be withheld if the manufacturer has, in the previous year, failed to comply with emission standards, unless the manufacturer complies with such other conditions as the Board may by regulation indicate;

WHEREAS, assembly line test data and surveillance data obtained at new car dealers and at surveillance stations indicates that many vehicles are being sold in California which do not comply with the California standards and regulations;

WHEREAS, the Air Resources Board finds it necessary to implement the provisions of Section 39154 with administrative regulations; and

WHEREAS, several delays in finalizing the administrative regulations have reduced the time during which the regulation can be effective to 11 months, and therefore, in order to avoid the loss of another month, the regulations should be adopted with an emergency finding so that they will be effective immediately upon filing with the Secretary of State;

NOW, THEREFORE, BE IT RESOLVED that Article 1 is added to Subchapter 3, Chapter 3, Title 13, California Administrative Code to read as set forth on the attached 3 pages, which are incorporated herein by reference; and

BE IT FURTHER RESOLVED that the following Finding of Emergency is adopted:

FINDING OF EMERGENCY

The Air Resources Board finds that an emergency exists and that the foregoing regulation is necessary for the immediate preservation of the public peace, health and safety or general welfare. A statement of the facts constituting such emergency is that the regulation will be effective only 11 months before it will have to be amended to reflect 100% assembly-line testing and without this emergency finding it will be effective only 10 months. The said regulation is therefore adopted as an emergency regulation to take effect immediately upon filing with the Secretary of State as provided in Section 11422(c) of the Government Code.

State of California

AIR RESOURCES BOARD

Staff Report

Evaluation of the Powr-Gap Device

February 16, 1972

I. Introduction

This report is a summary of the staff's evaluation of the "Powr-Gap" device. The basis for this report is the "Air Resources Board Criteria for Determining Compliance with Section 27156 of the Vehicle Code," adopted February 17, 1971. This report is only concerned with the effect on exhaust emission levels due to the installation of the device; no consideration was given to its effect on performance and driveability of the vehicles. In no way does the report imply an endorsement by the staff of any beneficial effects of the "Powr-Gap" device.

II. Purpose and Claims

The applicant claims that the device will "increase combustion efficiency, make the engine run smoother, and hopefully emit less undesirable elements."

III. System Description

The system consists of a unit mounted on the center voltage connection between the distributor and the coil. The unit encloses a chamber containing a steel ball. This chamber is also connected by a hose to the tube leading to the vacuum spark advance mechanism. When suction is applied to the spark advance mechanism, it will also lift the steel ball in the chamber and create a gap for the high voltage current flow between the coil and the distributor.

IV. Evaluation

The staff evaluated the test data from the Air Resources Laboratory and found that the device has no significant effect on the operation of the vehicle or the emissions.

V. Conclusion and Recommendations

The staff has found no evidence that the "Powr-Gap" device will reduce the effectiveness of the required existing motor vehicle emission control devices for 1971 and older model vehicles.

The staff, therefore, recommends that the Board find that the "Powr-Gap" device be exempt from the prohibitions of Section 27156 of the Vehicle Code for 1971 and older model vehicles in classes (a) through (f).

State of California

AIR RESOURCES BOARD

Resolution 72-14

February 16, 1972

WHEREAS, Engine Accessories Mfg. Company, Los Angeles, California, has submitted an application for a Board finding that the "Powr-Gap" device be exempt from the prohibitions of Section 27156 of the California Vehicle Code;

WHEREAS, the prohibitions of Section 27156 do not apply to an alteration, modification, or modifying device, apparatus, or mechanism found by resolution of the Air Resources Board either to not reduce the effectiveness of any required motor vehicle pollution control device or to result in increased emissions from such modified or altered vehicle; and

WHEREAS, the Board's staff has made an engineering evaluation of the "Powr-Gap" device and has concluded that the device will not reduce the effectiveness of required emission control devices for 1971 and older model vehicles with engines in classes (a) through (f);

NOW, THEREFORE, BE IT RESOLVED, That this Board find that the "Power-Gap" device does not reduce the effectiveness of any required motor vehicle pollution control device and is therefore exempt from the prohibitions of Section 27156 of the Vehicle Code for 1971 and older model vehicles in classes (a) through (f);

IT IS FURTHER RESOLVED, That the Executive Officer is instructed to advise the Engine Accessories Mfg. Company that:

- (1) THIS RESOLUTION HAS BEEN ADOPTED AND THE RESOLUTION DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "POWR-GAP" DEVICE;
- (2) No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication;
- (3) Section 17500 of the Business and Professions Code makes unlawful untrue or misleading advertising and Section 17534 makes violation punishable as a misdemeanor;
- (4) Sections 39130 and 39184 of the Health and Safety Code provide as follows:

39130. No person shall sell, display, advertise, or represent as a certified device any device which, in fact, is not a certified device. No person shall install or sell for installation upon any motor vehicle, any motor vehicle pollution control device which has not been certified by the board.

39184. No person shall sell, display, advertise, or represent as an accredited device any device which, in fact, is not an accredited device. No person shall install or sell for installation upon any used motor vehicle any motor vehicle pollution control device which has not been accredited by the board.

(5) An apparent violation of the above policy or laws will be submitted to the Attorney General of California for such action as he deems advisable.

State of California

AIR RESOURCES BOARD

Caltech Clean Air Car Project

Experimental Permit

Resolution 72-15

February 16, 1972

WHEREAS, The California Institute of Technology, Clean Air Car Project, Pasadena, California, has applied for one hundred (100) permits to test an experimental pollution control device;

WHEREAS, the device, which consists of a Vacuum Advance Disconnect Procedure for the retrofit of used cars, appears to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, Caltech Clean Air Car Project is hereby granted one hundred (100) permits for testing its experimental pollution control device for a period of one year from this date.

State of California

AIR RESOURCES BOARD

Resolution 72-16

February 16, 1972

WHEREAS, the Board adopted on June 16, 1971 the California Fuel Evaporative Emissions Standards and Approval Procedures for 1973 and Subsequent Model Year Gasoline-Powered Vehicles over 6,000 Pounds Gross Vehicle Weight;

WHEREAS, Section III B 3 of these procedures authorizes the Board to exempt from the requirements any class of vehicle over 10,000 pounds gross vehicle weight which is not an extension of the manufacturer's light-duty line and where it is not practical to use an evaporative emission control system configuration which is similar to a light-duty vehicle, and which would result in an undue hardship to the manufacturer to meet the January 1, 1973 date; and

WHEREAS, such exemption may not be extended beyond January 1, 1974.

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby grants to International Harvester Company an exemption from the Fuel Evaporative Emission Standards until January 1, 1974 for approximately 369 vehicles, as described in Table I of International Harvester's letter dated February 7, 1972, over 10,000 pounds gross vehicle weight which are not an extension of the manufacturer's light-duty line.

State of California

AIR RESOURCES BOARD

Staff Summary of International Harvester  
Company's Request for Exemption from  
Evaporative Control Requirements for  
Heavy-Duty Vehicles.

February 16, 1972

International Harvester Company has requested an exemption until January 1, 1974 from the evaporative control requirements for its large highway type gasoline-powered heavy-duty vehicles equipped with either multiple gasoline tanks or single gasoline tanks over 50 gallons capacity.

International Harvester states:

- 1) The exemption is requested for approximately 369 units of its 12,728 projected 1973-model year heavy-duty California sales.
- 2) All the vehicles for which exemption is requested are rated over 10,000 pounds gross vehicle weight.
- 3) These vehicles cannot be equipped with evaporative emission control configurations that are similar to a light-duty vehicle or with conventional evaporative emission control devices.
- 4) This extension is necessary to develop the system needed to meet California requirements.
- 5) This exemption would apply to diurnal losses from fuel tanks since carburetor running losses will be controlled.

The California Fuel Evaporative Emissions Standards and Approval Procedures for 1973 and Subsequent Model Year Gasoline-Powered Vehicles over 6,000 Pounds Gross Vehicle Weight were adopted June 16, 1971. Section III B 3 Of these procedures authorizes the Board to exempt from the requirements any class of vehicles over 10,000 pounds gross vehicle weight which is not an extension of the manufacturer's light-duty line and where it is not practical to use an evaporative emission control system configuration which is similar to a light-duty vehicle, and which would result in an undue hardship to the manufacturer to meet the January 1, 1973 date. The exemption may not be extended beyond January 1, 1974.

A copy of the request is appended. The Staff recommends adoption of Resolution 72-16.

John

# INTERNATIONAL HARVESTER COMPANY

## MOTOR TRUCK DIVISION

ENGINEERING DEPARTMENT  
2911 MEYER ROAD • FORT WAYNE, INDIANA 46803

TELEPHONE—AREA CODE 219  
456-3441

ADDRESS REPLY TO  
P. O. BOX 1109  
FORT WAYNE, INDIANA 46801

February 7, 1972

Mr. J. A. Maga  
Executive Officer  
Air Resources Board  
1025 "P" Street  
Sacramento, California 95814

SUBJECT: Heavy Duty Evaporative Emission, 1973

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Dear Mr. Maga:

Part B of your regulation titled:

California Fuel Evaporative Emission Standards and Approval Procedures  
for 1973 and Subsequent Model Year Gasoline-Powered Motor Vehicles  
Over 6,000 Lb. GVW dated June 16, 1971,

allows the Board to exempt vehicles over 10,000 lb. GVW which are not an extension of a light duty line.

This letter, together with its attachment, constitutes a request by International Harvester Company to exempt a small percentage of our heavy duty production. Specifically, we are asking for exemption of a projected 369 out of 12,728 California vehicles for 1973.

Our major effort has been, of course, to cover the greatest vehicle percent possible, which has resulted in no lead time available for the remaining projected 369 vehicles. These vehicles are characterized by an unusual combination of vehicle-tanks, tank capacity or shape not directly amenable to control.

We would further point out this request would mean only diurnal losses from fuel tanks would be exempted, since we plan to have carburetor running losses from all gasoline engines controlled.

We would appreciate prompt Board action on this request and will be available for any questions or clarification that may arise.

Very truly yours,

INTERNATIONAL HARVESTER COMPANY

Mark Sherbinsky, Staff Engineer  
Vehicle Emissions

CC: G. C. Haas ✓

jas

TABLE 1

Model	Codes Which Will Meet the 1973 Standard	% of Available Models	Exemptions	Projected Total Calif. Sales	Projected Exempt Vehicles
Loadstar	15025, 15230 15330, 15130 15430, 15837 15838, 15125 15839, 15840 15123	95.7%	29 codes which make up the remaining 4.3% and utilize 30 additional fuel tank assemblies.	4950	213
Loadstar Bus	15125, 15425 15180, 15625	95.5%	8 codes which make up the remaining 4.5% and utilize 9 additional fuel tank assemblies.	1874	85
Fleetstar A	15130, 15430 15837, 15838 15891, 15819 15820, 15892	98.1%	7 codes which make up the remaining 1.9% utilize some 4 additional fuel tank assemblies.	216	5
183-RE, 193-RE, & 1853-FC	15125, 15180 15625, 15775	97.4% (183-RE) 100.0% (193-RE) 97.2% (1853-FC)	2 codes which make up the remaining percentages utilize 3 additional fuel tank assemblies.	16	1
Cargostar	15130, 15430 15839, 15840 15843, 15844	95.5%	7 codes which make up the remaining 4.5% utilize some 6 additional fuel tank assemblies.	1444	65
Heavy-Duty D-Line	All	100%	None	3368	0
Motor Home Chassis	All	100%	None	340*	0
Multi-Stop Chassis	All	100%	None	520*	0
TOTAL			2.9%	12,728	369

\*Sales Projections (Not From Program R9009-A)

State of California

AIR RESOURCES BOARD

Resolution 72-17

February 16, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599) in response to the Board's request for proposals entitled, "An Epidemiological Survey of the Distribution of Carboxyhemoglobin in Non-Smokers in Los Angeles, California," (RFP X);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 7co-283-9, submitted by the California State Department of Public Health at Berkeley, in the amount of *\$185,000.00*

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 7co-283-9, submitted by the California State Department of Public Health at Berkeley, in the amount of *\$105,000.00*

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed *\$105,000.00*

State of California

AIR RESOURCES BOARD

Resolution 72-18

February 16, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 2-299-10, submitted by Automotive Environmental Systems, Incorporated, entitled "Proposal to Perform a Study of Vacuum Spark Advance Disconnect as an NO<sub>x</sub> Control Measure" in the amount of \$114,143;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 2-299-10, submitted by Automotive Environmental Systems, Incorporated, entitled "Proposal to Perform a Study of Vacuum Spark Advance Disconnect as an NO<sub>x</sub> Control Measure" in the amount of \$114,143,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$114,143.

State of California

AIR RESOURCES BOARD

Resolution 72-20

February 16, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 3-280-9, submitted by Northrop Corporation, entitled, "A Proposal for Testing and Analysis of the Vacuum Advance Disconnect Exhaust Emission Control Device" in the amount of \$161,392;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 3-280-9, submitted by Northrop Corporation, entitled, "A Proposal for Testing and Analysis of the Vacuum Advance Disconnect Exhaust Emission Control Device" in the amount of \$161,392,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$161,392.

State of California

AIR RESOURCES BOARD

Resolution 72-22

February 16, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 4-302-10, submitted by Stanford Research Institute, entitled, "Atmospheric Photochemical Aerosol Measurements over San Francisco Bay," in the amount of \$111,667;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 4-302-10, submitted by Stanford Research Institute, entitled, "Atmospheric Photochemical Aerosol Measurements over San Francisco Bay," in the amount of \$111,667,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$111,667.

State of California

AIR RESOURCES BOARD

Resolution 72-23

March 15, 1972

WHEREAS, the Board adopted on June 16, 1971 the California Fuel Evaporative Emissions Standards and Approval Procedures for 1973 and Subsequent Model Year Gasoline-Powered Vehicles over 6,000 Pounds Gross Vehicle Weight;

WHEREAS, Section III B3 of these procedures authorizes the Board to exempt from the requirements any class of vehicle over 10,000 pounds gross vehicle weight which is not an extension of the manufacturer's light-duty line and where it is not practical to use an evaporative emission control system configuration which is similar to a light-duty vehicle, and which would result in an undue hardship to the manufacturer to meet the January 1, 1973 date;

WHEREAS, such exemption may not be extended beyond January 1, 1974;

WHEREAS, General Motors has requested that the Air Resources grant a one-year extension of the effective date of the regulation requiring heavy duty vehicles to be equipped with evaporative control systems for the following 1973 models:

	Chevrolet	GMC
Conventional models	Single Axle H80 Tandem Axle J80	H75 J75
Tilt Cab models	Single Axle T60,65,80 Tandem Axle W80	T60,65,80 W75
Rear Engine School Bus model	R80	R75

WHEREAS, these models are over 10,000 pounds gross vehicle weight and are not an extension of the manufacturer's light-duty line; and

WHEREAS, it has been projected that there will be approximately 1,600 units of these vehicles sold in California.

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby grants to General Motors Corporation an exemption from the Fuel Evaporative Emission Standards until January 1, 1974 for the following 1973 models:

	Chevrolet	GMC
Conventional models	Single Axle H80	H75
	Tandem Axle J80	J75
Tilt Cab models	Single Axle T60,65,80	T60,65,80
	Tandem Axle W80	W75
Rear Engine School Bus model	R80	R75

Proposed

State of California

AIR RESOURCES BOARD

Resolution 72-24

The All-O-Matic Crankcase Emission Control Valves

March 15, 1972

WHEREAS, the All-O-Matic Manufacturing Corporation filed an application on February 25, 1972 for accreditation of a crankcase emission control valve which is described as follows:

A spring-loaded, tapered-plunger flow control valve identical in all respects to the "Standard Screw" valve certified by the Board as part of the "Standard Screw" crankcase emission control system under Resolution 66-9 on May 11, 1966.

WHEREAS, the company has represented in writing and has submitted proof that its valve is identical in material, workmanship and in all other respects to the "Standard Screw" valve; and

WHEREAS, the Board under Title 13, Chapter 3, Sub-Chapter 2, Article 4, of the California Administrative Code, is empowered to accredit a device if it is identical in all respects with a device which has been certified by the Air Resources Board;

WHEREAS, this valve meets said requirements;

NOW, THEREFORE BE IT RESOLVED, That this Board accredit the All-O-Matic Manufacturing Corporation tapered-plunger valve to be used as a replacement in certified or accredited crankcase emission control systems on used motor vehicles in classifications (b), (c), (d), (e), and (f); engine sizes 140 cubic inches and over.

State of California

AIR RESOURCES BOARD

Staff Report on An Addition To The  
All-O-Matic Crankcase Emission Control Valve Approval

March 15, 1972

1. Introduction

The All-O-Matic Manufacturing Corporation of New Hyde Park, New York, has submitted an application and all required data for accreditation of its "Standard Screw" type crankcase emission control valves. These valves will be sold as replacement valves for Type 4 (combination system) crankcase emission control devices. These valves will be identical to the "Standard Screw" type valves certified under Resolution 66-9 on May 11, 1966. The All-O-Matic Corporation has received similar accreditation for its "AC" type valves under Resolution 69-3 on January 15, 1969.

2. Identical Devices

The All-O-Matic Manufacturing Corporation is requesting accreditation of its valves under the Identical Device Section of the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 2, Article 4, which is as follows:

2300. Defined. An "identical device" is a device identical in all respects, including design, materials, manufacture, installation and operation, with a device which has been certified by the Air Resources Board but which is manufactured by a person other than the original manufacturer of the "certified device."
2301. Proof of Identical Device. Any person intending to manufacture an identical device shall first submit proof to the Air Resources Board that said device is an identical device as defined in Section 2300, supra. Such proof shall include the following:
1. Statement of principle of operation of the device.
  2. Design drawings including materials and specifications.
  3. Installation drawings.
  4. Sample device.
  5. Other material as deemed necessary for evaluation by the Executive Officer.
2302. Subject to Original Certification. An identical device is subject to and dependent upon the original application and certification of approval on which it is based.
2303. Evaluation. The Board, after review and evaluation of such proof and other data shall make a finding as to whether or

not the proposed device is in fact identical to that which received prior approval.

2304. Notification. When a device has been approved as an identical device, the Board shall notify the Department of Motor Vehicles and the California Highway Patrol by submission of an appropriate Board Resolution within 30 days of the date of their action.

3. Description of the Valve

A spring-loaded tapered-plunger flow control valve, identical in all respects to the "Standard Screw" Valve certified by the Board as part of the "Standard Screw" Crankcase Emission Control System under Resolution 66-9 on May 11, 1966.

4. Submission of Required Material

The company has submitted the required materials as set forth under Section 2301. These included drawings, samples, specifications, etc. These materials were found to be acceptable by the staff.

5. Financial Report

The company has submitted an acceptable financial report.

6. Sales Organization and Distribution

The company is engaged in the manufacture of automobile parts and has a distribution system in California.

7. Letters of Representation

The company has submitted the necessary letters of representation that the valve will meet the criteria, that it will take full responsibility for both materials and workmanship which are stated to be identical to "Standard Screw", that the valve will go 12,000 miles without maintenance, and that it will meet all requirements as set forth in Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Articles 1 and 4 of the California Administrative Code.

Summary and Conclusions

1. The All-O-Matic Manufacturing Corporation Valve meets the requirements of an identical device to the "Standard Screw" Valve, which is a part of the Crankcase Emission Control System certified by Resolution 66-9.
2. The company has submitted the required materials for identical devices as set forth in Title 13, Chapter 3, Sub-Chapter 2, Article 4, of the California Administrative Code.
3. The staff recommends that the All-O-Matic Manufacturing Corporation "Tapered-Plunger" Valve be accredited as a replacement for "Standard Screw" type valves for used car installations in Group (b), (c), (d), (e) and (f), per Resolution 72-24.

State of California  
AIR RESOURCES BOARD

The University of Santa Clara

Experimental Permit

Resolution 72-25

March 15, 1972

WHEREAS, The University of Santa Clara, Santa Clara, California has applied for one (1) permit to test an experimental pollution control device;

WHEREAS, the device, which consists of a methanol fuel conversion of a gasoline fueled car, appears to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, The University of Santa Clara is hereby granted one (1) permit for testing its experimental pollution control device for a period of one year from this date.

State of California

AIR RESOURCES BOARD

Resolution 72-26

Prelin Industries, Dallas, Texas

March 15, 1972

WHEREAS, Prelin Industries, Dallas, Texas, has submitted an application for a Board finding that the Prelin Electric Oil Refiner device be exempt from the prohibitions of Section 27156 of the California Vehicle Code;

WHEREAS, the prohibitions of Section 27156 do not apply to an alteration, modification, or modifying device, apparatus, or mechanism found by resolution of the Air Resources Board either to not reduce the effectiveness of any required motor vehicle pollution control device or to result in increased emissions from such modified or altered vehicle; and

WHEREAS, the Board's staff has made an engineering evaluation of the Prelin Electric Oil Refiner device and has concluded that the device will not reduce the effectiveness of required emission control devices for 1972 and older model vehicles;

NOW, THEREFORE, BE IT RESOLVED, That this Board find that the Prelin Electric Oil Refiner device does not reduce the effectiveness of any required motor vehicle pollution control device and is therefore exempt from the prohibitions of Section 27156 of the Vehicle Code for 1972 and older model vehicles;

IT IS FURTHER RESOLVED, That the Executive Officer is instructed to advise that:

- (1) THIS RESOLUTION HAS BEEN ADOPTED AND THE RESOLUTION DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "PRELIN ELECTRIC OIL REFINER DEVICE":
- (2) No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication;

- (3) Section 17500 of the Business and Professions Code makes unlawful untrue or misleading advertising and Section 17534 makes violation punishable as a misdemeanor;
- (4) Sections 39130 and 39184 of the Health and Safety Code provide as follows:
  39130. No person shall sell, display, advertise, or represent as a certified device any device which, in fact, is not a certified device. No person shall install or sell for installation upon any motor vehicle, any motor vehicle pollution control device which has not been certified by the board.
  39184. No person shall sell, display, advertise, or represent as an accredited device any device which, in fact, is not an accredited device. No person shall install or sell for installation upon any used motor vehicle any motor vehicle pollution control device which has not been accredited by the board.
- (5) Any apparent violation of the above policy or laws will be submitted to the Attorney General of California for such action as he deems advisable.

State of California

AIR RESOURCES BOARD

Staff Report

Evaluation of the Prelin Electric Oil Refiner Device

March 15, 1972

I. Introduction

This report is a summary of the staff's evaluation of the Prelin Electric Oil Refiner device. The basis for this report is the "Air Resources Board Criteria for Determining Compliance with Section 27156 of the Vehicle Code," adopted February 17, 1971. This report is only concerned with the effect on exhaust emission levels due to the installation of the device; no consideration was given to its effect on performance and driveability of the vehicles. In no way does the report imply an endorsement by the staff of any beneficial effects of the "Prelin Electrical Oil Refiner" device.

II. Purpose and Claims

The applicant claims that the device will "clean the oil, remove liquid and solid impurities, and reduce engine wear."

III. System Description

The device consists of a metal container divided into two chambers by a perforated metal partition. The lower chamber is packed with a filter material. The upper chamber houses an electrical heating element. The engine oil pressure pump drives the oil through the filtering material in the bottom chamber and into the upper chamber where it is heated. The hydrocarbon and water vapors released from the heated oil is routed through a tube into the air cleaner. The heated oil is returned by gravity into the crankcase.

IV. Evaluation

The staff has evaluated the device and is of the opinion that no hydrocarbon vapors will be released into the atmosphere. These vapors do not have any significant affect on the air-fuel ratio.

V. Conclusion and Recommendations

The staff has found no evidence that the "Prelin Electric Oil Refiner" device will reduce the effectiveness of required existing motor vehicle emission control devices for 1972 and older model vehicles.

The staff, therefore, recommends that the Board find that the "Prelin Electric Oil Refiner" device be exempt from the prohibitions of Section 27156 of the Vehicle Code for 1972 and older model vehicles.

State of California  
AIR RESOURCES BOARD  
George W. Cornelius  
Experimental Permit

Resolution 72-27

March 15, 1972

WHEREAS, George W. Cornelius, San Pedro, California has applied for one (1) permit to test an experimental pollution control device;

WHEREAS, the device, which consists of an afterburner air pump, and NOx recycle for used cars, appears to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, George W. Cornelius is hereby granted one (1) permit for testing his experimental pollution control device for a period of one year from this date.

State of California

AIR RESOURCES BOARD

Thomas L. Stewart

Experimental Permit

Resolution 72-28

March 15, 1972

WHEREAS, Mr. Thomas L. Stewart, Downey, California has applied for two (2) permits to test an experimental pollution control device;

WHEREAS, the device, which consists of a specially designed crankcase emission control system, appears to be effective in controlling crankcase emissions and to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, Thomas L. Stewart is hereby granted two (2) permits for testing his experimental control device for a period of one year from this date.

State of California

AIR RESOURCES BOARD

Resolution 72-29

March 15, 1972

WHEREAS, the Environmental Technology Division of Dresser Industries, 1702 McGaw, Santa Ana, California 92705, has applied for a permit to test an experimental exhaust emission control system on a motor vehicle; and an extension of Permit Numbers 336 and 337 due to expire on March 17, 1972;

WHEREAS, it is intended that the system would provide control of hydrocarbons, carbon monoxide, and nitrogen oxides on both new and used vehicles;

WHEREAS, the system operates as a control method for the introduction of fuel and air into the intake manifold and appears to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, that the Environmental Technology Division of Dresser Industries is hereby granted a permit for the testing of an experimental emission control device on a motor vehicle, and an extension of Permit Numbers 336 and 337 for a period of one year from the above date.

State of California

AIR RESOURCES BOARD

Resolution 72-30

March 15, 1972

WHEREAS, the State Department of Public Works, Division of Highways has allocated to the Air Resources Board the additional sum of \$25,000 to use during the fiscal year 1971-1972 for "Total Air Contaminants from Vehicle Populations" study in Los Angeles, San Francisco, and one selected valley community.

NOW, THEREFORE, BE IT RESOLVED, that this Board authorizes the Executive Officer to execute the necessary Interagency Agreement with the Department of Public Works to accept these funds, and authorizes him to utilize such funds for the purposes stated above.

State of California

AIR RESOURCES BOARD

Resolution 72-31

March 15, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848;

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 5-279-9a, submitted by Sidney R. Frank, entitled, "Proposal to Develop Prototype Techniques for Elimination of Meteorological Bias from Ambient Air Quality Data," submitted in the amount of \$67,500; and

WHEREAS, the Screening Committee recommended that the scope of the proposal be expanded to cover additional research;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves, subject to the preparation of a satisfactory statement of work, the proposal submitted under SB 848:

ARB Proposal Number 5-279-9a, submitted by Sidney R. Frank, entitled, "Proposal to Develop Prototype Techniques for Elimination of Meteorological Bias from Ambient Air Quality Data," as expanded by the Screening Committee,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$80,000.

