State of California
AIR RESOURCES BOARD

RESOLUTION	TOPIC	DATE ADOPTED
Resolution 75-1	Exhaust Emission Standards for 1975 model year.	2/19/75
Resolution 75-2	Exhaust Emission Standards (Highway and Mandatory Inspection)	2/19/75
Resolution 75-3	Accreditation of Air Quality Products Pure Power Electro NOx, 1966-70 Model year Class A vehicles.	not adopted; Delegated to EO.
Resolution 75-4	Gasoline Vapor Recovery Provisions for new facilities in the South Coast Air Basin.	3/18/75
Resolution 75-4a	Amended Vapor Recovery Provisions in the basinwide plan of South Coast Air Basin.	4/17/75
Resolution 75-5	Gasoline Vapor Recovery Provisions for new facilities in the Sacramento Valley Air Basin.	3/18/75
Resolution 75-5a	Amended vapor recovery provisions in the basinwide plan of the Sacramento Valley Air Basin.	4/17/75
Resolution 75-6	Gasoline Vapor Recovery Provisions for new facilities in the San Joaquin Valley Air Basin.	3/18/75
Resolution 75-6a	Amended Vapor Recovery Provisions in the basinwide San Joaquin Valley Air Basin	4/17/75
Resolution 75-7	Emergency Regulations for the enforcement of new vehicle standards.	2/19/75
Resolution 75-8	Revisions to Meteorological Criteria for regulating agricultural burning.	2/20/75
Resolution 75-9	Research; Olson Laboratories; $144,209, "Mobile Source Emission Inventory.	3/18/75
Resolution 75-9a	Research; Olson Laboratories, $149,209, (rescinds Resolution 75-9).	4/17/75
Resolution 75-10	Research, TRW, Inc., $138,691, "Mobile Source Emission Inventory.	3/18/75
Resolution 75-10a	Research, TRW, Inc., $143,691, (rescinds Resolution 75-10).	4/17/75
Resolution 75-10b	Research, TRW, Inc., $143,691, "Mobile Source Emission Inventory.	6/12/75
Resolution 75-11	Accreditation of STP Corporation's "Air Computer" device for the 1955-65 retrofit program, Classes (b) through (f).	3/17/75

Resolution 75-12	Confirmation of emergency regulation of January, 1975, exempting diesel-powered heavy-duty vehicles from emission control certificate of compliance requirements for 1973 and 1974.	3/17/75
Resolution 75-13	New motor vehicle dealership surveillance regulations.	5/14/75
Resolution 75-14	N/A	
Resolution 75-14a	California Air Pollution Emergency Plan revision	3/18/75
Resolution 75-15	Auxiliary fuel tank regulations	3/17/75
Resolution 75-16	Exhaust Emission Standards for 1977 light-duty vehicles	3/18/75
Resolution 75-17	N/A	
Resolution 75-18	Liquefied Petroleum and Natural Gas Conversion Approval Test Procedures.	4/16/75
Resolution 75-19	N/A	
Resolution 75-20	N/A	
Resolution 75-21	Confirmation of emergency hearing, February 19, 1975, with amendments, regarding vehicle emission enforcement regulations.	5/14/75
Resolution 75-22	Used car dealerships surveillance regulations.	5/14/75
Resolution 75-23	N/A	
Resolution 75-24	N/A	
Resolution 75-24a	California Air Pollution Emergency Plan.	not adopted
Resolution 75-24b	California Air Pollution Emergency Plan, including oxidant episode abatement plan.	5/15/75
Resolution 75-25	Exhaust Emission Standards for 1975 and subsequent model year passenger cars (Emergency Action)	4/16/75
Resolution 75-26	Evaporative Emission Standard and test procedure for light-duty vehicles	4/16/75
Resolution 75-27	Exhause Emission Standards for 1977 and subsequent model year heavy-duty engines.	4/16/73
Resolution 75-27a	Exhaust Emission Standards for heavy-duty engines (Emergency Regulation).	7/15/75
Resolution 75-28	Exhaust Emission Standards for light-duty vehicles inspected by CHP - redefinition.	5/14/75
Resoltuion 75-29	Confirmation of Emergency Hearing, April 17, 1975 on evaporative emission standard and test procedures.	5/14/75

Resolution 75-30	California Air Pollution Emergency Plan relating to the oxidant standard (Emergency revision).	5/15/75
Resolution 75-31	N/A	
Resolution 75-32	Agricultural Burning Implementation Plans for Del Norte, Humboldt and Sacramento Counties.	6/12/75
Resolution 75-33	Sulfur content of unleaded gasoline.	6/30/80
Resolution 75-34	Application for Accreditation, Air Quality Products Co.'s Electro Nox device.	not adopted
Resolution 75-35	N/A	
Resoltuion 75-36	N/A	
Resolution 75-37	Research, UC Santa Barbara, $191,395, ozone effects.	6/12/75
Resolution 75-38	Research, $30,000 SCAB tracer study.	6/12/75
Resolution 75-39	Research, $50,000, short-term health effects of exposure to sulfate aerosol in auto exhaust.	6/12/75
Resolution 75-40	Ambient Air Quality Standar 24-Hour SO_2	6/12/75
Resolution 75-41	California Air Pollution Emergency Plan, oxidant episode criteria levels, LA County APCD.	6/12/75
Resolution 75-42	Research, short-term oxidant abatement.	not adopted
Resolution 75-43	Research, control strategies.	not adopted
Resolution 75-44	Lead content of gasoline.	deferred
Resolution 75-45	California Air Pollution Emergency Plan, oxidant episode criteria levels, Santa Barbara County.	6/30/75
Resolution 75-46	California Air Pollution Emergency Plan, oxidant episode criteria levels, Orange County.	6/30/75
Resolution 75-47	California Air Pollution Emergency Plan, oxidant episode criteria levels, Ventura County.	deferred
Resolution 75-48	Smoking to be prohibited at Air Resources Board Meetings.	7/1/75
Resolution 75-49	Research, UC Riverside, $129,782, Photochemical oxidant and aerosol.	9/29/75
Resolution 75-49a	Exhaust Emission Standards for motorcycles.	7/15/75
Resolution 75-50	Research, UC Riverside, particulate pollutants, $116,480.	9/29/75
Resolution 75-51	N/A	
Resolution 75-52	New vehicle catalyst emission control changes (Emergency amendment).	9/30/75

Resolution 75-53	Research, Rancho Los Amigos Hospital, $126,100, Air pollution biosurveillance.	9/29/75
Resolution 75-54	Research, Department of Health, $98,644, Characterization of organic particulate matter.	9/29/75
Resolution 75-55	Research, U.C. Davis, $47,394, Rodent studies, atmospheric effects.	9/25/75
Resolution 75-56	Research, Rancho Los Amigos, $119,878, health effects of ozone.	9/25/75
Resolution 75-57	Gasoline vapor recovery test procedure regulations.	12/9/75
Resolution 75-58	N/A	
Resolution 75-59	Stationary Source In-Stack Monitoring Devices.	10/27/75
Resolution 75-60	Catalyst service and replacement regulations.	10/28/75
Resolution 75-61	Sulfur content of fuels, Santa Barbara County APCD regulations.	10/27/75
Resolution 75-62	N/A	
Resolution 75-63	Sulfur Content of Unleaded Gasoline.	12/9/75
Resolution 75-64	Proposed Designation of Air Conservation Areas.	12/15/75
Resolution 75-65	N/A	
Resolution 75-66	Formation of Lake Tahoe Air Basin.	12/15/75
Resolution 75-67	Assemblyline Test Regulations for 1977 model-year.	deferred
Resolution 75-68	Research, Dept. of Health, $150,000, environmental variables in collection of atmospheric sulfate.	12/9/75
Resolution 75-69	Research, UC Irvine, $274,141, sulfate, nitrate inhalation toxicity.	12/9/75

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State of California
AIR RESOURCES BOARD

Resolution 75-1

February 19, 1975

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

WHEREAS, Section 39052(k) also permits the Air Resources Board to revise its test procedures and establish standards for emissions from new motor vehicles;

WHEREAS, the Governor signed into law Senate Bill 1478 and Assembly Bill 3868 necessitating changes in the Board's test procedures and exhaust emission standards for new motor vehicles; and

WHEREAS, a public hearing and other administrative proceedings have been held in accordance with the provisions of the Administrative Procedure Act (Government Code, Title 2, Division 3, Part 1, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks", dated February 19, 1975, and the "California Exhaust Emission Standards, Test and Approval Procedures for 1975 and Subsequent Model-Year Engines in Gasoline-Powered Motor Vehicles over 6,000 Pounds Gross Vehicle Weight", dated February 19, 1975, are adopted.

BE IT FURTHER RESOLVED, that the Board hereby amends Chapter 3, Subchapter 1, Article 2, Sections 1955, 1955.5 and 1956 of Title 13, California Administrative Code to read as follows:

1955. Exhaust Emission Standards and Test Procedures - 1973 and Subsequent Model-Year Light-Duty Vehicles.

The exhaust emissions from new 1973 and subsequent model-year gasoline-powered light-duty (under 6,001 pounds gross vehicle weight) motor vehicles having an engine displacement of 50 cubic inches or greater, subject to registration and sold and registered in this state, shall not exceed:

(a) 1973:
(1) Hydrocarbons - 3.2 grams per mile
(2) Carbon Monoxide - 39 grams per mile
(3) Oxides of Nitrogen (NO_2) - 3.0 grams per mile

(b) 1974: (1) Hydrocarbons - 3.2 grams per mile
(2) Carbon Monoxide - 39 grams per mile
(3) Oxides of Nitrogen (NO_2) - 2.0 grams per mile

(c) 1975 through 1977: (1) Hydrocarbons - 0.9 grams per mile*
(2) Carbon Monoxide - 9.0 grams per mile
(3) Oxides of Nitrogen (NO_2) - 2.0 grams per mile

* Hydrocarbon emissions from limited production 1975 model year passenger cars shall not exceed 1.5 grams per mile.

"Limited-production" vehicle means a new 1975 model-year motor vehicle having a manufacturer's gross vehicle weight rating of under 6,001 pounds that is manufactured or sold in this state in quantities of less than 210 units annually.

The test procedures for determining compliance with subdivisions (a) and (b) of these standards are set forth in "California Exhaust Emission Standards and Test Procedures for 1973 Through 1976 Model Gasoline-Powered Motor Vehicles Under 6,001 Pounds G.V.W.", adopted by the Air Resources Board September 15, 1971, amended December 18, 1972.

The test procedures for determining compliance with subdivisions (c) of these standards are set forth in "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light Duty Trucks" adopted by the Air Resources Board, ~~June 20, 1973, as amended March 13, August 8, and December 1, 1974,~~ February 19, 1975.

Subdivision (c) and this test procedure shall apply only to passenger cars or passenger car derivatives capable of seating 12 passengers or less.

1955.5 Exhaust Emission Standards and Test Procedures - 1975 and Subsequent Model-Year Light-Duty Trucks.

The exhaust emissions from new 1975 and subsequent model-year gasoline-powered light-duty trucks having an engine displacement of 50 cubic inches or greater, subject to registration and sold and registered in this state, shall not exceed:

(a) 1975: (1) Hydrocarbons - 2.0 grams per mile
(2) Carbon Monoxide - 20 grams per mile
(3) Oxides of Nitrogen (NO_2) - 2.0 grams per mile

(b) 1976 & 1977: (1) Hydrocarbons - 0.9 grams per mile
(2) Carbon Monoxide - 17 grams per mile
(3) Oxides of Nitrogen (NO_2) - 2.0 grams per mile

Standards shown in subdivision (a) above shall apply to "limited-production" light duty trucks. Definition of "limited-production" shall be the same as in Section 1955.

The test procedures for determining compliance with subdivisions (a) and (b) of these standards are set forth in "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light Duty Trucks" adopted by the Air Resources Board, ~~February 13, 1974, as amended March 13, August 8, and December 11, 1974.~~ February 19, 1975.

"Light-duty truck" means any motor vehicle, rated at 6,000 pounds gross vehicle weight or less, which is designed primarily for purposes of transportation of property or is a derivative of such a vehicle, or is available with special features enabling off-street or off-highway operation and use.

1956. Exhaust Emission Standards and Test Procedures -- 1973 and Subsequent Heavy-Duty Gasoline-Powered Vehicles.

Exhaust emissions from new 1973 and 1974 model-year gasoline-powered engines for use in heavy-duty motor vehicles (6,001 pounds and over, manufacturer's maximum gross vehicle weight) shall not exceed:

(a) (1) Hydrocarbons plus oxides of nitrogen (as NO_2) - 16 grams per brake horsepower hour
(2) Carbon monoxide - 40 grams per brake horsepower hour

The test procedures for determining compliance with these standards are set forth in "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.

In accordance with this section, as originally enacted, new 1973 model-year heavy-duty vehicles must contain 1973 model-year engines. In subsequent years, model-year engine controls, not model-year vehicle.

Exhaust emissions from new 1975 and 1976 model-year gasoline-powered engines for use in heavy-duty motor vehicles (over 6,000 pounds, manufacturer's maximum gross vehicle weight) shall not exceed:

(b) (1) Hydrocarbons plus oxides of nitrogen (as NO_2) - 10 grams per brake horsepower hour
(2) Carbon monoxide - 30 grams per brake horsepower hour

The test procedures for determining compliance with these standards are those set forth in "California Exhaust Emission Standards, Test and Approval Procedures for 1975 and Subsequent Model-Year Engines in Gasoline-Powered Motor Vehicles Over 6,000 Pounds Gross Vehicle Weight", dated December 19, 1973, amended June 12 and August 8, 1974.

Exhaust emissions from new 1977 and later model-year gasoline-powered engines for use in heavy duty motor vehicles (over 6,000 pounds, manufacturer's maximum gross vehicle weight) shall not exceed:

(c) (1) Hydrocarbons plus oxides of nitrogen (as NO_2) - 5 grams per brake horsepower hour
(2) Carbon monoxide - 25 grams per brake horsepower hour

The test procedures for determining compliance with these standards are those set forth in "California Exhaust Emission Standards, Test and Approval Procedures for 1975 and Subsequent Model-Year Engines in Gasoline-Powered Motor Vehicles Over 6,000 Pounds Gross Vehicle Weight", dated ~~December 19, 1973, amended June 12 and August 8, 1974.~~ February 19, 1975.

State of California

AIR RESOURCES BOARD

Resolution 75-2

February 19, 1975

WHEREAS, Section 39051 (c) of the Health and Safety Code gives the Air Resources Board authority to adopt regulations to implement, interpret, or make specific Section 39118 of the Health and Safety Code;

WHEREAS, Sections 27157 and 27157.5 of the Vehicle Code and Section 39118 of the Health and Safety Code require the Air Resources Board to set highway exhaust emission standards and mandatory exhaust emission inspection standards; 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, Part 1, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby amends Sections 2175 and 2176, and adopts Section 2175.5 of Subchapter 3, Chapter 3, Title 13 of the California Administrative Code to read as follows:

2175. Highway Exhaust Emissions--Light-Duty Vehicles. The State Air Resources Board finds the standards for exhaust emissions set forth below to be the maximum allowable emissions of pollutants from gasoline-powered light-duty vehicles (under 6,001 lbs. GVW) at California Highway Patrol road side inspection lanes. The inspection shall consist of emission measurements from a hot idling engine with the transmission set in neutral. No vehicle tested under the conditions above except those vehicles exempted by Executive Order in accordance with Section 2175.5 of this Subchapter shall exceed the standards specified in the following table:

Vehicle model-year	Number of cylinders	Hydrocarbons* ppm hexane by volume		Carbon Monoxide* percent by volume	
1955-1965	4 or less	1900		8.0	
~~&-Earlier~~	~~-6-&-8--~~				
	5 or more	1200		8.0	
1966-1967	4 or less	1900		8.0	
	6-&-8	AI**	Others***	AI**	Others***
	5 or more	400	500	5.5	7.0
1968-1970	4 or less	500	650	5.5	7.0
	5 or more	400	500	5.5	7.0
1971 &	4 or less	450	600	3.5	5.0
Later	6-&-8				
	5 or more	250	350	3.0	4.0

*As measured by a nondispersive infrared instrument.
**Air injection emission control system.
***~~Any-emission-control-system-other-than-air-injection~~
Others refers to vehicles not equipped with air injection systems.

2175.5. Exemption of Vehicles. In case of conflict with manufacturer's specifications, the Executive Officer may, by Executive Order, exempt certain vehicles or classes of vehicles from a standard set forth in Section 2175 above or set separate appropriate standards. A list of such vehicle(s) or class(es) of vehicles shall be distributed to the California Highway Patrol and the Bureau of Automotive Repair.