State of California  
AIR RESOURCES BOARD

Impco Natural Gas Conversion System

Experimental Permit

Resolution 72-32

April 19, 1972

WHEREAS, The Impco Division of A. J. Industries, Cerritos, California has applied for a permit to test an experimental pollution control device;

WHEREAS, the device, which consists of a kit to convert gasoline engines to use natural gas, appears to be effective in controlling exhaust emissions and to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, The Impco Division of A. J. Industries is hereby granted a permit for testing its experimental control device for a period of one year from this date.

STATE OF CALIFORNIA  
AIR RESOURCES BOARD  
April 19, 1972

RESOLUTION 72-33

WHEREAS, Section 39067.1 of the Health and Safety Code of the State of California directs the Air Resources Board to obtain data on air quality in each air basin and authorizes the Board to contract with local or regional agencies for obtaining such data; and

WHEREAS, the Air Resources Board expects to have \$180,000 available in the 1972-1973 fiscal year budget for contracting with air pollution control districts for obtaining air monitoring data; and

NOW, THEREFORE, BE IT RESOLVED, that subject to funds being available, the Air Resources Board authorizes the Executive Officer to complete administrative procedures and to execute all necessary documents and contracts with air pollution control districts for obtaining air monitoring data, in an amount not to exceed the total sum of \$180,000.

State of California

AIR RESOURCES BOARD

Resolution 72-34

May 17, 1972

WHEREAS, The Air Resources Board finds it necessary to amend the Device Identification regulations in Title 13, California Administrative Code;

WHEREAS, Section 39051(c) of the Health and Safety Code authorizes the Air Resources Board to adopt Rules and Regulations in accordance with the provisions of the Administrative Procedure Act; and

WHEREAS, a public hearing and other proceedings have been held in accordance with the provisions of the Administrative Procedure Act, Title 2, Government Code;

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board hereby amends and adopts its regulations, Title 13, California Administrative Code, as follows:

1. Amend Section 2108 (d) (5) relating to light-duty device identification, to read:

2108 (d) (5) Engine tune-up specifications and adjustments, as recommended by the manufacturer, including idle speed, ignition timing and the idle air-fuel mixture setting procedure and value (e.g. idle CO, idle air-fuel ratio, idle speed drop). These specifications should indicate the proper transmission position during tune-up and what accessories (e.g. air conditioner), if any, should be in operation;

2. Adopt Section 2108.5 to read:

2108.5 Device Identification - Gasoline Fueled Heavy-Duty Engines

- (a) The manufacturer of any heavy-duty gasoline-fueled engine subject to any of the standards prescribed in this part shall, at the time of manufacture, affix a permanent, legible label, of the type and in the manner described below, containing the information hereinafter provided, to all production models of such engines available for sale in California and covered by a resolution of approval of the Air Resources Board. This regulation does not prohibit the manufacturer from complying with Federal and California regulations with the same label. Nothing herein shall relieve the vehicle manufacturer from responsibility for selling only vehicles in California which comply with this section.

2108.5

Device Identification - Gasoline Fueled Heavy-Duty Engines (Cont'd)

- (b) A plastic or metal label shall be welded, riveted or otherwise permanently attached to the engine in a position in which it will be readily visible after installation in the vehicle.
- (c) The label shall be affixed by the engine manufacturer who has been issued the resolution of approval for such engine, in such a manner that it cannot be removed without destroying or defacing the label. If insufficient space is available on the engine, the tune-up specifications listed in (d) (5) below may be placed on a separate label and permanently attached in a readily visible position in the engine compartment.
- (d) The label shall contain the following information lettered in the English language in block letters and numerals which shall be of a color that contrasts with the background of the label:
- (1) The label heading: Engine Exhaust Emission Control Information;
  - (2) Full corporate name and trademark of manufacturer;
  - (3) Engine displacement (in cubic inches) and engine family identification;
  - (4) Date of engine manufacture (month and year);
  - (5) Engine tune-up specifications and adjustments as recommended by the manufacturer, including idle speed, ignition timing, and the idle air-fuel mixture setting procedure and value (e.g. idle CO, idle air-fuel ratio, idle speed drop) and valve lash. These specifications should indicate the proper transmission position during tune-up and what accessories (e.g. air conditioner) if any, should be in operation;
  - (6) The Statement: "This Engine Conforms to California Regulations Applicable to (Insert current year) Model-Year Gasoline-Fueled Heavy-Duty Engines."

2108.5

Device Identification - Gasoline Fueled Heavy-Duty Engines (Cont'd)

- (e) Samples of working models may be required by the Board as needed for inspection and approval and may be retained by the Board for reference and comparison purposes.

## 3. Adopt Section 2108.6 to Read:

2108.6 Device Identification - Diesel Fueled Heavy-Duty Engines

- (a) The manufacturer of any heavy-duty diesel engine subject to any of the standards prescribed in this part shall, at the time of manufacture, affix a permanent, legible label, of the type and in the manner described below, containing the information hereinafter provided, to all production models of such engines available for sale in California and covered by a resolution of approval of the Air Resources Board. This regulation does not prohibit the manufacturer from complying with Federal and California regulations with the same label. Nothing herein shall relieve the vehicle manufacturer from responsibility for selling only vehicles in California which comply with this section.
- (b) A plastic or metal label shall be welded, riveted, or otherwise permanently attached to the engine in a position in which it will be readily visible after installation in the vehicle.
- (c) The label shall be affixed by the engine manufacturer who has been issued the resolution of approval for such engine, in such a manner that it cannot be removed without destroying or defacing the label. It shall not be affixed to any equipment which is easily detached from such engine.
- (d) The label shall contain the following information lettered in the English language in block letters and numerals which shall be of a color that contrasts with the background of the label:

2108.6

Device Identification - Diesel Fueled Heavy-Duty Engines (Cont'd).

- (1) The label heading: Engine Exhaust Emission Control Information;
- (2) Full corporate name and trademark of manufacturer;
- (3) Engine family identification and model;
- (4) Date of engine manufacture (month and year);
- (5) The statement: "This Engine Conforms to California Regulations Applicable to (insert current year) Model-Year Heavy-Duty Diesel Engines."

(e) Samples of working models may be required by the Board as needed for inspection and approval and may be retained by the Board for reference and comparison purposes.

4. Amend Section 2207 (d) (5) to read identically to Section 2108 (d) (5).
5. Adopt Sections 2207.5 and 2207.6 to read identically to Sections 2108.5 and 2108.6, respectively.

BE IT FURTHER RESOLVED, That the foregoing amendments and additions shall all become effective with the 1973 model-year.

State of California

AIR RESOURCES BOARD

Energy Transmission Exhaust Emission  
Control System

Experimental Permit

Resolution 72-35

April 19, 1972

WHEREAS, Energy Transmission Corporation, a division of Doughboy Industries, San Bernardino, California has applied for a permit to test an experimental pollution control device;

WHEREAS, the device, which consists of a self-modulating carburetor and catalytic system, appears to be effective in controlling exhaust emissions and to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, Energy Transmission Corporation, a division of Doughboy Industries, is hereby granted three (3) permits for testing its experimental control device for a period of one year from this date.

State of California

AIR RESOURCES BOARD

Resolution 72-36

April 19, 1972

WHEREAS, Vic Chemicals, Inc., Lewiston, Idaho, has submitted an application for a Board finding that the Vic "500" Vapor Injector device be exempt from the prohibitions of Section 27156 of the California Vehicle Code;

WHEREAS, the prohibitions of Section 27156 do not apply to an alteration, modification, or modifying device, apparatus, or mechanism found by resolution of the Air Resources Board either to not reduce the effectiveness of any required motor vehicle pollution control device or to result in increased emissions from such modified or altered vehicles; and

WHEREAS, the Board's staff has made an engineering evaluation of the Vic "500" Vapor Injector device and has concluded that the device will not reduce the effectiveness of required emission control devices for 1970 and older model vehicles equipped with engines over 140 cubic inches (Classes B through F);

NOW, THEREFORE, BE IT RESOLVED, That this Board find that the Vic "500" Vapor Injector device does not reduce the effectiveness of any required motor vehicle pollution control device and is therefore exempt from the prohibitions of Section 27156 of the Vehicle Code for 1970 and older model vehicles in Classes B through F;

IT IS FURTHER RESOLVED, That the Executive Officer is instructed to advise that:

- (1) THIS RESOLUTION HAS BEEN ADOPTED AND THAT THE RESOLUTION DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "VIC 500 VAPOR INJECTOR DEVICE":
- (2) No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication;
- (3) Section 17500 of the Business and Professions Code makes unlawful untrue or misleading advertising and Section 17534 makes violation punishable as a misdemeanor;
- (4) Sections 39130 and 39184 of the Health and Safety Code provide as follows:

39130. No person shall sell, display, advertise, or represent as a certified device any device which, in fact, is not a certified device. No person shall install or sell for installation upon any motor vehicle, any motor vehicle pollution control device which has not been accredited by the board.

State of California

AIR RESOURCES BOARD

Staff Report

Vic Chemicals Inc.

Evaluation of the "Vic 500 Vapor Injector"

I. Introduction

This report is a summary of the staff's evaluation of the "Vic 500 Vapor Injector" device. The basis for this report is the "Air Resources Board Criteria for Determining Compliance with Section 27156 of the Vehicle Code," adopted February 17, 1971. This report is only concerned with the affects on exhaust emission levels due to the installation of the device; no consideration was given to its affects on performance and driveability of the vehicle. In no way does the report imply an endorsement by the staff of any beneficial effects of the "Vic 500 Vapor Injector" device.

II. Description of the Device

The "Vic 500 Vapor Injector" consists of a plastic reservoir containing a water solution of methyl alcohol and coloring material. A plastic tube from the reservoir leads to a "T" inserted between the P.C.V. valve and the intake manifold. This "T" contains a valve which limits the flow of air and vapor from the reservoir to the intake manifold.

III. Engineering Evaluation

This is identical to the "Frantz Vapor Injector" approved by the Board in Resolution 71-26-A on October 20, 1971 which is marketed by the Sky Corporation and manufactured by the Vic Chemical Company. The Vic Chemical Company intends to market the device under its own label.

The device was bench flow tested at the ARB Laboratory and evaluated by the Staff. It was found to be identical to the Frantz Vapor Injector and is not expected to reduce the effectiveness of crankcase and exhaust emission control systems.

IV. Conclusion and Recommendation

The staff has found no evidence that the "Vic 500 Vapor Injector" will reduce the effectiveness of required existing motor vehicle emission control devices in vehicles prior to the 1970-model year with engine size classes b through f. The staff, therefore, recommends that the Board find that the "Vic 500 Vapor Injector" device be exempt from the prohibitions of Section 27156 of the Vehicle Code for all vehicles prior to the 1970-model year with engines greater than 140 cubic inch displacement.

State of California

AIR RESOURCES BOARD

IMPCO L.P.G. Conversion Systems

Resolution 72-37

April 19, 1972

WHEREAS, in 1969, the California Legislature added Section 39052(q), Section 39110 and Section 39111 to the Health and Safety Code requiring the Air Resources Board to adopt regulations specifying the manner in which motor vehicles modified or altered to use fuels other than gasoline or diesel be emission tested;

WHEREAS, on November 9, 1969, the Air Resources Board adopted, "California Exhaust Emission Standards and Test Procedures for Motor Vehicles Modified to Use Liquefied Petroleum Gas or Natural Gas Fuel;"

WHEREAS, Impco Division of A.J. Industries has submitted an application and all test data for approval of its emission control systems for vehicles modified to utilize liquefied petroleum gas (LPG); and

WHEREAS, the Board finds that the systems comply with the Health and Safety Code Sections 39052(q) and 39110 and the California Administrative Code, Title 13, Section 2600,

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board approve the Impco carburetor models listed below for use in 1972 or older models gasoline-powered vehicles utilizing liquefied petroleum gas with engine sizes as listed;

<u>Carburetor Model</u>	<u>Engine Size Class</u>	<u>Engine Size Displacement Cubic Inches</u>
CA-100 (with or without turbocharger)	B,C	140 through 250
CA-125	A,B,C,D	0 through 300
CA-225	B,C,D,E,F	140 and over
CA-425	E,F	300 and over
CA 300A (Dual Fuel-LPG or gasoline)	A through F	ALL

State of California

AIR RESOURCES BOARD

IMPCO L.P.G. Conversion Systems

Resolution 72-37A

April 19, 1972

WHEREAS, in 1970 the California legislature added Section 8657 to the California Revenue and Taxation Code which states that no motor fuel tax shall be imposed upon motor vehicles modified to use liquefied petroleum gas or natural gas and approved by the State Air Resources Board as meeting the emission standards act set forth in Subdivisions (a) and (b) of Section 39102 and Section 39102.5 of the Health and Safety Code;

WHEREAS, there is a similar provision in Subsection (d) of Section 10753 of the Revenue and Taxation Code relating to the market value of vehicles;

WHEREAS, the Air Resources Board has approved the Impco systems for converting gasoline engines to use liquefied petroleum gas; and

WHEREAS, the Board found that the systems comply with the California Administrative Code, Title 13, Section 2600;

NOW, THEREFORE, BE IT RESOLVED, that this Board find that Impco carburetor models listed below utilizing liquefied petroleum gas (LPG) will meet the emission requirements of Subdivisions (a) and (b) of Section 39102 and Section 39102.5 of the Health and Safety Code for 1972 and older model gasoline-powered vehicles utilizing liquefied petroleum gas with engine sizes as listed:

<u>Carburetor Model</u>	<u>Engine Size Class</u>	<u>Engine Size Displacement Cubic Inches</u>
CA-100 (with or without turbocharger)	B,C	140 through 250
CA-125	A,B,C,D	0 through 300
CA-225	B,C,D,E,F	140 and over
CA-425	E,F	300 and over
CA-300A (Dual Fuel-LPG or gasoline)	A through F	All

State of California

AIR RESOURCES BOARD

Staff Report

Impco Carburetion

Application for Motor Vehicles Modified  
To Use Liquified Petroleum Gas Fuel

April 19, 1972

The Impco Carburetion Division of A. J. Industries, Inc., has submitted an application for approval of two modifications for gasoline-powered vehicles. One modification utilizes a liquified petroleum gas carburetion system. The other modification is a dual fuel system utilizing liquified petroleum gas or gasoline. Basically, these systems consist of a pressure regulator and a specially designed carburetor and were approved for 1971 and older vehicles in Resolutions 70-9E and 70-9F.

The data submitted is shown below:

<u>Carburetor Model</u>	<u>Engine Size Class</u>	<u>Test Engine Size Cu.In.</u>	<u>Test Vehicle License No.</u>	<u>Hydrocarbons gms per mi</u>	<u>CO gms per mi</u>	<u>NO<sub>x</sub> gms<sup>x</sup> per</u>
CA 100	B	199.75	564 EHN	0.44	2.58	0.47
CA 100 (W/Turbo charger)	C	249.5	078 EXH	0.55	1.83	1.01
CA 125	A	120	412 DTD	0.74	2.98	1.24
	B	199.75	564 EHN	0.37	2.70	0.56
	C	225	206 EMV	0.95	1.72	1.23
	D	258	DLR. 1395	0.23	2.10	1.00
CA 225	B	199.75	564 EHN	0.33	3.64	0.51
	C	225	206 EMV	0.61	5.59	1.08
	D	258	DLR. 1395	0.42	7.56	0.39
	E	350	146 EPT	0.53	3.22	0.40
	F	455	211 FEM	0.56	2.76	0.66
CA 425	E	350	146 EPT	0.35	6.65	0.97
	F	440	098 ELK	0.25	2.07	0.58
CA 300A (Dual Fuel)	A	120	412 DTD	0.46	7.45	0.86
	B	199.75	564 EHN	0.46	2.75	0.51
	C	225	206 EMV	0.54	6.12	1.27
	D	258	DLR 1395	0.35	7.41	0.80
	E	350	146 EPT	0.38	1.94	0.62
	F	455	211 FEM	0.59	2.86	0.42

Each test vehicle in the fleet met the 1972 emission standard of 1.5 grams per mile hydrocarbons, 23 grams per mile carbon monoxide and 3.0 grams per mile nitrogen oxides.

The emission results on liquified petroleum gas also meets the 1974-model year standards of 1.5 gms per mile hydrocarbons, 23 grams per mile carbon monoxide and

April 19, 1972

1.3 gms per mile nitrogen oxide, and, therefore, meets the emission requirements of Section 8657 of the Revenue and Taxation Code.

The Air Resources Board test procedure specifies that the dual fuel system modification not increase emissions when operating on gasoline. Test results show that this modification does not increase the emissions of present vehicles when operating on gasoline.

Based on the test data and other information submitted by the applicant, the staff finds that both modifications meet the California requirements for the 1972-model year. The staff, therefore, recommends adoption of Resolutions 72-37 and 72-37-A.

State of California

AIR RESOURCES BOARD

Resolution 72-38

April 19, 1972

WHEREAS, the Board adopted on June 16, 1971 the California Fuel Evaporative Emissions Standards and Approval Procedures for 1973 and Subsequent Model Year Gasoline-Powered Vehicles over 6,000 Pounds Gross Vehicle Weight;

WHEREAS, Section 111B3 of these procedures authorizes the Board to exempt from the requirements any class of vehicle over 10,000 pounds gross vehicle weight which is not an extension of the manufacturer's light-duty line and where it is not practical to use an evaporative emission control system configuration which is similar to a light-duty vehicle, and which would result in an undue hardship to the manufacturer to meet the January 1, 1973 date;

WHEREAS, such exemption may not be extended beyond January 1, 1974;

WHEREAS, White Motor Corporation has requested that the Air Resources Board grant a one-year extension of the effective date of the regulation requiring heavy duty vehicles to be equipped with evaporative control systems for its 1973 models;

WHEREAS, these models are over 10,000 pounds gross vehicle weight and the manufacturer does not have a light-duty line; and

WHEREAS, it has been projected that there will be approximately 125 units of these vehicles sold in California.

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby grants to White Motor Corporation an exemption from the Fuel Evaporative Emission Standards until January 1, 1974 for all of its 1973 models.

State of California

AIR RESOURCES BOARD

Staff Summary of White Motor Corporation's  
Request for Exemption from  
Evaporative Control Requirements for  
Heavy-Duty Vehicles

April 19, 1972

White Motor Corporation has requested an exemption until January 1, 1974 from the evaporative control requirements for its large highway type gasoline-powered heavy-duty vehicles equipped with either multiple gasoline tanks or single gasoline tanks over 40 gallons capacity.

White Motor Corporation states:

- 1) The exemption is requested for a projected 125 units of its 1973-model year heavy-duty vehicles.
- 2) All the vehicles for which exemption is requested are rated over 10,000 pounds gross vehicle weight.
- 3) These vehicles cannot be equipped with evaporative emission control configurations that are similar to a light-duty vehicle or with conventional evaporative emission control devices.
- 4) This extension is necessary to develop the system needed to meet California requirements.

The California Fuel Evaporative Emissions Standards and Approval Procedures for 1973 and Subsequent Model Year Gasoline-Powered Vehicles over 6,000 Pounds Gross Vehicle Weight were adopted June 16, 1971. Section III B3 of these procedures authorizes the Board to exempt from the requirements any class of vehicles over 10,000 pounds gross vehicle weight which is not an extension of the manufacturer's light-duty line and where it is not practical to use an evaporative emission control system configuration which is similar to a light-duty vehicle, and which would result in an undue hardship to the manufacturer to meet the January 1, 1973 date. The exemption may not be extended beyond January 1, 1974.

A copy of the request is appended. The staff recommends adoption of Resolution 72-38.

State of California

AIR RESOURCES BOARD

Resolution 72-39

April 19, 1972

WHEREAS, The Air Resources Board has accredited two emission control devices for used 1955 through 1965 light-duty vehicles which will be required for mandatory installation when the devices become available;

WHEREAS, The manufacturers of these devices, Air Quality Products, Inc., and General Motors Corporation, have indicated to the Enforcement and Compliance Committee of the Board that they probably can have the devices available for installation in the South Coast Air Basin by August 1, 1972;

WHEREAS, The Enforcement and Compliance Committee has recommended to the Air Resources Board that mandatory installation commence in the South Coast Air Basin on August 1, 1972 upon change of ownership of vehicles, and in the San Francisco and San Diego Air Basins in subsequent months; and

WHEREAS, General Motors Corporation subsequently requested the date be change to September 1, 1972;

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board recommends the date of September 1, 1972 for mandatory installation of exhaust control devices on 1955 through 1965 light-duty vehicles on change of ownership;

BE IT FURTHER RESOLVED, That Air Quality Products, Inc., and General Motors Corporation report to the Air Resources Board staff prior to its meeting on Wednesday, May 17, 1972 with regard to each manufacturer's plans to have its device available for mandatory installation in the South Coast Air Basin on September 1, 1972; and

BE IT FURTHER RESOLVED, That each report contain information concerning what classes of vehicle should be exempt from mandatory installation of each device and manufacturer's capability to have its device available for mandatory installation in the San Francisco Bay Area Air Basin and the San Diego Air Basin in months subsequent to September 1972.

State of California

AIR RESOURCES BOARD

Resolution 72-39A

May 17, 1972

WHEREAS, Resolution 72-39 recommended the date of September 1, 1972 as the date on which installation of exhaust control devices would be required on 1955-1965 light-duty vehicles in the South Coast Air Basin;

WHEREAS, Air Quality Products, Inc. and General Motors Corporation have indicated they can have their devices available for mandatory installations on that date; and

WHEREAS, the Department of Motor Vehicles has indicated that minor changes in the area designated as the South Coast Air Basin would facilitate the Department's handling of Certificates of Compliance;

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 39176 of the Health and Safety Code, exhaust control devices for 1955 through 1965 vehicles under 6,001 pounds Gross Vehicle Weight are available for mandatory installation as of September 1, 1972 in the following area:

All of Los Angeles, Orange, Ventura and Santa Barbara Counties, and those portions of San Bernardino and Riverside Counties where crankcase emission control devices are presently required;

BE IT RESOLVED FURTHER, that the schedule of installation of such devices, as required by Section 39176.1 of the Health and Safety Code, shall be, until further action of this board, upon change of ownership and upon initial registration;

BE IT RESOLVED FURTHER, that the board defers action on the list of vehicles exempt from mandatory installation pursuant to Section 39177; and

BE IT RESOLVED FURTHER, that Air Quality Products, Inc. and General Motors Corporation shall keep the Air Resources Board advised monthly of their progress in having devices available for mandatory installation as required herein.

State of California

AIR RESOURCES BOARD

August 23, 1972

RESOLUTION 72-39B

WHEREAS, Governor Reagan requested the Air Resources Board and the Department of Motor Vehicles to extend crankcase and exhaust emission control device requirements to the eastern portions of Riverside and San Bernardino Counties; and

WHEREAS, Counties have the authority to extend requirements for crankcase emission control; and

WHEREAS, the Air Resources Board may require the installation of exhaust control device for used vehicles in any part of the State;

NOW, THEREFORE, BE IT RESOLVED, that Riverside and San Bernardino Counties be urged to extend installation requirements for crankcase devices to the eastern portions; and

BE IT FURTHER RESOLVED, that the Air Resources Board shall require the installation of exhaust devices on 1955 through 1965 vehicles in the eastern portions of Riverside and San Bernardino Counties at such time as the counties extend the crankcase requirements.

State of California

AIR RESOURCES BOARD

Resolution 72-39C

September 13, 1972

BE IT RESOLVED, that on October 16, 1972 exhaust emission control devices for 1955-65 vehicles under 6,001 pounds gross vehicle weight shall be required upon change of ownership and initial registration in that portion of Riverside County not now included in the 1955-65 retrofit program as specified in Resolution 72-39A.

State of California

AIR RESOURCES BOARD

September 27, 1972

Resolution 72-39D

WHEREAS, Resolution 72-39 recommended the date of September 1, 1972 as the date on which installation of exhaust control devices would be required on 1955-1965 light-duty vehicles in the South Coast Air Basin, and in the San Francisco and San Diego Air Basins in subsequent months;

WHEREAS, Air Quality Products, Inc. and General Motors Corporation have indicated they can have their devices available for mandatory installations in the San Diego Air Basin (and the remainder of San Diego County) on December 1, 1972; and

WHEREAS, the Department of Motor Vehicles has indicated that it is capable of processing certificates of compliance for such exhaust devices in San Diego on December 1, 1972;

NOW, THEREFORE, BE IT RESOLVED, that the Board extends mandatory installation of exhaust control devices for 1955 through 1965 vehicles under 6,001 pounds gross vehicle weight to San Diego County commencing December 1, 1972, and the Board finds that such devices are available in San Diego County as of December 1, 1972; and

BE IT FURTHER RESOLVED, that this extension of installation of such devices shall be, until further action of this Board, upon change of ownership and upon initial registration; and

BE IT FURTHER RESOLVED, that installation in the Bay Area is tentatively scheduled for March 1, 1973.

State of California

AIR RESOURCES BOARD

Resolution 72-39E

October 25, 1972

BE IT RESOLVED, that on November 16, 1972 exhaust emission control devices for 1955-65 vehicles under 6,001 pounds gross vehicle weight shall be required upon change of ownership and initial registration in that portion of San Bernardino County not now included in the 1955-65 retrofit program as specified in Resolution 72-39A.

**State of California**

**AIR RESOURCES BOARD**

**November 8, 1972**

**Resolution 72-39F**

WHEREAS, Resolution 72-39 recommended that installation of exhaust control devices be required on 1955-65 light-duty vehicles in the San Francisco Bay Area and San Diego Air Basins following installation of such devices in the South Coast Air Basin on September 1, 1972;

WHEREAS, pursuant to Resolution 72-39D, installation of such devices will commence in the San Diego Air Basin on December 1, 1972;

WHEREAS, Resolution 72-39D tentatively established March 1, 1973 for the commencement of installation of the devices in the San Francisco Bay Area Air Basin; and

WHEREAS, Air Quality Products, Inc., and General Motors and the state agencies involved have indicated that they can commence the installation program in the Bay Area Air Basin on March 1, 1973;

NOW, THEREFORE, BE IT RESOLVED, that the Board extends mandatory installation of exhaust control devices for 1955-65 vehicles under 6,001 pounds gross vehicle weight to the San Francisco Bay Area Air Basin commencing March 1, 1973, and the Board finds that such devices are available in the San Francisco Bay Area Air Basin as of March 1, 1973;

BE IT FURTHER RESOLVED, that for purposes of this resolution, the San Francisco Bay Area Air Basin is deemed to include all of the Counties of Sonoma and Solano, as well as the Counties of Santa Clara, San Mateo, San Francisco, Alameda, Contra Costa, Marin, and Napa; and

BE IT FURTHER RESOLVED, that this extension of installation of such devices shall be, until further action of this Board, upon change of ownership and upon initial registration.