2176. **Mandatory Inspection Exhaust Emissions--Light-Duty Vehicles.** The State Air Resources Board finds the standards for exhaust emissions of hydrocarbons and carbon monoxide set forth below to be the maximum allowable emissions from gasoline-powered light-duty vehicles (under 6,001 lbs. GVW) subject to inspection pursuant to Chapter 20.4 (commencing with Section 9889.50) of Division 3 of the Business and Professions Code.

The inspection shall consist of emission measurements of vehicles made on a dynamometer with the engine at normal operating temperature and under the following driving modes and conditions:

Idle Mode - Transmission shall be in neutral

Driving Conditions for Low Cruise and High Cruise Modes are set forth in the following table:

Vehicle Curb Weight plus 300 lbs.	Driving Cycle (Speed-Load Combination)	
	Low Cruise	High Cruise
3,801 lb. & up	32-35 mph @ 10-12 hp	48-50 mph @ 27-30 hp
2,801-3,800 lb.	29-32 mph @ 8-10 hp	44-46 mph @ 21-24 hp
2,000-2,800 lb.	22-25 mph @ 4-6 hp	36-38 mph @ 13-15 hp

When the vehicles are inspected by this procedure the concentrations of exhaust hydrocarbon and carbon monoxide emissions sampled during each of the above three test modes shall not exceed the levels given in the following table. The oxides of nitrogen emission values listed are intended as a screening test. Vehicles equipped with oxides of nitrogen control devices that exceed the listed oxides of nitrogen values should be further inspected to determine if the oxides of nitrogen emission control device(s) are operating satisfactorily.

Vehicle Model Year	No. of Cylinders	Idle				Low Cruise			High Cruise	
		HC (ppm)		CO (%)		HC (ppm)	CO (%)	NOx ppm	HC (ppm)	CO (%)
1955-1965 & earlier	4 or less	1900		8.0		1200	7.0	2500	1200	6.5
	6-&-8 5 or more	1200		8.0		1000	6.0	2500	1000	5.5
1966-1967	4 or less	1900		8.0		1200	7.0	2500	1200	6.5
		AI	Others	AI	Others					
	6-&-8 5 or more	400	500	5.5	7.0	500	4.5	2500	500	4.0
1968-1970	4 or less	500	650	5.5	7.0	600	5.0	2500	600	4.5
	6-&-8 5 or more	400	500	5.5	7.0	500	4.5	2500	500	4.0
1971 and later	4 or less	450	600	3.5	5.0	500	4.0	2500	500	3.5
	6-&-8 5 or more	250	350	3.0	4.0	400	3.0	2500	400	2.5

In the above Table, HC refers to parts per million by volume of hydrocarbons measured as hexane with a nondispersive infrared instrument; CO refers to percent by volume of carbon monoxide; NOx refers to parts per million by volume of oxides of nitrogen; AI designates air injection emission control system. "Others" refers to ~~any emission control system other than~~ vehicles not equipped with air injection systems.

Authority to exempt certain vehicles from the standards of this section is vested with the Department of Consumer Affairs by Section 9889.51(a)(2) of the Business and Professions Code.

AND BE IT FURTHER RESOLVED, that the Board recommend to the Department of Consumer Affairs that the same vehicles be exempted from the idle mandatory inspection standards as are exempted for the highway inspection program.

State of California

AIR RESOURCES BOARD

Resolution 75-4

March 18, 1975

WHEREAS, Revision 4 to The State of California Implementation Plan for Achieving and Maintaining the National Ambient Air Quality Standards requires that all air pollution control districts in the South Coast Air Basin adopt rules that control emissions from petroleum distribution and marketing operations;

WHEREAS, Sections 39274 and 39276 of the California Health and Safety Code empower the Air Resources Board to revise, where necessary, coordinated basinwide air pollution control plans prepared pursuant to the provisions of Section 39273 of the California Health and Safety Code;

WHEREAS, pursuant to Sections 39274 and 39276 of the California Health and Safety Code the Air Resources Board has requested the South Coast Air Basin Coordinating Council to revise its Coordinated Basinwide Air Pollution Control Plan (basin plan) to include the requirement that air pollution control districts within the air basin adopt rules which would provide for control of vapor emissions from gasoline distribution and marketing operations;

WHEREAS, the South Coast Air Basin's basin plan does not include rules for the control of vapor emissions from gasoline distribution and marketing operations in accordance with the Board's requirements; and

WHEREAS, the Air Resources Board has held a public hearing, after 30 days notice in conformance with the provisions of Section 39054 of the California Health and Safety Code, concerning the revision of the South Coast Air Basin's basin plan to include requirements for the control of vapor emissions from gasoline distribution and marketing operations;

NOW, THEREFORE BE IT RESOLVED, that the Air Resources Board hereby adopts the Air Resources Board's revision, dated March 18, 1975 to the South Coast Air Basin Coordinated Basinwide Air Pollution Control Plan.

State of California

AIR RESOURCES BOARD

Resolution 75-4A

April 17, 1975

WHEREAS, Revision 4 to The State of California Implementation Plan for Achieving and Maintaining the National Ambient Air Quality Standards requires that all air pollution control districts in the South Coast Air Basin adopt rules that control emissions from petroleum distribution and marketing operations;

WHEREAS, Sections 39274 and 39276 of the California Health and Safety Code empower the Air Resources Board to revise, where necessary, coordinated basinwide air pollution control plans prepared pursuant to the provisions of Section 39273 of the California Health and Safety Code;

WHEREAS, pursuant to Sections 39274 and 39276 of the California Health and Safety Code the Air Resources Board has requested the South Coast Air Basin Coordinating Council to revise its Coordinated Basinwide Air Pollution Control Plan (basin plan) to include the requirement that air pollution control districts within the air basin adopt rules which would provide for control of vapor emissions from gasoline distribution and marketing operations;

WHEREAS, the South Coast Air Basin's basin plan does not include rules for the control of vapor emissions from gasoline distribution and marketing operations in accordance with the Board's requirements; and

WHEREAS, the Air Resources Board has held a public hearing, after 30 days notice in conformance with the provisions of Section 39054 of the California Health and Safety Code, concerning the revision of the South Coast Air Basin's basin plan to include requirements for the control of vapor emissions from gasoline distribution and marketing operations;

NOW, THEREFORE BE IT RESOLVED, that the Air Resources Board hereby adopts the Air Resources Board's revision, dated March 18, 1975, as amended April 17, 1975, to the South Coast Air Basin Coordinated Basinwide Air Pollution Control Plan.

State of California

AIR RESOURCES BOARD

Resolution 75-5

March 18, 1975

WHEREAS, Revision 3 to The State of California Implementation Plan for Achieving and Maintaining the National Ambient Air Quality Standards requires that two air pollution control districts in the Sacramento Valley Air Basin adopt rules that control emissions from petroleum distribution and marketing operations;

WHEREAS, Sections 39274 and 39276 of the California Health and Safety Code empower the Air Resources Board to revise, where necessary, coordinated basinwide air pollution control plans prepared pursuant to the provisions of Section 39273 of the California Health and Safety Code;

WHEREAS, pursuant to Sections 39274 and 39276 of the California Health and Safety Code the Air Resources Board has requested the Sacramento Valley Air Basin Coordinating Council to revise its Coordinated Basinwide Air Pollution Control Plan (basin plan) to include the requirement that air pollution control districts within the air basin adopt rules which would provide for control of vapor emissions from gasoline distribution and marketing operations;

WHEREAS, the Sacramento Valley Air Basin's basin plan does not include rules for the control of vapor emissions from gasoline distribution and marketing operations in accordance with the Board's requirements'; and

WHEREAS, the Air Resources Board has held a public hearing, after 30 days' notice in conformance with the provisions of Section 39054 of the California Health and Safety Code, concerning the revision of the Sacramento Valley Air Basin basin plan to include requirements for the control of vapor emissions from gasoline distribution and marketing operations;

NOW, THEREFORE BE IT RESOLVED, that the Air Resources Board hereby adopts the Air Resources Board's revision, dated March 18, 1975, to the Sacramento Valley Air Basin Coordinated Basinwide Air Pollution Control Plan.

State of California

AIR RESOURCES BOARD

Resolution 75-5A

April 17, 1975

WHEREAS, Revision 3 to The State of California Implementation Plan for Achieving and Maintaining the National Ambient Air Quality Standards requires that two air pollution control districts in the Sacramento Valley Air Basin adopt rules that control emissions from petroleum distribution and marketing operations;

WHEREAS, Sections 39274 and 39276 of the California Health and Safety Code empower the Air Resources Board to revise, where necessary, coordinated basinwide air pollution control plans prepared pursuant to the provisions of Section 39273 of the California Health and Safety Code;

WHEREAS, pursuant to Sections 39274 and 39276 of the California Health and Safety Code the Air Resources Board has requested the Sacramento Valley Air Basin Coordinating Council to revise its Coordinated Basinwide Air Pollution Control Plan (basin plan) to include the requirement that air pollution control districts within the air basin adopt rules which would provide for control of vapor emissions from gasoline distribution and marketing operations;

WHEREAS, the Sacramento Valley Air Basin's basin plan does not include rules for the control of vapor emissions from gasoline distribution and marketing operations in accordance with the Board's requirements'; and

WHEREAS, the Air Resources Board has held a public hearing, after 30 days' notice in conformance with the provisions of Section 39054 of the California Health and Safety Code, concerning the revision of the Sacramento Valley Air Basin basin plan to include requirements for the control of vapor emissions from gasoline distribution and marketing operations;

NOW, THEREFORE BE IT RESOLVED, that the Air Resources Board hereby adopts the Air Resources Board's revision, dated March 18, 1975, as amended April 17, 1975, to the Sacramento Valley Air Basin Coordinated Basinwide Air Pollution Control Plan.

State of California

AIR RESOURCES BOARD

Resolution 75-6

March 18, 1975

WHEREAS, Revision 3 to The State of California Implementation Plan for Achieving and Maintaining the National Ambient Air Quality Standards requires that three air pollution control districts in the San Joaquin Valley Air Basin adopt rules that control emissions from petroleum distribution and marketing operations;

WHEREAS, Sections 39274 and 39276 of the California Health and Safety Code empower the Air Resources Board to revise, where necessary, coordinated basinwide air pollution control plans prepared pursuant to the provisions of Section 39273 of the California Health and Safety Code;

WHEREAS, pursuant to Sections 39274 and 39276 of the California Health and Safety Code the Air Resources Board has requested the San Joaquin Valley Air Basin Coordinating Council to revise its Coordinated Basinwide Air Pollution Control Plan (basin plan) to include the requirement that air pollution control districts within the air basin adopt rules which would provide for control of vapor emissions from gasoline distribution and marketing operations;

WHEREAS, the San Joaquin Valley Air Basin's basin plan does not include rules for the control of vapor emissions from gasoline distribution and marketing operations in accordance with the Board's requirements; and

WHEREAS, the Air Resources Board has held a public hearing, after 30 days' notice in conformance with the provisions of Section 39054 of the California Health and Safety Code, concerning the revision of the San Joaquin Valley Air Basin basin plan to include requirements for the control of vapor emissions from gasoline distribution and marketing operations;

NOW, THEREFORE BE IT RESOLVED, that the Air Resources Board hereby adopts the Air Resources Board's revision, dated March 18, 1975, to the San Joaquin Valley Air Basin Coordinated Basinwide Air Pollution Control Plan.

State of California

AIR RESOURCES BOARD

Resolution 75-6A

April 17, 1975

WHEREAS, Revision 3 to The State of California Implementation Plan for Achieving and Maintaining the National Ambient Air Quality Standards requires that three air pollution control districts in the San Joaquin Valley Air Basin adopt rules that control emissions from petroleum distribution and marketing operations;

WHEREAS, Sections 39274 and 39276 of the California Health and Safety Code empower the Air Resources Board to revise, where necessary, coordinated basinwide air pollution control plans prepared pursuant to the provisions of Section 39273 of the California Health and Safety Code;

WHEREAS, pursuant to Sections 39274 and 39276 of the California Health and Safety Code the Air Resources Board has requested the San Joaquin Valley Air Basin Coordinating Council to revise its Coordinated Basinwide Air Pollution Control Plan (basin plan) to include the requirement that air pollution control districts within the air basin adopt rules which would provide for control of vapor emissions from gasoline distribution and marketing operations;

WHEREAS, the San Joaquin Valley Air Basin's basin plan does not include rules for the control of vapor emissions from gasoline distribution and marketing operations in accordance with the Board's requirements; and

WHEREAS, the Air Resources Board has held a public hearing, after 30 days' notice in conformance with the provisions of Section 39054 of the California Health and Safety Code, concerning the revision of the San Joaquin Valley Air Basin basin plan to include requirements for the control of vapor emissions from gasoline distribution and marketing operations;

NOW, THEREFORE BE IT RESOLVED, that the Air Resources Board hereby adopts the Air Resources Board's revision, dated March 18, 1975, as amended April 17, 1975, to the San Joaquin Valley Air Basin Coordinated Basinwide Air Pollution Control Plan.

State of California
AIR RESOURCES BOARD

Resolution 75-7

February 19, 1975

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 of the Governmend Code;

WHEREAS, Section 39154 of the Health and Safety Code now prohibits the sale and registration of new motor vehicles failing to comply with the rules and regulations established by the Board pursuant to Section 39051(c); and

WHEREAS, the Board finds it necessary to amend its enforcement regulations to conform to the provisions of Section 39154 as amended;

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby amends Sections 2100, 2108 and 2109 of Article 2 of Subchapter 2 of Chapter 3 of Title 13 of the California Administrative Code to read as set forth below;

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to file said amendments with the Secretary of State as an emergency to be effective immediately upon their filing and that the facts constituting the necessity therefore are as follows:

> The Board's administrative enforcement procedures need immediate clarification and reorganization to remove problems which have recently come to the Board's attention so that it can take immediate and effective action against violations of its standards and test procedures.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to schedule a timely hearing for confirmation of these amendments as permanent regulations of the Board.

Add a new subsection (l) to Section 2100, to read:

(l) "Recall" means:

(1) The issuing of notices directly to consumers that vehicles in their possession or control should be corrected, and/or

(2) Efforts actively to locate and correct vehicles in the possession or control of consumers.

Amend Section 2108 to read:

2108. Order of Executive Officer. Failure to comply with any order of the Executive Officer issued pursuant to this article may result in the revocation or conditioning of approval in the manner specified in Section 2109.

Amend Section 2109 to read:

2109. Enforcement Action. (a) When this section is invoked pursuant to other sections of this article, the Executive Officer shall require the manufacturer forthwith to submit a plan to bring all vehicles into compliance. The Executive Officer shall order execution of the plan with such changes and additions as he determines to be necessary. The plan may include correction of vehicles under manufacture, correction of vehicles in the possession or control of the manufacturer and dealers, and correction of vehicles in the possession or control of consumers (by correction upon service whether or not by warranty, by correction following notification of recall by mail, or by correction following efforts actively to locate and correct all such vehicles). The plan may include the temporary cessation of sales by the manufacturer and an effort to do everything within its power to prevent the sale of vehicles in the possession or control of dealers, until the vehicles are corrected. The Executive Officer may order any one or more of the foregoing actions, or any other action reasonably necessary to bring all vehicles into compliance. If a vehicle is recalled pursuant to this section, the manufacturer shall make all necessary corrections specified by the Board without charge to the registered owner of the vehicle or, at the manufacturer's election, reimburse the registered owner for the cost of making such necessary corrections.

If the corrective action ordered pursuant to this subsection includes a recall, the manufacturer may, within 5 calendar days of its receipt of the recall, notify the Executive Officer of its desire to contest the necessity or scope of the recall. Any such notification shall specify the basis of the manufacturer's objection. Upon receipt of such notification, the Executive Officer shall stay the recall until the Board affords the manufacturer the opportunity, at a public hearing, to present evidence in support of its objections. A stay of a recall shall not, unless otherwise ordered, stay any other portion of a plan required herein or any other order issued pursuant to this article.

(b) If the Executive Officer finds that any corrective action ordered pursuant to subsection (a) has not been taken or taken promptly, sale and registration of all new motor vehicles with engines from engine families which are found under other sections of this article not to comply with an applicable law, emission standard or test procedure and for which such corrective action has been ordered, shall be prohibited pending a hearing by the Board to consider whether approval of such vehicles shall be revoked or conditioned. The Board shall schedule such a hearing promptly. The Board may revoke or condition approval if it finds that the corrective action ordered by the Executive Officer was reasonable and that the manufacturer failed to comply or to comply promptly.

State of California

AIR RESOURCES BOARD

Resolution 75-8

February 20, 1975

WHEREAS, on March 17, 1971 and on June 21, 1972 the Board adopted, pursuant to Section 39298.2 of the Health and Safety Code, Agricultural Burning Guidelines for the regulation and control of agricultural burning in Subchapter 2, Chapter 1, Part 3, Title 17, California Administrative Code;

WHEREAS, on March 17, 1971 and on June 21, 1972 the Board adopted, pursuant to Health and Safety Code Section 39298.3 Meteorological Criteria for Regulating Agricultural Burning to implement the aforesaid guidelines;

WHEREAS, Subsection (a) of Section 80110 of the Guidelines allows the meteorological criteria to be amended after public hearing and 30 days advance notice to interested persons;

WHEREAS, the staff has developed proposed meteorological criteria for the recently formed Mountain Counties and Lake County Air Basins and modified the existing criteria for the Sacramento Valley and San Joaquin Valley Air Basins;

WHEREAS, interested persons were notified 30 days ago that certain changes in the meteorological criteria would be considered at this time;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board adopts the "Meteorological Criteria for Regulating Agricultural Burning" revised February 20, 1975, and attached hereto.

State of California

AIR RESOURCES BOARD

Resolution 75-9

March 17, 1975

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 "Mobile Source Emission Inventory" issued in September 1974;

WHEREAS, the Research Screening Committee has evaluated these proposals by the guidelines issued with the Request for Proposals; and

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

> ARB Proposal Number 1-447-29a entitled "Mobile Source Emission Inventory" submitted by Olson Laboratories, Inc. for an amount not to exceed $144,209; and

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby accepts the recommendations of the Research Screening Committee and approves the proposal:

> ARB Proposal Number 1-447-29a entitled "Mobile Source Emission Inventory" submitted by Olson Laboratories, Inc. for an amount not to exceed $144,209.

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 $144,209.

State of California

AIR RESOURCES BOARD

Resolution 75-10

March 17, 1975

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 "Mobile Source Emission Inventory" issued in September 1974;

WHEREAS, the Research Screening Committee has evaluated these proposals by the guidelines issued with the Request for Proposals; and

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

> ARB Proposal Number 449-29a entitled "Mobile Source Emission Inventory" submitted by TRW, Inc. for an amount not to exceed $138,691; and

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby accepts the recommendations of the Research Screening Committee and approves the proposal:

> ARB Proposal Number 449-29a entitled "Mobile Source Emission Inventory" submitted by TRW, Inc. for an amount not to exceed $138,691,

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 $138,691.

State of California

AIR RESOURCES BOARD

Resolution 75-10b

June 12, 1975

WHEREAS, research proposals have been submitted to the Air Resources Board under the provisions of SB 848 (1970 Stat. Ch. 1599) in response to the Board's request for proposals entitled "Mobile Source Emission Inventory," issued in September 1974; and

WHEREAS, the Research Screening Committee has evaluated these proposals by the guidelines issued with the Request for Proposals; and

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

> ARB Proposal Number 1-449-29a entitled "Mobile Source Emission Inventory" submitted by TRW, Inc. for an amount not to exceed $143,691; and

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby accepts the recommendations of the Research Screening Committee and approves the proposal:

> ARB Proposal Number 1-449-29a entitled "Mobile Source Emission Inventory" submitted by TRW, Inc. for an amount not to exceed $143,691,

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 $143,691, and rescinds resolution No. 75-10a.

State of California

AIR RESOURCES BOARD

Resolution 75-11

March 17, 1975

WHEREAS, STP Corporation has applied for accreditation of the exhaust emission control system described in the staff report dated February 19, 1975 for 1955 through 1965 model-year light-duty used vehicles of engine size classifications b, c, d, e, and f;

WHEREAS, the Board has amended its regulations on March 13, 1974 to allow similarity between a proposed device and a previously accredited device to become a part of its consideration of an application for accreditation of a used motor vehicle exhaust emission control device;

WHEREAS, STP Corporation, has demonstrated to the satisfaction of the Executive Officer the similarity between the proposed 1955-65 Air Computer device and the previously accredited 1955-1965 Air Quality Products, Inc., Kar Kit device; and

WHEREAS, STP Corporation, has presented information in its application which demonstrates that the proposed device meets all other legislative and regulatory requirements contained in the Health and Safety Code and in Title 13 of the California Administrative Code;

NOW, THEREFORE, BE IT RESOLVED, that the 1955-65 model-year Air Computer exhaust emission control system 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 1955 through 1965 model-year light-duty vehicles of engine size classifications b, c, d, e, and f.

State of California

AIR RESOURCES BOARD

Resolution 75-12

March 17, 1975

WHEREAS, Subsection 4000.1(a) of the Vehicle Code requires certificates of compliance upon initial registration and upon transfer of ownership for all vehicles subject to Air Resources Board emission control regulations;

WHEREAS, Subsection 4000.1(b) of the Vehicle Code authorizes the Air Resources Board to exempt designated classes of motor vehicles from the provisions of Subsection 4000.1(a) of the Vehicle Code;

WHEREAS, the Air Resources Board requires exhaust emission controls on heavy-duty (6001 pounds and over gross vehicle weight rating) diesel-powered vehicles manufactured after January 1, 1973;

WHEREAS, administrative and technical problems prevent the establishment of a certificate of compliance program for diesel-powered vehicles until January 1976;

WHEREAS, the Air Resources Board amended and filed as an emergency regulation on January 10, 1975, Section 2160 in Title 13 of the California Administrative Code to extend the exemption from the certificate of compliance requirement for heavy-duty diesel vehicles through 1975; 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, Part 1, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that Section 2160 is amended to read:

2160. Certificates of Compliance, Heavy-Duty Diesel Vehicles.

Pursuant to the authority vested in the State Air Resources Board by Subdivision ~~(e)~~ (b) of Section 4000.1 of the Vehicle Code, Certificates of Compliance are not required upon initial registration ~~and~~ or upon transfer of ownership and registration of diesel-powered vehicles 6,001 pounds manufacturer's maximum gross vehicle weight rating and over. This section is effective for the calendar years 1973, ~~and~~ 1974 and 1975 only.

State of California

AIR RESOURCES BOARD

Resolution 75-13

May 14, 1975

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

WHEREAS, Section 39097 of the Health and Safety Code authorizes the Air Resources Board to conduct emission control system surveillance at new or used motor vehicle dealerships;

WHEREAS, Section 39052(m) of the Health and Safety Code authorizes the Air Resources Board to adopt standards and requirements for such a surveillance program; 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, Part 1, Chapter 4.5);

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

1. Delete Section 2150(c).

2. Add Section 2151 to read:

2151. New Motor Vehicle Dealer Surveillance. (a) No dealer shall sell a new passenger car or light-duty truck which is required to meet emission standards adopted pursuant to Chapter 4 (commencing with Section 39080) of Part 1 of Division 26 of the Health and Safety Code, unless such vehicle conforms to the following standards and requirements:

(1) ignition timing set to manufacturer's specification with an allowable tolerance of $\pm 3°$;
(2) idle speed set to manufacturer's specification with an allowable tolerance of $\pm$ 100 rpm;
(3) required exhaust and evaporative emission controls, such as EGR valves, are operating properly;
(4) vacuum hoses and electrical wiring for emission controls are correctly routed; and
(5) idle mixture set to manufacturer's specification.
    (i) If an idle CO value is specified by the manufacturer, then that value shall be used.

(ii) If no idle CO value is specified by the manufacturer and if the measured idle CO exceeds the appropriate value in the table below, the idle mixture shall be adjusted according to the manufacturer's procedure to a value not to exceed the appropriate value specified in the table below, provided, however, if the Executive Officer establishes a value pursuant to subparagraph (iii) then such value shall be used in lieu of the value specified in the table below.

	No. of Cylinders	Measured Idle CO*
Domestic	4 or less	2.0%
	5 or more	1.5%
Imports	4 or less	4.0%
	5 or more	3.0%

*Refers to volume % of CO measured by a non-dispersive infrared analyzer with the vehicle's air injection system (if any) disconnected.

(iii) The Executive Officer may specify maximum idle CO limits for any new motor vehicle approved for sale in California which, when adjusted according to manufacturer's procedure, has emissions in excess of those specified in subparagraph (ii) hereof.

(b) The Executive Officer or his authorized representative shall, pursuant to Health and Safety Code Section 39097, conduct inspection and surveillance of new motor vehicles at dealerships to verify conformity with the standards and requirements set forth in paragraph (a). Functional tests, steady-state inspection tests, and other tests as reasonably necessary shall be performed. Costs such as those enumerated in Section 2153 shall be borne by the manufacturers.

(c) Violation of the standards and requirements set forth in paragraph (a) may result in one or more of the following sanctions:

(1) Dealer liability for a civil penalty pursuant to Health and Safety Code Section 39052(m); for the purpose of this section, the word "distributor" in Section 39052(m) includes dealers;

(2) Dealer infraction liability for violation of Vehicle Code Sections 24007(b) or 27156; or

(3) Any other remedy against a manufacturer or dealer provided for by law.

State of California

AIR RESOURCES BOARD

March 18, 1975

Resolution 75-14A

WHEREAS, the Air Resources Board, by direction of the Governor in Executive Order No. R-35-71, issued October 7, 1971, and in Administrative Order No. 72-3, dated January 31, 1972, in conjunction with the Office of Emergency Services, on November 13, 1973 adopted the California Air Pollution Emergency Plan;

WHEREAS, the Air Resources Board is the state agency charged with the responsibility to prepare, direct and execute the Air Pollution Emergency Plan;

WHEREAS, certain changes to the Air Pollution Emergency Plan are necessary to clarify the basis for episode declaration and to clarify other wording; and

WHEREAS, the Air Resources Board has held a public hearing after 30 days notice concerning said Air Pollution Emergency Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board does hereby certify, confirm and adopt the Air Pollution Emergency Plan, as revised March 18, 1975.

State of California

AIR RESOURCES BOARD

Resolution 75-15

March 17, 1975

WHEREAS, Section 39106.5 and Section 39175 of the Health and Safety Code authorize the State Air Resources Board to establish standards, or criteria and test procedures for accrediting auxiliary gasoline fuel tanks;

WHEREAS, the Air Resources Board finds it necessary to revise the "California Criteria and Test Procedures for Accrediting Auxiliary Gasoline Fuel Tanks"; and

WHEREAS, a public hearing and other administrative proceedings have been held in accordance with the provisions of the Administrative Procedure Act (Government Code, Title 2, Division 3, Part 1, Chapter 4.5);

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

Amend the last paragraph in Section 2009 (Auxiliary Gasoline Fuel Tank Criteria and Test Procedures) to read:

> The test procedures for determining compliance with this standard are set forth in "California Criteria and Test Procedures for Accrediting Auxiliary Gasoline Fuel Tanks", ~~dated~~ adopted December 19, 1973, as amended March 17, 1975.

BE IT FURTHER RESOLVED, That the "California Criteria and Test Procedures for Accrediting Auxiliary Gasoline Fuel Tanks", dated December 19, 1973 as amended March 17, 1975 is hereby adopted.

State of California
AIR RESOURCES BOARD

Resolution 75-16

March ~~17~~ 18, 1975

WHEREAS, Sections 39051(c) and 39150(a) of the Health and Safety Code authorize the Air Resources Board to adopt rules and regulations in accordance with the provisions of the Administrative Procedure Act of the Government Code;

WHEREAS, Sections 39052 and 39052.5 of the Health and Safety Code authorize the Air Resources Board to adopt and implement test procedures and vehicle emission standards which the Board has found to be necessary and technologically feasible;

WHEREAS, the Air Resources Board has proposed to adopt emission standards for 1977 model-year passenger cars and light-duty trucks; 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, Part I, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby amends its regulations in Chapter 3, Subchapter 1, Article 2, of Title 13, California Administrative Code to read as follows:

1955.1 Exhaust Emission Standards and Test Procedures - 1975 and Subsequent Model-Year Passenger Cars.

The exhaust emissions from new 1975 and subsequent model-year passenger cars having an engine displacement of 50 cubic inches or greater, subject to registration and sold and registered in this state, shall not exceed:

	Exhaust Emission Standards (grams per mile)		
Model-Year	Hydrocarbons	Carbon Monoxide	Oxides of Nitrogen (NO_2)
(a) 1975	0.9*	9.0	2.0
(b) 1976	0.9	9.0	2.0
(c) 1977	0.41	9.0	1.5

*Hydrocarbon emissions from limited-production passenger cars shall not exceed 1.5 grams per mile.

"Limited-production" vehicle means a new 1975 model-year motor vehicle having a manufacturer's gross vehicle weight rating of under 6,001 pounds that is manufactured or sold in this state in quantities of less than 210 units annually.

The test procedures for determining compliance with these standards are set forth in "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks", adopted by the Air Resources Board February 19, 1975, as amended March 17, 1975.

These standards and test procedures shall apply only to passenger cars or passenger car derviatives capable of seating twelve passengers or less.

1955.5 Exhaust Emission Standards and Test Procedures - 1975 and Subsequent Model-Year Light-Duty Trucks.

[No change proposed in this section]

The exhaust emissions from new 1975 and subsequent model-year gasoline-powered light-duty trucks having an engine displacement of 50 cubic inches or greater, subject to registration and sold and registered in this state, shall not exceed:

	Exhaust Emission Standards (grams per mile)		
Model-Year	Hydrocarbons	Carbon Monoxide	Oxides of Nitrogen (NO_2)
(a) 1975	2.0	20	2.0
(b) 1976	0.9	17	2.0
(c) 1977	0.9	17	2.0

Standards shown in subdivision (a) above shall apply to "limited-production" light-duty trucks. Definition of "limited-production" shall be the same as in Section 1955.1

The test procedures for determining compliance with these standards are set forth in "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks", adopted by the Air Resources Board February 19, 1975, as amended March 17, 1975.

"Light-duty truck" means any motor vehicle, rated at 6,000 pounds gross vehicle weight or less, which is designed primarily for purposes of transportation of property or is a derivative of such a vehicle, or is available with special features enabling off-street or off-highway operation and use.

BE IT FURTHER RESOLVED, that the following conforming amendments to the Board's test procedures be made:

Amend paragraph 10 of the "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks" to read:

10. The following standards represent the maximum projected exhaust emissions for the useful life of the vehicle:

State of California

AIR RESOURCES BOARD

Resolution 75-18

April 16, 1975

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 of the Government Code;

WHEREAS, Sections 39052, 39052.5 and 39113 of the Health and Safety Code authorize the Air Resources Board to adopt standards and test procedures for vehicles modified or altered to use a gaseous fuel;

WHEREAS, the Board has adopted emission standards for 1975 motor vehicles which are based on a new CVS-1975 test procedure,

WHEREAS, the Board's current standards and test procedures for gaseous fuel conversion must be revised to be equivalent with said CVS-1975 test procedures; 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, Part 1, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the "California Exhaust Emission Standards and Test Procedures for Systems Designed to Convert Motor Vehicles to Use Liquefied Petroleum Gas or Natural Gas Fuels" dated April 16, 1975, be adopted; and

BE IT FURTHER RESOLVED, that the Board hereby amends its regulations in Chapter 3, Subchapter 1, Article 5, of Title 13, California Administrative Code to read as follows:

2030: Standards and Test Procedures. The standards and test procedures for the approval of systems designed to convert motor vehicles to use liquefied petroleum gas or natural gas fuels are contained in "California Exhaust Emission Standards and Test Procedures for Systems Designed to Convert Motor Vehicles to Use Liquefied Petroleum Gas or Natural Gas Fuels" adopted by the Air Resources Board April 16, 1975.

"Approval" and "accreditation" as defined in Subdivisions (d) and (e) of Section 1900 do not apply to this article.

State of California
AIR RESOURCES BOARD

Resolution 75-21

May 14, 1975

WHEREAS, Section 39154 of the Health and Safety Code now requires the Board to adopt procedures for effecting vehicle recall where violations of its test procedures and standards have occurred;

WHEREAS, Section 39155 of the Health and Safety Code requires vehicles and engines to conform in all material respects to the vehicles and engines originally approved for sale in this state by the Air Resources Board;

WHEREAS, Sections 39051(c) and 39150(a) of the Health and Safety Code authorize the Air Resources Board to adopt rules and regulations to implement the above-described powers and duties in accordance with the provisions of the Administrative Procedure Act of the Government Code;

WHEREAS, the Board has held a public hearing in compliance with the Administrative Procedure Act;

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby amends its regulations in Article 2, Subchapter 2, Chapter 3 of Title 13, California Administrative Code, as follows:

Add a new subsection (l) to Section 2100, to read:

(l) "Recall" means:

(1) The issuing of notices directly to consumers that vehicles in their possession or control should be corrected, and/or

(2) Efforts actively to locate and correct vehicles in the possession or control of consumers.