State of California  
AIR RESOURCES BOARD

Resolution 72-39G

February 21, 1973

WHEREAS, The Yolo-Solano Unified Air Pollution Control District has requested the Air Resources Board to require installation of 1955-1965 exhaust emission retrofit devices only in that portion of Solano County in the San Francisco Bay Area Air Basin;

WHEREAS, Resolution 72-39F, adopted November 8, 1972, requires such devices to be installed in all of Solano County; and

WHEREAS, the Executive Interagency Enforcement Committee recommends that the request of the District be honored;

NOW, THEREFORE, BE IT RESOLVED, that Resolution 72-39F is amended to require installation of retrofit exhaust emission control devices on 1955-65 vehicles under 6,001 pounds gross vehicle weight in only that portion of Solano County which lies within the San Francisco Bay Area Air Basin, as defined in 17 California Administrative Code Section 60101.

State of California

AIR RESOURCES BOARD

Resolution 72-40

April 19, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848;

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 7-312-12, submitted by the University of California at Davis, entitled, "Proposed Studies of the Fate of Inhaled Nitrogen Dioxide," submitted in the amount of \$58,880; and

WHEREAS, the Screening Committee recommended that the scope of the proposal be expanded to cover additional research;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the Powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves, subject to the preparation of a satisfactory statement of work, the proposal submitted under SB 848:

ARB Proposal Number 7-312-12, submitted by the University of California at Davis, entitled, "Proposed Studies of the Fate of Inhaled Nitrogen Dioxide," as expanded by the Screening Committee,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$63,930.

State of California

AIR RESOURCES BOARD

Resolution 72-41

May 17, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 2-282-9, submitted by the Northrop Corporation, entitled, "Additional Data Analysis to Supplement the Vehicle Emission Inspection and Maintenance Study";

WHEREAS, the Screening Committee has recommended that the fixed cost for the study submitted by the Northrop Corporation not be accepted;

WHEREAS, the Screening Committee has recommended that the study be made on a time and materials basis for specific tasks assigned by the Air Resources Board staff;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 2-282-9, submitted by the Northrop Corporation, entitled, "Additional Data Analysis to Supplement the Vehicle Emission Inspection and Maintenance Study",

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in a time and materials contract for specific tasks assigned by the Air Resources Board staff in an amount not to exceed \$51,000.

State of California

AIR RESOURCES BOARD

Resolution 72-43

April 19, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal,

ARB Proposal Number 13-318-13, submitted by the Bay Area Air Pollution Control District, entitled, "Relationship of Oxidant Peak, High-Hour and Slope Values as a Guide in Forecasting Health-Effect Days," in the amount of \$8,940.

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 13-318-13, submitted by the Bay Area Air Pollution Control District, entitled, "Relationship of Oxidant Peak, High-Hour and Slope Values as a Guide in Forecasting Health-Effect Days," in the amount of \$8,940,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$8,940.

State of California

AIR RESOURCES BOARD

Resolution 72-44

May 17, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 3-280-9a, submitted by Northrop Corporation, entitled, "A Proposal for Temperature Testing and Analysis of the Vacuum Advance Disconnect Exhaust Emission Control," in the amount of \$76,090;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 3-280-9a, submitted by Northrop Corporation, entitled, "A Proposal for Temperature Testing and Analysis of the Vacuum Advance Disconnect Exhaust Emission Control," in the amount of \$76,090,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$76,090.

State of California

AIR RESOURCES BOARD

Resolution 72-45

April 19, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal, provided that the Coordinating Research Council initiates their portion of the project;

ARB Proposal Number 4-302-10a, submitted by Stanford Research Institute, entitled, "Atmospheric Photochemical Smog Measurements Over San Francisco Bay," in the amount of \$50,972;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 4-302-10a, submitted by the Stanford Research Institute, entitled, "Atmospheric Photochemical Smog Measurements Over San Francisco Bay," in the amount of \$50,972,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$50,972.

State of California

AIR RESOURCES BOARD

Resolution 72-46

April 19, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal, modified to include a correlation of the rate of change of concentrations of ozone and carbon monoxide:

ARB Proposal Number 7-313-12, submitted by the Los Angeles County Air Pollution Control District, entitled, "An Evaluation of the Practicality of the Goldsmith-Beard Smog and Health Warning System," in the amount of \$20,000;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 7-313-12, submitted by the Los Angeles County Air Pollution Control District, entitled, "An Evaluation of the Practicality of the Goldsmith-Beard Smog and Health Warning System," in the amount of \$20,000,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$20,000.

State of California

AIR RESOURCES BOARD

Idle Emission Inspection Standards

Resolution 72-47

May 17, 1972

WHEREAS, the State of California 1971 Legislative Session enacted Section 27157.5 into the Vehicle Code;

WHEREAS, Section 27157.5 of the Vehicle Code requires the Air Resources Board, after consultation with, and pursuant to recommendations of, the Commissioner of the Highway Patrol, to adopt such reasonable standards as it determines are necessary for the public health and safety for the emission of air pollutants from the exhaust of motor vehicles of 1955 through 1965 model years;

WHEREAS, Section 27157 of the Vehicle Code requires the Air Resources Board to adopt such reasonable regulations as it determines are necessary for the public health and safety regarding the maximum allowable emissions of pollutants from the exhaust of motor vehicles of 1966 and subsequent model years;

WHEREAS, Sections 39051(c) and 39052(i) of the Health and Safety Code authorize the Air Resources Board to adopt rules, regulations and procedures in accordance with the provisions of the Administrative Procedures Act; and

WHEREAS, a public hearing and other proceedings have been held in accordance with the provisions of the Administrative Procedures Act, Title 2, Government Code;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby adopts, amends, or repeals regulations in Title 13, Chapter 3, Subchapter 1, Article 1, of the California Administrative Code as follows:

Amends Section 1945 to read:

1945. Highway Exhaust Emissions (Vehicles Under 6,001 Pounds G.V.W.). The State Air Resources Board finds compliance with the standards for exhaust emissions set forth below to be the maximum allowable emissions of pollutants from idling vehicles at California Highway Patrol road inspections. The inspection shall consist of emission measurements from a hot idling engine with the transmission set in neutral. In accordance with this finding, the standards for such vehicles, tested under the conditions above, are:

- (a) Exhaust emissions from gasoline-powered vehicles of American manufacture under 6,001 pounds gross vehicle weight having engines 140 cubic inch displacement and greater shall not exceed:
- (1) 1955 through 1965 model year vehicles:
    - (A) Hydrocarbons--1200 parts per million by volume as hexane.\*
    - (B) Carbon monoxide--8.0 percent by volume.
  - (2) 1966 through 1969 model year vehicles with the air injection emission control systems:
    - (A) Hydrocarbons--400 parts per million by volume as hexane.\*
    - (B) Carbon monoxide--4.0 percent by volume.
  - (3) 1966 through 1969 model year vehicles with engine modification emission control systems:
    - (A) Hydrocarbons--500 parts per million by volume as hexane.\*
    - (B) Carbon monoxide--7.0 percent by volume.
  - (4) 1970 through 1971 model year vehicles with air injection and engine modification emission control systems:
    - (A) Hydrocarbons--350 parts per million by volume as hexane.\*
    - (B) Carbon monoxide--4.0 percent by volume.
  - (5) 1972 through 1973 model year vehicles with air injection emission control systems:
    - (A) Hydrocarbons--275 parts per million by volume as hexane.\*
    - (B) Carbon monoxide--2.5 percent by volume.
  - (6) 1972 through 1973 model year vehicles with engine modification emission control systems:
    - (A) Hydrocarbons--350 parts per million by volume as hexane.\*
    - (B) Carbon monoxide--4.0 percent by volume.

(b) Exhaust emissions from gasoline-powered vehicles under 6,001 pounds gross vehicle weight of foreign manufacture and of American manufacture having engines less than 140 cubic inch displacement shall not exceed:

(1) 1955 through 1967 model year vehicles:

(A) Hydrocarbons--1900 parts per million by volume as hexane.\*

(B) Carbon monoxide--8.0 percent by volume.

(2) 1968 through 1969 model year vehicles with air injection emission control systems:

(A) Hydrocarbons--500 parts per million by volume as hexane.\*

(B) Carbon monoxide--5.0 percent by volume.

(3) 1968 through 1969 model year vehicles with engine modification emission control systems:

(A) Hydrocarbons--700 parts per million by volume as hexane.\*

(B) Carbon monoxide--7.0 percent by volume.

(4) 1970 through 1973 model year vehicles with air injection emission control systems:

(A) Hydrocarbons--300 parts per million by volume as hexane.\*

(B) Carbon monoxide--3.0 percent by volume.

(5) 1970 through 1973 model year vehicles with engine modification emission control systems:

(A) Hydrocarbons--600 parts per million by volume as hexane.\*

(B) Carbon monoxide--5.0 percent by volume.

\* As measured by a nondispersive infrared instrument.

State of California  
AIR RESOURCES BOARD

Resolution 72-48

May 17, 1972

WHEREAS, the People's Lobby Initiative, entitled "The Clean Environment Act", will be before the voters of California at the primary election on June 6, 1972 as Proposition 9;

WHEREAS, the voters of California should be informed about the initiative by those public agencies with the expertise to comment upon it; and

WHEREAS, Proposition 9 is not desirable as a measure to control air pollution;

NOW, THEREFORE, BE IT RESOLVED, that the California Air Resources Board opposes Proposition 9; among the reasons for this opposition are:

- (1) A number of technical matters would be frozen into law and the results of changing technology possibly could not be applied except upon another vote of the people;
- (2) The five year moratorium on nuclear power plants is undesirable because such plants do not pollute the air and a moratorium of this type will bring added pressures to construct fossil fuel power plants which do pollute the air;
- (3) Fines on polluters are not imposed according to the extent of the violation, but according to the wealth of the polluter;
- (4) Qualified persons will be prohibited from serving as air pollution control officials; and
- (5) Some sections of the initiative are only imposed on county air pollution control districts; the Bay Area Air Pollution Control District and all future regional districts are not included in these sections.

BE IT FURTHER RESOLVED, that this resolution be made available to interested individuals and organizations.

State of California

AIR RESOURCES BOARD

Resolution 72-49

May 17, 1972

WHEREAS, federal funds in the amount of \$44,000 have been made available for the 1971-72 fiscal year to assist the Board in development and production of films, slides, exhibits and television mini-lessons to augment its public information program; and

WHEREAS, these films, slides, exhibits and mini-lessons will contribute knowledge to the people of California regarding the efforts of the Air Resources Board to control air pollution;

NOW THEREFORE, BE IT RESOLVED, that this Board authorizes the Executive Officer to execute contracts and documents necessary for the production of the augmented information program, not to exceed \$44,000.

State of California  
AIR RESOURCES BOARD

University of California, Davis  
Vehicle Emission Testing  
Experimental Permit

Resolution 72- 51

May 17, 1972

WHEREAS, The University of California, Davis, Vehicle Emission Testing, has applied for a permit to test an experimental motor vehicle pollution control device;

WHEREAS, The device, which consists of an air injector and a thermal reactor, appears to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, University of California, Davis, Vehicle Emission Testing Facility, is hereby granted a permit for testing its experimental pollution control device for a period of one year from this date.

State of California  
AIR RESOURCES BOARD

Cryogenic Service Corporation  
Experimental Permit

Resolution 72-52

May 17, 1972

WHEREAS, The Cryogenic Service Corporation, North Hollywood, California, has applied for a permit to test an experimental motor vehicle pollution control device;

WHEREAS, The device, which consists of a conversion kit which permits gasoline internal combustion engines to use liquefied natural gas, appears to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE, BE IT RESOLVED, Cryogenic Service Corporation is hereby granted a permit for testing its experimental pollution control device for a period of one year from this date.

State of California

AIR RESOURCES BOARD

Diamond Reo Trucks, Inc.

Resolution 72-53

May 17, 1972

WHEREAS, the Board adopted on June 16, 1971 the California Fuel Evaporative Emissions Standards and Approval Procedures for 1973 and Subsequent Model-Year Gasoline-Powered Vehicles over 6,000 Pounds Gross Vehicle Weight;

WHEREAS, Section III B 3 of these procedures authorizes the Board to exempt from the requirements any class of vehicle over 10,000 pounds gross vehicle weight which is not an extension of the manufacturer's light-duty line and where it is not practical to use an evaporative emission control system configuration which is similar to a light-duty vehicle, and which would result in an undue hardship to the manufacturer to meet the January 1, 1973 date:

WHEREAS, such exemption may not be extended beyond January 1, 1974;

WHEREAS, Diamond Reo has requested that the Air Resources Board grant a one-year extension of the effective date of the regulation requiring heavy-duty vehicles to be equipped with evaporative control systems for its entire projected sales in California of 50 vehicles; and

WHEREAS, Diamond Reo does not manufacture any light-duty vehicles and therefore has no light-duty evaporative emission control system;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby grants to Diamond Reo Trucks, Inc., an exemption from the Fuel Evaporative Emission Standards until January 1, 1974 for all its 1973-model heavy-duty vehicles.

State of California  
AIR RESOURCES BOARD  
Ernest A. Eastman  
Experimental Permit

Resolution 72-55

May 17, 1972

WHEREAS, Ernest A. Eastman, Sedona, Arizona has applied for six (6) permits to test an experimental pollution control device;

WHEREAS, the device, which consists of an afterburner, appears to have very low emission characteristics; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue permits for testing such devices;

NOW, THEREFORE BE IT RESOLVED, Ernest A. Eastman is hereby granted six (6) permits for testing his experimental pollution control device for a period of one year from this date.

State of California  
AIR RESOURCES BOARD

RESOLUTION 72-58

May 30, 1972

WHEREAS, Section 39273 of the California Health and Safety Code requires the formulation of a basinwide air pollution control plan which includes emission standards and enforcement procedures for each air basin in the State; and

WHEREAS, Section 39274 of the California Health and Safety Code empowers the Air Resources Board to revise, where necessary, the basinwide plans; and

WHEREAS, Section 39275 of the California Health and Safety Code requires each county air pollution control district to develop a program to implement the recommendations of the basinwide plans as adopted by the air basin coordinating councils, or as revised by the Air Resources Board; and

WHEREAS, pursuant to the Air Resources Board's directive on February 16, 1972, the staff informed all of the State's air pollution control districts of the rules and regulations that they must adopt by May 1, 1972 to conform to the basinwide air pollution control plan; and

WHEREAS, the Nevada County Air Pollution Control District has not adopted all rules and regulations required by the Sacramento Valley Air Basin basinwide air pollution control plan, as adopted or revised by the Air Resources Board; and

WHEREAS, Section 39275 of the California Health and Safety Code empowers the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's program to implement a basinwide plan will not achieve applicable air quality standards;

NOW, THEREFORE, BE IT RESOLVED that the Air Resources Board hereby adopts the proposed additions to the Rules and Regulations of the Nevada County Air Pollution Control District.

Nevada County

The following rules are proposed as additions to the Rules and Regulations of the Nevada County Air Pollution Control District. These additions are to be effective on June 1, 1972 except where otherwise specified. These additions shall become void if the Nevada County Air Pollution Control District adopts similar or more stringent rules.

The following definition is added to Section 2:

SECTION 2 - DEFINITIONS

(u) PROCESS WEIGHT RATE

Process Weight is the total weight of all materials introduced into any specific process which process may cause any discharge into the atmosphere. Solid fuels charged will be considered as part of the process weight, but liquid and gaseous fuels and combustion air will not. Process Weight Rate will be derived by dividing the total process weight by the number of hours in any complete operation from the beginning of any given process to the completion thereof, excluding any time during which the equipment is idle.

The following Section is added to ARTICLE IV. - PROHIBITIONS

SECTION 52.1 - PROCESS WEIGHT RATE

A person shall not discharge into the atmosphere from any source, solid particulate matter in excess of the rate shown in the following table.

For the purposes of this rule, solid particulate matter includes any material which would become solid particulate matter if cooled to standard conditions.

This Section shall become effective on January 1, 1974 for all sources which are either in operation, or under construction on June 1, 1972. This Section shall be effective for all other sources on June 1, 1972.

**ALLOWABLE RATE OF EMISSION BASED ON  
PROCESS WEIGHT RATE**

Process Weight Rate		Rate of Emission	Process Weight Rate		Rate of Emission
Lb/Hr	Tons/Hr	Lb/Hr	Lb/Hr	Tons/Hr	Lb/Hr
100	0.05	0.551	16,000	8.00	16.5
200	0.10	0.877	18,000	9.00	17.9
400	0.20	1.40	20,000	10.	19.2
600	0.30	1.83	30,000	15.	25.2
800	0.40	2.22	40,000	20.	30.5
1,000	0.50	2.58	50,000	25.	35.4
1,500	0.75	3.38	60,000	30.	40.0
2,000	1.00	4.10	70,000	35.	41.3
2,500	1.25	4.76	80,000	40.	42.5
3,000	1.50	5.38	90,000	45.	43.6
3,500	1.75	5.96	100,000	50.	44.6
4,000	2.00	6.52	120,000	60.	46.3
5,000	2.50	7.58	140,000	70.	47.8
6,000	3.00	8.56	160,000	80.	49.0
7,000	3.50	9.49	200,000	100.	51.2
8,000	4.00	10.4	1,000,000	500.	69.0
9,000	4.50	11.2	2,000,000	1,000.	77.6
10,000	5.00	12.0	6,000,000	3,000.	92.7
12,000	6.00	13.6			

Interpolation of the data for the process weight rates up to 30 tons/hr. shall be accomplished by the use of the equation:

$$E = 4.10 P^{0.67} \quad P \leq 30 \text{ tons/hr.}$$

and interpolation and extrapolation of the data for process weight rates in excess of 30 tons/hr. shall be accomplished by use of the equation:

$$E = 55.0 P^{0.11} - 40 \quad P > 30 \text{ tons/hr.}$$

Where: E = Emissions in pounds per hour.  
P = Process weight rate in tons per hour.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-59

May 30, 1972

WHEREAS, Section 39273 of the California Health and Safety Code requires the formulation of a basinwide air pollution control plan which includes emission standards and enforcement procedures for each air basin in the State; and

WHEREAS, Section 39274 of the California Health and Safety Code empowers the Air Resources Board to revise, where necessary, the basinwide plans; and

WHEREAS, Section 39275 of the California Health and Safety Code requires each county air pollution control district to develop a program to implement the recommendations of the basinwide plans as adopted by the air basin coordinating councils, or as revised by the Air Resources Board; and

WHEREAS, pursuant to the Air Resources Board's directive on February 16, 1972, the staff informed all of the State's air pollution control districts of the rules and regulations that they must adopt by May 1, 1972 to conform to the basinwide air pollution control plan; and

WHEREAS, the Glenn County Air Pollution Control District has not adopted all rules and regulations required by the Sacramento Valley Air Basin basinwide air pollution control plan, as adopted or revised by the Air Resources Board; and

WHEREAS, Section 39275 of the California Health and Safety Code empowers the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's program to implement a basinwide plan will not achieve applicable air quality standards;

NOW, THEREFORE, BE IT RESOLVED that the Air Resources Board hereby adopts the modifications to the Rules and Regulations of the Glenn County Air Pollution Control District as proposed by the Glenn County Air Pollution Control District and amended by the Air Resources Board.

Proposed amendments to the Glenn County Air Pollution Control Regulations.

Amend Section 58 (i) to read:

The on farm use of implements of husbandry.

Amend Section 85 to read:

Except for emissions from agricultural operations constructed prior to the enactment of these regulations, no person shall discharge into the atmosphere from any source particulate matter in excess of 0.3 grains per cubic foot of gas at standard conditions. When the source involves a combustion process, the concentration must be calculated to 12 per cent carbon dioxide (CO<sub>2</sub>). In measuring the combustion contaminants from incinerators used to dispose of combustible refuse by burning, the carbon dioxide (CO<sub>2</sub>) produced by combustion of any liquid or gaseous fuels shall be excluded from the calculation to 12 per cent of carbon dioxide (CO<sub>2</sub>).

Amend Section 86 to read:

Except for emissions from agricultural operations constructed prior to the enactment of these Regulations, no person shall discharge in any one hour from any source dust or fumes in total quantities in excess of the amounts shown in the following table:

ALLOWABLE RATE OF EMISSION BASED ON  
PROCESS WEIGHT RATE

Process Weight Rate		Rate of Emission	Process Weight Rate		Rate of Emission
Lb/Hr	Tons/Hr	Lb/Hr	Lb/Hr	Tons/Hr	Lb/Hr
100	0.05	0.551	16,000	8.00	16.5
200	0.10	0.877	18,000	9.00	17.9
400	0.20	1.40	20,000	10.	19.2
600	0.30	1.83	30,000	15.	25.2
800	0.40	2.22	40,000	20.	30.5
1,000	0.50	2.58	50,000	25.	35.4
1,500	0.75	3.38	60,000	30.	40.0
2,000	1.00	4.10	70,000	35.	41.3
2,500	1.25	4.76	80,000	40.	42.5
3,000	1.50	5.38	90,000	45.	43.6
3,500	1.75	5.96	100,000	50.	44.6
4,000	2.00	6.52	120,000	60.	46.3
5,000	2.50	7.58	140,000	70.	47.8
6,000	3.00	8.56	160,000	80.	49.0
7,000	3.50	9.49	200,000	100.	51.2
8,000	4.00	10.4	1,000,000	500.	69.0
9,000	4.50	11.2	2,000,000	1,000.	77.6
10,000	5.00	12.0	6,000,000	3,000.	92.7
12,000	6.00	13.6			

To use the table, take the process weight per hour as such is defined in Section 2 of these Regulations. Then find this figure on the table, opposite which is the maximum number of pounds of contaminants which may be discharged into the atmosphere in any one hour. As an example, if A has a process which emits contaminants into the atmosphere and which process takes 4 hours to complete, he will divide the weight of all materials in the specific process, in this example, 2,400 lbs. by 4 giving a process weight per hour of 600 lbs. The table shows that A may not discharge more than 1.83 lbs. in any one hour during the process. Interpolation of the data in the table for process weights up to 60,000 pounds/hour shall be accomplished by use of the equation:

$$E = 4.10 p^{0.67}$$

and interpolation and extrapolation of the data for process weight rates in excess of 60,000 pounds/hour shall be accomplished by use of the equation:

$$E = 55.0 p^{0.11} - 40$$

E = Rate of emission in pounds/hour.

P = Process weight rate in tons/hour.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-63

May 30, 1972

WHEREAS, Section 39273 of the California Health and Safety Code requires the formulation of a basinwide air pollution control plan which includes emission standards and enforcement procedures for each air basin in the State; and

WHEREAS, Section 39274 of the California Health and Safety Code empowers the Air Resources Board to revise, where necessary, the basinwide plans; and

WHEREAS, Section 39275 of the California Health and Safety Code requires each county air pollution control district to develop a program to implement the recommendations of the basinwide plans as adopted by the air basin coordinating councils, or as revised by the Air Resources Board; and

WHEREAS, pursuant to the Air Resources Board's directive on February 16, 1972, the staff informed all of the State's air pollution control districts of the rules and regulations that they must adopt by May 1, 1972 to conform to the basinwide air pollution control plan; and

WHEREAS, the Shasta County Air Pollution Control District has not adopted all rules and regulations required by the Sacramento Valley and Northeast Plateau Air Basins basinwide air pollution control plans, as adopted or revised by the Air Resources Board; and

WHEREAS, Section 39275 of the California Health and Safety Code empowers the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's program to implement a basinwide plan will not achieve applicable air quality standards;

NOW, THEREFORE, BE IT RESOLVED that the Air Resources Board hereby adopts the proposed modification of the Rules and Regulations of the Shasta County Air Pollution Control District as amended.

State of California  
AIR RESOURCES BOARD

Proposed Modification to the Existing  
Rules and Regulations of the Shasta County  
Air Pollution Control District  
(as amended)

To be effective on June 1, 1972 unless  
otherwise specified

(This modification shall be void if the  
Shasta County Air Pollution Control  
District adopts a similar or more  
stringent rule).

May 12, 1972

Shasta County

The following rule is proposed for adoption as a modification to the Rules and Regulations of the Shasta County Air Pollution Control District. This modification is to be effective on June 1, 1972 unless otherwise specified. This modification shall be void if the Shasta County Air Pollution Control District adopts a similar or more stringent rule.

Replace Rule 3:2 with the following Rule:

**RULE 3:2 - SPECIFIC AIR CONTAMINANTS**

No person shall discharge contaminants from any single source into the atmosphere in amounts greater than those designated for the appropriate condition in Table II of this Rule. The categories of permitted discharges as utilized in Table II are designated A, B, C and D and established in Table I as follows:

TABLE I

Elevation of Discharge Point	8-1-1971 to 1-1-1973	1-1-1973 to 1-1-1974	1-1-1974 to 1-1-1975	1-1-1975 to 1-1-1977	1-1-1977 and after
Existing Sources below 1000 feet	C	B	B	A	A
Existing Sources above 1000 feet including the portion of the district within the Northeast Plateau Air Basin	D	C	C	C	B
New Industry as of June 1, 1972	A	A	A	A	A

TABLE II

Shasta County

Contaminant	Maximum Emission From Any Source			
	A	B	C	D
I. Unclassified particulate matter in grains per standard cubic foot (1) (4)	0.10	0.20	0.30	0.40
II. Particulate matter of particle size less than 10 microns in grains per standard cubic foot (1)	0.05	0.10	0.15	0.20
III. Combustion contaminants in grains per standard cubic foot (2)	0.15	0.20	0.30	0.40
IV. Dusts (a) Maximum lb/hr (b) lb/hr (E) as a function of process weight ( $P_t$ ) expressed in tons per hour (3) (4)	40 $E=4.10P_t^{0.67}$	55 $E=4.10P_t^{0.67}$	70 $E=5.00P_t^{0.67}$	85 $E=6.00P_t^{0.67}$
V. Sulfur dioxide in parts per million (5)	1000	1000	1500	2000
VI. Total reduced sulfur expressed as $H_2S$ from recovery boilers in p.p.m. by volume (6)	17.5	70	100	150
VII. Total reduced sulfur from other sources in lb/ton of kraft pulp production (7)	1	2	3	4

Explanatory Notes for Table II:

- (1) Standard air or gas volume at 25°C., one atm., dry basis.
- (2) Flue gas volume calculated at 25°C., one atm., dry basis, 12% CO<sub>2</sub> equivalent. CO<sub>2</sub> produced by auxiliary fuel, used in refuse incinerators, is to be excluded from the calculation.
- (3) Process weights above 30 tons per hour shall conform to the formula  $E = 55P_t^{0.11} - 40$ .
- (4) Emissions to be measured by techniques which are accepted by and in use at one of the following air pollution control agencies: Los Angeles Air Pollution Control District, California Air Resources Board, and the Bay Area Air Pollution Control District.
- (5) Standard air or gas volume at 25°C., one atm., dry basis. When sulfur dioxide is the byproduct of combustion of a carbonaceous fuel, the gas volume shall be calculated to 12% CO<sub>2</sub>.
- (6) Total reduced sulfur compounds, in gas phase leaving kraft recovery boiler, expressed as hydrogen sulfide. Standard conditions for determination of gas volume - 25°C., one atm., dry basis.
- (7) Total reduced sulfur compounds, in gas phase at any point of emission other than kraft recovery boiler. Expressed as pounds of sulfur per air dried ton of kraft wood pulp production.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-68

May 30, 1972

WHEREAS, Section 39273 of the California Health and Safety Code requires the formulation of a basinwide air pollution control plan which includes emission standards and enforcement procedures for each air basin in the State; and

WHEREAS, Section 39274 of the California Health and Safety Code empowers the Air Resources Board to revise, where necessary, the basinwide plans; and

WHEREAS, Section 39275 of the California Health and Safety Code requires each county air pollution control district to develop a program to implement the recommendations of the basinwide plans as adopted by the air basin coordinating councils, or as revised by the Air Resources Board; and

WHEREAS, pursuant to the Air Resources Board's directive on February 16, 1972, the staff informed all of the State's air pollution control districts of the rules and regulations that they must adopt by May 1, 1972 to conform to the basinwide air pollution control plan; and

WHEREAS, the Santa Barbara County Air Pollution Control District has not adopted all rules and regulations required by the South Coast Air Basin basinwide air pollution control plan, as adopted or revised by the Air Resources Board; and

WHEREAS, Section 39275 of the California Health and Safety Code empowers the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's program to implement a basinwide plan will not achieve applicable air quality standards;

NOW, THEREFORE, BE IT RESOLVED that the Air Resources Board hereby adopts the proposed additions and modifications to the Rules and Regulations of the Santa Barbara County Air Pollution Control District as amended.

The following rules are proposed as additions and modifications to the Rules and Regulations of the Santa Barbara County Air Pollution Control District. These additions and modifications are to be effective on June 1, 1972 except where otherwise specified. These additions and modifications shall become void if the Santa Barbara County Air Pollution Control District adopts similar or more stringent additions and modifications.

RULE 18-A - PARTICULATE MATTER CONCENTRATION - SOUTH COAST AIR BASIN:

A person shall not discharge into the atmosphere from any source, particulate matter in excess of the concentration shown in the following table: (See Rule 18-A Table.)

Where the volume discharged falls between figures listed in the table, the exact concentration permitted to be discharged shall be determined by linear interpolation.

The provisions of this rule shall not apply to emissions resulting from the combustion of liquid or gaseous fuels in steam generators or gas turbines.

For the purposes of this rule particulate matter includes any material which would become particulate matter if cooled to standard conditions.

This Rule is to become effective in the South Coast Air Basin on June 1, 1972 for all sources which are not either in operation or under construction prior to that date, and Rule 18 shall not be applicable to such sources in the South Coast Air Basin on or after that date. This Rule is to become effective for all other sources in the South Coast Air Basin on January 1, 1973, and Rule 18 shall not be applicable in the South Coast Air Basin on or after that date.

RULE 19-A - SPECIFIC CONTAMINANTS - SOUTH COAST AIR BASIN

A person shall not discharge into the atmosphere from any single source of emission whatsoever, any one or more of the following contaminants, in any state or combination thereof, exceeding in concentration:

- (a) Sulphur compounds, which would exist as a liquid or gas at standard conditions, calculated as sulfur dioxide (SO<sub>2</sub>):  
500 ppm by volume.

Rule 19-A(a) is to become effective in the South Coast Air Basin on January 1, 1973 for all sources which are not either in operation or under construction prior to that date, and Rule 19 (a) shall not be applicable to such sources in the South Coast Air Basin on or after that date. This Rule is to become effective for all other sources in the South Coast Air Basin on January 1, 1975, and Rule 19 (a) shall not be applicable in the South Coast Air Basin on or after that date.

DELETED 5-30-72

RULE 21-A - PROCESS WEIGHT RATE - SOUTH COAST BASIN

A person shall not discharge into the atmosphere from any source, solid particulate matter in excess of the rate shown in the following table.

For the purposes of this Rule, solid particulate matter includes any material which would become solid particulate matter if cooled to standard conditions.

This Rule is to become effective in the South Coast Air Basin on June 1, 1972 for all sources which are not either in operation or under construction prior to that date, and Rule 21 shall not be applicable to such sources in the South Coast Air Basin on or after that date. This Rule is to become effective for all other sources in the South Coast Air Basin on January 1, 1973, and Rule 21 shall not be applicable in the South Coast Air Basin on or after that date.

TABLE FOR RULE 21-A - SOUTH COAST AIR BASIN

PROCESS WEIGHT PER HOUR - - POUNDS PER HOUR	MAXIMUM DISCHARGE RATE ALLOWED FOR SOLID PARTICULATE MATTER (AGGREGATE DISCHARGED FROM ALL POINTS OF PROCESS) - - POUNDS PER HOUR	PROCESS WEIGHT PER HOUR - - POUNDS PER HOUR	MAXIMUM DISCHARGE RATE ALLOWED FOR SOLID PARTICULATE MATTER (AGGREGATE DISCHARGED FROM ALL POINTS OF PROCESS) - - POUNDS PER HOUR
250 or less	1.00	12000	10.4
300	1.12	14000	10.8
350	1.23	16000	11.2
400	1.34	18000	11.5
450	1.44	20000	11.8
500	1.54	25000	12.4
600	1.73	30000	13.0
700	1.90	35000	13.5
800	2.07	40000	13.9
900	2.22	45000	14.3
1000	2.38	50000	14.7
1200	2.66	60000	15.3
1400	2.93	70000	15.9
1600	3.19	80000	16.4
1800	3.43	90000	16.9
2000	3.66	100000	17.3
2500	4.21	120000	18.1
3000	4.72	140000	18.8
3500	5.19	160000	19.4
4000	5.64	180000	19.9

- (b) Combustion contaminants: 0.1 grain per cubic foot of gas calculated to 12 percent of carbon dioxide (CO<sub>2</sub>) at standard conditions (Except as specified in Rule 28-A).

Rule 19-A(b) is to become effective in the South Coast Air Basin on June 1, 1972 for all sources which are not either in operation or under construction prior to that date, and Rule 19 (b) shall not be applicable to such sources in the South Coast Air Basin on or after that date. This Rule is to become effective for all other sources in the South Coast Air Basin on January 1, 1974, and Rule 19 (b) shall not be applicable in the South Coast Air Basin on or after that date.

TABLE FOR RULE 18-A - SOUTH COAST AIR BASIN

VOLUME DISCHARGED-- CUBIC FEET PER MINUTE CALCULATED AS DRY GAS AT STANDARD CONDITIONS	MAXIMUM CONCENTRATION OF PARTICULATE MATTER ALLOWED IN DISCHARGED GAS--GRAINS PER CUBIC FOOT OF DRY GAS AT STANDARD CONDITIONS	VOLUME DISCHARGED-- CUBIC FEET PER MINUTE CALCULATED AS DRY GAS AT STANDARD CONDITIONS	MAXIMUM CONCENTRATION OF PARTICULATE MATTER ALLOWED IN DISCHARGED GAS--GRAINS PER CUBIC FOOT OF DRY GAS AT STANDARD CONDITIONS
1000 or less	0.200	20000	0.0635
1200	.187	30000	.0544
1400	.176	40000	.0487
1600	.167	50000	.0447
1800	.160	60000	.0417
2000	.153	70000	.0393
2500	.141	80000	.0374
3000	.131	100000	.0343
3500	.124	200000	.0263
4000	.118	400000	.0202
5000	.108	600000	.0173
6000	.101	800000	.0155
7000	.0949	1000000	.0142
8000	.0902	1500000	.0122
10000	.0828	2000000	.0109
15000	.0709	2500000 or more	.0100

TABLE FOR RULE 21-A - SOUTH COAST AIR BASIN (Continued)

PROCESS WEIGHT PER HOUR - - POUNDS PER HOUR	MAXIMUM DISCHARGE RATE ALLOWED FOR SOLID PARTICULATE MATTER (AGGREGATE DISCHARGED FROM ALL POINTS OF PROCESS) - - POUNDS PER HOUR	PROCESS WEIGHT PER HOUR - - POUNDS PER HOUR	MAXIMUM DISCHARGE RATE ALLOWED FOR SOLID PARTICULATE MATTER (AGGREGATE DISCHARGED FROM ALL POINTS OF PROCESS) - - POUNDS PER HOUR
4500	6.07	200000	20.4
5000	6.49	250000	21.6
5500	6.89	300000	22.5
6000	7.27	350000	23.4
6500	7.64	400000	24.1
7000	8.00	450000	24.8
7500	8.36	500000	25.4
8000	8.70	600000	26.6
8500	9.04	700000	27.6
9000	9.36	800000	28.4
9500	9.68	900000	29.3
10000	10.00	1000000 or more	30.0

RULE 28-A - DISPOSAL OF SOLID AND LIQUID WASTES - SOUTH COAST AIR BASIN:

- (a) A person shall not burn any combustible refuse in any incinerator except in a multiple-chamber incinerator or in equipment found by the Air Pollution Control Officer in advance of such use to be equally effective for the purpose of air pollution control as an approved multiple-chamber incinerator.
- (b) A person shall not discharge into the atmosphere from any incinerator or other equipment used to dispose of combustible refuse by burning, having design burning rates greater than 100 pounds per hour, except as provided in subsection (d) of this Rule, particulate matter in excess of 0.1 grain per cubic foot of gas calculated to 12 percent of carbon dioxide (CO<sub>2</sub>) at standard conditions. Any carbon dioxide (CO<sub>2</sub>) produced by combustion of any liquid or gaseous fuels shall be excluded from the calculation to 12 percent of carbon dioxide (CO<sub>2</sub>).

- (c) A person shall not discharge into the atmosphere from any equipment whatsoever, used to process combustible refuse, except as provided in subsection (d) of this Rule, particulate matter in excess of 0.1 grain per cubic foot of gas calculated to 12 percent of carbon dioxide (CO<sub>2</sub>) at standard conditions. Any carbon dioxide (CO<sub>2</sub>) produced by combustion of any liquid or gaseous fuels shall be excluded from the calculation to 12 percent of carbon dioxide (CO<sub>2</sub>).
- (d) A person shall not discharge into the atmosphere from any incinerator or other equipment used to dispose of combustible refuse by burning, having design burning rates of 100 pounds per hour or less, particulate matter in excess of 0.3 grain per cubic foot of gas calculated to 12 percent of carbon dioxide (CO<sub>2</sub>) at standard conditions. Any carbon dioxide (CO<sub>2</sub>) produced by combustion of any liquid or gaseous fuels shall be excluded from the calculation to 12 percent of carbon dioxide (CO<sub>2</sub>).

This Rule is to become effective in the South Coast Air Basin on June 1, 1972 for all sources which are not either in operation or under construction prior to that date, and Rule 28 shall not be applicable to such sources in the South Coast Air Basin on or after that date. This Rule is to become effective for all other sources in the South Coast Air Basin on January 1, 1973, and Rule 28 shall not be applicable in the South Coast Air Basin on or after that date.

RULE 32.1 - SULFUR CONTENT OF NATURAL GAS - SOUTH COAST AIR BASIN

A person shall not burn natural gas containing sulfur compounds in excess of 15 grains per 100 cubic feet, calculated as hydrogen sulfide at standard conditions.

The provisions of this Rule shall not apply to the use of fuels where the gaseous products of combustion are used as raw materials for other processes.

This Rule shall become effective in the South Coast Air Basin on January 1, 1973 for all sources which are either in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources in the South Coast Air Basin on June 1, 1972.

RULE 36.1-VACUUM PRODUCING DEVICES OR SYSTEMS - SOUTH COAST AIR BASIN

A person shall not discharge into the atmosphere more than 3 pounds of organic materials in any one hour from any vacuum producing devices or systems, including hot wells and accumulators, unless said discharge has been reduced by at least 90 percent.

This Rule shall become effective on January 1, 1973 for all sources which are either in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

RULE 36.2-ASPHALT AIR BLOWING - SOUTH COAST AIR BASIN

A person shall not operate or use any article, machine, equipment or other contrivance for the air blowing of asphalt unless all gases, vapors and gas-entrained effluents from such an article, machine, equipment or other contrivance are:

- (a) Incinerated at temperatures of not less than 1400 degrees Fahrenheit for a period of not less than 0.3 second, or
- (b) Processed in such a manner determined by the Air Pollution Control Officer to be equally, or more, effective for the purpose of air pollution control than (a) above.

This Rule shall become effective on January 1, 1973 for all sources which are either in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

RULE 39.1-FUEL BURNING EQUIPMENT - OXIDES OF NITROGEN - SOUTH COAST AIR BASIN

Effective on January 1, 1975, a person shall not discharge into the atmosphere from any non-mobile fuel burning article, machine, equipment or other contrivance, having a maximum heat input rate of more than 1775 million British Thermal Units (BTU) per hour (gross), flue gas having a concentration of nitrogen oxides, calculated as nitrogen dioxide ( $\text{NO}_2$ ) at 3 percent oxygen, in excess of 125 ppm when fired by a gaseous fuel and 225 when fired by a liquid or solid fuel.

RULE 39.2-CARBON MONOXIDE - SOUTH COAST AIR BASIN

A person shall not discharge into the atmosphere carbon monoxide (CO) in concentrations exceeding 2000 ppm by volume measured on a dry basis.

The provisions of this Rule shall not apply to emissions from internal combustion engines.

This Rule shall become effective on January 1, 1973 for all sources which are in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-70

May 30, 1972

WHEREAS, Section 39273 of the California Health and Safety Code requires the formulation of a basinwide air pollution control plan which includes emission standards and enforcement procedures for each air basin in the State; and

WHEREAS, Section 39274 of the California Health and Safety Code empowers the Air Resources Board to revise, where necessary, the basinwide plans; and

WHEREAS, Section 39275 of the California Health and Safety Code requires each county air pollution control district to develop a program to implement the recommendations of the basinwide plans as adopted by the air basin coordinating councils, or as revised by the Air Resources Board; and

WHEREAS, pursuant to the Air Resources Board's directive on February 16, 1972, the staff informed all of the State's air pollution control districts of the rules and regulations that they must adopt by May 1, 1972 to conform to the basinwide air pollution control plan; and

WHEREAS, the Inyo County Air Pollution Control District has not adopted all rules and regulations required by the Great Basin Valleys Air Basin basinwide air pollution control plan, as adopted or revised by the Air Resources Board; and

WHEREAS, Section 39275 of the California Health and Safety Code empowers the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's program to implement a basinwide plan will not achieve applicable air quality standards;

NOW, THEREFORE, BE IT RESOLVED that the Air Resources Board hereby adopts the proposed additions and modifications to the Rules and Regulations of the Inyo County Air Pollution Control District.

The following rules are proposed as additions and modifications to the Rules and Regulations of the Inyo County Air Pollution Control District. These additions and modifications are to be effective on June 1, 1972 except where otherwise specified. These additions and modifications shall become void if the Inyo County Air Pollution Control District adopts similar or more stringent additions and modifications.

The following definitions are to be added to Rule 1.2:

**RULE 1.2 - DEFINITIONS**

- (aa) **ALTERATION** - Any addition to, enlargement of, replacement of, or any major modification or change of the design, capacity, process, or arrangement, or any increase in the connected loading of, equipment or control apparatus, which will significantly increase or effect the kind or amount of air contaminants emitted.
- (bb) **EMISSION** - The act of passing into the atmosphere of an air contaminant or gas stream which contains an air contaminant, or the air contaminant so passed into the atmosphere.
- (cc) **EMISSION POINT** - The place, located in a horizontal plane and vertical elevation, at which an emission enters the atmosphere.
- (dd) **FLUE** - Any duct or passage for air, gases, or the like, such as a stack or chimney.
- (ee) **INSTALLATION** - The placement, assemblage, or construction of equipment or control apparatus at the premises where the equipment or control apparatus will be used and includes all preparatory work at such premises.
- (ff) **OPERATION** - Any physical action resulting in a change in the location, form or physical properties of a material, or any chemical action resulting in a change in the chemical composition or the chemical or physical properties of a material.
- (gg) **OWNER** - Includes but is not limited to any person who leases, supervises, or operates equipment, in addition to the normal meaning of ownership.
- (hh) **PPM** - Parts per million by volume.

- (ii) PROCESS WEIGHT RATE - Process Weight is the total weight of all materials introduced into any specific process which process may cause any discharge into the atmosphere. Solid fuels charged will be considered as part of the process weight, but liquid and gaseous fuels and combustion air will not. Process Weight Rate will be derived by dividing the total process weight by the number of hours in any complete operation from the beginning of any given process to the completion thereof, excluding any time during which the equipment is idle.
- (jj) SOURCE OPERATION - Source Operation means the last operation preceding the emission of an air contaminant, which operation (a) results in the separation of the air contaminant from the process materials or in the conversion of the process materials into air contaminants, as in the case of combustion of fuels, and (b) is not an air pollution abatement operation.
- (kk) STANDARD CUBIC FOOT OF GAS - The amount of gas that would occupy a volume of one (1) cubic foot, if free of water vapor, at standard conditions.

Replace Regulation II with the following Regulation:

REGULATION II - PERMITS

RULE 2.1 - PERMITS REQUIRED

- (a) AUTHORITY TO CONSTRUCT - Any person building, altering or replacing any equipment, the use of which may cause the issuance of air contaminants or the use of which may eliminate or reduce or control the issuance of air contaminants, shall first obtain authorization for such construction from the Air Pollution Control Officer. An authority to construct shall remain in effect until the permit to operate the equipment for which the application was filed is granted or denied.
- (b) PERMIT TO OPERATE - Before any equipment described in Rule 2.1(a) may be operated, a written permit shall be obtained from the Air Pollution Control Officer. No permit to operate shall be granted either by the Air Pollution Control Officer or the Hearing Board for any equipment described in Rule 2.1(a), constructed or installed without authorization as required by Rule 2.1(a), until the information required is presented to the Air Pollution Control Officer and such equipment is altered, if necessary, and made to conform to the standards set forth in Rule 2.8 (Standards for Granting Application) and elsewhere in these rules and regulations.

- (c) **POSTING OF PERMIT TO OPERATE** - A person who has been granted under Rule 2.1(b) a permit to operate any equipment described in Rule 2.1(a), shall firmly affix such permit to operate, an approved facsimile, or other approved identification bearing the permit number upon the article, machine, equipment, or other contrivance in such a manner as to be clearly visible and accessible. In the event that the equipment is so constructed or operated that the permit to operate cannot be so placed, the permit to operate shall be mounted so as to be clearly visible in an accessible place within 25 feet of the equipment or maintained readily available at all times on the operating premises.
- (d) **ALTERING OF PERMIT** - A person shall not willfully deface, alter, forge, counterfeit, or falsify a permit to operate any equipment.

#### RULE 2.2 - EXEMPTIONS

Any authority to construct or a permit to operate shall not be required for:

- (a) Vehicles as defined by the Vehicle Code of the State of California but not including any article, machine, equipment or other contrivance mounted on such vehicle that would otherwise require a permit under the provisions of these rules and regulations.
- (b) Vehicles used to transport passengers or freight.
- (c) Equipment utilized exclusively in connection with any structure, which structure is designed for and used exclusively as a dwelling for not more than four families.
- (d) The following equipment:
- (1) Comfort air conditioning or comfort ventilating systems, which are not designed to remove air contaminants generated by or released from specific units or equipment.
  - (2) Refrigeration units except those used as, or in conjunction with, air pollution control equipment.
  - (3) Piston type internal combustion engines.
  - (4) Water cooling towers and water cooling ponds not used for evaporative cooling of water from barometric jets or from barometric condensers.
  - (5) Equipment used exclusively for steam cleaning.
  - (6) Presses used exclusively for extruding metals, minerals, plastics or wood.
  - (7) Equipment used exclusively for space heating, other than boilers.
  - (8) Equipment used for hydraulic or hydrostatic testing.

- (9) Equipment used in eating establishments for the purpose of preparing food for human consumption.
  - (10) Equipment used exclusively to compress or hold dry natural gas.
- (e) The following equipment or any exhaust system or collector serving exclusively such equipment:
- (1) Laboratory equipment used exclusively for chemical or physical analyses and bench scale laboratory equipment.
  - (2) Brazing, soldering or welding equipment.
- (f) Steam generators, steam superheaters, water boilers, water heaters and closed heat transfer systems that have a maximum heat input rate of less than 250,000,000 British Thermal Units (BTU) per hour (gross), and are fired exclusively with one of the following:
- (1) Natural gas
  - (2) Liquefied petroleum gas
  - (3) A combination of natural gas and liquefied petroleum gas.
- (g) Natural draft hoods, natural draft stacks or natural draft ventilators.
- (h) Self-propelled mobile construction equipment other than pavement burners.
- (i) Other sources of minor significance which may be specified by the Air Pollution Control Officer.
- (j) Agricultural implements used in agricultural operations.
- (k) Vacuum cleaning systems used exclusively for industrial, commercial or residential housekeeping purposes.
- (l) Repairs or maintenance not involving structural changes to any equipment for which a permit has been granted.
- (m) Identical replacements in whole or in part of any equipment where a permit to operate has previously been granted for such equipment.

Rule 2.3 - TRANSFER

A permit shall not be transferable, whether by operation of law or otherwise, either from one location to another, from one piece of equipment to another, or from one person to another.

Rule 2.4 - APPLICATIONS

Every application for a permit required under Rule 2.1 shall be filed in the manner and form prescribed by the Air Pollution Control Officer, and shall give all the information necessary to enable the Air Pollution Control Officer to make the determination required by Rule 2.8.

Rule 2.5 - CANCELLATION

An authority to construct shall be cancelled two years from the date of filing of the application.

Rule 2.6 - ACTION ON APPLICATION

The Air Pollution Control Officer shall act, within a reasonable time, on a permit application and shall notify the applicant in writing of his approval, conditional approval or denial.

Rule 2.7 - PROVISIONS OF SAMPLING AND TESTING FACILITIES

A person operating or using any equipment for which these rules require a permit shall provide and maintain such sampling and testing facilities as specified in the permit.

Rule 2.8 - STANDARDS FOR GRANTING APPLICATIONS

- (a) The Air Pollution Control Officer shall deny a permit except as provided in Rule 2.9, if the applicant does not show that the use of any equipment, which may cause the issuance of air contaminants, or the use of which may eliminate or reduce or control the issuance of air contaminants, is so designed, controlled, or equipped with such air pollution control equipment, that it may be expected to operate without emitting or without causing to be emitted air contaminants in violations of Section 24242 or 24243, of the Health and Safety Code, or of these rules and regulations.
- (b) Before a permit is granted, the Air Pollution Control Officer may require the applicant to provide and maintain such facilities as are necessary for sampling and testing purposes in order to secure information that will disclose the nature, extent, quantity or degree of air contaminants discharged

into the atmosphere from the equipment described in the permit. In the event of such a requirement, the Air Pollution Control Officer shall notify the applicant in writing of the required size, number and location of sampling holes; the size and location of the sampling platform; the access to the sampling platform; and the utilities for operating the sampling and testing equipment. The platform and access shall be constructed in accordance with the general industry safety orders of the State of California.

- (c) In acting upon a permit to operate, if the Air Pollution Control Officer finds that the equipment has been constructed not in accordance with the authority to construct, he shall deny the permit to operate. The Air Pollution Control Officer shall not accept any further application for permit to operate the equipment so constructed until he finds that the equipment has been constructed in accordance with the permit to construct.

#### RULE 2.9 - CONDITIONAL APPROVAL

The Air Pollution Control Officer may issue a permit subject to conditions which will bring the operation of any equipment within the standards of Rule 2.8, in which case the conditions shall be specified in writing. Commencing work under a permit to construct, operation under a permit to operate, shall be deemed acceptance of all the conditions so specified. The Air Pollution Control Officer shall issue a permit with revised conditions upon receipt of a new application, if the applicant demonstrates that the equipment can operate within the standards of Rule 2.8 under the revised conditions.

#### RULE 2.10 - DENIAL OF APPLICATIONS

In the event of denial of a permit, the Air Pollution Control Officer shall notify the applicant in writing of the reasons therefore. Service of this notification may be made in person or by mail, and such service may be proved by the written acknowledgment of the persons served or affidavit of the person making the service. The Air Pollution Control Officer shall not accept a further application unless the applicant has complied with the objections specified by the Air Pollution Control Officer as his reasons for denial of the permit.

Inyo County

The following Rules are to be added to REGULATION IV - PROHIBITIONS

RULE 4.7 - PARTICULATE MATTER CONCENTRATION

A person shall not release or discharge into the atmosphere from any source or single processing unit whatsoever, dust, fumes, or particulate matter emissions in excess of .3 grain per cubic foot of gas at standard conditions.

This Rule shall become effective on January 1, 1974 for all sources which are either in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

RULE 4.8 - PROCESS WEIGHT RATE

A person shall not discharge into the atmosphere from any source, solid particulate matter in excess of the rate shown in Rule 4.9.

For the purposes of this rule, solid particulate matter includes any material which would become solid particulate matter if cooled to standard conditions.

This Rule shall become effective on January 1, 1974 for all sources which are either in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

TABLE 4.9

MAXIMUM ALLOWABLE EMISSION RATE  
BASED ON PROCESS WEIGHT RATE

Process Wt. Rate (lbs./hr.)	Max. Allowable Solid Particulate Emission Rate (lbs./hr.)	Process Wt. Rate (lbs./hr.)	Max. Allowable Solid Particulate Emission Rate (lbs./hr.)
50	.24	3000	5.10
100	.46	3100	5.18
200	.85	3200	5.27
300	1.20	3300	5.36
400	1.50	3400	5.44
500	1.77	3500	5.52
600	2.01	3600	5.61
700	2.24	3700	5.69
800	2.43	3800	5.77
900	2.62	3900	5.85
1000	2.80	4000	5.93
1100	2.97	4200	6.08
1200	3.12	4400	6.22
1300	3.26	4600	6.37
1400	3.40	4800	6.52
1500	3.54	5000	6.67
1600	3.66	6000	7.37
1700	3.79	7000	8.05
1800	3.91	8000	8.71
1900	4.03	9000	9.36
2000	4.14	10000	10.00
2100	4.24	12000	11.28
2200	4.34	14000	12.50
2300	4.44	16000	13.74
2400	4.55	18000	14.97
2500	4.64	20000	16.19
2600	4.74	30000	22.22
2700	4.84	40000	28.30
2800	4.92	50000	34.30
2900	5.02	60000 or more	40.00

Where the process weight rate is between two listed figures, the allowable emission rate shall be determined by linear interpolation.