Amend Section 2106, to read:

2106. Assembly-Line Inspection Testing. If reports required by an assembly-line test procedure under Article 1 of Subchapter 2 are not in accordance with reporting requirements or if surveillance under Article 2 or Article 3 of Subchapter 2 indicates that assembly-line inspection testing is being improperly performed, or that vehicles are being manufactured which do not comply with the assembly-line emission standards or functional test requirements, the Executive Officer may order corrections of reporting or test procedures, and may, in accordance with Section 2109, order correction of vehicles not in compliance with applicable laws, emission standards, or test procedures.

Amend Section 2108, to read:

2108. Order of Executive Officer. Failure to comply with any order of the Executive Officer issued pursuant to this article may result in the revocation or conditioning of approval in the manner specified in Section 2109.

Amend Section 2109, to read:

2109. Enforcement Action. (a) When this section is invoked pursuant to other sections of this article, the Executive Officer shall require the manufacturer forthwith to submit a plan to bring all vehicles into compliance. The Executive Officer shall order execution of the plan with such changes and additions as he determines to be necessary. The plan may include correction of vehicles under manufacture, correction of vehicles in the possession or control of the manufacturer and dealers, and correction of vehicles in the possession or control of consumers (by correction upon service whether or not by warranty, by correction following notification of recall by mail, or by correction following efforts actively to locate and correct all such vehicles). The plan may include the temporary cessation of sales to dealers by the manufacturer and efforts by the manufacturer to prevent the sale of vehicles in the possession or control of dealers, until the vehicles are corrected. The Executive Officer may order any one or more of the foregoing actions, or any other action reasonably necessary to bring all vehicles into compliance.

If a vehicle is recalled pursuant to this section, the manufacturer shall make all necessary corrections specified by the Board without charge to the registered owner of the vehicle or, at the manufacturer's election, reimburse the registered owner for the cost of making such necessary corrections.

If the corrective action ordered pursuant to this subsection includes a recall, the manufacturer may, within 10 calendar days of its receipt of the recall, notify the Executive Officer of its desire to contest the necessity or scope of the recall. Any such notification shall specify the basis of the manufacturer's objections. Upon receipt of such notification, the Executive Officer shall stay the recall until the Board affords the manufacturer the opportunity, at a public hearing, to present evidence in support of its objections. A stay of a recall shall not, unless otherwise ordered, stay any other portion of a plan required herein or any other order issued pursuant to this article.

The manufacturer may request a public hearing on the necessity for or scope of any other corrective action ordered by the Executive Officer. Such a hearing shall be held within 10 calendar days of receipt of the manufacturer's request for such a hearing. The plan ordered by the Executive Officer shall remain in effect pending such hearing, unless otherwise ordered by the Executive Officer.

(b) If the Executive Officer finds that any corrective action ordered pursuant to Section 2106 or to subsection (a) of this section has not been taken promptly, the Board shall hold a public hearing to consider whether approval of such vehicles shall be revoked or conditioned. The Board may revoke or condition approval if it finds that the corrective action ordered by the Executive Officer was reasonable and that the manufacturer failed to comply or to comply promptly.

State of California

AIR RESOURCES BOARD

Resolution 75-22

May 14, 1975

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

WHEREAS, Section 39097 of the Health and Safety Code authorizes the Air Resources Board to conduct emission control system surveillance at new or used motor vehicle dealerships;

WHEREAS, Section 39052.2 of the Health and Safety Code authorizes the Air Resources Board to adopt standards and requirements for such a surveillance program; 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, Part 1, Chapter 4.5);

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

1. Delete "New" from the Subchapter 2 title to read:
   Enforcement of Vehicle Emission Standards and Surveillance Testing

2. Add Section 2152 to read:

   2152. Surveillance of Used Cars at Dealerships. (a) No dealer shall sell a used passenger car or light-duty truck which is required to meet emission standards adopted pursuant to Chapter 4 (commencing with Section 39080) of Part 1 of Division 26 of the Health and Safety Code, unless such vehicle conforms to the following standards and requirements:

   (1) ignition timing set to retrofit device or vehicle manufacturer's specification with an allowable tolerance of $\pm 3°$;
   (2) idle speed set to retrofit device or vehicle manufacturer's specification with an allowable tolerance of ± 100 rpm;
   (3) required exhaust and evaporative emission controls, such as EGR valves, are operating properly;
   (4) vacuum hoses and electrical wiring for emission controls are correctly routed; and
   (5) idle mixture set to retrofit device or vehicle manufacturer's specification;
      (i) If an idle CO value is specified by the manufacturer, then that value shall be used.

(ii) If no idle CO value is specified by the manufacturer and if the measured idle CO exceeds the appropriate value in the table below, the idle mixture shall be adjusted. The manufacturers adjustment procedures should be followed. The final adjusted CO value shall be no higher than the appropriate value specified in the table below, provided, however, if the Executive Officer establishes a value pursuant to subparagraph (iii) then such value shall be used in lieu of the value specified in the table below.

DOMESTIC VEHICLES	NO. CYL.	HC (ppm)*	CO (%)*
a. 1955 thru 1965	4 or less	900	6.0
	5 or more	700	4.0
b. 1966 thru 1970**	4 or less	300	3.0
	5 or more	250	2.5
c. 1971 and later	4 or less	250	2.0
	5 or more	200	2.0
IMPORTED VEHICLES			
a. 1955 thru 1967	4 or less	1100	7.0
	5 or more	900	6.0
b. 1968 thru 1970	4 or less	300	4.5
	5 or more	250	4.0
c. 1971 and later	4 or less	250	4.0
	5 or more	200	3.5

NOTE: Vehicles equipped with air injection systems shall be adjusted to the above specifications with air injection system disconnected.

* Refers to parts per million by volume (HC) and volume % (CO) as measured by an HC/CO analyzer approved by the Bureau of Automotive Repair.

** Non-controlled 1966 and 1967 vehicles (first sold outside of California) will be adjusted to 1955 to 1965 levels.

(iii) The Executive Officer may specify maximum idle HC and/or CO limits for any motor vehicle which, when adjusted according to manufacturer's procedure, has emissions in excess of those specified in subparagraph (ii) hereof or may exempt the vehicle or vehicles where consistency with Bureau of Automotive Repair regulations or procedures so requires.

(6) The measured idle HC concentration should not exceed the appropriate inspection value specified in subparagraph (a)(5). If the measured HC value is in excess of that shown, ignition or engine malfunction is indicated. The emission control systems should be checked and adjusted or repaired as necessary. Any misfires are to be corrected.

If the above procedure is followed and the HC value still exceeds that specified in subparagraph (a)(5), this shall be noted on either a Certificate of Compliance or a repair/service order. Excessive engine repair such as overhaul or valve repair is not intended by these regulations.

(b) The standards and requirements set forth in subparagraphs (a)(1) through (a)(6) shall also apply to a dealer when servicing emission related components. However, only that standard(s) or requirement(s) appropriate to the service performed shall apply.

(c) The Executive Officer or his authorized representative shall, pursuant to Health and Safety Code Section 39097, conduct inspection and surveillance of used motor vehicles at dealerships to verify conformity with the standards and requirements set forth in paragraph (a) and (b). Functional tests, steady-state inspection tests, and other tests as reasonably necessary, shall be performed.

(d) Violation of the standards and requirements set forth in paragraph (a) and (b) may result in one or more of the following sanctions:

(1) Dealer infraction liability for violation of Vehicle Code Sections 24007(b) or 27156;

(2) Action against the dealer's license pursuant to Vehicle Code Section 11713; or

(3) Any other remedy against the manufacturer or dealer provided for by law.

State of California

AIR RESOURCES BOARD

May 15, 1975

Resolution 75-24B

WHEREAS, the Air Resources Board, by direction of the Governor in Executive Order No. R-35-71, issued October 7, 1971, and in Administrative Order No. 72-3, dated January 31, 1972, in conjunction with the Office of Emergency Services, on November 13, 1973 adopted the California Air Pollution Emergency Plan;

WHEREAS, the Air Pollution Emergency Plan prescribes episode criteria levels for certain specified air pollutants;

WHEREAS, the Air Resources Board is the state agency charged with the responsibility to prepare, direct and execute the Air Pollution Emergency Plan;

WHEREAS, certain changes to the Air Pollution Emergency Plan are necessary to clarify wording; and

WHEREAS, the Air Resources Board has held a public hearing after 30-days notice concerning said Air Pollution Emergency Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board does hereby certify, confirm and adopt the Air Pollution Emergency Plan, as revised May 15, 1975.

BE IT FURTHER RESOLVED, that the Air Resources Board has reviewed the abatement actions which have been proposed for prevention of oxidant emergency episodes including closing of offices, industry, and recreational facilities and has found no evidence that the proposed strategies would prevent attainment of second or third stage emergency oxidant levels. The Air Resources Board, therefore, hereby expresses its intention not to require such measures pending further analysis of specific measures that have been proposed or others that may have been devised.

BE IT FURTHER RESOLVED, that the Air Resources Board will review intensively the possibility of improved measures to warn and protect the public from the effects of second and third stage oxidant emergencies and to adopt such measures as rapidly as possible.

BE IT FURTHER RESOLVED, that the Air Resources Board requests that the Administrator of the Environmental Protection Agency furnish the Board with any evidence in his possession supporting his claims that the proposed oxidant abatement measures will be effective.

State of California

AIR RESOURCES BOARD

April 16, 1975

Resolution 75-25

WHEREAS, Sections 39052 and 39052.5 of the Health and Safety Code authorize the Air Resources Board to adopt and implement test procedures and vehicle exhaust emission standards which the Board has found to be necessary and technologically feasible;

WHEREAS, the Air Resources Board at its public hearing held on February 19, 1975 adopted test procedures for approval of 1975 and subsequent model year passenger cars and light-duty trucks;

WHEREAS, these procedures also included special testing requirements for new 1977 model-year vehicles intended for initial sale in high altitude locations;

WHEREAS, the Air Resources Board at its public hearing held on March 17 and 18, 1975 amended its test procedures and regulations by adopting exhaust emission standards of 0.41 gm/mi HC, 9.0 gm/mi CO and 1.5 gm/mi NOx for 1977 model-year passenger cars, and demonstration of compliance with such standard by use of the high altitude test provisions is found to be not necessary;

WHEREAS, the Air Resources Board has requested a waiver from the Federal Environmental Protection Agency for enforcement of the adopted 1977 model-year light-duty vehicle exhaust emission standards; and

WHEREAS, the Air Resources Board, prior to such waiver hearings, must clarify its intention of not requiring compliance with such 1977 light-duty vehicle standards by use of the high altitude test procedures;

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby adopts the "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks", originally adopted February 19, 1975 and amended March 17, 1975 and April 16, 1975;

BE IT FURTHER RESOLVED, that the Board hereby amends its regulations in Chapter 3, Subchapter 1, Article 2 of Title 13, California Administrative Code to read as follows:

1955.1 Exhaust Emission Standards and Test Procedures - 1975 and Subsequent Model-Year Passenger Cars. The exhaust emissions from new 1975 and subsequent model-year passenger cars having an engine displacement of 50 cubic inch or greater, subject to registration and sold and registered in this state, shall not exceed:

Exhaust Emission Standards
(grams per mile)

Model-Year	Hydrocarbons	Carbon Monoxide	Oxides of Nitrogen (NO_2)
(a) 1975	0.9*	9.0	2.0
(b) 1976	0.9	9.0	2.0
(c) 1977	0.41	9.0	1.5

*Hydrocarbon emissions from limited-production passenger cars shall not exceed 1.5 grams per mile.

"Limited-production" vehicle means a new 1975 model-year motor vehicle having a manufacturer's gross vehicle weight rating of under 6,001 pounds that is manufactured or sold in this state in quantities of less than 210 units annually.

The test procedures for determining compliance with these standards are set forth in "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks", adopted by the Air Resources Board February 19, 1975, as amended March 17, 1975 and April 16, 1975.

These standards and test procedures shall apply only to passenger cars or passenger car derivatives capable of seating twelve passengers or less.

Amend Section 1955.5 to read:

1955.5 Exhaust Emission Standards and Test Procedures - 1976 and Subsequent Model-Year Light-Duty Trucks. The exhaust emissions from new 1975 and subsequent model-year gasoline-

powered light-duty trucks having an engine displacement of 50 cubic inches or greater, subject to registration and sold and registered in this state, shall not exceed:

Exhaust Emission Standards
(grams per mile)

Model-Year	Hydrocarbons	Carbon Monoxide	Oxides of Nitrogen (NO_2)
(a) 1975	2.0	.20	2.0
(b) 1976	0.9	17	2.0
(c) 1977	0.9	17	2.0

Standards shown in subdivision (a) above shall apply to "limited-production" light-duty trucks. Definition of "limited-production" shall be the same as in Section 1955.1.

The test procedures for determining compliance with these standards are set forth in "California Exhaust Emission Standards and Test Procedures for 1975 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks", adopted by the Air Resources Board February 19, 1975, as amended March 17, 1975 and April 16, 1975.

"Light-duty truck" means any motor vehicles, rated at 6,000 pounds gross vehicle weight or less, which is designed primarily for purposes of transportation of property or is a derivative of such a vehicle, or is available with special features enabling off-street or off-highway operation and use.

BE IT FURTHER RESOLVED, that said amendments must be made effective before the hearing on the Board's pending Federal waiver application scheduled for April 29, 1975; and

BE IT FURTHER RESOLVED, that the Board therefore instructs the Executive Officer to file said regulations as an emergency to be effective immediately upon filing with the Secretary of State, and to initiate proceedings to confirm this action within 120 days therefrom.

State of California
AIR RESOURCES BOARD

Resolution 75-26

April 16, 1975

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

WHEREAS, Section 39052(k) also permits the Air Resources Board to revise its test procedures and establish standards for emissions from new motor vehicles;

WHEREAS, a public hearing and other administrative proceedings have been held in accordance with the provisions of the Administrative Procedure Act (Government Code, Title 2, Division 3, Part 1, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the "California Fuel Evaporative Emission Standard and Test Procedure for 1977 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks", dated April 16, 1975 is adopted;

BE IT FURTHER RESOLVED, that the Board hereby amends Chapter 3, Subchapter 1, Article 2, Section 1975, of Title 13, California Administrative Code to read as follows:

1975. Standards and Test Procedures for Crankcase Emissions.

Standards for crankcase emissions are those set forth in 40 Code of Federal Regulations, Part 85, Subparts A, C, and H. These standards are enforced in California pursuant to Section 39112 of the Health and Safety Code.

BE IT FURTHER RESOLVED, that Section 1976 be added to Chapter 3, Subchapter 1, Article 2 of Title 13, California Administrative Code as follows:

1976. Standards and Test Procedures for Fuel Evaporative Emissions.

a) Fuel evaporative emissions from 1970 through 1976 model passenger cars and light-duty trucks are set forth in 40 Code of Federal Regulation, Part 85, subparts A and C. These standards are enforced in California pursuant to Section 39112 of the Health and Safety Code.

State of California
AIR RESOURCES BOARD

Resolution 75-27

April 16, 1975

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 of the Government Code;

WHEREAS, Health and Safety Code Sections 39052 and 39052.5 authorize the Board to adopt and revise its emission standards and test procedures for new gasoline and diesel-powered heavy-duty vehicles; and

WHEREAS, the Board has held a public hearing in compliance with the requirements of the Administrative Procedure Act;

NOW THEREFORE BE IT RESOLVED, that the Board directs the Executive Officer to amend Sections 1956 and 1957 of its regulations in Title 13, California Administrative Code, to adopt the following exhaust emission standards for new 1977 model-year diesel and gasoline engines for use in heavy-duty vehicles:

25 grams per brake horsepower hour carbon monoxide

5 grams per brake horsepower hour hydrocarbons plus oxides of nitrogen (as NO_2)

or

1.0 gram per brake horsepower hour hydrocarbons

25 grams per brake horsepower hour carbon monoxide

7.5 grams per brake horsepower hour oxides of nitrogen (as NO_2)

These two sets of standards shall be alternatives; a manufacturer shall have the option for each engine family of showing compliance with either set; and

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to amend the Board's test procedures applicable to these engines to reflect the standards set forth above and to amend Sections 1956 and 1957 to reflect these changes to the test procedures.