Inyo County

RULE 4.10 - SPECIFIC CONTAMINANTS

A person shall not discharge into the atmosphere from any single source of emission whatsoever, any one or more of the following contaminants, in any state or combination thereof, exceeding in concentration at the point of discharge:

- (a) Sulfur compounds calculated as sulfur dioxide (SO<sub>2</sub>): 2000 ppm.
- (b) Combustion contaminants: 0.3 grain per cubic foot of gas calculated to 12 percent of carbon dioxide (CO<sub>2</sub>) at standard conditions. In measuring the combustion contaminants from incinerators used to dispose of combustible refuse by burning, the carbon dioxide (CO<sub>2</sub>) produced by combustion of any liquid or gaseous fuels shall be excluded from the calculation to 12 percent of carbon dioxide (CO<sub>2</sub>).

This Rule shall become effective on January 1, 1974 for all sources which are either in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

RULE 4.11 - CIRCUMVENTION

No person shall build, erect, install, or use any article, machine, equipment, or other contrivance, the use of which, without resulting in a reduction in the total release of air contaminant to the atmosphere, reduces or conceals an emission which would otherwise constitute a violation. This Rule shall not apply to cases in which the nature of the violation involved is that of a nuisance.

RULE 4.12 - SEPARATION AND COMBINATION

- (a) If air contaminants from a single source operation are emitted through two or more emission points, the total emitted quantity of any air contaminant, limited in this Regulation cannot exceed the quantity which would be the allowable emission through a single emission point; and the total emitted quantity of any such air contaminant shall be taken as the product of the highest concentration measured in any of the emission points and the exhaust gas volume through all emission points, unless the person responsible for the source operation establishes the correct total emitted quantity.
- (b) If air contaminants from two or more source operations are combined prior to emission and there are adequate and reliable

Inyo County

means reasonably susceptible to confirmation and use by the control officer for establishing a separation of the components of the combined emission to indicate the nature, extent, quantity and degree of emission arising from each such source operation, this Regulation shall apply to each such source operation separately.

- (c) If air contaminants from two or more source operations are combined prior to emission, and the combined emission cannot be separated according to the requirements of Rule 4.12(b), this Regulation shall be applied to the combined emission as if it originated in a single source operation subject to the most stringent limitations and requirements placed by this Regulation on any of the source operations whose air contaminants are so combined.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-75

May 30, 1972

WHEREAS, Section 39273 of the California Health and Safety Code requires the formulation of a basinwide air pollution control plan which includes emission standards and enforcement procedures for each air basin in the State; and

WHEREAS, Section 39274 of the California Health and Safety Code empowers the Air Resources Board to revise, where necessary, the basinwide plans; and

WHEREAS, Section 39275 of the California Health and Safety Code requires each county air pollution control district to develop a program to implement the recommendations of the basinwide plans as adopted by the air basin coordinating councils, or as revised by the Air Resources Board; and

WHEREAS, pursuant to the Air Resources Board's directive on February 16, 1972, the staff informed all of the State's air pollution control districts of the rules and regulations that they must adopt by May 1, 1972 to conform to the basinwide air pollution control plan; and

WHEREAS, the Tuolumne County Air Pollution Control District has not adopted all rules and regulations required by the San Joaquin Valley Air Basin basinwide air pollution control plan as adopted or revised by the Air Resources Board; and

WHEREAS, Section 39275 of the California Health and Safety Code empowers the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's program to implement a basinwide plan will not achieve applicable air quality standards;

NOW, THEREFORE, BE IT RESOLVED that the Air Resources Board hereby adopts the proposed additions and modifications to the Rules and Regulations of the Tuolumne County Air Pollution Control District as amended.

State of California

AIR RESOURCES BOARD

Proposed Additions and Modifications to the Existing  
Rules and Regulations of the  
Tuolumne County Air Pollution Control District  
(as amended)

To be effective on June 1, 1972,  
unless otherwise specified

(These additions and modifications shall be  
void if the Tuolumne County Air Pollution  
Control District adopts similar or more  
stringent rules and regulations).

May 12, 1972

The following are proposed as additions and modifications to the existing Rules and Regulations of the Tuolumne County Air Pollution Control District. These additions and modifications are to be effective on June 1, 1972 except where otherwise specified. These additions and modifications shall become void if the Tuolumne County Air Pollution Control District adopts similar or more stringent additions and modifications.

The following definitions are to be added to Rule 102:

**RULE 102 - DEFINITIONS**

(jj) **PROCESS WEIGHT RATE**

Process Weight is the total weight of all materials introduced into any specific process which process may cause any discharge into the atmosphere. Solid fuels charged will be considered as part of the process weight, but liquid and gaseous fuels and combustion air will not. Process Weight Rate will be derived by dividing the total process weight by the number of hours in any complete operation from the beginning of any given process to the completion thereof, excluding any time during which the equipment is idle.

(kk) **SOURCE OPERATION** - Source Operation means the last operation preceding the emission of an air contaminant, which operation (a) results in the separation of the air contaminant from the process materials or in the conversion of the process materials into air contaminant, as in the case of combustion of fuels, and (b) is not an air pollution abatement operation.

The following rules are to be added to REGULATION IV - PROHIBITIONS

**RULE 401-A - VISIBLE EMISSIONS**

A person shall not discharge into the atmosphere from any single source of emission whatsoever, any air contaminant for a period or periods aggregating more than three minutes in any one hour which is:

- (a) As dark or darker in shade as that designated as No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or
- (b) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subsection (a) of this Rule.

This Rule is to become effective on June 1, 1972 for all sources which are not either in operation or under construction prior to that date, and Rule 401 shall not be applicable to such sources on or after that date. This Rule is to become effective for all other sources on January 1, 1974, and Rule 401 is to be repealed on that date.

RULE 402-A - EXCEPTIONS

The provisions of Rule 401-A do not apply to:

- (a) Smoke from fires set by or permitted by any public officer, if such fire is set or permission given in the performance of the official duty of such officer, and such fire in the opinion of such officer is necessary.
  - (1) For the purpose of the prevention of a fire which cannot be abated by any other means, or
  - (2) The instruction of public employees in the methods of fighting fire.
- (b) Smoke from fires set pursuant to permit on property used for industrial purposes for the purpose of instruction of employees in methods of fighting fire.
- (c) Smoke from open burning for which a permit has been issued by the Air Pollution Control Officer.
- (d) Agricultural operations in the growing of crops or raising of fowls or animals.
- (e) The use of an orchard or citrus grove heater which does not produce unconsumed solid carbonaceous matter at a rate in excess of one (1) gram per minute.
- (f) The use of other equipment in agricultural operations in the growing of crops, or the raising of fowls or animals.

Rule 405 is to be replaced by the following:

RULE 405 - PROCESS WEIGHT RATE

A person shall not discharge into the atmosphere from any source, solid particulate matter in excess of the rate shown in the process weight chart in Rule 406.

For the purposes of this rule, solid particulate matter includes any material which would become solid particulate matter if cooled to standard conditions.

This Rule shall become effective on January 1, 1974 for all sources which are either in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

RULE 422 - ARCHITECTURAL COATINGS

- (a) A person shall not sell or offer for sale or use in Tuolumne County, in containers of one quart capacity or larger, any architectural coating containing photochemically reactive solvent, as defined in Rule 410 (k).
- (b) A person shall not employ, apply, evaporate or dry in Tuolumne County any architectural coating, purchased in containers of one quart capacity or larger, containing photochemically reactive solvent, as defined in Rule 410 (k).
- (c) A person shall not thin or dilute any architectural coating with a photochemically reactive solvent, as defined in Rule 410 (k).
- (d) For the purposes of this Rule, an architectural coating is defined as a coating used for residential or commercial buildings and their appurtenances; or industrial buildings.

RULE 423 - DISPOSAL AND EVAPORATION OF SOLVENTS

A person shall not during any one day dispose of a total of more than 1½ gallons of any photochemically reactive solvent, as defined in Rule 410 (k), or of any material containing more than 1½ gallons of any such photochemically reactive solvent by any means which will permit the evaporation of such solvent into the atmosphere.

This Rule shall become effective on January 1, 1974 for all sources which are either in operation, or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-76

May 30, 1972

WHEREAS, Section 39273 of the California Health and Safety Code requires the formulation of a basinwide air pollution control plan which includes emission standards and enforcement procedures for each air basin in the State; and

WHEREAS, Section 39274 of the California Health and Safety Code empowers the Air Resources Board to revise, where necessary, the basinwide plans; and

WHEREAS, Section 39275 of the California Health and Safety Code requires each county air pollution control district to develop a program to implement the recommendations of the basinwide plans as adopted by the air basin coordinating councils, or as revised by the Air Resources Board; and

WHEREAS, pursuant to the Air Resources Board's directive on February 16, 1972, the staff informed all of the State's air pollution control districts of the rules and regulations that they must adopt by May 1, 1972 to conform to the basinwide air pollution control plan; and

WHEREAS, the Fresno County Air Pollution Control District has not adopted all rules and regulations required by the San Joaquin Valley Air Basin basinwide air pollution control plan, as adopted or revised by the Air Resources Board; and

WHEREAS, Section 39275 of the California Health and Safety Code empowers the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's program to implement a basinwide plan will not achieve applicable air quality standards;

NOW, THEREFORE, BE IT RESOLVED that the Air Resources Board hereby adopts the proposed additions to the Rules and Regulations of the Fresno County Air Pollution Control District as amended.

The following rules are proposed as additions to the Rules and Regulations of the Fresno County Air Pollution Control District. These additions are to be effective on June 1, 1972. These additions shall become void if the Fresno County Air Pollution Control District adopts similar or more stringent rules.

RULE 413 - ARCHITECTURAL COATINGS:

- (a) A person shall not sell or offer for sale or use in Fresno County, in containers of one quart capacity or larger, any architectural coating containing a photochemically reactive solvent as defined in Rule 409 (k).
- (b) A person shall not employ, apply, evaporate or dry, in Fresno County, any architectural coating, purchased in containers of one quart capacity or larger, containing a photochemically reactive solvent, as defined in Rule 409 (k).
- (c) A person shall not thin or dilute any architectural coating with a photochemically reactive solvent, as defined in Rule 409 (k).
- (d) For the purposes of this Rule, an architectural coating is defined as a coating used for residential or commercial buildings and their appurtenances; or industrial buildings.

This Rule shall become effective on January 1, 1973.

RULE 414 - DISPOSAL AND EVAPORATION OF SOLVENTS

A person shall not, during any one day, dispose of a total of more than 1½ gallons of any photochemically reactive solvent as defined in Rule 409 (k), or of any material containing more than 1½ gallons of any such photochemically reactive solvent, by any means which will permit the evaporation of such solvent into the atmosphere.

This Rule shall become effective on January 1, 1974 for all sources which are either in operation or under construction on June 1, 1972. This Rule shall be effective for all other sources on June 1, 1972.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-77

June 21, 1972

WHEREAS, Section 39273 of the California Health and Safety Code requires the formulation of a basinwide air pollution control plan which includes emission standards and enforcement procedures for each air basin in the State; and

WHEREAS, Section 39274 of the California Health and Safety Code empowers the Air Resources Board to revise, where necessary, the basinwide plans; and

WHEREAS, Section 39275 of the California Health and Safety Code requires each county air pollution control district to develop a program to implement the recommendations of the basinwide plans as adopted by the air basin coordinating councils, or as revised by the Air Resources Board; and

WHEREAS, pursuant to the Air Resources Board's directive on February 16, 1972, the staff informed all of the State's air pollution control districts of the rules and regulations that they must adopt by May 1, 1972 to conform to the basinwide air pollution control plan; and

WHEREAS, the Kern County Air Pollution Control District has not adopted all rules and regulations required by the San Joaquin Valley and Southeast Desert Air Basins basinwide air pollution control plans, as adopted or revised by the Air Resources Board; and

WHEREAS, Section 39275 of the California Health and Safety Code empowers the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's program to implement a basinwide plan will not achieve applicable air quality standards;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board finds that applicable air quality standards in the San Joaquin Valley and Southeast Desert Air Basins will not be achieved unless all rules and regulations in the approved basinwide air pollution control plans are adopted by each air pollution control district within the air basin;

BE IT FURTHER RESOLVED that the Air Resources Board hereby adopts the attached additions and modifications to the Rules and Regulations of the Kern County Air Pollution Control District.

Kern County

The following rules are to be added to REGULATION IV - PROHIBITIONS

Rule 401 is to be replaced by the following:

RULE 401- VISIBLE EMISSIONS

A person shall not discharge into the atmosphere from any single source of emission whatsoever, any air contaminant for a period or periods aggregating more than three minutes in any one hour which is:

- (a) As dark or darker in shade as that designated as No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or
- (b) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subsection (a) of this Rule.

RULES 401(a) and 401(b) shall not apply if it is shown by the owner or operator of the emission source that the emission source was at the time of violation of Rules 401(a) and 401(b), in compliance with other applicable emission standards of Regulation IV.

This Rule shall become effective on January 1, 1974 for all sources which are either in operation, or under construction on June 21, 1972. This Rule shall be effective for all other sources on June 21, 1972.

RULE 410.1 - ARCHITECTURAL COATINGS

- (a) A person shall not sell or offer for sale for use in Kern County, in containers of one quart capacity or larger, any architectural coating containing photochemically reactive solvent, as defined in Rule 410 (k).
- (b) A person shall not employ, apply, evaporate or dry in Kern County any architectural coating, purchased in containers of one quart capacity or larger, containing photochemically reactive solvent, as defined in Rule 410 (k).

Kern County

- (c) A person shall not thin or dilute any architectural coating with a photochemically reactive solvent, as defined in Rule 410 (k).
- (d) For the purposes of this Rule an architectural coating is defined as a coating used for residential or commercial buildings and their appurtenances; or industrial buildings.

RULE 410.2 - DISPOSAL AND EVAPORATION OF SOLVENTS

A person shall not during any one day dispose of a total of more than 1½ gallons of any photochemically reactive solvent as defined in Rule 410 (k), or of any material containing more than 1½ gallons of any such photochemically reactive solvent into the atmosphere.

This Rule shall become effective on January 1, 1974 for all sources which are either in operation or under construction on June 21, 1972. This Rule shall be effective for all other sources on June 21, 1972.

State of California

AIR RESOURCES BOARD

Resolution 72-78

May 30, 1972

RESOLVED, that in each resolution this date adopting rules or regulations for county air pollution control districts, the Air Resources Board finds that applicable air quality standards in the specified air basin will not be achieved unless all rules and regulations in the approved basinwide air pollution control plan are adopted by each air pollution control district within the air basin.

State of California  
AIR RESOURCES BOARD

Resolution 72-80

June 21, 1972

WHEREAS, Plastic Signs Inc., Van Nuys, California, has submitted an application for a Board finding that its "Water Vapor Power Energizer" device be exempt from the prohibitions of Section 27156 of the California Vehicle Code;

WHEREAS, the prohibitions of Section 27156 do not apply to an alteration, modification, or modifying device, apparatus, or mechanism found by resolution of the Air Resources Board either to not reduce the effectiveness of any required motor vehicle pollution control device or to result in increased emissions from such modified or altered vehicle; and

WHEREAS, the Board's staff has made an engineering evaluation of the "Water Vapor Power Energizer" device and has concluded that the device will not reduce the effectiveness of required emission control devices for 1970 and older model vehicles;

NOW, THEREFORE, BE IT RESOLVED, That this Board find that the "Water Vapor Power Energizer" device does not reduce the effectiveness of any required motor vehicle pollution control device and is therefore exempt from the prohibitions of Section 27156 of the Vehicle Code for 1970 and older model vehicles in Classes a through f;

IT IS FURTHER RESOLVED, That the Executive Officer is instructed to advise Plastic Signs, Inc., that;

- (1) THIS RESOLUTION HAS BEEN ADOPTED AND THAT THE RESOLUTION DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "WATER VAPOR POWER ENERGIZER" DEVICE;
- (2) No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication;
- (3) Section 17500 of the Business and Professions Code makes unlawful untrue or misleading advertising and Section 17534 makes violation punishable as a misdemeanor;

June 21, 1972

- (4) Sections 39130 and 39184 of the Health and Safety Code provide as follows:
39130. No person shall sell, display, advertise, or represent as a certified device any device which, in fact, is not a certified device. No person shall install or sell for installation upon any motor vehicle, any motor vehicle pollution control device which has not been certified by the board.
39184. No person shall sell, display, advertise, or represent as an accredited device any device which, in fact, is not an accredited device. No person shall install or sell for installation upon any used motor vehicle any motor vehicle pollution control device which has not been accredited by the board.
- (5) Any apparent violation of the above policy or laws will be submitted to the Attorney General of California for such action as he deems advisable.

State of California  
AIR RESOURCES BOARD

Resolution 72-81

June 21, 1972

WHEREAS, Daimler-Benz, Inc., Germany, submitted an application and all required test data for approval of its exhaust emission control system for 1973-model vehicles in the engine family number III category;

WHEREAS, the applicant's exhaust control system is described as follows:

- (1) electronically controlled fuel injection system including a deceleration fuel shut-off control and an air inlet temperature sensor,
- (2) distributor with specified advance characteristics,
- (3) vacuum cell retarded ignition timing at idle with high temperature and air conditioning override control,
- (4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2 and 3,

NOW, THEREFORE, BE IT RESOLVED, That this Board Under the powers and authority granted in Chapter 4, commencing at Section 39080, of the Health and Safety Code,

Issue a resolution of approval to Daimler-Benz, Inc., Germany, with respect to the 1973-model vehicles, 6,000 pounds or less gross vehicle weight, as listed below:

Engine Family	-	Number III
Engine Size	-	276 cubic inch displacement
Vehicle Models	-	MB280SE/1-4.5, MB280SEL/1-4.5, MB300SEL/1-4.5, MB107(350SL-4.5).

State of California

AIR RESOURCES BOARD

RESOLUTION 72-82

June 21, 1972

WHEREAS, Section 39298.2 of the Health and Safety Code directs the Air Resources Board to promulgate guidelines for the regulation and control of agricultural burning for each of the air basins established by the Board; and

WHEREAS, Section 39298.3 of the Health and Safety Code states that the guidelines promulgated by the Board shall be based on meteorological data, the nature and volume of materials to be burned, and the probable effect of such burning on the ambient air quality within the air basins affected; and

WHEREAS, the guidelines have been developed in accordance with the provisions in the Health and Safety Code; and

WHEREAS, in the development of the guidelines the Air Resources Board has consulted with representatives of air pollution control agencies, farm bureaus, agricultural commissions, University of California Agricultural Extension Service, and agricultural associations; and

WHEREAS, four public hearings have been held to consider the proposed guidelines and criteria;

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board repeals Subchapter 2 Burning, Title 17 of the California Administrative Code and adopts the attached Subchapter 2 in Title 17 of the California Administrative Code; and

BE IT FURTHER RESOLVED, That the Air Resources Board adopts the document entitled, "Meteorological Criteria for Regulating Agricultural Burning" dated June 21, 1972.

2. Hold for June 21  
ARB meeting

# Memorandum

To : James G. Stearns, Director of Conservation

Date : # May 15, 1972

File No.: BC-5-15

From : Department of Conservation—Division of Forestry

Received by  
Department of Conservation

MAY 16 1972

Subject: ADMINISTRATION  
Air Pollution Control Regulations  
Agricultural Burning Guidelines  
Proposed Second Draft, April 21, 1972

Attached is a draft of the proposed air pollution control guidelines, with amendments noted in red, as they were submitted directly to Mr. Harmon Wong-Woo of the Air Resources Board on May 3 by Deputy Moore and Assistant Deputy Bennett.

We feel that the proposed guidelines with minor amendments as noted can be applied to forest management and range improvement burning without seriously disrupting either activity.

  
L. A. MORAN  
State Forester

Attachment

Handout

STATEMENT OF CALIFORNIA FARM BUREAU FEDERATION  
to  
STATE AIR RESOURCES BOARD, SACRAMENTO, CALIFORNIA,  
JUNE 21, 1972 ON PROPOSED AGRICULTURAL BURNING GUIDELINES

My name is William I. DuBois. I am Director of Natural Resources for the California Farm Bureau Federation; a voluntary dues paying private organization representing agricultural interests on a statewide basis. Our membership consists of about 60,000 families.

California Farm Bureau Federation wishes to express its appreciation to the Board Members and staff for the many hours you have listened to agriculture's views on the subject of agricultural burning, and for having held these hearings in several widely separated locations for the convenience of those affected. We further appreciate the fact that the staff has recently recommended a revision to Section 80100 encompassing many of the requests which agriculture has voiced at these past hearings, and that the meteorological criteria have been revised to include suggestions made at the Indio and San Diego hearings.

We have one further request to make regarding the qualifying language in the staff's June 13th recommendations for Section 80100 (b) (2) (B). The last sentence requires the farmer himself to empty the container in the field. We feel this is not proper on two counts - it is many times not the farmer himself who opens the container, but rather an employee or other person who is doing the application. Also, often the container is opened and the contents put into the distributing tool along side the field or in a yard or nearby strip. We request that the last phrase "where the sacks or containers are emptied by the farmer in the field" be deleted. Many times the farmer would like to be home doing the work himself, but finds that he must be off at some meeting or public hearing defending himself in order to stay in business.

We originally felt that these regulations should spell out the authority for the Agricultural Commissioners to require substances to be burned for the

purpose of eradication or control of a pest, such as bee boxes for European Foul Brood, or gin trash for Pink Boll Worm. On further research, we find that the Agricultural Commissioners already have this authority, and now feel it would be a duplication to have it in these regulations also.

The burn and no burn notices which are provided for in Section 80110 should be announced about two hours earlier than the 0745 scheduled. We do not believe it is necessary to have that much delay between the readings at 4:00 a.m. and the announcements, and the farmer needs the advice earlier. Should your staff be unable to meet this time schedule in the areas of the state which have other competent meteorological technicians working with burning and air quality and fruit frost warnings, we hope you will authorize them to make these determinations.

We appreciate the change made in staff's recommendations that the "Special Situations" paragraph be made applicable also to the San Diego and Southeast Desert Air Basins. Since the only areas to which this "Special Situations" paragraph is not now recommended to be applicable are the San Francisco Bay Area and the South Coast, we ask that these regions too, be included, and that the whole state be accorded the same privilege.

In Section 80120 (d) the language, as proposed, provides for a special burning permit where the denial of such a permit would threaten "imminent and substantial loss". By inclusion of the word "imminent" here, you have required, and we believe unintentionally, that the substantial loss threatened must be immediately felt. If the failure to get a burning permit means a man will lose a substantial asset, we believe that loss is no less significant because it will not be reflected on the financial statement or in the bank balance with immediacy. We believe the words "imminent and" should be deleted here and in Section 80130 (b).

We do not ask for the above changes in the Proposed Guidelines because of any desire to burn indiscriminately. Agriculture is indeed one of the industries

State of California

AIR RESOURCES BOARD

June 21, 1972

Staff Recommendations on  
The Proposed Agricultural Burning Guidelines,  
Dated April 21, 1972 and  
The Proposed Meteorological Criteria  
For Regulating Agricultural Burning  
Also Dated April 21, 1972

Based on the evaluation of written comments received prior to June 20, 1972 and oral presentations at the public hearings held in Santa Barbara, Indio, and Eureka, and on its own additional studies, the staff recommends the following modifications to the proposed agricultural burning guidelines and meteorological criteria. Some of these proposed modifications are listed on pages 14 and 15 of Tab D, Item 7 Booklet, others are further modifications or additions.

I. Suggested modifications to the proposed guidelines

1. Page 1 of 8, delete item (b) under 80100. Definitions.  
Insert in its place the following:

(b) "Open burning in agricultural operations in the growing of crops or raising of fowls or animals" means:

(1) The burning in the open of materials produced wholly from operations in the growing and harvesting of crops or raising of fowls or animals for the primary purpose of making a profit, of providing a livelihood, or of conducting agricultural research or instruction by an educational institution.

(2) In connection with operations qualifying under Subdivision (1):

(A) The burning of grass and weeds in or adjacent to fields in cultivation or being prepared for cultivation.

(B) The burning of material not produced wholly from such operations, but which are intimately related to the growing or harvesting of crops and which are used in the field. Examples are trays for drying raisins, date palm protection paper, and fertilizer and pesticide sacks or containers, where the sacks or containers are emptied in the field.

2. Page 1 of 8, Item (e) under 80100. Definitions. To the end of the first line add "felled,"
3. Page 2 of 8, Item (1) under 80100. Definitions. Insert "each" between the words "means" and "county" on the first line.

Change all "districts" to "district"

4. Page 3 of 8, Item (a) under 80102. Exceptions. Change the third line to read "feet mean sea level (MSL), except the Tahoe Basin, is exempt from these Agricultural"
5. Page 3 of 8, Item (d) under 80110. Permissive-Burn or No-Burn Days. Change the first line to read "(d). Upon requests from a permittee, through a designated agency, seven days in advance"
6. Page 4 of 8, Item (g) under 80120. Burning Permits. Change the first line to read "Permits issued by designated agencies shall be subject to these"

## II. Suggested modifications to the proposed meteorological criteria

1. Page 4, Item V South Coast Air Basin Criterion 1. first line delete "0400 a.m." and replace these words with "6 a.m."
2. Page 4, Item VI San Diego Air Basin after Criterion 3. add the following:

### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

3. Page 7, Item XI Southeast Desert Air Basin first line insert the words "at least three of" between "when" and "the following"
4. Page 8 change Criterion 4 to read: "The expected daytime wind direction in the mixing layer is not southeasterly."
5. Page 8 after Criterion 4 add the following:

Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

6. Page 10 change Table 3 as follows:

TABLE 3

Limiting 700-Millibar Heights,\* By Month

January	3090
February	3090
March	3060
April	3100
May	3120
June	3150
July	3200
August	3200
September	3180
October	3150
November	3120
December	3090

\* All heights in meters.

RECOMMENDATIONS

The staff recommends the adoption of Resolution 72-82, thereby adopting the proposed agricultural burning guidelines and meteorological criteria with the modifications suggested above.

FOR FILING ADMINISTRATIVE REGULATIONS WITH THE SECRETARY OF STATE

(Pursuant to Government Code Section 11380.1)

Copy below is hereby certified to be a true and correct copy of regulations adopted, or amended, or an order of repeal by:

Air Resources Board (Agency)

Date of adoption, amendment, or repeal:

June 21, 1972

By: John A. Maga

Executive Officer (Title)

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After proceedings had in accordance with the provisions of the Administrative Procedure Act (Gov. Code, Title 2, Div. 3, Part 1, Ch. 4.5) and pursuant to the authority vested by Sections 39051(c) and 39298.2 of the Health and Safety Code, and to implement, interpret or make specific Article 4 (commencing with Section 39298), Chapter 10, Part 1, Division 26 of the Health and Safety Code, the Air Resources Board hereby repeals and adopts its regulations in Title 17, California Administrative Code, as follows:

Repeals Subchapter 2, Burning, in Chapter 1, Part III.