State of California
AIR RESOURCES BOARD

Resolution 75-27A

July 15, 1975

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 of the Government Code;

WHEREAS, Health and Safety Code Sections 39052 and 39052.5 authorize the Board to adopt and revise its emission standards and test procedures for new gasoline and diesel-powered heavy-duty vehicles; and

WHEREAS, the Air Resources Board at its public hearing held on April 16, 1975 amended its test procedures and regulations by adopting exhaust emission standards for 1977 model-year gasoline and diesel powered heavy-duty engines of 5 gm/bhp-hr for hydrocarbons plus oxides of nitrogen and 25 gm/bhp-hr for carbon monoxide, or alternate standards of 1.0 gm/bhp-hr for hydrocarbons, 7.5 gm/bhp-hr for oxides of nitrogen, and 25 gm/bhp-hr for carbon monoxide; and

WHEREAS, several manufacturers of heavy-duty engines have requested a clarification from the Board on the applicability of the alternate standards to model years subsequent to 1977;

NOW THEREFORE BE IT RESOLVED, that the Board directs the Executive Officer to amend Sections 1956 and 1957 of its regulations in Title 13, California Administrative Code, to make clear that the alternative exhaust emission standards apply to new 1977 and later model-year diesel and gasoline engines for use in heavy-duty vehicles.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to amend the Board's test procedures applicable to these engines to reflect the standards set forth above;

BE IT FURTHER RESOLVED, that said amendments must be made effective as soon as possible in order to maximize the amount of lead time available for manufacturers who are now developing their 1977 model-year heavy-duty engines; and

BE IT FURTHER RESOLVED, that the Board therefore instructs the Executive Officer to file said regulations as an emergency to be effective immediately upon filing with the Secretary of State, and to initiate proceedings to confirm this action within 120 days therefrom.

State of California

AIR RESOURCES BOARD

Resolution 75-28

May 14, 1975

WHEREAS, Sections 27157 and 27157.5 of the Vehicle Code require the Air Resources Board to set highway vehicle emission standards, and vehicle emission inspection standards;

WHEREAS, Section 39052.2 of the Health and Safety Code authorizes the Board to adopt such exhaust emission standards for used vehicles as are necessary;

WHEREAS, a clarification of those vehicles subject to roadside inspection by the California Highway Patrol for compliance with the State's air pollution control laws is needed; 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, Part 1, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby amends Title 13, Chapter 3, Subchapter 3 of the California Administrative Code to read as follows:

Subchapter 3. Highway and Mandatory Inspection Emission Standards

2175. Highway Exhaust Emissions -- Light-Duty Vehicles. The State Air Resources Board finds the standards for exhaust emissions set forth below to be the maximum allowable emissions of pollutants from the following classifications of gasoline-powered vehicles when inspected at California Highway Patrol roadside inspection lanes:

(a) passenger cars and passenger car derivatives, which means any motor vehicle designed primarily for transportation of persons and having a capacity of 12 persons or less, or a derivative of such a vehicle; and

(b) light-duty trucks, which means any motor vehicle with a manufacturer's maximum gross vehicle weight rating of 6,000 lbs. or less which is designed primarily for purposes of transportation of property or is a derivative of such a vehicle or is available with special features enabling off-street or off-highway operation and use.

The inspection shall consist of emission measurements from a hot idling engine with the transmission set in neutral. No vehicle tested under the conditions above except those vehicles subject to Executive Order issued in accordance with Section 2175.5 of this subchapter shall exceed the standards specified in the following table:

[No change to Table]

State of California
AIR RESOURCES BOARD

Resolution 75-29

May 14, 1975

WHEREAS, Section 39106 of the Health and Safety Code limits evaporative emission losses from 1970 or later model-year gasoline-powered motor vehicles to 6 grams hydrocarbons per test;

WHEREAS, Section 39052.5 authorizes the Board to adopt motor vehicle emission standards more stringent than said limitation;

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

WHEREAS, Section 39052(k) also permits the Air Resources Board to revise its test procedures and establish standards for emissions from new motor vehicles;

WHEREAS, Sections 39051(c) and 39150 of the Health and Safety Code authorize the Air Resources Board to adopt regulations to implement the aforesaid provisions; and

WHEREAS, at a workshop on May 13, 1975, the Board learned of unforeseen technical changes which must be made to its fuel evaporative emission test procedures to assure their implementation by vehicle manufacturers in time to produce substantial reductions in hydrocarbon emissions from 1977 model-year vehicles;

NOW, THEREFORE, BE IT RESOLVED, that the "California Fuel Evaporative Emission Standard and Test Procedure for 1977 and Subsequent Model Gasoline-Powered Passenger Cars and Light-Duty Trucks", dated April 16, 1975 as amended May 14, 1975 is adopted;

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to amend Section 1976 of Title 13, California Administrative Code, to incorporate said amendments and to file said regulations as an emergency to become effective immediately upon filing with the Secretary of State;

BE IT FURTHER RESOLVED, that the Board makes the following finding of emergency:

> The EPA will hold a hearing to consider a waiver of federal preemption in favor of the California evaporative emission test procedures on May 28, 1975. These amendments must be made effective prior to that date. In addition, immediate effectiveness of these regulations is required in order to give additional lead time to manufacturers.

State of California
AIR RESOURCES BOARD

Resolution 75-30

May 15, 1975

WHEREAS, pursuant to Health and Safety Code Section 39051(b), the Board has the authority to adopt ambient air quality standards and to determine the methods by which air quality can be measured with reference to said standards;

WHEREAS, pursuant to Section 39051(c) of the Health and Safety Code, the Board has the authority to adopt rules and regulations pursuant to the California Administrative Procedure Act to implement the aforesaid standards and measurement methods;

WHEREAS, the Board has received on this date a draft staff report entitled "Tentative Results of Oxidant Measurement Study," dated May 14, 1975 and a staff presentation recommending the adoption of the ultraviolet photometry method for measuring oxidant, including ozone, in lieu of its present neutral buffered KI (corrected for nitrogen dioxide) method;

NOW, THEREFORE, BE IT RESOLVED, that the Board amends Section 70200 in Title 17, California Administrative Code, as follows:

1. In the table, amend the horizontal column relating to Oxidant, including Ozone, to read:

Oxidant, as Ozone	0.10 ppm, ultra-violet photometry	1 hour	Aggravation of respiratory diseases.	This level is below that associated with aggravation of respiratory diseases.

2. Delete the third footnote below the table in said Section 70200, as follows:

~~***-Corrected-for-nitrogen-dioxide.~~

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to file said amendments as an emergency to be effective on June 1, 1975, and that the finding for such emergency is as follows:

The Board has found that the ultraviolet photometry method is superior to the neutral buffered KI (corrected for nitrogen dioxide) method. This new method will have a direct effect on the determination of oxidant alert levels in the California Air Pollution Emergency Plan, and therefore must be effective prior to the expected beginning of this year's smog season on or about June 1, 1975.

BE IT FURTHER RESOLVED, that the Board finds pursuant to Section 93002 of its regulations in Title 17, California Administrative Code, that said amendments must be adopted with less than one week's advance public notice in order to permit air pollution control districts to take reasonable, accurate, and consistent action to protect the public from concentration of air contaminants which may present an imminent and substantial endangerment to the health of persons in the forthcoming summer smog season which is likely to begin on or about June 1, 1975;

BE IT FURTHER RESOLVED, that the Board finds, pursuant to Section 93002 of its regulations in Title 17, California Administrative Code, that such amendments must be adopted with less than one week's public notice in order to preserve the public health, safety, and general welfare.

State of California

AIR RESOURCES BOARD

Resolution 75-32

June 12, 1975

WHEREAS, on March 17, 1971 and on June 21, 1972, the Board adopted, pursuant to Section 39298.2 of the Health and Safety Code, Agricultural Burning Guidelines for the regulation and control of agricultural burning (Subchapter 2, Chapter 1, Part 3, Title 17, California Administrative Code);

WHEREAS, Subsection (i) of Section 80140 of these Guidelines requires that after a district implementation plan is approved by the Board, modifications to the plan shall be submitted to the Board for approval and shall not be effective until approved;

WHEREAS. Subsection (f) of Section 80140 of these Guidelines requires that the Board shall approve, modify and approve, or reject plans submitted;

WHEREAS, the Air Pollution Control Districts of Del Norte, Humboldt, and Sacramento Counties adopted modifications to their agricultural burning implementation plans on February 24, 1975, January 28, 1975 and February 5, 1975, respectively;

WHEREAS: the modified plans are consistent with the Board's Agricultural Burning Guidelines;

NOW, THEREFORE, BE IT RESOLVED that the modifications to the agricultural burning implementation plans adopted by Del Norte, Humboldt and Sacramento County Air Pollution Control Districts on February 24, 1975, January 28, 1975, and February 5, 1975, respectively, are approved.

State of California

AIR RESOURCES BOARD

Resolution 75-33

June 30, 1975

WHEREAS, Sections 39051(c) and 39052.6 of the California Health and Safety Code empower the Air Resources Board to adopt emission standards for vehicles sold in California;

WHEREAS, the emissions of sulfuric acid mist from vehicles equipped with oxidation catalytic converters are dependent on the sulfur content of the unleaded gasoline burned by such vehicles;

WHEREAS, the emissions of sulfuric acid mist can be controlled by controlling the sulfur content of unleaded gasoline; and

WHEREAS, the Air Resources Board has held a public hearing in conformity with the requirements of the Administrative Procedure Act;

NOW BE IT THEREFORE RESOLVED, that the Air Resources Board adopts Section 2252 in Title 13, California Administrative Code, to read as follows:

2252. Sulfur Content (a) No person shall sell, offer for sale, or deliver for sale at retail in California, any unleaded gasoline for use in a motor vehicle, which has sulfur content greater than the limitations specified in the following table:

Maximum Sulfur Content (Parts Per Million by Weight)	Effective Date of Limitation
500	January 1, 1976
400	January 1, 1978
300	January 1, 1980

(b) The maximum sulfur content limitations specified in the foregoing table shall be determined by ASTM Test Method D2622 (67 or latest).

(c) For the purposes of this section, the term "unleaded gasoline" shall mean gasoline with a lead content no greater than 0.05 gram per gallon as determined by ASTM Test Method D3237-73.

State of California

AIR RESOURCES BOARD

Resolution 75-37

June 12, 1975

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 partial funding the proposal:

ARB Proposal Number 7-421-24, submitted by the University of California at Santa Barbara, entitled, "A Nomogram of Ozone Effects in Man Using Various Concentrations of Ozone and Rates of Ventilation", submitted in the amount of $191,395, and

WHEREAS, the Screening Committee recommended that the scope of the proposal be changed to study combined effects of ozone and sulfur dioxide, with funding of $104,630;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby accepts the recommendations of the Research Screening Committee and approves the proposal:

ARB Proposal Number 7-421-24 entitled "A Nomogram of Ozone Effects in Man Using Various Concentrations of Ozone and Rates of Ventilation", submitted by the University of California at Santa Barbara, for an amount not to exceed $105,000, provided that the project includes the Study of the Combined Effects of Ozone and Sulfur Dioxide;

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.

75-38
&
75-39
Missing Resolutions

State of California

AIR RESOURCES BOARD

Resolution 75-40

June 12, 1975

WHEREAS, on October 10, 1974, the Air Resources Board adopted Resolution 74-58 changing the ambient air quality 24 hour sulfur dioxide standard from 0.04 ppm to 0.1 ppm;

WHEREAS, upon petition of the Environmental Defense Fund the Air Resources Board has reviewed this standard;

WHEREAS, it appears that the action taken in Resolution 74-58 was not based to any material degree on information concerning visibility, plant damage and the need for a margin of safety for human health;

WHEREAS, the Board has now received evidence that sulfur dioxide and/or resulting sulfates may have significant effects upon visibility and plant damage at sulfur dioxide levels below 0.10 ppm for 24 hours;

WHEREAS, there is a need for a margin of safety for human health;

WHEREAS, the relaxation of the standard may permit deterioration of air quality;

NOW, THEREFORE, BE IT RESOLVED, that the Board rescinds Resolution 74-58 and reinstates the prior sulfur dioxide standard of 0.04 ppm (conductimetric method) for 24 hours (17 California Administrative Code Section 70200).

BE IT FURTHER RESOLVED, that the staff seek additional information about health, visibility and plant damage effects of sulfur dioxide and sulfate and report to the Board as soon as it is able to provide such additional information; and

BE IT FURTHER RESOLVED, that the Air Resources Board intends to reconsider not only the sulfur dioxide standard for 24 hours, but for one hour and for other possible time intervals as soon as substantial additional information is presented to it by the staff.

State of California
AIR RESOURCES BOARD

Resolution 75-41

June 12, 1975

WHEREAS, pursuant to Sections 39052(f), 39274, and 39275 of the Health and Safety Code, the Board is authorized to review the rules, regulations, and programs of air pollution control districts to determine whether they are adequate to achieve applicable air quality standards and, where they are not adequate, make necessary amendments to said rules, regulations, and programs;

WHEREAS, on May 15, 1975, by Resolution 75-30, the Board amended its regulations in Section 70200, Title 17, California Administrative Code, to establish ultra violet photometry as the uniform method for measurement of oxidant;

WHEREAS, on the same date, by Resolution 75-24B, the Board also revised the California Air Pollution Emergency Plan establishing the second and third stage oxidant criteria levels at 0.35 ppm and 0.50 ppm respectively;

WHEREAS, the South Coast Air Basin Coordinating Council has adopted on June 5, 1975, 0.35 and 0.50 for the second and third stages respectively;

WHEREAS, the oxidant emergency episode criteria in the rules and regulations of the six air pollution control districts in the South Coast Air Basin have not yet been amended to reflect the new criteria levels, so that they are consistent with the ultra violet photometry method;

WHEREAS, the Los Angeles County APCD has advised the Air Resources Board that it is willing to adopt 0.35 ppm and 0.50 ppm for the second and third stages, but that the county procedures are such that it will be unable to do so expeditiously;

WHEREAS, the Board finds, based upon ambient monitoring data from previous years, and from this year's monitoring data to date, that the concentration of ozone in the South Coast Air Basin is presenting an imminent and substantial endangerment to the health of its citizens, in that there is a significant likelihood that the ozone levels specified in the California Air Pollution Emergency Plan may be exceeded any day;

WHEREAS, the Board finds that episode criteria not consistent with the ultra violet photometry method will lead to inconsistent emergency actions by state and local officials, impair interdistrict emergency episode coordination in the South Coast Air Basin and prevent the giving of uniform health advisories to the public in the Basin;

WHEREAS, the Board has given oral and written notice (the latter by letter dated June 5, 1975) to the Chairman of the South Coast Air Basin Coordinating Council and the Chairmen and the Air Pollution Control Officers of the six districts in the South Coast Air Basin that it would consider emergency action at the Board's June 12, 1975, meeting to amend the second and third stage oxidant criteria in the districts' respective rules and regulations; and

WHEREAS, the Board was prevented from giving 30 days written notice of this matter because of the imminency of ozone episode levels being attained and the immediate need to establish uniform and accurate emergency criteria levels;

NOW, THEREFORE, BE IT RESOLVED, that Rule 153 of the Los Angeles County Air Pollution Control District is hereby amended as shown in Attachment A; and

BE IT FURTHER RESOLVED, that said amendment shall be effective immediately.

ATTACHMENT A

RULE 153 EPISODE CRITERIA*

(In parts per million parts of air)

	Averaging Time	Stage 1	Stage 2	Stage 3
Photochemical Oxidant (Including Ozone)	1 Hour	.20 ppm	.35 ~~.40~~ ppm	.50 ~~.60~~ ppm for one hour and predicted to persist for one additional hour.
Carbon Monoxide	1 Hour	40 ppm	75 ppm	100 ppm for one hour and predicted to persist for one additional hour.
	12 Hours	20 ppm	35 ppm	50 ppm
Sulfur Dioxide	1 Hour	0.5 ppm	1.0 ppm	2.0 ppm
	24 Hours	0.2 ppm	0.7 ppm	0.9 ppm

* As adopted by the State of California Air Resources Board on November 13, 1973, amended May 15, 1975.