Adopts new Subchapter 2 in Chapter 1, Part III, to read:

Subchapter 2. AGRICULTURAL BURNING GUIDELINES

Article 1. General Provisions

80100. Definitions. (a) "Agricultural burning" means open outdoor fires used in agricultural operations in the growing of crops or raising of fowls or animals, forest management, or range improvement, or used in improvement of land for wildlife and game habitat (Section 39295.6 of the California Health and Safety Code).

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(b) "Open burning in agricultural operations in the growing of crops or raising of fowls or animals" means:

(1) The burning in the open of materials produced wholly from operations in the growing and harvesting of crops or raising of fowls or animals for the primary purpose of making a profit, of providing a livelihood, or of conducting agricultural research or instruction by an educational institution; and

(2) In connection with operations qualifying under Subdivision (1):

(A) The burning of grass and weeds in or adjacent to fields in cultivation or being prepared for cultivation; and

(B) The burning of material not produced wholly from such operations, but which are intimately related to the growing or harvesting of crops and which are used in the field, except as prohibited by district regulations. Examples are trays for drying raisins, date palm protection paper, and fertilizer and pesticide sacks or containers, where the sacks or containers are emptied in the field.

(c) "Range improvement burning" means the use of open fires to remove vegetation for a wildlife, game or livestock habitat or for the initial establishment of an agricultural practice on previously uncultivated land.

(d) "Forest management burning" means the use of open fires, as part of a forest management practice, to remove forest debris.

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Forest management practices include timber operations, silvicultural practices or forest protection practices.

(e) "Brush treated" means that the material to be burned has been felled, crushed or uprooted with mechanical equipment, or has been desiccated with herbicides.

(f) "Timber operations" means cutting or removal of timber or other forest vegetation.

(g) "Silvicultural" means the establishment, development, care and reproduction of stands of timber.

(h) "Board" means the State Air Resources Board, or any person authorized to act on its behalf.

(i) "Designated agency" means any agency designated by the Board as having authority to issue agricultural burning permits. The U.S. Forest Service and the California Division of Forestry are so designated within their respective areas of jurisdiction.

(j) A "no-burn" day means any day on which agricultural burning is prohibited by the Board.

(k) A "permissive-burn" day means any day on which agricultural burning is not prohibited by the Board.

(l) "District" means each county air pollution control district, regional air pollution control district, unified air pollution control district, or the Bay Area Air Pollution Control District.

(m) "Tahoe Basin" means that area, within the State of California, as defined by the California-Nevada Interstate Compact, Article II, Paragraph C, as contained in Section 5976 of the State Water Code.

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80101. Scope and Policy. (a) The guidelines shall not supersede any rule or regulation of any district which rule or regulation has been in effect for five or more years prior to September 20, 1970 (Section 39295.7 of the California Health and Safety Code).

(b) Although any local or regional authority may establish stricter standards for the control and the regulation of agricultural burning than those set forth in the guidelines, no local or regional authority may ban any agricultural burning (Section 39057 of the California Health and Safety Code).

(c) The Agricultural Burning Guidelines were developed after considering meteorological data, the nature and volume of materials to be burned, the probable effect of agricultural burning on ambient air quality, on agricultural production, and on range and forest management within the air basins (Sections 39298.3 and 39298.4 of the California Health and Safety Code).

(d) The guidelines are not intended to permit open burning on days when such open burning is prohibited by public fire protection agencies for purposes of fire control or prevention.

80102. Exceptions. (a) Open burning in agricultural operations in the growing of crops or raising of fowls or animals at altitudes above 3,000 feet mean sea level (msl), except the Tahoe Basin, is exempt from these Agricultural Burning Guidelines.

(b) Agricultural burning in areas at altitudes above 6,000 feet (msl), with the exception of the Tahoe Basin, is exempt from these Agricultural Burning Guidelines.

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80110. Permissive-Burn or No-Burn Days. (a) Commencing no later than December 20, 1972, a notice as to whether a day is a permissive-burn day or a no-burn day will be provided by the Board each morning by 0745 for each of the eleven air basins. Such notices will be based on the Meteorological Criteria for Regulating Agricultural Burning, which were adopted by the Board on June 21, 1972, and which may be amended from time to time after public hearing. Interested persons shall be notified 30 days in advance of the hearing.

(b) An advisory outlook which estimates whether the following day(s) will be a permissive-burn or no-burn day(s) will be made.

(c) Agricultural burning is prohibited on no-burn days, except as specified in Section 80102, in Subdivisions (d) and (e) of Section 80120, and as may be permitted by a provision in an implementation plan adopted pursuant to Section 80150(c)(5).

(d) Upon requests from a permittee through a designated agency, seven days in advance of a specific range improvement burn at any elevation below 6,000 feet (msl), or of a specific forest management burn at elevations between 3,000 to 6,000 feet (msl), a permissive-burn or no-burn notice will be issued by the Board up to 48 hours prior to the date scheduled for the burn. Without further request, a daily notice will continue to be issued until a permissive-burn notice is issued.

(e) Notwithstanding Subdivision (d) of Section 80110, the Board may cancel permissive-burn notices that had been issued more than 24-hours in advance if the cancellation is necessary to maintain suitable air quality.

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(f) A permissive-burn or no-burn advisory outlook will be available up to 72-hours in advance of burns specified in Subdivision (d) of Section 80110.

80120. Burning Permits. (a) The forms of burning permits shall be jointly prepared by the districts and the designated agencies.

(b) The form of the permit shall contain the following words or words of similar import: "This permit is valid only on those days which are not prohibited by the State Air Resources Board pursuant to Section 39298 of the Health and Safety Code."

(c) Each district shall provide the designated agencies within the district with information on State laws, district rules and regulations, these Agricultural Burning Guidelines and other information as appropriate.

(d) A district may, by special permit, authorize agricultural burning on days designated by the Board as no-burn days because the denial of such permit would threaten imminent and substantial economic loss.

(e) Each district may designate a period between January 1 and May 31, during which time range improvement burning may be conducted by permit on a no-burn day, providing that more than 50 percent of the land has been brush treated.

(f) Notwithstanding the provisions in Subdivision (e) of this Section, the Board may prohibit range improvement burning during the period designated by the district if in the opinion of the Board, such prohibition is required for the maintenance of suitable air quality.

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(g) Permits issued by designated agencies shall be subject to these Agricultural Burning Guidelines and to the rules and regulations of the district.

(h) Each applicant for a permit shall provide information required by the designated agency for fire protection purposes.

(i) Each applicant for a permit shall provide information requested by the district.

(j) No person shall knowingly set or permit agricultural burning unless he has a valid permit from a designated agency. A violation of this subdivision is a violation of Section 39299 of the California Health and Safety Code.

80130. Burning Report. (a) A report of burning pursuant to these guidelines during each quarter of a calendar year shall be submitted to the Board by the district within 20 days of the end of the quarter. The report shall include the date of each burn, the type of waste burned, and the estimated tonnage or acreage of waste burned. In the future if in the judgment of the Board, quarterly reports are no longer necessary, the Board may require reports at less frequent intervals.

(b) A report of permits issued pursuant to Subdivision (d) of Section 80120 during each quarter of a calendar year shall be submitted to the Board within 20 days after the end of the quarter. The report shall include the number of such permits issued, the date of issuance of each permit, the person or persons to whom the permit was issued, an estimate of the amount of wastes burned pursuant to the permit, and a summary

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of the reasons why denial of such permits would have threatened imminent and substantial economic loss. In the future if in the judgment of the Board, quarterly reports are no longer necessary, the Board may require reports at less frequent intervals.

Article 2. Implementation Plan

80140. General. (a) In accordance with Section 39298.8 of the California Health and Safety Code, each district in the State shall adopt by December 20, 1972 an implementation plan consistent with these Agricultural Burning Guidelines. Each district shall develop its implementation plan in cooperation with the appropriate fire protection agencies having jurisdiction within the District.

(b) Districts that have an approved implementation plan for regulating open burning of "agricultural waste" (as defined in the Agricultural Burning Guidelines adopted on March 17, 1971, filed as Administrative Code regulations with the Secretary of State on March 25, 1971) need not submit an implementation plan for regulating open burning in agricultural operations in the growing of crops or raising of fowls or animals. Such approved implementation plans shall remain effective under this subdivision until modified and approved pursuant to Subdivision (i) of this Section.

(c) The form of permit(s) required under Subdivision (a) of Section 80120 and the form of information required under Subdivision (c) of Section 80120 shall be part of the plan.

(d) Each plan shall specify enforcement procedures.

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(e) Each plan shall be submitted to the Board for approval within ten days after adoption.

(f) After public hearings, the Board shall either approve, modify and approve, or reject the plan submitted.

(g) If the plan is rejected, or if no timely plan is submitted, or if the plan is economically or technically not feasible, the Board, after hearings held in the basin affected, shall adopt an alternative plan.

(h) The approved implementation plan shall be enforced by the district.

(i) After a district implementation plan is approved by the Board, modifications to the plan shall be submitted to the Board for its approval, and shall not be effective until approved.

80150. Open Burning in Agricultural Operations in the Growing of Crops or Raising of Fowls or Animals. (a) A District with no agricultural operations in the growing of crops or raising of fowls or animals within its jurisdiction may request to be exempted from the requirements of this section.

(b) Where an implementation plan for open burning in agricultural operations in the growing of crops or raising of fowls or animals is required, the plan shall include rules and regulations which:

(1) Require the material to be burned to be free of material that is not produced in an agricultural operation;

(2) Require the material to be arranged so that it will burn with a minimum of smoke;

(3) Require material to be reasonably free of dirt, soil and visible surface moisture;

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(4) Require the material to be dried for minimum periods to be specified in the implementation plan with separate specifications for the following: (1) trees and large branches, (2) prunings and small branches, (3) wastes from field crops that are cut in a green condition, and (4) other materials; and

(5) Regulate the total amount of material that may be burned each day.

(c) In developing the rules and regulations each district shall consider additional provisions with respect to the following:

(1) Hours of burning;

(2) No-burning season or seasons;

(3) Regulate burning when the wind direction is toward a nearby populated area;

(4) Limiting the ignition of fires to approved ignition devices.

(5) Permitting on no-burn days the burning of empty sacks or containers which contained pesticides or other toxic substances, providing the sacks or containers are within the definition of "open burning in agricultural operations in the growing of crops or raising of fowls or animals", as specified in Section 80100(b)(2)(B).

80160. Range Improvement Burning. (a) A District with no range improvement burning within its jurisdiction may request to be exempted from the requirements of this section.

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(b) Where an implementation plan for range improvement burning is required, the plan shall include rules and regulations which:

- (1) Limit the ignition of fires to approved ignition devices.
- (2) Regulate the total amount of waste that may be burned each day;
- (3) Require the burn to be ignited as rapidly as practicable within applicable fire control restrictions;
- (4) Regulate burning when the wind direction is toward a nearby populated area;
- (5) Require brush to be treated at least six months prior to the burn if economically and technically feasible;
- (6) Require unwanted trees over six inches in diameter to be felled and dried prior to the burn. The minimum drying period shall be specified in the implementation plan;
- (7) Specify the period, if any, in accordance with Subdivision (e) of Section 80120; and
- (8) If the burn is to be done primarily for improvement of land for wildlife and game habitat, require the permit applicant to file with the district a statement from the Department of Fish and Game certifying that the burn is desirable and proper.

80170. Forest Management Burning. (a) A District with no forest management burning within its jurisdiction may request to be exempted from the requirements of this section.

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(b) Where an implementation plan for forest management burning is required, the plan shall include rules and regulations which:

(1) Limit the ignition of fires to approved ignition devices;

(2) Regulate the total amount of waste that may be burned each day;

(3) Require the waste to be ignited as rapidly as practicable within applicable fire control restrictions;

(4) Regulate burning when the wind direction is toward a nearby populated area;

(5) Require the waste to be dried for minimum periods to be specified by the designated agency;

(6) Require the waste to be free of tires, rubbish, tar paper or construction debris;

(7) Require the waste to be burned, to be windrowed or piled where possible, unless good silvicultural practice dictates otherwise;

(8) Require the piled waste to be prepared so that it will burn with a minimum of smoke; and

(9) Require the piled waste to be reasonably free of dirt and soil.

The above regulations submitted for filing do not include any "building standard" as defined in the State Building Standards Law (Sections 18900-18917, Health and Safety Code).

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## I North Coast Air Basin

### A. Above 3000 feet msl

A permissive-burn day will be declared when the following criteria are met:

1. Near 4 a.m., the mean 500 mb height over the basin is less than the limiting mean height given in Table 1.
2. The expected 4 p.m. mean 500 mb height over the basin is less than the limiting mean value given in Table 1.

### B. Below 3000 feet msl

A permissive-burn day will be declared when at least three of the following criteria are met:

1. Near the time of day when the surface temperature is at a minimum, the temperature at 3000 feet above the surface is not warmer than the surface temperature by more than 10 degrees Fahrenheit, except that during July through November it is not warmer by more than 18 degrees Fahrenheit.
2. The expected daytime temperature at 3000 feet above the surface is colder than the expected surface temperature by at least 11 degrees Fahrenheit for four hours.
3. The expected daytime wind speed at 3000 feet above the surface is at least five miles per hour.
4. The expected daytime wind direction in the mixing layer has a component from the east and a speed of 12 mph or less.

### C. Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

## II San Francisco Bay Area Air Basin

A permissive-burn day will be declared when the following criteria are met:

1. Near the time of day when the surface temperature is at a minimum, the temperature at 2500 feet above the surface is not warmer than the surface temperature by more than 12 degrees Fahrenheit except that during May through September it is not warmer by more than 18 degrees Fahrenheit.

2. The expected daytime temperature at 2500 feet above the surface is colder than the expected surface temperature by at least 10 degrees Fahrenheit for four hours.
3. The expected daytime wind speed at 3000 feet above the surface is at least five miles per hour.

### III North Central Coast Air Basin

A permissive-burn day will be declared when the following criteria are met:

1. Near the time when the surface temperature is at a minimum, the temperature difference through a surface-based inversion, if any, is less than seven degrees Fahrenheit.
2. During May-September, the expected afternoon onshore airflow at the coastline is at least five miles per hour.

#### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

### IV South Central Coast Air Basin

A permissive-burn day will be declared when the following criteria are met:

1. Near the time when the surface temperature is at a minimum, the temperature difference through a surface-based inversion, if any, is less than 11 degrees Fahrenheit.
2. During May-September, the expected afternoon onshore airflow at the coastline is at least five miles per hour.

#### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

### V South Coast Air Basin

A permissive-burn day will be declared when at least one of the following criteria is met:

1. The expected height of the inversion base, if any, near 6 a.m. at Los Angeles International Airport is 1500 feet msl or higher.

2. The expected maximum mixing height during the day is above 3500 feet above the surface.
3. The expected mean surface wind between 6 a.m. and noon is greater than five miles per hour.

#### VI San Diego Air Basin

A permissive-burn day will be declared when the following criteria are met:

1. Near the time when the surface temperature is at a minimum, the temperature difference through any inversion with a base below 1000 feet above the surface is less than seven degrees Fahrenheit.
2. The base of the afternoon inversion layer, if any, is expected to be above 1000 feet above the surface.
3. The expected daytime wind speed at 3000 feet above the surface is at least five miles per hour.

#### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

#### VII Northeast Plateau Air Basin

A permissive-burn day will be declared when the following criteria are met:

1. Near 4 a.m., the mean 500 mb height over the basin is less than the limiting mean height given in Table 1.
2. The expected 4 p.m. mean 500 mb height over the basin is less than the limiting mean value given in Table 1.

#### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

#### VIII Sacramento Valley Air Basin

- A. Above 3000 feet msl\* (excluding the Lake Tahoe Basin)

\* During the months of December, January, and February an elevation of 2000 feet msl or of 1000 feet msl may be specified in place of the standard 3000 feet msl level on a day-to-day basis.

A permissive-burn day will be declared when the following criteria are met:

1. Near 4 a.m., the mean 500 mb height over the basin is less than the limiting mean height given in Table 1.
2. The expected 4 p.m. mean 500 mb height over the basin is less than the limiting mean height given in Table 1.

B. Lake Tahoe Basin

A permissive-burn day will be declared when the following criteria are met:

1. The criteria listed in A. (above) are satisfied.
2. Near 4 a.m., the 700 mb height over the Tahoe Basin is less than the limiting height given in Table 3.
3. The expected 4 p.m. 700 mb height over the Tahoe Basin is less than the limiting height given in Table 3.

C. Below 3000 feet msl\*

North Section: Shasta, Tehama, Plumas, Butte, and Glenn Counties

A permissive-burn day will be declared when at least three of the following criteria are met:

1. Near the time of day when the surface temperature is at a minimum, the temperature at 3000 feet above the surface is not warmer than the surface temperature by more than eight degrees Fahrenheit.
2. The expected daytime temperature at 3000 feet above the surface is colder than the expected surface temperature by at least 11 degrees Fahrenheit for four hours.
3. The expected daytime wind speed at 3000 feet above the surface is at least five miles per hour.
4. The expected daytime wind direction in the mixing layer has a component from the south.

South Section: Colusa, Sutter, Yuba, Sierra, Nevada, Placer, El Dorado, Sacramento, Yolo, and Solano Counties.

A permissive-burn day will be declared when at least three of the following criteria are met:

\*During the months of December, January, and February an elevation of 2000 feet msl or of 1000 feet msl may be specified in place of the standard 3000 feet msl level on a day-to-day basis.

1. Near the time of day when the surface temperature is at a minimum, the temperature at 3000 feet above the surface is not warmer than the surface temperature by more than 13 degrees Fahrenheit.
2. The expected temperature at 3000 feet above the surface is colder than the expected surface temperature by at least 11 degrees Fahrenheit for four hours.
3. The expected daytime wind speed at 3000 feet above the surface is at least five miles per hour.
4. The expected daytime wind direction in the mixing layer has a component from the south.

#### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

#### IX San Joaquin Valley

##### A. Above 3000 feet msl\*

A permissive-burn day will be declared when the following criteria are met:

1. Near 4 a.m., the mean 500 mb height over the basin is less than the limiting mean height given in Table 2.
2. The expected 4 p.m. mean 500 mb height over the basin is less than the limiting mean height given in Table 2.

##### B. Below 3000 feet msl\*

A permissive-burn day will be declared when the following criteria are met:

1. Near the time of day when the surface temperature is at a minimum, the temperature at 3000 feet above the surface is not warmer than the surface temperature by more than 13 degrees Fahrenheit.
2. The expected temperature at 3000 feet above the surface is colder than the expected surface temperature by at least 11 degrees Fahrenheit for four hours.

\*During the months of December, January, and February an elevation of 2000 feet msl or of 1000 feet msl may be specified in place of the standard 3000 feet msl level on a day-to-day basis.

3. The expected daytime wind speed at 3000 feet above the surface is at least five miles per hour.

#### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

### X Great Basin Valleys Air Basin

A permissive-burn day will be declared when the following criteria are met:

1. Near 4 a.m., the mean 500-millibar height over the basin is less than the limiting mean height given in Table 2.
2. The expected 4 p.m. mean 500-millibar height is less than the limiting mean height given in Table 2.

#### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to 48 hours in advance. In such case, the criteria used will be a modification of the above criteria so as to give consideration to the specific site and its location relative to populous areas, the stated amount of material to be burned, and the expected impact that the burn will have on air quality.

### XI Southeast Desert Air Basin

A permissive-burn day will be declared when at least three of the following criteria are met:

1. Near the time when the surface temperature is at a minimum, the temperature at 3000 feet above the surface is not warmer than the surface temperature by more than 13 degrees Fahrenheit.
2. The expected temperature at 3000 feet above the surface is colder than the expected surface temperature by at least 11 degrees Fahrenheit for four hours.
3. The expected daytime wind speed at 3000 feet above the surface is at least five miles per hour.
4. The expected daytime wind direction in the mixing layer is not southeasterly.

#### Special Situations

Pursuant to the Board's Agricultural Burning Guidelines, burning control notices for certain specific burning operations may be issued up to

State of California

AIR RESOURCES BOARD

Resolution 72-83

August 23, 1972

WHEREAS, Perfect Circle Division of Dana Corporation applied for accreditation of an oxides of nitrogen exhaust emission control system described in the staff report dated June 21, 1972 for used 1966 through 1970 model-year light duty motor vehicles of engine size classifications a, b, c, d, e, and f;

WHEREAS, the Board has determined that the data submitted by the applicant indicate that the system when installed on engine size classes (b) through (f) meets the requirements set forth in Health and Safety Code Sections 39177.3 and 39177.4 and the Board's further requirements contained in Title 13, California Administrative Code, Chapter 3, Section 2005;

WHEREAS, the system reduces oxides of nitrogen emissions from used 1966 through 1970 model-year light duty motor vehicles of engine size classifications (b) through (f) an average of fifty (50) percent; and

WHEREAS, the Board's reservations about the device durability and its effect on vehicle driveability have been removed;

NOW, THEREFORE, BE IT RESOLVED, That the oxides of nitrogen control device submitted by Perfect Circle Division, Dana Corporation is hereby accredited pursuant to the provisions of Chapter 4, Part I, Division 26 of the Health and Safety Code for used 1966 through 1970 model-year light duty motor vehicles for engines of size classifications b, c, d, e, and f;

BE IT FURTHER RESOLVED, That the installation of the Dana Corporation device shall become mandatory pursuant to Section 39177.1 of the Health and Safety Code when the Board finds that the device is available for installation.

State of California  
AIR RESOURCES BOARD

Resolution 72-84

June 21, 1972

WHEREAS, Section 39052.7 of the Health and Safety Code (SB 1340, 1971 Stats., Ch. 1372) requires the Air Resources Board to adopt criteria for the evaluation of motor vehicle pollution control devices and fuel additives; and

WHEREAS, the following proposed regulation complies with the requirements of Section 39052.7;

NOW, THEREFORE, BE IT RESOLVED, that the attached Criteria for the Evaluation of Motor Vehicle Pollution Control Devices and Fuel Additives be adopted in Title 13, California Administrative Code, as follows:

Attachment

State of California  
AIR RESOURCES BOARD

Resolution 72-84

June 21, 1972

Title 13, California Administrative Code, Chapter 3  
Subchapter 4

Criteria for the Evaluation of Motor Vehicle  
Pollution Control Devices and Fuel Additives

2200. General Policy. It shall be the policy of the Air Resources Board to evaluate all ideas, proposals, additives and devices submitted to the staff of the Board as possible remedies for the solution of air pollution problems coming under the jurisdiction of the Air Resources Board. In the review of such submittals, the Board staff shall provide courteous, prompt and reasonable evaluation but, at the same time, the staff is not to be subjected to unnecessary diversions that would be caused by the review of proposals which are clearly incapable of producing remedies to any air pollution problems.

In order to insure that all proposals are given fair and impartial consideration, it is necessary that a uniform procedure for their submittal and review be established. It is hoped that this will encourage members of the public to submit their suggestions and proposals for evaluation in order that technically and economically feasible solutions to the remaining air pollution problems can be found at the earliest possible moment.

2201. Performance Requirements. Subject to other provisions of this subchapter, applicable test procedure(s), if any, adopted by the Air Resources Board, will be used in the evaluation process. The performance of each control device or fuel additive will be evaluated to determine its effectiveness in reducing vehicular emissions and compliance with the applicable emission standards.

2202. Submission Requirements. Proposals submitted for evaluation must be accompanied by an executed copy of the Air Resources Board's hold harmless agreement, which is available upon request from any Air Resources Board office. Persons submitting a control device or fuel additive for evaluation shall set forth, in writing, a description of the device or additive and its application to the control of motor vehicle emissions in sufficient detail, including drawings and schematic diagrams, so that its operation and principles can be understood by reviewers. Performance claims shall be supported by test data. The test procedure and instrumentation used to obtain the data shall be described.

2203. Initial Evaluation. The information submitted shall be reviewed by the Board's staff in an initial evaluation to decide if the device or additive has the potential for reducing vehicular emissions or the method is sufficiently unique in its application to warrant laboratory tests by the Air Resources Board. The results of the initial evaluation will be reported in writing and/or by personal conference with the person submitting the information.

2204. Screening Test.

(a) Device. When the initial evaluation indicates that the control approach warrants a laboratory test, the submitter must provide a working system which is to be subjected to the appropriate laboratory tests. The basis for the evaluation of the results of the laboratory tests will be a comparison of the test data with applicable reference standards. Each component of a multi-component system may be examined and tested to determine its relative contribution in the overall reduction in emissions by the system.

(b) Fuel Additives. When the initial evaluation indicates that an additive warrants a laboratory test, the submitter must provide the mixing instructions and the additive for laboratory testing. Additives will be tested for the unique property of immediately affecting the combustion process. They will not be tested for other claimed properties such as cleaning the engine, extending engine life, improving mileage, and increasing horsepower.

The evaluation of additives will essentially consist of the comparison of exhaust emission data obtained with and without the application of the additive to a standard reference fuel.

(c) Test Results. Upon completion of the screening tests under subsection (a) or (b), the submitter will be notified in writing of the test results. If the results show the device or additive does not have the potential to meet applicable emission standards, the evaluation procedure will be terminated.

2205. Further Evaluation. If the test shows promising results, a second stage of evaluation may be undertaken. This may include, but not be limited to, replicating the tests previously performed and the testing of emissions from several vehicles with the device or additive. If the tests from the second stage of evaluation show promising results, a final stage of testing may be undertaken. This may involve the use of fleet vehicles.

2206. Observation of Laboratory Tests. The submitter may observe laboratory tests of his device or additive.

State of California

AIR RESOURCES BOARD

Resolution 72-91

June 21, 1972

WHEREAS, the Air Resources Board's motor vehicle regulations are in need of revisions; and

WHEREAS, a public hearing was held on June 21, 1972 to consider the adoption of the proposed regulations;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board repeals Chapter 3, Title 13, California Administrative Code, and readopts said Chapter as attached, subject to the following conditions:

1. Filing with the Secretary of State of the regulations shall be delayed for 2 weeks pending receipt of additional comments from interested parties.
2. If no comments are received that require substantial changes, the Chairman is authorized to file the regulations.
3. If comments are received that require substantial changes, filing of the regulations shall be withheld and a new public hearing scheduled.

State of California

AIR RESOURCES BOARD

Resolution 72-92

June 21, 1972

WHEREAS, Section 30951 of the Health and Safety Code directs the Air Resources Board to adopt standards of ambient air quality for each air basin; and

WHEREAS, existing standards are reviewed annually by the Air Resources Board in the light of new information and experiences to consider whether existing standards need to be revised in accordance with the Air Resources Board's general policy stated in Section 70101, of Title 17 California Administrative Code;

WHEREAS, the Technical Advisory Committee of the Air Resources Board in cooperation with the State Department of Public Health have reviewed the existing standards and have recommended a change to the standard for visibility;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board adopts the following changes in Section 70200, Title 17, California Administrative Code relating to the Table of Standards, Applicable Statewide:

Delete "In sufficient amount to reduce the prevailing visibility\*\* to 10 miles when relative humidity is less than 70%" and insert "In sufficient amount to reduce the prevailing visibility\*\* to less than 10 miles when relative humidity is less than 70%"

WESTERN OIL AND GAS ASSOCIATION  
Special Services Department

WESTERN OIL AND GAS ASSOCIATION COMMENTS PRESENTED TO THE CALIFORNIA  
AIR RESOURCES BOARD AT THEIR PUBLIC HEARING JUNE 21, 1972 ON PROPOSED  
REVISIONS OF THE SULFUR DIOXIDE AND HYDROGEN SULFIDE REGULATIONS

Mr. Chairman, Members of the Board, my name is Robert Harrison. I am representing Western Oil and Gas Association, a general trade organization for the petroleum industry.

Dr. Larry Faith prepared our industry statement for us and would have presented it today if he were not in Miami attending the Annual Meeting of the Air Pollution Control Association.

We have no comments regarding the standard for visibility reducing particles. As to the proposed revisions of the sulfur dioxide and hydrogen sulfide regulations, we do not believe that they are realistic or necessary. Our rationale is as follows.

The value of 0.5 ppm is cited as the odor threshold for SO<sub>2</sub>. Many studies aimed at determining the SO<sub>2</sub> odor threshold have been made over a period of years. Published threshold values vary from 0.5 ppm to 3 ppm. The 0.5 ppm value (actually reported as 0.47 ppm) was determined by a panel of experts with highly sensitive, highly trained noses in a completely odor-free room. In the ambient atmosphere the threshold value is considerably higher. The purpose of an ambient odor standard is to protect people from an odor nuisance in the real atmosphere, not from a barely detectable reaction by a trained nose in an odor-free atmosphere. If the ARB believes an ambient air standard for SO<sub>2</sub> on the basis of odor is necessary, we suggest a more realistic concentration be used.

In this regard we note that the short-time secondary air quality standard for SO<sub>2</sub> adopted by EPA is 0.5 ppm for 3 hours. We would expect a 5-minute standard to specify a much higher concentration; at least 1 ppm.

We do not question the need for protecting the public from objectionable atmospheric odors. However, we do not believe that the proper approach is to write ambient air quality odor standards for every odorous compound that may reach the air. Odor problems are local problems. Every community has a different problem. Atmospheric backgrounds vary, and what might be noticeable in one community would be unnoticeable or unobjectionable in another. The place for this decision to be made is at the local level (by the Air Pollution Control District.)

We understand that several districts have been developing regulations and procedures for controlling objectionable odors. Adoption by the State of air quality odor standards for specific atmospheric contaminants would complicate local efforts to abate odor nuisances and would interfere with enforcement.

MR. CHAIRMAN, MEMBERS OF THE BOARD AND MEMBERS OF THE STAFF:

My name is Frank Farley. I am Western Regional Representative in the Environmental Conservation Department of Shell Oil Company.

I should like to present my company's views on the proposal of your Technical Advisory Committee to change the California air quality standards for sulfur dioxide and hydrogen sulfide. These two proposals would replace the present one-hour air quality standards for sulfur dioxide and hydrogen sulfide by five-minute standards at the same concentration levels that are now controlled by the one-hour standards. Such a change would make these two regulations much more severe than at present. The present air quality standards of the State of California for all pollutants were developed for the protection of human health and welfare. In fact, the present standards for sulfur dioxide are already more stringent than the national ambient air standards, with the sulfur dioxide standard for a 24-hour averaging time being less than one-third the level of the Federal primary standard. This disparity is a matter of considerable concern to us which we would appreciate discussing with you at a later appropriate time. At this time, since no new scientific evidence has appeared to support a need for more stringent standards there is no need to change these standards on the basis of protecting human health. The Technical Advisory Committee is aware of this fact, and bases its present proposal upon the odor of hydrogen sulfide and sulfur dioxide.

We agree that no one should be subjected to the odor of hydrogen sulfide or sulfur dioxide for an extended period of time. If, in the opinion of the Air Resources Board, some form of state-wide odor standards are considered essential, we would suggest that the standards be written as conventional odor regulations and not

as new air quality standards. The purpose of odor regulations is to protect people from objectionable odors for an extended period of time. As a result, it is customary that odor regulations do not specify an averaging time but specify instead a maximum time that a given concentration may be exceeded. Further, this concentration should be at the level that results in an objectionable odor in the ambient atmosphere and not at an odor threshold level which was determined under laboratory conditions. To reflect more adequately the levels of objectionable odor threshold for sulfur dioxide and hydrogen sulfide, we suggest that the five-minute maximum concentration level for sulfur dioxide be set no lower than one part per million and that the five-minute maximum concentration level for hydrogen sulfide be set no lower than 0.06 ppm.

This higher level for sulfur dioxide would then be consistent with the Federal secondary three-hour air quality standard for sulfur dioxide; the higher level for hydrogen sulfide would then be consistent with the level adopted by the Bay Area Air Pollution Control District after a survey of their actual experience in the field with hydrogen sulfide odor threshold levels.

In summary, we suggest that firstly, there is no basis for more stringent ambient standards for sulfur dioxide or hydrogen sulfide than the present levels on the basis of protection of human health. Secondly, regulations which are directed at controlling odor should be based upon exceeding a concentration which has been established as an objectionable odor level rather than a detectable odor. Thirdly, the imposition of standards at a level lower than that which is objectionable to the public will result in the commitment of resources on the part of industry with no attendant benefit to the community.

We thank you for the opportunity to present our views on this important subject.

State of California  
AIR RESOURCES BOARD

Resolution 72-96

June 21, 1972

WHEREAS, Nissan Motor Company, Ltd. (Datsun) Japan, has submitted an application and all required test data for approval of its exhaust emission control system for 1973-model vehicles;

WHEREAS, the applicant's exhaust emission control system is described as follows:

Engine modification system with major elements:

- (1) transmission controlled spark advance (manual transmissions),
- (2) temperature-sensing switches,
- (3) throttle opener,
- (4) dual point distributor with specified advance characteristics,
- (5) carburetors with specified flow rates,
- (6) vacuum controlled deceleration device,
- (7) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2 and 3,

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080 of the Health and Safety Code,

Issue a resolution of approval to Nissan Motor Company, Ltd., Japan, with respect to the 1973-model vehicles, 6,000 pounds or less gross vehicle weight, as listed below:

<u>Engine Family Identification</u>	<u>Engine Size Cubic Inches</u>	<u>Vehicle Model</u>
Nissan-1 A12	71.5	Datsun 1200
Nissan-2 L16	97.4	Datsun 1600 & Datsun Pickup
Nissan-4 L18	108	Datsun 1800

State of California

AIR RESOURCES BOARD

Resolution 72-98

June 21, 1972

WHEREAS, Mitsubishi Motors Corporation, submitted an application and all required test data for approval of its exhaust emission control system for 1973-model vehicles in the engine family number 4G3SEM-02 category;

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification system with major elements:

- (1) carburetor with specified flow rates,
- (2) intake air temperature regulator with vacuum control,
- (3) distributor with specified advance characteristics,
- (4) modified valve timing overlap,
- (5) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2 and 3,

NOW, THEREFORE, BE IT RESOLVED, That this Board Under the powers and authority granted in Chapter 4, commencing at Section 39080, of the Health and Safety Code,

Issue a resolution of approval to Mitsubishi Motors Corporation with respect to the 1973-model vehicles, 6,000 pounds or less gross vehicle weight, as listed below:

Engine Family	-	4G3SEM-02
Engine Size	-	97.5 cubic inch displacement
Vehicle Models	-	Dodge Colt (passenger car & truck)

State of California  
AIR RESOURCES BOARD

Resolution 72-99

June 21, 1972

WHEREAS, Charles Kolton Enterprises, Santa Ana, California, has submitted an application for a Board finding that its "Manfredi Power and Fuel Booster" device be exempt from the prohibitions of Section 27156 of the California Vehicle Code;

WHEREAS, the prohibitions of Section 27156 do not apply to an alteration, modification, or modifying device, apparatus, or mechanism found by resolution of the Air Resources Board either to not reduce the effectiveness of any required motor vehicle pollution control device or to result in increased emissions from such modified or altered vehicle; and

WHEREAS, the Board's staff has made an engineering evaluation of the "Manfredi Power and Fuel Booster" device and has concluded that the device will not reduce the effectiveness of required emission control devices for 1970 and older model vehicles equipped with engines of 200 cubic inches and over (Class c through f);

NOW, THEREFORE, BE IT RESOLVED, That this Board find that the "Manfredi Power and Fuel Booster" device does not reduce the effectiveness of any required motor vehicle pollution control device and is therefore exempt from the prohibitions of Section 27156 of the Vehicle Code for 1970 and older model vehicles in classes c through f;

IT IS FURTHER RESOLVED, That the Executive Officer is instructed to advise Charles Kolton Enterprises that:

- (1) THIS RESOLUTION HAS BEEN ADOPTED AND THAT THE RESOLUTION DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "MANFREDI POWER AND FUEL BOOSTER" DEVICE:
- (2) No claim of any kind such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication;
- (3) Section 17500 of the Business and Professions Code makes unlawful untrue or misleading advertising and Section 17534 makes violation punishable as a misdemeanor;

June 21, 1972

- (4) Sections 39130 and 39184 of the Health and Safety Code provide as follows:

39130. No person shall sell, display, advertise, or represent as a certified device any device which, in fact, is not a certified device. No person shall install or sell for installation upon any motor vehicles, any motor vehicle pollution control device which has not been certified by the Board.

39184. No person shall sell, display, advertise, or represent as an accredited device any device which, in fact, is not an accredited device. No person shall install or sell for installation upon any used motor vehicle any motor vehicle pollution control device which has not been accredited by the Board.

- (5) Any apparent violation of the above policy or laws will be submitted to the Attorney General of California for such action as he deems advisable.

State of California

AIR RESOURCES BOARD

Resolution 72-100

June 21, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats, Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 7-315-12, submitted by the University of Southern California in the amount of \$60,374, entitled, "The Reaction of Oxides of Nitrogen with Human Hemoglobin in Vivo and in Vitro";

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats, Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 7-315-12, submitted by the University of Southern California in the amount of \$60,374, entitled, "The Reaction of Oxides of Nitrogen with Human Hemoglobin in Vivo and in Vitro,"

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$40,000.

State of California

AIR RESOURCES BOARD

Resolution 72-101

June 21, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats, Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 5-338-14, submitted by the Statewide Air Pollution Research Center, University of California at Riverside, entitled, "Investigation of the Formation of Air Pollutants in Irradiation Chambers"; in the amount of \$127,711

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848.

ARB Proposal Number 5-338-14, submitted by the Statewide Air Pollution Research Center, University of California at Riverside,

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$125,000.

State of California

AIR RESOURCES BOARD

Resolution 72-102 (revised)

June 21, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 3-337-14, submitted by the State Department of Public Health, Air and Industrial Hygiene Laboratory, entitled "Evaluation of Advanced Air Pollution Analytical Techniques," in the amount of \$15,000;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats, Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the proposal submitted under SB 848:

ARB Proposal Number 3-337-14, submitted by the State Department of Public Health, Air and Industrial Hygiene Laboratory, entitled "Evaluation of Advanced Air Pollution Analytical Techniques";

and authorizes the Executive Officer to initiate administrative procedures and to execute all necessary documents and contracts for the research effort proposed in an amount not to exceed \$15,000.

State of California

AIR RESOURCES BOARD

July 12, 1972

Resolution 72-103

WHEREAS, on March 15, 1972, the Air Resources Board adopted a resolution to initiate an investigation of the Los Angeles Air Pollution Control District under Section 39054 of the Health and Safety Code;

WHEREAS, the Chairman of the Air Resources Board, pursuant to said resolution, appointed Gerald A. Shearin, former Vice-Chairman of the Air Resources Board, R. Robert Brattain, former Chairman of the Air Resources Board's Technical Advisory Committee, John M. Heslep, Deputy Director of the Department of Public Health, and William Simmons, Staff Counsel of the Air Resources Board, to conduct the investigation;

WHEREAS, the foregoing Panel has not completed its investigation of the Los Angeles Air Pollution Control District, but has prepared a draft report; and

WHEREAS, the Panel had planned to hold a public hearing in Los Angeles to discuss the findings of the Panel contained in the draft report, but such a hearing has not been held;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board directs Messrs. Shearin, Brattain, Heslep, and Simmons to continue their investigation of the Los Angeles Air Pollution Control District and to hold a public hearing in Los Angeles on their proposed report to the Air Resources Board and thereafter file a final report with the Air Resources Board with recommendations for action, if any.

BE IT FURTHER RESOLVED, the Panel shall be deemed to be an advisory group under Section 35050(b) of the Health and Safety Code.

State of California

AIR RESOURCES BOARD

July 19, 1972

Resolution 72-104

WHEREAS, Section 39023 of the Health and Safety Code conclusively presumes any power, duty, purpose, function or jurisdiction is delegated to the Executive Officer, unless the Air Resources Board affirmatively votes to reserve the same for its own action; and

WHEREAS, the Air Resources Board has reviewed its powers, duties, purposes, functions and jurisdiction as conferred by the Health and Safety Code and other California codes;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board specifically reserves unto itself the following powers, etc., to:

1. Assess air pollution in California, establish related goals and adopt short and long range plans to achieve the goals, including changes in the Implementation Plan developed under the federal Clean Air Act.
2. Approve changes in basinwide implementation plans and county plans.
3. Adopt ambient air quality standards.
4. Designate and change air basin boundaries.
5. Set new motor vehicle emission standards.
6. Set used motor vehicle standards and accredit used motor vehicle devices.
7. Adopt new vehicle emission test procedures which effect scope, goals or policy.
8. Take action under Sections 39052(f), 39054, 39054.2, 39274 and 39275 of the Health and Safety Code relating to the enforcement of nonvehicular emission standards in local air pollution control districts. (This reservation unto the Board shall not be construed to mean that commencement of investigations with respect to same are reserved unto the Board; it is the intent of the Board that either the Board or the Executive Officer may initiate investigations.)
9. Hear appeals of denials by the Executive Officer of applications for gaseous fuel conversions, approvals of experimental permits, and resolutions under Vehicle Code Section 27156.

10. Adopt amendments to Agricultural Burning Guidelines, except for changes which do not effect scope, goals and policies.
11. Appoint advisory groups and committees.
12. Approve research proposals recommended by the Research Screening Committee in excess of \$50,000.00.
13. Approve local implementation plans for agricultural burning.
14. Recommend new legislation and consider positions on pending air pollution legislation.
15. Review and approve formal reports required by the legislature.
16. Approve extensions for burning at solid waste dumps in excess of six months.
17. Conduct public hearings or designate persons to conduct public hearings.
18. Adopt regulations to implement the foregoing.
19. Prior to adoption of regulations or test procedures by the Executive Officer he shall notify Board members of the proposed action.

State of California

AIR RESOURCES BOARD

Resolution 72-107

August 9, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 7-328-14, submitted by the Stanford Research Institute, entitled "The Fate of Nitric Oxide in the Mammalian System Using N<sup>15</sup> as Tracer and Isotope Diluent," in the amount of \$70,862,

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats, Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the following proposal, submitted under SB 848:

ARB Proposal Number 7-328-14, submitted by the Stanford Research Institute, entitled "The Fate of Nitric Oxide in the Mammalian System Using N<sup>15</sup> as Tracer and Isotope Diluent",

in an amount not to exceed \$70,862.

State of California

AIR RESOURCES BOARD

Resolution 72-108

August 9, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599) in response to the Board's request for proposals entitled: "Physiological Effects of Air Pollutants in Humans Subjected to Secondary Stress" (RFP XI), issued on April 4, 1972;

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 7st-325-14, submitted by the Attending Staff Association of the Rancho Los Amigos Hospital, Inc., and Rancho Los Amigos Hospital, in the amount of \$580,440;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats. Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the following proposal submitted under SB 848 subject to the revision of the experimental plan and subsequent approval for revised statement of work by the Air Resources Board staff:

ARB Proposal Number 7st-325-14, submitted by the Attending Staff Association of the Rancho Los Amigos Hospital, Inc., and Rancho Los Amigos Hospital,

in an amount not to exceed \$230,000.

State of California

AIR RESOURCES BOARD

September 27, 1972

Resolution 72-110

WHEREAS, Echlin Corporation applied for accreditation of an oxides of nitrogen exhaust emission control device described in the staff report dated June 21, 1972 for used 1966 through 1970 model-year light-duty motor vehicles of engine size classifications c, d, e, and f;

WHEREAS, the Board has determined that the data submitted by the applicant indicate that the device when installed on engine size classes (c) through (f) meets the requirements set forth in Health and Safety Code Sections 39177.3 and 39177.4 and the Board's further requirements contained in Title 13, California Administrative Code, Chapter 3, Section 2005;

WHEREAS, the system reduces oxides of nitrogen emissions from used 1966 through 1970 model-year light-duty motor vehicles of engine size classifications (c) through (f) an average of forty-two (42) percent;

NOW, THEREFORE, BE IT RESOLVED, That the oxides of nitrogen control device submitted by Echlin Corporation is hereby accredited pursuant to the provisions of Chapter 4, Part I, Division 26 of the Health and Safety Code for used 1966 through 1970 model-year light-duty motor vehicles for engines of size classifications c, d, e, and f;

BE IT FURTHER RESOLVED, That the installation of the Echlin Corporation device shall become mandatory pursuant to Section 39177.1 of the Health and Safety Code when the Board finds that the device is available for installation.

State of California

AIR RESOURCES BOARD

September 27, 1972

Resolution 72-111

WHEREAS, Senate Bill No. 578 enacted in the 1971 legislative session (Chapter 1507) pertains to the accreditation and mandatory installation of oxides of nitrogen exhaust control devices on motor vehicles of 1966 through 1970 model years, under 6,001 pounds gross vehicle weight; and

WHEREAS, two such devices were accredited by the Air Resources Board on August 23, 1972;

WHEREAS, SB 578 requires such devices be installed on all subject vehicles prior to renewal of registration of vehicles in 1973 and that certificates of compliance be filed with the Department of Motor Vehicles upon renewal of registration for 1973;

WHEREAS, SB 578 (Section 4602 of the Vehicle Code) also authorizes the Air Resources Board to defer installation prior to registration time 1973 for extraordinary and compelling reasons; and

WHEREAS, a public hearing was held on September 27, 1972 to consider deferring the 1973 date;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby adopts Section 2006 in Title 13, California Administrative Code, to read as follows:

2006. Deferral of Installation of Oxides of Nitrogen Devices Upon Renewal of Registration for the Year 1973. Pursuant to Section 4602(b) of the Vehicle Code, the Air Resources Board, for extraordinary and compelling reasons, hereby defers for at least one year the requirement in said section of certificates of compliance for oxides of nitrogen devices upon renewal of registration for the year 1973.

BE IT FURTHER RESOLVED, that the extraordinary and compelling reasons for deferring installation are as follows:

1. No application for accreditation of a device for controlling oxides of nitrogen was made until the spring of 1972;
2. The devices were not accreditable in June 1972 when the Air Resources Board first considered them, and were not accredited until August 23, 1972;
3. The DMV stated that renewals of vehicle registration for 1973 will commence as early as November 20, 1972 and must be completed to avoid penalties by the first Friday of February, 1973. In view of the circumstances, they further stated that they felt that it was nearly impossible to complete their part of this program by February 1973.
4. Insufficient time remains for device manufacturers to produce devices in sufficient quantities to retrofit all subject vehicles;
5. Insufficient time remains to establish distribution systems and to train device installers; and
6. The existing official motor vehicle pollution control device installation stations are insufficient in number and capability to install the devices by registration time 1973 even if the devices were available.

BE IT FURTHER RESOLVED, that the following Finding of Emergency is adopted:

#### FINDING OF EMERGENCY

The State Air Resources Board finds that an emergency exists and that the foregoing regulations are necessary for the immediate preservation of the public peace, health and safety or general welfare. A statement of the facts constituting such emergency is:

The Department of Motor Vehicles and vehicle owners must be advised immediately that oxides of nitrogen devices will not be required upon renewal of registration for 1973.

The said regulations are therefore adopted as emergency regulations, to take effect immediately upon filing with the Secretary of State as provided in Section 11422(c) of the Government Code.

State of California

AIR RESOURCES BOARD

November 21, 1972

Resolution 72-111B

WHEREAS, SB 578 (Chapter 1507, Stats. 1971) requires the Air Resources Board to adopt an installation schedule for oxides of nitrogen exhaust control devices on 1966 through 1970 light-duty vehicles;

WHEREAS, two such devices were accredited by the Air Resources Board on August 23, 1972;

WHEREAS, SB 578 requires such devices be installed on all subject vehicles prior to renewal of registration of vehicles in 1973 and that certificates of compliance be filed with the Department of Motor Vehicles upon renewal of registration for 1973;

WHEREAS, SB 578 (Section 4602 of the Vehicle Code) also authorizes the Air Resources Board to defer installation prior to registration time 1973 for extraordinary and compelling reasons;

WHEREAS, the Interagency Enforcement Committee has recommended an installation schedule, and the Air Resources Board's Implementation Plans and Compliance Committee concurs in said schedule; and

WHEREAS, a public hearing was held on November 21, 1972 to consider when certificates of compliance would be required upon renewal of registration;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby adopts the following installation schedule for mandatory installation of oxides of nitrogen exhaust control devices on motor vehicles of 1966 through 1970 model years, under 6,001 pounds, gross vehicle weight:

1. Upon transfer of ownership and registration and upon initial registration, commencing in the counties and on the dates indicated:

<u>County</u>	<u>Recommended Date</u>
Riverside	February 1, 1973
Los Angeles, San Bernardino, Orange, Ventura, Santa Barbara	April 1, 1973
San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Marin, Sonoma, Napa, Solano	May 1, 1973
All Other Counties	June 1, 1973

The accredited devices are found to be available as of said dates.

2. In addition to the foregoing, on June 1, 1973 all subject vehicles, unless already fitted or exempted, shall be subject to the following installation schedule based on the last arabic number in the license plate:

<u>Month - 1973-74</u>	<u>Last Number</u>
July	1
August	2
September	3
October	4
November	5
December	6
January	7
February	8
March	9
April	0 and plates with letters only

3. Certificates of compliance shall be required upon renewal of registration for the year 1975 for all vehicles not exempted and shall be issued by the motor vehicle pollution control device installation and inspection stations at the time of installation or certification of a device.
4. A window sticker, designed and sold by the Bureau of Automotive Repair of the Department of Consumer Affairs and approved by the California Highway Patrol and the Air Resources Board, shall be issued by the motor vehicle pollution control device inspection and installation stations with the certificate of compliance.
5. Whenever a vehicle is declared by a motor vehicle pollution control device installation and inspection station to be exempt from installation pursuant to the exemption list adopted by the Air Resources Board, a window sticker, designed by the Department of Consumer Affairs and approved by the California Highway Patrol and the Air Resources Board, indicating such exemption shall be issued by such station.

BE IT FURTHER RESOLVED, that the Air Resources Board hereby amends Section 2006 in Title 13, California Administrative Code, to read as follows:

2006. Deferral of Installation of Oxides of Nitrogen Devices Upon Renewal of Registration for the Year 1973. Pursuant to Section 4602 of the Vehicle Code, the Air Resources Board, for extraordinary and compelling reasons, hereby defers, until renewal of registration for the year 1975, the requirement in said section that certificates of compliance for oxides of nitrogen devices be required upon renewal of registration for 1973.

BE IT FURTHER RESOLVED, that the extraordinary and compelling reasons for deferring installation of such devices upon renewal of registration in 1973 and 1974 are those set forth in Resolution 72-111 and the following:

1. The device manufacturers, the Bureau of Automotive Repair of the Department of Consumer Affairs, and the Department of Motor Vehicles strongly recommend a pilot program for installation of devices prior to statewide implementation.
2. Because licensed installation and inspection stations generally maintain regular service operations and because they also install crankcase and exhaust control devices on 1955-65 vehicles and issue certificates of compliance for most vehicles except 1954 and earlier models, the fastest possible installation schedule that can be handled by the licensed stations is 10 months; any faster installation schedule would likely result in licensed stations being unable to keep up with the demand, resulting in wide-spread public dissatisfaction with the program.
3. To complete an installation program in time for renewal of registration, the schedule must be completed prior to November 1 of the preceeding year, as that is the approximate date upon which the Department of Motor Vehicles commences renewal of registration for the following year.
4. In order for all vehicles to be retrofitted by November 1, 1973, the 10 month installation schedule must commence January 1, 1973.
5. The Bureau of Automotive Repair and the device manufacturers cannot commence the 10 month statewide program on January 1, 1973, because the devices cannot be available and installation training cannot be completed.

State of California  
AIR RESOURCES BOARD

Resolution 72-111C

February 21, 1973

BE IT RESOLVED, that paragraph 3 on page 2 of Resolution 72-111B, as adopted on November 21, 1972, is amended to read:

3. Certificates of compliance shall be required upon renewal of registration for the year 1975 for all vehicles-not-exempted 1966 through 1970 vehicles under 6,001 pounds gross vehicle weight and shall be issued by the motor vehicle pollution control device installation and inspection stations at the time of installation or certification of a device to indicate that an accredited device has been installed, or that the vehicle is exempt from mandatory installation.

State of California

AIR RESOURCES BOARD

September 27, 1972

Resolution 72-112

WHEREAS, vehicles converted to gaseous fuels have lower emissions;

WHEREAS, The State of California Implementation Plan for Achieving and Maintaining the National Ambient Air Quality Standards calls for the conversion of vehicles to gaseous fuels where feasible;

WHEREAS, the Board is looking at all possible methods, including additional legislation and economic incentives to obtain conversions; and

WHEREAS, the staff of the Air Resources Board has at its disposal information and access to other information pertinent to the conversion of motor vehicles to gaseous fuels;

NOW, THEREFORE, BE IT RESOLVED, that the Board calls upon vehicle owners, and in particular fleet vehicle owners, to convert to gaseous fuels where feasible; and

BE IT FURTHER RESOLVED, that the Board instructs its staff to gather and disseminate all pertinent information related to vehicle conversion and to prepare a brochure for that purpose.

State of California

AIR RESOURCES BOARD

September 27, 1972

Resolution 72-113

WHEREAS, Section 39009.3 of the Health and Safety Code requires the Air Resources Board to establish a low emission standard; and

WHEREAS, the Board finds that not more than 50 percent of the 1973 certification vehicles would comply with a low emission standard of 2.47 grams per mile hydrocarbons, 27.1 grams per mile carbon monoxide, and 2.51 grams per mile oxides of nitrogen.