State of California
AIR RESOURCES BOARD

Resolution 75-45

June 30, 1975

WHEREAS, pursuant to Sections 39052(f), 39274, and 39275 of the Health and Safety Code, the Board is authorized to review the rules, regultions, and programs of air pollution control districts to determine whether they are adequate to achieve applicable air quality standards and, where they are not adequate, make necessary amendments to said rules, regulations, and programs;

WHEREAS, on May 15, 1975, by Resolution 75-30, the Board amended its regulations in Section 70200, Title 17, California Administrative Code, to establish ultra violet photometry as the uniform method for measurement of oxidant;

WHEREAS, on the same date, by Resolution 75-24B, the Board also revised the California Air Pollution Emergency Plan establishing the second and third stage oxidant criteria levels at 0.35 ppm and 0.50 ppm respectively;

WHEREAS, the South Coast Air Basin Coordinating Council has adopted on June 5, 1975, 0.35 and 0.50 for the second and third stages respectively;

WHEREAS, the oxidant emergency episode criteria in the rules and regulations of the Santa Barbara County Air Pollution Control District have not yet been amended to reflect the new criteria levels, so that they are consistent with the ultra violet photometry method;

WHEREAS, the Board finds, based upon ambient monitoring data from previous years, and from this year's monitoring data to date, that the concentration of ozone in the South Coast Air Basin is presenting an imminent and substantial endangerment to the health of its citizens, in that there is a significant likelihood that the ozone levels specified in the California Air Pollution Emergency Plan may be exceeded any day;

WHEREAS, the Board finds that episode criteria not consistent with the ultra violet photometry method will lead to inconsistent emergency actions by state and local officials, impair interdistrict emergency episode coordination in the South Coast Air Basin and prevent the giving of uniform health advisories to the public in the Basin;

WHEREAS, the Board has given written notice of these matters by letter dated June 24, 1975 to the Chairman of the South Coast Air Basin Coordinating Council and the Chairman and the Air Pollution Control Officer of the Santa Barbara County Air Pollution Control District; and

ATTACHMENT A

RULE 153 EPISODE CRITERIA*

(In parts per million parts of air)

	Averaging Time	Stage 1	Stage 2	Stage 3
Photochemical Oxidant (Including Ozone)	1 Hour	.20 ppm	.35 ~~.40~~ ppm	.50 ~~.60~~ ppm for one hour and predicted to persist for one additional hour.
Carbon Monoxide	1 Hour	40 ppm	75 ppm	100 ppm for one hour and predicted to persist for one additional hour.
	12 Hours	20 ppm	35 ppm	50 ppm
Sulfur Dioxide	1 Hour	0.5 ppm	1.0 ppm	2.0 ppm
	24 Hours	0.2 ppm	0.7 ppm	0.9 ppm

* As adopted by the State of California Air Resources Board on November 13, 1973, amended May 15, 1975.

State of California
AIR RESOURCES BOARD

Resolution 75-46

June 30, 1975

WHEREAS, pursuant to Sections 39052(f), 39274, and 39275 of the Health and Safety Code, the Board is authorized to review the rules, regulations, and programs of air pollution control districts to determine whether they are adequate to achieve applicable air quality standards and, where they are not adequate, make necessary amendments to said rules, regulations, and programs;

WHEREAS, on May 15, 1975, by Resolution 75-30, the Board amended its regulations in Section 70200, Title 17, California Administrative Code, to establish ultra violet photometry as the uniform method for measurement of oxidant;

WHEREAS, on the same date, by Resolution 75-24B, the Board also revised the California Air Pollution Emergency Plan establishing the second and third stage oxidant criteria levels at 0.35 ppm and 0.50 ppm respectively;

WHEREAS, the South Coast Air Basin Coordinating Council has adopted on June 5, 1975, 0.35 and 0.50 for the second and third stages respectively;

WHEREAS, the oxidant emergency episode criteria in the rules and regulations of the Orange County Air Pollution Control District have not yet been amended to reflect the new criteria levels, so that they are consistent with the ultra violet photometry method;

WHEREAS, the Board finds, based upon ambient monitoring data from previous years, and from this year's monitoring data to date, that the concentration of ozone in the South Coast Air Basin is presenting an imminent and substantial endangerment to the health of its citizens, in that there is a significant likelihood that the ozone levels specified in the California Air Pollution Emergency Plan may be exceeded any day;

WHEREAS, the Board finds that episode criteria not consistent with the ultra violet photometry method will lead to inconsistent emergency actions by state and local officials, impair interdistrict emergency episode coordination in the South Coast Air Basin and prevent the giving of uniform health advisories to the public in the Basin;

WHEREAS, the Board has given written notice of these matters by letter dated June 24, 1975 to the Chairman of the South Coast Air Basin Coordinating Council and the Chairman and the Air Pollution Control Officer of the Orange County Air Pollution Control District; and

ATTACHMENT A

RULE 153 EPISODE CRITERIA*

(In parts per million parts of air)

	Averaging Time	Stage 1	Stage 2	Stage 3
Photochemical Oxidant (Including Ozone)	1 Hour	.20 ppm	.35 ~~.40~~ ppm	.50 ~~.60~~ ppm for one hour and predicted to persist for one additional hour.
Carbon Monoxide	1 Hour	40 ppm	75 ppm	100 ppm for one hour and predicted to persist for one additional hour.
	12 Hours	20 ppm	35 ppm	50 ppm
Sulfur Dioxide	1 Hour	0.5 ppm	1.0 ppm	2.0 ppm
	24 Hours	0.2 ppm	0.7 ppm	0.9 ppm

* As adopted by the State of California Air Resources Board on November 13, 1973, amended May 15, 1975.

State of California

AIR RESOURCES BOARD

RESOLUTION 75-48

July 1, 1975

WHEREAS, smoking is injurious to the health of both smokers and nonsmokers and offensive to most nonsmokers, and

WHEREAS, the credibility of the Air Resources Board as an air pollution control agency is eroded by the condoning of smoking at its meetings.

NOW, THEREFORE, BE IT RESOLVED, that smoking not be permitted at meetings of the Air Resources Board.

BE IT FURTHER RESOLVED, that notices reading "Smoking Not Permitted at Meetings of the California Air Resources Board" be posted at meeting room entrances and within the meeting room so as to be clearly visible to both the public and the Board members, and included on all meeting announcements and agenda.

State of California

AIR RESOURCES BOARD

Resolution 75-49

September 29, 1975

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

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

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

> ARB Proposal Number 5-338-14ab, submitted by the University of California, Riverside, entitled, "Chemical Consequences of Air Quality Standards and of Control Implementation Programs: Roles of Hydrocarbons, Oxides of Nitrogen, Oxides of Sulfur and Aged Smog in the Production of Photochemical Oxidant and Aerosol", submitted in the amount of $129,782, and

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby accepts the recommendations of the Research Screening Committee and approves the proposal:

> ARB Proposal Number 5-338-14ab, submitted by the University of California, Riverside, entitled, "Chemical Consequences of Air Quality Standards and of Control Implementation Programs: Roles of Hydrocarbons, Oxides of Nitrogen, Oxides of Sulfur and Aged Smog in the Production of Photochemical Oxidant and Aerosol", submitted in the amount of $129,782;

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 $129,782.

State of California
AIR RESOURCES BOARD

Resolution 75-49A

July 15, 1975

WHEREAS, Sections 39051(c) and 39150(a) of the Health and Safety Code authorize the Air Resources Board to adopt rules and regulations in accordance with the provisions of the Administrative Procedure Act of the Government Code;

WHEREAS, Section 39115 of the Health and Safety Code authorizes the Board to adopt emission standards for motorcycles;

WHEREAS, the Board has determined that such standards are necessary to improve the quality of air in California, and that they are technologically feasible; 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, Part I, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby amends its regulations in Chapter 3, Subchapter 1, Articles 1 and 2, of Title 13, California Administrative Code as follows:

Add a new subsection (i) to Section 1900 to read as follows:

(i) Motorcycle. As used in this chapter, "motorcycle" is defined in Section 400 of the Vehicle Code.

Add Section 1958 which reads as follows:

1958. Exhaust Emission Standards and Test Procedures - Motorcycles Manufactured Subsequent to January 1, 1978.

The exhaust emissions from new motorcycles having an engine displacement of 50 cubic centimeters or greater, subject to registration in this state shall not exceed:

Exhaust Emission Standards
(grams per kilometer)

Date of Manufacture	Hydrocarbons
After Jan. 1, 1978	10.0
After Jan. 1, 1980	5.0
After Jan. 1, 1982	1.0

The test procedures for determining compliance with these standards are set forth in the "California Exhaust Emission Standards and Test Procedures for 1978 and Subsequent Production Motorcycles", adopted by the Air Resources Board July 15, 1975.

BE IT FURTHER RESOLVED, that the "California Exhaust Emission Standards and Test Procedures for 1978 and Subsequent Production Motorcycles", dated July 15, 1975, are hereby adopted.

State of California

AIR RESOURCES BOARD

Resolution 75-50

September 29, 1975

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 462-30, submitted by the University of California, Riverside, entitled, "Detailed Characterization of Gaseous and Size-Resolved Particulate Pollutants at a South Coast Air Basin Smog Receptor Site: Levels and Modes of Formation of Sulfate, Nitrate, and Organic Particulates and Their Implications for Control Strategies", submitted in the amount of $116,480, and

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby accepts the recommendations of the Research Screening Committee and approves the proposal:

> ARB Proposal Number 462-30, submitted by the University of California, Riverside, entitled, "Detailed Characterization of Gaseous and Size-Resolved Particulate Pollutants at a South Coast Air Basin Smog Receptor Site: Levels and Modes of Formation of Sulfate, Nitrate, and Organic Particulates and Their Implications for Control Strategies", submitted in the amount of $116,480;

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 $116,480.

State of California
AIR RESOURCES BOARD

Resolution 75-52

September 30, 1975

WHEREAS, Sections 39156 and 39157 of the California Health and Safety Code require the emissions control system of new light-duty vehicles to have a useful life of 5 years or 50,000 miles, whichever comes first;

WHEREAS, Sections 39051(c), 39052(k), 39085, and 39150 of the California Health and Safety Code authorize the Air Resources Board by regulation to adopt and revise the requirements for approval of new motor vehicles for sale and registration in this state;

WHEREAS, the Board finds that some manufacturers require owners of new catalyst-equipped light-duty vehicles to service or replace the catalyst at the owner's expense prior to 50,000 miles;

WHEREAS, the Board finds early catalyst replacement at owner's expense contravenes the emissions warranty set forth in Sections 39156 and 39157;

WHEREAS, the Board finds that early catalyst replacement at owner's expense, because of the cost and inconvenience involved, is likely not to be complied with by a substantial number of owners and will result in increased emissions due to depleted catalysts;

NOW, THEREFORE, BE IT RESOLVED, that the Board amends its regulations in Subchapter 1 of Chapter 3 of Title 13, California Administrative Code, to adopt the proposed new Article 6, attached to Staff Report Number 75-18-2 as Exhibit 1, entitled "Catalyst Service and Replacement", as revised by the Board at its meeting this date;

BE IT FURTHER RESOLVED, that said amendments must be made effective as soon as possible in order to affect 1976 model-year approvals and approval extensions, to enable the manufacturers to proceed toward the introduction of 1976 model vehicles without substantial disruption and to set appropriate prices for their 1976 model-year vehicles;

BE IT FURTHER RESOLVED, that the Board instructs the Executive Officer to file said regulations as an emergency to be effective immediately upon filing with the Secretary of State and to schedule a public hearing for confirmation and/or amendment of said regulations prior to their termination on December 31, 1975.

FORM 400 (REV. 3-64)

FACE SHEET
FOR FILING ADMINISTRATIVE REGULATIONS
WITH THE SECRETARY OF STATE
(Pursuant to Government Code Section 11380.1)

(Exhibit I)

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:

September 30, 1975

By: William H. Lewis Jr.

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, Chapter 4.5) and pursuant to the authority vested by Section 39051(c) of the Health and Safety Code, and to implement, interpret, or make specific Sections 39052(k), 39085, 39150, 39156, and 39157 of the Health and Safety Code, the Air Resources Board hereby amends its regulations in Title 13, California Administrative Code, as follows:

Amend Title 13, California Administrative Code, to add a new Article 6 to Subchapter 1 of Chapter 3, as follows:

Article 6. Catalyst Service and Replacement

2040. (a) For 1976 model-year vehicles only, the manufacturer shall provide the vehicle owner, pursuant to Health and Safety Code Sections 39156 and 39157, full warranty coverage for any parts, labor, or other costs, including sales tax, if any, incurred as a result of oxidation catalyst service or replacement performed pursuant to the manufacturer's schedule or recommendation prior to the accumulation of 5 years or 50,000 miles, whichever occurs first.

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(b) To ensure that the aforesaid service or replacement is accomplished and to render easily enforceable the conditions upon which vehicles requiring such service or replacement are approved for sale in California, manufacturers shall take the following steps:

(1) Install a permanent driver's doorpost decal indicating that a catalyst replacement or service must be performed at the appropriate number of miles and that all costs related to the same will be borne by the manufacturer, and a window sticker, the text, format, and placement of which shall be approved by the Executive Officer, adequately notifying prospective purchasers of the reason for the change and the potential inconvenience to the purchaser.

(2) Include in the owner's manual given to the purchaser, or a supplement permanently attached thereto, a statement specifically, clearly and conspicuously setting forth the catalyst service or replacement schedule, and the fact that all costs of such scheduled service or replacement, including the cost of loan cars (or alternate transportation), will be borne by the manufacturer.

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(3) Convey by first class mail the same information to each owner of a 1976 model. Such notice shall be given to the current owner, if known to the manufacturer, or otherwise to the original owner when the specified mileage is accumulated, if practicable, or otherwise when the period of time elapses from the date of purchase that the manufacturer estimates as the average time in which the vehicle will be driven the mileage at which catalyst service or replacement is scheduled or recommended. The text and format of such notice shall be submitted to the Executive Officer for approval;

(4) Establish appropriate procedures for reimbursement of dealers for their costs of catalyst warranty service or replacement, including reasonable profit, provided that:

(A) dealers perform all scheduled or recommended catalyst service or replacement free of any charge or cost, including sales tax, to the consumer;

(B) dealers minimize the inconvenience of catalyst replacement or service by providing, free of charge, a loaner car reasonably comparable to the car being serviced for use by the consumer while his car is being serviced, or by providing alternate transportation satisfactory to the customer;

(C) dealers routinely in the ordinary course of business effect catalyst service or replacement, with

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the owner's knowledge and consent, when they receive for any service a vehicle driven beyond the mileage at which such service or replacement is scheduled or recommended;

(D) after such service or replacement is accomplished, the dealer shall affix a permanent doorpost decal indicating the same and the date thereof.

(5) Use every means available to ensure and, if possible, require that dealers perform the tasks enumerated in paragraph (4)(A) through (4)(D) herein.

(6) Report to the Board, at intervals specified by the Executive Officer, on the number of catalyst services and/or replacements completed for each engine family affected. In the event the Board determines that the number of vehicles on which such replacement or service has not been performed is unacceptable, the manufacturer shall take such other steps as the Board after public hearing may reasonably require to ensure that substantially all vehicles sold pursuant to the Board's approval and operated in California after the specified mileage has been accumulated receive such catalyst service or replacement.

(7) Install a light which warns owners of the need for catalyst service or replacement at the appropriate mileage, together with an audible warning device (e.g.,

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a buzzer) which operates in conjunction with such light. The operation of the audible warning device need not be constant, but may, subject to the approval of the Executive Officer, come on at intervals or in conjunction with vehicle start-up. If the Executive Officer determines that the installation of either a light or an audible warning device is not feasible for a portion of the 1976 model-year production for a particular manufacturer, the Executive Officer may grant a waiver of these requirements for the appropriate portion of production.

(c) This section shall remain in effect to and including December 31, 1975. Compliance herewith shall be a condition of approval.

(d) Each subpart of this section shall be deemed severable, and in the event that any part or subpart of this section is held to be invalid, the remainder of this section shall continue in full force and effect.

2041. Any oxidation catalyst for which service or replacement is scheduled or recommended by the vehicle manufacturer prior to the accumulation of 5 years or 50,000 miles, whichever occurs first, is defective in design, materials, and workmanship within the meaning of Health and Safety Code Sections 39156 and 39157. Any such service or replacement shall be performed free of charge to the vehicle owner.

* * *

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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).

***

Certificate

The Air Resources Board has determined that the foregoing regulations create no cost to local government under Section 2231 of the Revenue and Taxation Code.

STATE AIR RESOURCES BOARD

William H. Lewis, Jr.

William H. Lewis, Jr.
Executive Officer

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FINDING OF EMERGENCY

The Air Resources Board finds that an emergency exists and that the attached 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:

Manufacturers of vehicles requiring an early catalyst change on their 1976 model-year vehicles have approvals pending before the Board and will be marketing these new models within the month. These regulations must be effective immediately so as not to delay the granting of these approvals and to enable the manufacturers to proceed toward the introduction of 1976 model-year vehicles without substantial disruption and to set appropriate prices for these vehicles.

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 AIR RESOURCES BOARD

William H. Lewis, Jr.

William H. Lewis, Jr.
Executive Officer

75-54
Thru
75-56
Missing Resolution

State of California
AIR RESOURCES BOARD

Resolution 75-57

December 9, 1975

WHEREAS, Section 39051(e) of the Health and Safety Code authorizes the Air Resources Board to adopt test procedures to measure compliance with non-vehicular emission standards;

WHEREAS, local and regional air pollution control districts have adopted regulations setting emission standards for gasoline vapors displaced during the fueling of underground storage tanks and vehicles;

WHEREAS, the Board has determined that uniform test procedures are necessary to measure compliance with the said regulations; 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, Part I, Chapter 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby adds to its regulations in Chapter 1 of Title 17, California Administrative Code as follows:

Add a new subchapter 8 to read as follows:

Subchapter 8. Compliance with Nonvehicular Emission Standards

94000. Vapor Recovery Systems - The test procedures for determining compliance with emission standards for gasoline vapors displaced during the fueling of underground storage tanks and vehicles shall be as set forth in "Test Procedures for Determining the Efficiency of Gasoline Vapor Recovery Systems at Service Stations" adopted on December 9, 1975.

BE IT FURTHER RESOLVED, that the "Test Procedures for Determining the Efficiency of Gasoline Vapor Recovery Systems at Service Stations" dated December 9, 1975 are hereby adopted.

State of California

AIR RESOURCES BOARD

Resolution 75-59

October 27, 1975

WHEREAS, Section 39052.11 of the Health and Safety Code directs the Air Resources Board to encourage the air pollution control districts to require that monitoring devices be installed on each stationary source of air contaminants which emits into the atmosphere 100 tons or more each year of nonmethane hydrocarbons, oxides of nitrogen, oxides of sulfur, reduced sulfur compounds, or particulate matter, or 1,000 tons or more each year of carbon monoxide by determining the availability, technological feasibility, and economic reasonableness of monitoring devices for such stationary sources; and

WHEREAS, Section 39052.12 of the Health and Safety Code specifies the Board may make the determination by any technologically based classification, including requirements on an industrywide basis, by individual stationary source, by air basin, by air pollution control district, or based on any other reasonable classification; and

WHEREAS, as directed by Section 39052.12 of the Health and Safety Code, the Board had completed an initial review by June 1, 1975 of the availability, technological feasibility, and economic reasonableness of monitoring devices for sources that emit into the atmosphere 100 tons a year or more and in some cases lesser amounts; and

WHEREAS, the Board has completed its evaluation by industry of the availability, technological feasibility, and economic reasonableness of requiring monitoring devices on fossil fueled steam generators, nitric and sulfuric acid plants, sulfur recovery plants, CO boilers of the regenerators of fluid catalytic cracking units and fluid cokers;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board has determined that monitoring systems are available, technologically feasible, and economically reasonable to measure and record continuously the emission concentrations of:

a. NO_x and CO_2 or O_2 from steam generators with a heat input of 250 million British Thermal Units or more per hour and with a use factor of at least 30% and that such monitors can operate in conformance with the performance specifications shown in the attached Table 1.

b. NO_x from all new nitric acid plants, and that such monitors can operate in conformance with the performance specifications shown in the attached Table 1.

c. SO_2 from sulfuric acid plants, sulfur recovery plants, CO boilers of regenerators of fluid catalytic cracking units, new fluid cokers and existing fluid cokers with a feed rate greater than 10,000 barrels per day, and that such monitors can operate in conformance with the performance specifications shown in the attached Table 1.

BE IT FURTHER RESOLVED, that the Board directs the Executive Officer to request each air basin coordinating council to revise its basinwide coordinated air pollution control plan and each basinwide air pollution control district to adopt, if not already adopted, regulations that require the installation of continuous monitoring devices for the pollutants and sources designated heretofore.

Attachment to
Resolution 75-59
October 27, 1975

TABLE I

PERFORMANCE SPECIFICATIONS

1. Monitoring System for SO_2 and NO_x

Parameter	Specification
Accuracy*	$\leq$ 20% of the mean value of the reference method test data
Calibration Error*	$\leq$ 5% of each (50%, 90%) Calibration gas mixture value
Zero Drift (2-hour)*	2% of span
Zero Drift (24-hour)*	2% of span
Calibration Drift (2-hour)*	2% of span
Calibration Drift (24-hour)*	2.5% of span
Response Time	15 minutes maximum
Operational Period	168 hours minimum

*Expressed as sum of absolute mean value plus 95 percent confidence interval of a series of tests.

2. Monitoring System for O_2 or CO_2

Parameter	Specification
Zero drift (2 hours)*	$\leq$ 0.4% O_2 or CO_2.
Zero drift (24-hour)*	$\leq$ 0.5% O_2 or CO_2.
Calibration drift (2 hours)*	$\leq$ 0.4% O_2 or CO_2.
Calibration drift (24-hour)*	$\leq$ 0.5% O_2 or CO_2.
Operational period	168 hours minimum.
Response time	10 minutes

*Expressed as sum of absolute mean value plus 95 percent confidence interval of a series of tests.

State of California
AIR RESOURCES BOARD

Resolution 75-60

October 28, 1975

WHEREAS, Sections 39156 and 39157 of the California Health and Safety Code require the emissions control system of new light-duty vehicles to have a useful life of 5 years or 50,000 miles, whichever comes first;

WHEREAS, Sections 39051(c), 39052(k), 39085 and 39150 of the California Health and Safety Code authorize the Air Resources Board by regulation to adopt and revise the requirements for approval of new motor vehicles for sale and registration in this state;

WHEREAS, the Board finds that some manufacturers require owners of new catalyst-equipped light-duty vehicles to service or replace the catalyst at the owner's expense prior to 50,000 miles;

WHEREAS, the Board finds early catalyst replacement at owner's expense contravenes the emissions warranty set forth in Sections 39156 and 39157;

WHEREAS, the Board finds that early catalyst replacement at owner's expense, because of the cost and inconvenience involved, is likely not to be complied with by a substantial number of owners and will result in increased emissions due to depleted catalysts;

WHEREAS, at its September 30, 1975 meeting the Board amended its regulations by adopting by emergency regulation a new Article 6 in Subchapter I of Chapter 3 of Title 13, California Administrative Code; 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, Part I, Chapter 4.5) to confirm the emergency action and to extend Section 2040 of the regulation to the entire 1976 and 1977 model-years;

NOW, THEREFORE, BE IT RESOLVED, that the Board amends its regulations in Subchapter 1 of Chapter 3 of Title 13, California Administrative Code, to adopt the proposed Article 6, described in Exhibit I, attached.

Attachment

FORM 400 (REV. 5-64)

FACE SHEET
FOR FILING ADMINISTRATIVE REGULATIONS
WITH THE SECRETARY OF STATE
(Pursuant to Government Code Section 11380.1)

EXHIBIT I

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:

October 28, 1975

By: William H. Lewis Jr.

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, Chapter 4.5) and pursuant to the authority vested by Section 39051(c) of the Health and Safety Code, and to implement, interpret, or make specific Sections 39052(k), 39085, 39150, 39156, and 39157 of the Health and Safety Code, the Air Resources Board hereby amends its regulations in Title 13, California Administrative Code, as follows:

Amend Section 2040 to read as follows:

2040. Catalyst Change Requirements. (a) For 1976 and 1977 model-year vehicles only, the manufacturer shall provide the vehicle owner, pursuant to Health and Safety Code Sections 39156 and 39157, full warranty coverage for any parts, labor, or other costs, including sales tax, if any, incurred as a result of oxidation catalyst service or replacement performed pursuant to the manufacturer's schedule or recommendation prior to the accumulation of 5 years or 50,000 miles, whichever occurs first.

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(b) To ensure that the aforesaid service or replacement is accomplished and to render easily enforceable the conditions upon which vehicles requiring such service or replacement are approved for sale in California, manufacturers shall take the following steps:

(1) Install a permanent driver's doorpost decal indicating that a catalyst replacement or service must be performed at the appropriate number of miles and that all costs related to the same will be borne by the manufacturer, and a window sticker, the text, format, and placement of which shall be approved by the Executive Officer, adequately notifying prospective purchasers of the reason for the change.

(2) Include in the owner's manual given to the purchaser, or a supplement permanently attached thereto, a statement specifically, clearly and conspicuously setting forth the catalyst service or replacement schedule, and the fact that all costs of such scheduled service or replacement will be borne by the manufacturer.

(3) Convey by first class mail the same information to each owner of a 1976 or 1977 model. Such notice shall be given to the current owner, if known to the manufacturer, or otherwise to the original owner when the specified mileage is accumulated, if practicable, or otherwise when the period of time elapses from the date of purchase that the manufacturer estimates as the average time in which the vehicle will be driven the mileage

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at which catalyst service or replacement is scheduled or recommended. The text and format of such notice shall be submitted to the Executive Officer for approval.

(4) Establish appropriate procedures for:

(A) reimbursement of dealers for their costs of catalyst warranty service or replacement, including sales tax;

(B) insuring that dealers routinely in the ordinary course of business effect catalyst service or replacement, with the owner's knowledge and consent, when they receive for any service a vehicle driven beyond the mileage at which such service or replacement is scheduled or recommended;

(C) after such service or replacement is accomplished, affixing of a permanent doorpost decal indicating the same and the date thereof.

(5) Report to the Board, at intervals specified by the Executive Officer, on the number of catalyst services and/or replacements completed for each engine family affected.

(6) Install a device which warns owners of the need for catalyst service or replacement at the appropriate mileage, which device shall be subject to the approval of the Executive Officer.

(c) Compliance herewith shall be a condition of approval.

(d) Each subpart of this section shall be deemed severable, and in the event that any part or subpart of this section is held to be invalid, the remainder of this section shall continue in full force and effect.

* * *

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).

* * *

CERTIFICATE

The Air Resources Board has determined that the foregoing regulations create no cost to local government under Section 2231 of the Revenue and Taxation Code.

STATE AIR RESOURCES BOARD

William H. Lewis, Jr.

William H. Lewis, Jr.
Executive Officer

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State of California

AIR RESOURCES BOARD

Resolution 75-61

October 27, 1975

WHEREAS, the South Central Coast Air Basin's Coordinated Basinwide Air Pollution Control Plan (basin plan) stipulates that within the portion of Santa Barbara County lying in that Air Basin liquid fuels having a sulfur content in excess of 0.5 percent may be burned when gaseous fuel deliveries are interrupted between November 16 of any one year and April 14 of the succeeding year; and

WHEREAS, the Santa Barbara County Air Pollution Control District amended its Rules and Regulations (in paragraph h of Rule 32.1, Sulfur Content of Fuels - Northern Area), to provide that liquid fuels having sulfur contents of up to one percent may be burned during any period when gaseous fuel deliveries are interrupted in the portion of the District contained within the boundaries of the South Central Coast Air Basin; and

WHEREAS, the Rule as amended is not consistent with the South Central Coast Air Basin basin plan; and

WHEREAS, Sections 39274 and 39275 of the California Health and Safety Code empower the Air Resources Board to exercise the powers of an air pollution control district if the Board finds that the district's plan to implement a basin plan will not achieve applicable ambient air quality standards; and

WHEREAS, Sections 39052(f) and 39054 of the Health and Safety Code empower the Board, after a hearing, to repeal district rules which will not achieve applicable air quality standards and which do not provide a reasonable degree of control of emissions from nonvehicular sources;

WHEREAS, the Board finds that paragraph (h) of rule 32.1 above will not achieve the state standard for SO_2 and does not provide a reasonable degree of control of sulfur emissions from fuel-burning sources;

WHEREAS, the Executive Officer, on April 8, 1975, informed the Santa Barbara County Air Pollution Control District that paragraph h of Rule 32.1, Sulfur Content of Fuels - Northern Area was not acceptable, and that the Air Resources Board would consider amending the Rule if the District took no action; and

WHEREAS, the Executive Officer issued a public notice on September 25, 1975 announcing that the Air Resources Board would hold a hearing to consider amending the Santa Barbara County Air Pollution Control District's Rule 32.1, Sulfur Content of Fuels - Northern Area, on October 27, 1975;

NOW, THEREFORE BE IT RESOLVED, that the Air Resources Board hereby adopts the amendment to the Rules and Regulations of the Santa Barbara County Air Pollution Control District set forth in Exhibit A attached hereto, effective November 6, 1975.

Exhibit A

State of California

AIR RESOURCES BOARD

Amendment to the Rules and Regulations
of the Santa Barbara County Air Pollution Control District

October 27, 1975

Rule 32.1 (Sulfur Content of Fuels-Northern Area) of the Rules and Regulations of the Santa Barbara County Air Pollution Control District is hereby amended to read in its entirety as follows (the amendment accomplishes the deletion of paragraph h):

Rule 32.1 - Sulfur Content of Fuels-Northern Area

No person shall burn within any portion of this District which lies northerly of the line described in Title 17, California Administrative Code, Part III, Chapter 1, Subchapter 1, Article 1, Section 60104, Subsection (c), any gaseous fuel containing sulfur compounds in excess of 50 grains per 100 cubic feet (calculated as hydrogen sulfide at standard conditions) or any liquid or solid fuel having a sulfur content in excess of 0.5 percent by weight; except the provisions of this Rule shall not apply:

a. To the burning of sulfur, hydrogen sulfide, acid sludge or other sulfur compounds in the manufacturing of sulfur or sulfur compounds.

b. To the incinerating of waste gases, provided the gross heating value of such gases is less than 300 British Thermal Units per cubic foot at standard conditions and provided the fuel used to incinerate such waste gases does not contain sulfur compounds in excess of the amount specified in this rule.

c. To the use of solid fuels in any metallurgical process.

d. To the use of fuels where the gaseous products of combustion are used as raw materials for other processes.

e. To the use of liquid or solid fuel to propel or test any vehicle, aircraft, missile, locomotive, boat or ship.

f. Where sulfur compounds are removed from combustion products, or a mixture of fuels is used to the extent that the emission of sulfur compounds in the atmosphere is no greater than that which would be emitted by using a liquid or solid fuel complying with this rule.

g. To the use of liquid fuel whenever the supply of liquid fuel with a sulfur content of 0.5 percent or less is not physically available to the user due to accident, strike, act of war, sabotage, act of God, failure of the supplier or by reason of any Federal or State of California rule or regulation prohibiting the purchase or use thereof, providing that an application for a variance to burn non-complying fuel is filed within three days with the Clerk of the Hearing Board of the Air Pollution Control District.

~~h.--To-the-use-of-liquid-fuel-during-any-period-in-which-the-supplier of-gaseous-fuel,-the-burning-of-which-is-permitted-by-this-rule,-interrupts the-delivery-of-such-gaseous-fuel-to-the-user;-provided,-however,-that-the sulfur-content-of-fuel-burned-pursuant-to-this-exception-shall-not-exceed one-percent-by-weight-without-a-variance-being-first-obtained-from-the Hearing-Board.--Every-person-burning-liquid-fuel-during-any-calendar-month pursuant-to-this-exception-shall,-within-ten-(10)-days-of-the-commencement of-the-next-succeeding-calendar-month,-notify-the-Air-Pollution-Control Officer-in-the-manner-and-form-prescribed-by-him-of-total-quantity-of-such liquid-fuel-burned-during-such-calendar-month-and-of-the-sulfur-content-by weight-thereof.~~

State of California
AIR RESOURCES BOARD

Resolution 75-63

December 9, 1975

WHEREAS, Sections 39051(c) and 39052.6 of the California Health and Safety Code empower the Air Resources Board to adopt emission standards for vehicles sold in California;

WHEREAS, the emissions of sulfuric acid mist from vehicles equipped with oxidation catalytic converters are dependent on the sulfur content of the unleaded gasoline burned by such vehicles;

WHEREAS, the emissions of sulfuric acid mist can be controlled by controlling the sulfur content of unleaded gasoline;

WHEREAS, Section 2252 in Title 13, California Administrative Code, limits the sulfur content of unleaded gasoline to 500 ppm as of January 1, 1976, 400 ppm as of January 1, 1978, and 300 ppm as of January 1, 1980;

WHEREAS, some persons, due to economic and technical reasons, may not be able to comply with the provisions of Section 2252; and

WHEREAS, the Air Resources Board has held a public hearing in conformity with the requirements of the Administrative Procedure Act;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board amends Section 2252 in Title 13, California Administrative Code, as follows:

Add a new subdivision (d) to Section 2252:

(d) (1) Any person who cannot comply with the requirements set forth in subdivision (a) of this section because of unreasonable economic hardship, unavailability of equipment or lack of technological feasibility may apply to the Executive Officer of the Air Resources Board for a variance. The application shall set forth:

(A) the specific grounds upon which the variance is sought;

(B) the proposed date(s) by which compliance with the sulfur content limitations in subdivision (a) will be achieved; and

(C) a plan reasonably detailing the method by which compliance will be achieved.