NOW, THEREFORE, BE IT RESOLVED, That the low emission standards pursuant to Health and Safety Code Section 39009.3 are:

(a) 1973 model year standard

Hydrocarbons: 2.47 grams per mile

Carbon Monoxide: 27.1 grams per mile

Oxides of Nitrogen: 2.51 grams per mile

State of California

AIR RESOURCES BOARD

September 27, 1972

Resolution 72-114

WHEREAS, the National Tuberculosis and Respiratory Disease Association has joined the Air Pollution Control Association in sponsoring Cleaner Air Week October 15 to 21, 1972; and

WHEREAS, the State of California has set air quality standards for ten pollutants; and

WHEREAS, the California Air Resources Board is actively engaged in a program designed to achieve and maintain the National Ambient Air Quality Standards; and

WHEREAS, the goals of Cleaner Air Week are to assess air pollution problems, especially at the community level, and progress being made toward solutions; to publicize the situation; and to encourage support of necessary corrective measures by all individuals and interests, both public and private;

NOW, THEREFORE, BE IT RESOLVED, that the California Air Resources Board supports the goals of Cleaner Air Week and commends the Air Pollution Control Association and the National Tuberculosis and Respiratory Disease Association for their efforts in sponsoring the week.

State of California

AIR RESOURCES BOARD

September 27, 1972

Resolution 72-115

WHEREAS, emissions of oxides of nitrogen from vehicular and nonvehicular sources comprise a major component among smog-forming pollutants in California; and

WHEREAS, a substantial percentage of the oxides of nitrogen comes from generation of electricity; and

WHEREAS, the Southern California Council of Churches is sponsoring SAVE-A-WATT week October 22-28; and

WHEREAS, the goal of SAVE-A-WATT week is to obtain commitments from the people of California to use only as much electricity as absolutely necessary for one week; and

WHEREAS, the goal of SAVE-A-WATT week is compatible with the goal of the California Air Resources Board, to achieve and maintain National Ambient Air Quality Standards;

NOW, THEREFORE, BE IT RESOLVED, that the California Air Resources Board supports the Southern California Council of Churches in its SAVE-A-WATT week efforts and commends the Council for its commitment to achieving cleaner air in California.

State of California

AIR RESOURCES BOARD

October 25, 1972

Resolution 72-116

WHEREAS, Assembly Bill 1582 was enacted in August 1972 as emergency legislation to provide subvention moneys to local air pollution control districts for the 1972-73 fiscal year;

WHEREAS, the Air Resources Board was directed by the legislation to adopt regulations to administer the provisions of Assembly Bill 1582; and

WHEREAS, the Air Resources Board desires to adopt these regulations as soon as possible to provide maximum benefit to the air pollution control districts;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby adopts Subchapter 3 in Title 17, California Administrative Code, to read as attached; and

BE IT FURTHER RESOLVED, that the following Finding of Emergency is adopted:

#### FINDING OF EMERGENCY

The State Air Resources Board finds that an emergency exists and that the attached regulations are necessary for the immediate preservation of the public peace, health and safety or general welfare. A statement of the facts constituting such emergency is:

Subvention moneys must be allocated to most local air pollution control districts as soon as possible for the districts to develop active and effective air pollution control programs.

The said regulations are therefore adopted as emergency regulations, to take effect immediately upon filing with the Secretary of State as provided in Section 11422 (c) of the Government Code.

State of California

AIR RESOURCES BOARD

Resolution 72-117

December 6, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 3-357-17, submitted by the Lawrence Livermore Laboratory of the University of California, entitled "Development of a Microwave Cavity Spectrometer for Ammonia Vapor Detection," in the amount of \$85,000,

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats, Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the following proposal submitted under SB 848:

ARB Proposal Number 3-357-17, submitted by the Lawrence Livermore Laboratory of the University of California, entitled "Development of a Microwave Cavity Spectrometer for Ammonia Vapor Detection",

in an amount not to exceed \$85,000.

State of California

AIR RESOURCES BOARD

Resolution 72-118

December 6, 1972

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stats. Ch. 1599);

WHEREAS, the Research Proposal Screening Committee has evaluated these proposals as required under SB 848; and

WHEREAS, the Screening Committee has recommended for funding the proposal:

ARB Proposal Number 10-356-17, submitted by the California Department of Agriculture, entitled "Development of a System for Evaluating and Reporting Economic Crop Losses Caused by Air Pollution in California," in the amount of \$76,289,

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board under the powers and authority granted in SB 848 (1970 Stats, Ch. 1599) hereby accepts the recommendations of the Research Proposal Screening Committee and approves the following proposal submitted under SB 848:

ARB Proposal Number 10-356-17, submitted by the California Department of Agriculture, entitled "Development of a System for Evaluating and Reporting Economic Crop Losses Caused by Air Pollution in California",

in an amount not to exceed \$76,289.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-119

December 6, 1972

WHEREAS, Section 39296 of the Health and Safety Code prohibits use of open fires for the purpose of disposal of petroleum wastes, demolition debris, tires, tar, trees, wood waste, or other combustible or flammable solid or liquid waste; or for metal salvage or burning of automobile bodies after December 31, 1971; and

WHEREAS; Section 39297.4 of the Health and Safety Code directs the Air Resources Board to permit a city, city and county, or county to use open outdoor fires for a limited time only, in its operation of a solid waste dump, upon the finding that because of sparse population in the geographical area and economic and technical difficulties, the solid waste dump should be so operated; and

WHEREAS, the Board at its May 19, 1971 meeting adopted guidelines for receiving applications from cities and counties for permission to continue open burning at dumps; and

WHEREAS, the Board at its September 15, 1971 meeting adopted guidelines for approving requests for limited time extensions to cities and counties to continue open burning at dumps; and

WHEREAS, the Board granted limited time extensions for 297 dumps to use open fire for disposal of waste after January 1, 1972; and

WHEREAS, the Board at its July 19, 1972 meeting adopted a policy specifically reserving unto itself the power to approve extension for burning at solid waste dumps in excess of six months; and

WHEREAS, the cities and counties listed in attached Table 1 are making progress in phasing out the use of open fires at their solid waste dumps:

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board grants limited time extensions for the dumps listed in attached Table 1 for the time extensions recommended.

RECOMMENDED TIME EXTENSIONS FOR  
OPEN BURNING DURING

DECEMBER 11, 1957

Name of Site	Jurisdiction	Population Density* (people/sq. mi.)	Approval Criteria	People Served	Amount Burned (tons per day)	Time Extension Requested	Time Extension Recommended
<b>BUTTE COUNTY</b>							
Butte Meadows	County	1	a	100	1	1 year	1 year
Stirling City	County	64	a	500	5	1 year	1 year
Concow Reservoir	County	26	a	2,000	1	1 year	1 year
Lake Madrone	County	64	a	5,000	5	1 year	1 year
Forbestown	County	64	a	5,000	5	1 year	1 year
<b>CALAVERAS COUNTY</b>							
Copperopolis	County	3	a	213	1	1 year	1 year
Murphys	County	25	a	2,065	2	1 year	1 year
Paloma	County	10	a	786	1	1 year	1 year
<b>DEL NORTE COUNTY</b>							
Klamath	County	18	a	1,458	5	1 year	1 year
<b>EL DORADO COUNTY</b>							
Georgetown	County	17	a	1,348	4	1 year	1 year
<b>HUMBOLDT COUNTY</b>							
Orick	County	5	a	1,500	2	1 year	1 year
Willow Creek	County	4	a	1,200	1	1 year	1 year
<b>IMPERIAL COUNTY</b>							
Imperial	County	5.8	a	10,800	3	1 year	1 year
Palo Verde	County	4.5	a	550	1	1 year	1 year
Picacho	County	9.5	a	725	2	1 year	1 year
Salton City	County	3.9	b	1,220	1	1 year	1 year
<b>LASSEN COUNTY</b>							
Susanville	City	< 100	a	8,000	12	1 year	1 year
<b>MARIPOSA COUNTY</b>							
Mariposa	County	10	a	300	3	1 year	1 year
Coulterville	County	1	b	300	1	1 year	1 year
Buck Meadows	County	4	b	-	1	1 year	1 year
Greeley Hill	County	3	b	1,000	1	1 year	1 year
<b>MENDOCINO COUNTY</b>							
Albion	County	12.5	a	980	2	1 year	1 year
Boonville	County	12.6	a	1,000	2	1 year	1 year
Navarro	County	2.0	a	160	1	1 year	1 year
Leggett	County	4.5	a	300	1	1 year	1 year
<b>MONTEREY COUNTY</b>							
Bradley	County	2	b	300	1	1 year	1 year
Lockwood	County	2	b	570	1	1 year	1 year
Parkfield	County	2	b	200	1	1 year	1 year
San Ardo	County	2	b	800	6	1 year	1 year
<b>PLUMAS COUNTY</b>							
Almanor	County	4	a	287	1	1 year	1 year
Canyon Dam	County	4	a	286	1	1 year	1 year
Greenville	County	15	a	1,070	3	1 year	1 year
Taylorville	County	15	a	1,050	3	1 year	1 year
Quincy	County	46	a	3,343	8	1 year	1 year
Tobin	County	6	a	400	1	1 year	1 year
Sloat	County	4	a	275	1	1 year	1 year
Graeagle	County	8	a	600	1	1 year	1 year
Portola	County	23	a	1,625	4	1 year	1 year
Chilcoot	County	4	a	259	1	1 year	1 year
Laport	County	4	a	280	1	1 year	1 year
Bucks Lake	County	4	a	300	1	1 year	1 year
<b>SHASTA COUNTY</b>							
Burney	County	37	a	3,264	3	1 year	1 year
Fall River Mills	County	9	a	1,920	2	1 year	1 year
<b>SISKIYOU COUNTY</b>							
Tulelake	County	25	a	1,400	2	1 year	1 year
Dorris	County	20	a	1,100	1	1 year	1 year
Tennant	County	2	b	100	1	1 year	1 year
Happy Camp	County	24	a	1,500	1	1 year	1 year
Fort Jones	City	4	b	-	1	1 year	1 year
Greenview	County	2	b	-	1	1 year	1 year
Etna	County	20	a	1,100	1	1 year	1 year
Cecilville	County	2	b	100	1	1 year	1 year
Caseyville	County	2	b	100	1	1 year	1 year
Rocky Hill	County	2	b	100	1	1 year	1 year
Rocky Hill	County	2	b	100	1	1 year	1 year
Rocky Hill	County	2	b	100	1	1 year	1 year
Rocky Hill	County	2	b	100	1	1 year	1 year

REPORT OF THE BOARD OF HEALTH FOR  
OPEN PUBLIC BEVERAGES

Name of Site	Jurisdiction	Population Density* (people/sq. mi.)	Approval Criteria	People Served	Amount Served (tons per day)	Time Extension Requested	Time Extension Recommended
<b>TEHAMA COUNTY</b>							
Wanton	* County	4	a	276	1	1 year	1 year
Paskenta	County	3	a	200	1	1 year	1 year
Faynes Creek	County	4	a	370	1	1 year	1 year
Mineral	County	4	a	300	1	1 year	1 year
<b>TRINITY COUNTY</b>							
Douglas City	County	1	b	300	1	1 year	1 year
Carrville	County	1	b	425	1	1 year	1 year
Ruth	County	1	b	200	1	1 year	1 year
Mad River	County	1	b	175	1	1 year	1 year
Burnt Ranch	County	1	b	560	1	1 year	1 year
Junction City	County	1	b	200	1	1 year	1 year
Kyampom	County	1	b	200	1	1 year	1 year
Forest Glen	County	1	b	200	1	1 year	1 year
Hwyfork	County	2	b	2,130	2	1 year	1 year
Weaverville	County	3	b	3,400	4	1 year	1 year
Big Bar	County	1	b	135	1	1 year	1 year
Denny	County	1	b	316	1	1 year	1 year
<b>TULARE COUNTY</b>							
Alpaugh	County	9	a	1,025	2	1 year	6 months
Badger	County	7	a	600	1	1 year	1 year
Balance Rock	County	5	a	125	4	1 year	1 year
Camp Nelson	County	3	a	250	2	1 year	1 year
Crosi	County	122	c	10,600	24	1 year	6 months
Pine Flat	County	3	a	200	1	1 year	1 year
Richgrove	County	28	a	2,500	6	1 year	6 months
Springville	County	14	a	1,540	3	1 year	6 months
Terra Bella	County	33	a	3,100	7	1 year	6 months
Tulare	County	39	a	3,570	5	1 year	6 months
Woodlake	County	68	a	10,650	25	1 year	6 months
<b>TUOLUMNE COUNTY</b>							
Jamestown	County	97	a	3,000	3.4	1 year	1 year
Big Oak Flat	County	8	a	600	1	1 year	1 year
Pinecrest	County	6	a	450	1	1 year	1 year
Sonora	City	40	a	3,100	2	1 year	1 year

\*Population Density is based on 5 mile radius for criteria a and c, and 20 mile radius for criteria b.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-120

December 6, 1972.

WHEREAS, Section 39296 of the Health and Safety Code prohibits use of open fires for the purpose of disposal of petroleum wastes, demolition debris, tires, tar, trees, wood waste, or other combustible or flammable solid or liquid waste; or for metal salvage or burning of automobile bodies after December 31, 1971; and

WHEREAS, Section 39297.4 of the Health and Safety Code directs the Air Resources Board to permit a city, city and county, or county to use open outdoor fires for a limited time only, in its operation of a solid waste dump, upon the finding that because of sparse population in the geographical area and economic and technical difficulties, the solid waste dump should be so operated; and

WHEREAS, the Board at its May 19, 1971 meeting adopted guidelines for receiving applications from cities and counties for permission to continue open burning at dumps, and

WHEREAS, the Board at its September 15, 1971 meeting adopted guidelines for approving requests for limited time extensions to cities and counties to continue open burning at dumps;

WHEREAS, the City of Fort Bragg dump site is a sanitary landfill; and

WHEREAS, the County of Mendocino has stated no burning is taking place at the Fort Bragg site;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board denies to the City of Fort Bragg a limited time extension to use open burning in its waste disposal site.

State of California

AIR RESOURCES BOARD

RESOLUTION 72-121

December 6, 1972

WHEREAS, Section 39296 of the Health and Safety Code prohibits use of open fires for the purpose of disposal of petroleum wastes, demolition debris, tires, tar, trees, wood waste, or for metal salvage or burning of automobile bodies after December 31, 1971; and

WHEREAS, Section 39297.4 of the Health and Safety Code directs the Air Resources Board to permit a city, city and county, or county to use open outdoor fires for a limited time only, in its operation of a solid waste dump, upon the finding that because of sparse population in the geographical area and economic and technical difficulties, the solid waste dump should be so operated; and

WHEREAS, The Board at its May 19, 1971 meeting adopted guidelines for receiving applications from cities and counties for permission to continue open burning at dumps, and

WHEREAS, The Board at its September 15, 1971 meeting adopted guidelines for approving requests for limited time extensions to cities and counties to continue open burning at dumps; and

WHEREAS, The Board has recently received a petition from over a hundred residents of Tuolumne City in opposition to an additional extension to use open fire at the Tuolumne City dump site; and

WHEREAS, the staff of the Board has made an investigation and varified burning at the dump site is creating a smoke problem to the local area; and

WHEREAS, over half of the waste normally disposed of at the Tuolumne City site is being hauled in from another disposal site; and

WHEREAS, within Tuolumne County there are disposal sites capable of handling all the waste now being burned at the Tuolumne site:

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board denies to the County of Tuolumne a limited time extension to use open burning at the Tuolumne City waste disposal site.

State of California

AIR RESOURCES BOARD

January 3, 1973

Resolution 72-122

WHEREAS, the California Public Records Act makes public records open to inspection by the public except in specified instances; and

WHEREAS, the Public Records Act authorizes state agencies to adopt regulations specifying the procedures to be followed in making records available to the public;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board adopts Subchapter 4, Air Pollution Records, in Chapter 1, Part III, Title 17, California Administrative Code, as follows:

Attachment

State of California

AIR RESOURCES BOARD

PROPOSED REGULATIONS

Title 17  
Part III  
Chapter 1  
Subchapter 4

Air Pollution Records

Article 1. General

91000. Government Code Section 6254.7.

Section 6254.7 of the Government Code provides as follows:

"6254.7. (a) All information, analyses, plans or specifications that disclose the nature, extent, quantity, or degree of air contaminants or other pollution which any article, machine, equipment, or other contrivance will produce, which any air pollution control district or any other state or local agency or district requires any applicant to provide before such applicant builds, erects, alters, replaces, operates, sells, rents, or uses such article, machine, equipment, or other contrivance, are public records.

"(b) All air or other pollution monitoring data, including data compiled from stationary sources, are public records.

"(c) Trade secrets are not public records under this section. "Trade secrets", as used in this section, may include, but are not limited to, any formula, plan, pattern, process, tool, mechanism, compound, procedure, production data, or compilation of information which is not patented, which is known only to certain individuals within a commercial concern who are using it to fabricate, produce, or compound an article of trade or a service having commercial value, and which gives its user an opportunity to obtain a business advantage over competitors who do not know or use it."

91001. Definitions. As used in this subchapter: (a) "Board" means the State Air Resources Board (Section 39020 of the Health and Safety Code), or any employee authorized to act on its behalf.

(b) "Person" means any natural person, corporation, firm, partnership, governmental entity, and the federal government to the extent authorized by federal law. (Based on Section 39006.5 of the Health and Safety Code.)

(c) "Public record" means any record made available to the public by law containing information relating to the conduct of the public's business that is prepared, owned, used, or retained by the Board, except "trade secrets" as defined in Section 91000(c). (Based on Section 6252(d) of the Government Code.)

(d) "Record" means handwriting, typewriting, printing, photostating, photographing, and every other means of recording upon any form of communication or representation, including letters, words, pictures, sounds, or symbols, or combinations thereof, and all papers, maps, magnetic or paper tapes, photographic films and prints, magnetic or punched cards, discs, drums, and other documents. (Based on Section 6252(e) of the Government Code.)

## Article 2. Board's Requests for Information

91010. Request Procedure. (a) When requesting information for determining the amount of air contaminants from nonvehicular sources pursuant to Section 39079 or other sections of the Health and Safety Code, the Board shall identify the information requested with sufficient specificity to enable the person to identify the precise information sought. The Board shall give notice in writing that the information provided may be released (1) to the public upon request, except trade secrets, and (2) to the federal

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Environmental Protection Agency, which protects trade secrets as provided in Section 114(c) of the Clean Air Act, as amended in 1970 and in 40 Code of Federal Regulations, Chapter 1, Part 2.

(b) Any person from whom the Board obtains any records, whether requested by the Board or furnished by a person for some other reason, may label as "trade secret" any part of those records which are included within the provisions of Section 6254.7 of the Government Code (quoted in Section 91000).

Written justification for the "trade secret" designation shall be furnished with the records so designated and the designation shall be a public record. The justification shall be as detailed as possible without disclosing the trade secret; the person may submit additional information to support the justification, which information, upon request, will be kept confidential in the same manner as the record sought to be protected.

(c) After a preliminary review, the Board may reject a justification as having no merit, in which case the person making the justification shall be promptly notified in writing; the records in question shall, upon expiration of 21 days from the date of the notice, be subject to public inspection unless a justification is received and accepted.

(d) An application for approval, accreditation, or certification of a motor vehicle emission control device or system shall be deemed a trade secret until such time as the approval, accreditation, or certification is granted, at which time the application

shall become a public record, except that estimates of sales volume of new model vehicles contained in an application shall be treated as trade secrets for the model year, and then shall become public records. If an application is denied, it shall continue to be treated as a trade secret but shall be subject to the provisions of Section 91022.

91011. Monitoring. Section 91010 shall not be construed to authorize the Board to require a person to monitor the types or amounts of air contaminants emitted into the ambient air until a regulation is adopted for this purpose, pursuant to Section 39079 of the Health and Safety Code.

### Article 3. Inspection of Public Records

91020. Disclosure Policy. It is the policy of the Air Resources Board that all records not exempted from disclosure by state law shall be open for public inspection with the least possible delay and expense to the requesting party.

91021. Disclosure Procedure. (a) A request to inspect public records in the custody of the Board need not be in any particular form, but it must describe the records with sufficient specificity to enable the Board to identify the information sought. The Board may require that a request to inspect be in writing.

(b) A request to inspect public records should be addressed to the Board staff member likely to be in custody of the information, or to the State Air Resources Board, attention Staff Counsel, 1025 P Street, Sacramento, California 95814.

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(c) The Board shall make available the records requested, with the exception of those records specifically exempted from disclosure by state law and those records labelled pursuant to Section 91010 as "trade secret", within ten (10) working days of the date of receipt of the request therefor. If, for good cause, the information cannot be made available within ten (10) working days, the Board will notify the requesting person the reasons for the delay and when the information will be available. Those records labelled as "trade secret" shall be governed by the procedure set forth in Section 91022.

(d) Within five (5) working days of receipt of a request to inspect public records, the Board shall advise the requesting person of the following facts when appropriate:

(1) The location at which the public records in question may be inspected, and the date and office hours during which they may be inspected.

(2) If copies of the public records are requested, the cost of providing such copies, if any.

(3) Which of the records requested, if any, have been labelled pursuant to Section 91010 as "trade secret". In such a case the Board shall give the notice required by Section 91022(b).

(4) The specific reason why the records cannot be made available, if such is the case. Reasons for unavailability may be, but are not limited to, the following: the records are exempt from disclosure by state law; the records cannot be identified from the

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information contained in the request; the records do not exist; the Board has determined pursuant to Section 6255 of the Government Code that on the facts of the particular case the public interest served by not making the record public clearly outweighs the public interest served by disclosure of the records; or the records in question are not in custody of the Board. In the latter situation the Board shall, if possible, notify the requesting party of the entity most likely to have custody of the records requested.

91022. Trade Secrets. (a) Except as otherwise provided in Section 91010(d), only those portions of records in the custody of the Board which (1) were labelled "trade secret" prior to the adoption of this Subchapter, (2) are hereafter specifically labelled as "trade secret" pursuant to Section 91010(b), or (3) are received from a state or local agency, including an air pollution control district, with a "trade secret" designation, shall be subject to the procedure set forth in this section. All other portions of such records shall be made available pursuant to Section 91021.

(b) When the Board receives a request to inspect any record so labelled it shall promptly notify the requesting party that (1) such record is designated a trade secret under Section 91010(b) and, if such is the case, under law it cannot be made available; (2) the Air Resources Board has not determined if it is a trade secret, but the justification of the request for confidentiality is enclosed; and (3) if the requesting party considers the justification inadequate, he may so advise the Board in writing, setting forth his reasons.

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(c) Upon receipt of such advice, the Board shall (1) promptly review in detail the justification, the challenge to the justification, and the record; (2) determine if the record is in its entirety a trade secret(s); and (3) promptly notify those persons affected of its decision in writing. If the Board withholds the record from inspection, the person requesting it may seek judicial relief under Section 6258 of the Government Code. If the Board determines that the record is in any significant part not a trade secret, the Board shall send the notice required by this subdivision by certified mail, return receipt requested, to the person designating the information as a trade secret, with an additional notice that the record in question shall be released for inspection to the requesting party twenty-one days after receipt of the notice, unless the Board is restrained from so doing by a court of competent jurisdiction.

(d) Should the person designating the record as a trade secret seek protection in a court of law, the requesting party may be made a party to the litigation to justify his challenge to the designation.

State of California

AIR RESOURCES BOARD

Resolution 72-123

December 20, 1972

WHEREAS, STP Corporation applied for accreditation of an oxides of nitrogen exhaust emission control system described in the staff report dated December 20, 1972 for used 1966 through 1970 model year light-duty motor vehicles of engine size classifications a, b, c, d, e, and f;

WHEREAS, the Board has determined that the data submitted by the applicant indicate that the system when installed on engine size classes (b) through (f) meets the requirements set forth in Health and Safety Code Sections 39177.3 and 39177.4 and the Board's further requirements contained in Title 13, California Administrative Code, Chapter 3, Section 2005;

WHEREAS, the system reduces oxides of nitrogen emissions from used 1966 through 1970 model year light-duty motor vehicles of engine size classifications (b) through (f) an average of fifty-four and six tenths percent (54.6%); and

NOW, THEREFORE, BE IT RESOLVED, That the oxides of nitrogen control device submitted by STP Corporation is hereby accredited pursuant to the provisions of Chapter 4, Part I, Division 26 of the Health and Safety Code for used 1966 through 1970 model year light-duty motor vehicles for engines of size classifications b, c, d, e, and f.

State of California

AIR RESOURCES BOARD

Resolution 72-123-1

February 21, 1973

WHEREAS, STP Corporation applied for accreditation of an oxides of nitrogen exhaust emission control system described in the supplementary staff report dated February 21, 1973, for used 1966 through 1970 model year light-duty motor vehicles of engine size classification a (50 through 140 CID);

WHEREAS, the Board has determined that the data submitted by the applicant indicate that the system when installed on engine size class (a) vehicles meets the requirements set forth in Health and Safety Code Sections 39177.3 and 39177.4 and the Board's further requirements contained in Title 13, California Administrative Code, Chapter 3; and

WHEREAS, the system reduces oxides of nitrogen emissions from used 1966 through 1970 model year light-duty motor vehicles of engine size classification (a) an average of forty-one and six tenths percent (41.6%);

NOW, THEREFORE, BE IT RESOLVED, That the oxides of nitrogen control device submitted by STP Corporation is hereby accredited pursuant to the provisions of Chapter 4, Part I, Division 26 of the Health and Safety Code for used 1966 through 1970 model year light-duty motor vehicles for engines of size classification a.

State of California  
AIR RESOURCES BOARD

Resolution 72-123-2

May 16, 1973

WHEREAS, an oxides of nitrogen exhaust emission control system for the STP Corporation was accredited for class (a) 1966 through 1970 model-year light-duty motor vehicles by the Board on February 21, 1973 by Resolution 72-123-1;

WHEREAS, subsequent tests and other evidence revealed that this system has adverse effects on vehicles with distributors utilizing vacuum advance only;

WHEREAS, the STP Corporation's oxides of nitrogen control device has been modified to remove additional spark retard on such vehicles;

WHEREAS, the modified system may also be installed on engines with distributors utilizing centrifugal advance only; and

WHEREAS, the modified system reduces oxides of nitrogen emissions from used 1966 through 1970 model-year light-duty motor vehicles of engine size classification (a) an average of forty-two percent (42.0%);

NOW, THEREFORE, BE IT RESOLVED, that Resolution 72-123-1 is rescinded;

BE IT FURTHER RESOLVED, that the oxides of nitrogen control device submitted by STP Corporation is hereby accredited pursuant to the provisions of Chapter 4, Part I, Division 26 of the Health and Safety Code for used 1966 through 1970 model-year light-duty motor vehicles for engines of size classification (a); and

BE IT FURTHER RESOLVED, that such accreditation also applies to vehicles with engines with distributors utilizing vacuum advance only or centrifugal advance only, which may be equipped with STP Corporation's modified device.