(2) Upon receipt of an application for a variance, the Executive Officer shall hold a hearing to determine whether, and under what conditions and to what extent, a variance from the requirements established by subdivision (a) of this section is necessary and will be permitted. Notice of the time and place of the hearing shall be sent to the applicant by certified mail not less than 30 days prior to the hearing. Notice of the hearing shall also be published in at least one newspaper of general circulation and shall be sent to every person who requests such notice, not less than 30 days prior to the hearing.

(3) At least 30 days prior to the hearing the application for the variance shall be made available to the public for inspection. Interested members of the public shall be allowed a reasonable opportunity to testify at the hearing and their testimony shall be considered.

(4) No variance shall be granted unless all of the following findings are made:

(A) that the applicant for the variance is, or will be, in violation of the requirements established by subdivision (a) of this regulation;

(B) that, due to unreasonable economic hardship, unavailability of equipment or lack of technological feasibility beyond the reasonable control of the applicant, requiring compliance would result in either (i) an arbitrary or unreasonable taking of property, or (ii) the practical closing and elimination of a lawful business; and

(C) that such taking or closing would be without a corresponding benefit in reducing air contaminants.

(5) Any variance order shall include the date(s) by which compliance with the sulfur content limitations in subdivision (a) will be achieved and any other condition(s) including, where appropriate, increments of progress, that the Executive Officer of the Air Resources Board, as a result of the testimony received at the hearing, finds necessary.

(6) Upon the application of any person, the Executive Officer of the Air Resources Board may review and for good cause modify or revoke a variance from the requirements of subdivision (a) after holding a hearing in accordance with the provisions of this subdivision.

State of California

AIR RESOURCES BOARD

Resolution 75-64

December 15, 1975

WHEREAS, Section 39013 of the Health and Safety Code declares that the Air Resources Board is responsible for the "administration, research, establishment of standards, and the coordination of air conservation activities carried on within the state"; and

WHEREAS, Section 39067 of the Health and Safety Code states that "The Board shall coordinate those statewide activities necessary to achieve and maintain satisfactory air quality in this state"; and

WHEREAS, the Board finds that the intent of the Legislature in the Mulford-Carrell Air Resources Act is for the quality of the air in this State to be preserved and protected from further undesirable deterioration; and

WHEREAS, the Board has reviewed the Environmental Protection Agency regulations for prevention of significant air quality deterioration and concluded that an alternative state air conservation program would be more appropriate for California;

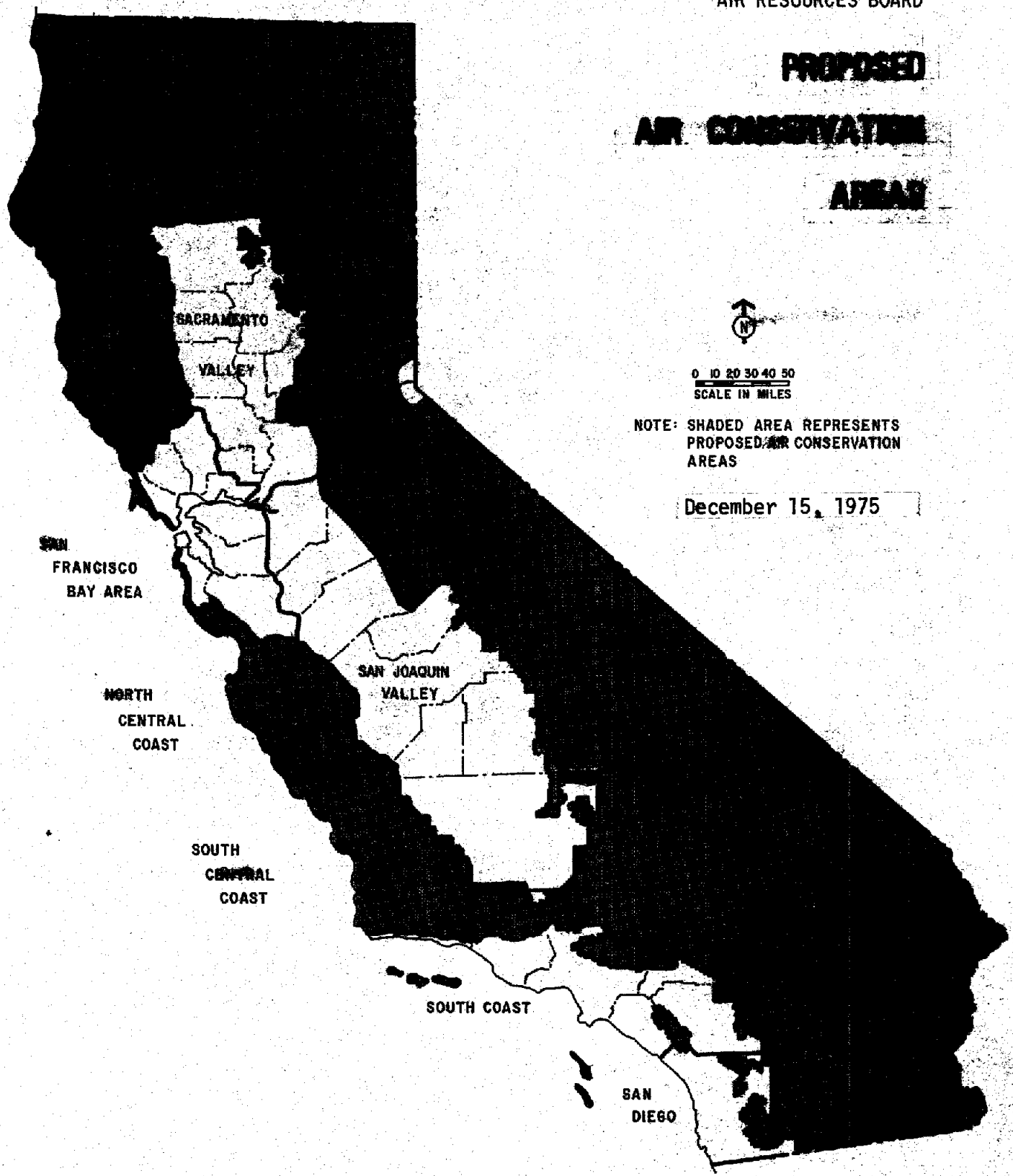
NOW, THEREFORE, BE IT RESOLVED, that the Board hereby proposes to designate as Air Conservation Areas, those portions of the State identified in the attached map and description;

BE IT FURTHER RESOLVED, that within the areas proposed for designation by the Board as Air Conservation Areas, the Board proposes,through the exercise of its own powers and through coordination with the local air pollution control districts, to develop and implement programs to prevent excessive air quality deterioration;

BE IT FURTHER RESOLVED, that the staff of the Air Resources Board is directed to develop procedures and criteria for the exclusion of limited areas from the proposed Air Conservation Areas, and to present its proposal to the Board for consideration at the February 1976 meeting.

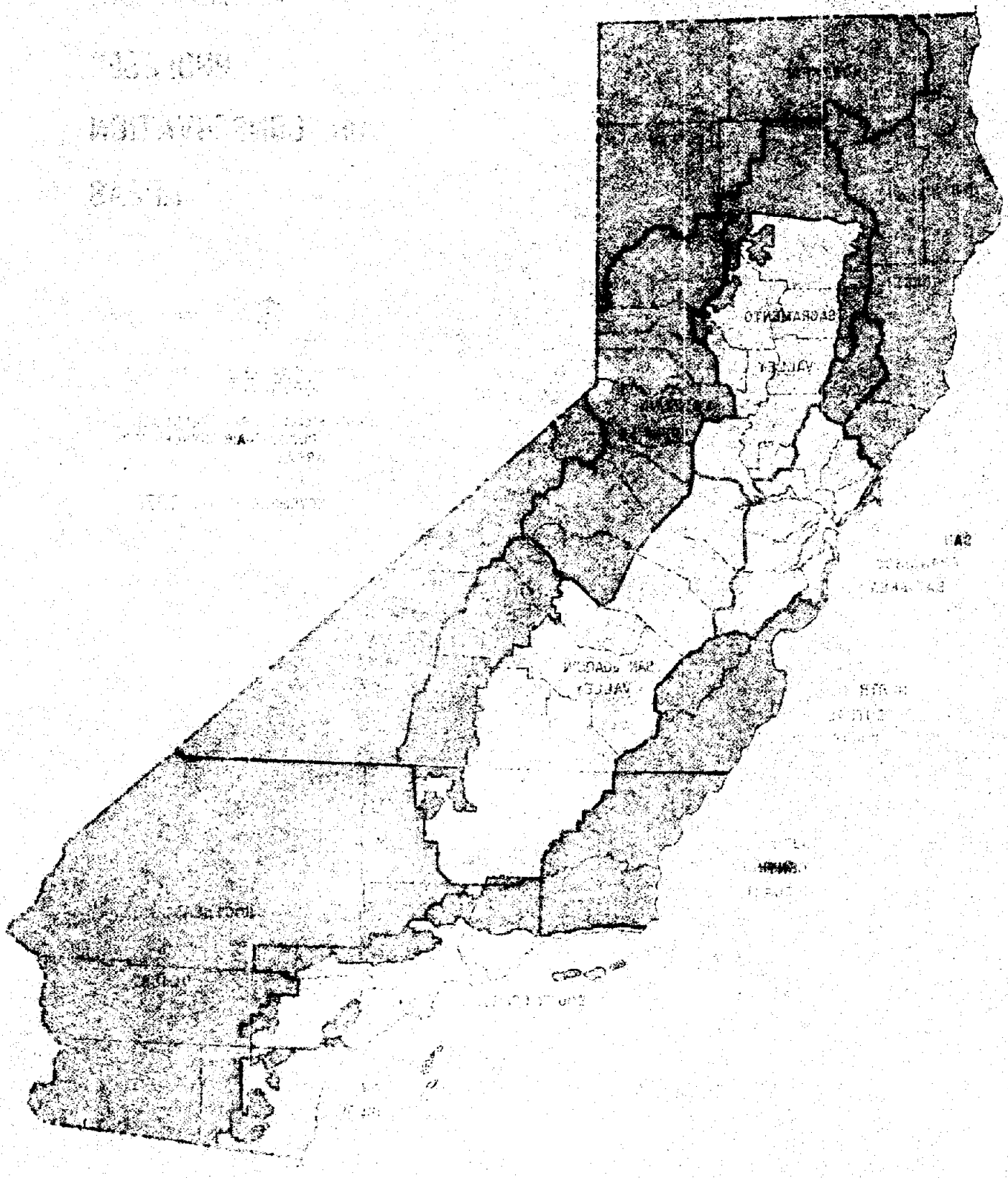
CALIFORNIA
AIR RESOURCES BOARD

PROPOSED AIR CONSERVATION AREAS



NOTE: SHADED AREA REPRESENTS PROPOSED AIR CONSERVATION AREAS

December 15, 1975



December 15, 1975

Proposed Air Conservation Areas

1. All of the North Coast Air Basin
2. All of the Northeast Plateau Air Basin
3. All of the Lake County Air Basin
4. All of the North Central Coast Air Basin
5. All of the South Central Coast Air Basin
6. All of the Great Basin Valleys Air Basin
7. All of the Southeast Desert Air Basin
8. All of the Mountain Counties Air Basin except for the area proposed for designation as the Lake Tahoe Air Basin (Boardbook Item No. 75-24-2).
9. The portion of the San Francisco Bay Area Air Basin that includes the Point Reyes National Seashore and the parts of Marin and San Mateo Counties that are subject to the Coastal Zone Conservation Commission jurisdiction.
10. The Shasta County portion of the Sacramento Valley Air Basin, and all other areas of the Basin that lie within national forests or national parks (i.e., portions of Tehama, Glenn, Butte, Yuba and Colusa Counties).
11. The portions of the San Joaquin Valley Air Basin that lie within national parks or national forests (i.e., portions of Madera, Fresno, Tulare and Kern Counties).
12. The portions of the South Coast Air Basin described as follows: all of the Channel Islands and all other areas of the Basin that lie within national forest boundaries.
13. The portions of the San Diego Air Basin that lie within national forests.

State of California
AIR RESOURCES BOARD

Resolution 75-66

December 15, 1975

WHEREAS, Section 39011 of the Health and Safety Code declares that "It is necessary to provide a means for an intensive coordinated state, regional, and local effort to combat the problems of air pollution within the various air basins in the state by dividing the state into basins based upon similar meteorological and geographical conditions and with consideration for political boundary lines wherever practicable..."; and

WHEREAS, the Tahoe area is a well-defined geographical area and that the area has meteorological characteristics which set it apart from the Mountain Counties Air Basin; and

WHEREAS, there is a probability that some of the present statewide ambient air quality standards are not appropriate for the Tahoe area; and

WHEREAS, pursuant to Health and Safety Code Section 39051 the Air Resources Board may adopt standards which differ from air basin to air basin; and

WHEREAS, pursuant to Health and Safety Code Section 39273, with the formation of a Lake Tahoe Air Basin, a basinwide air pollution control plan would be required; and

WHEREAS, Section 39051 of the Health and Safety Code requires the Air Resources Board to hold public hearings prior to the division of the state into air basins; and

WHEREAS, the Executive Officer issued a public notice on November 12, 1975 announcing that the Air Resources Board would hold a hearing to consider amending Title 17 of the California Administrative Code to establish a Lake Tahoe Air Basin which is coterminous with the jurisdiction of the California Tahoe Regional Planning Agency; and

WHEREAS, the establishment of the Lake Tahoe Air Basin will necessitate changes in the present boundaries of the Mountain Counties Air Basin;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby amends Sections 60111 and 60113 of Title 17, California Administrative Code, to establish the Lake Tahoe Air Basin as delineated on the official map thereof which is signed by the Executive Officer of the Air Resources Board, and to delete such area from the Mountain Counties Air Basin, as set forth in the attached Exhibit A; and

BE IT FURTHER RESOLVED, that the Executive Officer is directed to request the Lake Tahoe Basinwide Air Pollution Control Coordinating Council to submit to the Air Resources Board a basinwide air pollution control plan by September 1, 1976.

EXHIBIT A

Air Resources Board

Amendments to Title 17 of the
California Administrative Code

Words in italics represent words added, words with lines through them represent deletions.

60111. Mountain Counties Air Basin

(a) All of Plumas County

(b) All of Sierra County

(c) All of Nevada County

~~(d)--All of Placer County~~

~~(e)--All of El Dorado County~~

~~(f)~~ *(d)* All of Amador County

~~(g)~~ *(e)* All of Calaveras County

~~(h)~~ *(f)* All of Tuolumne County

~~(i)~~ *(g)* All of Mariposa County

(h) All of El Dorado County except that portion included in the Lake Tahoe Air Basin, as defined in Section 60113(a).

(i) All of Placer County except that portion included in the Lake Tahoe Air Basin, as defined in Section 60113(b).

60113. Lake Tahoe Air Basin:

(a) That portion of El Dorado County within the drainage area naturally tributary to Lake Tahoe including said Lake.

(b) That portion of Placer County within the drainage area naturally tributary to Lake Tahoe including said Lake,

plus that area in the vicinity of the head of the Truckee River described as follows: commencing at the point common to the aforementioned drainage area crestline and the line common to Townships 15 North and 16 North, M.D.B. & M., and following that line in a westerly direction to the northwest corner of Section 3, Township 15 North, Range 16 East, M.D.B.& M., thence south along the west line of Sections 3 and 10, Township 15 North, Range 16 East, M.D.B. & M., to the intersection with the said drainage area crestline, thence following the said drainage area boundary in a southeasterly, then northeasterly direction to and along the Lake Tahoe Dam, thence following the said drainage area crestline in a northeasterly, then northwesterly direction to the point of beginning.

The Air Basin defined and described in (a) and (b) above shall be as delineated on the official map thereof which is signed by the Executive Officer of the Air Resources Board; such map shall be on file at the Air Resources Board Headquarters Office.

State of California

AIR RESOURCES BOARD

Resolution 75-68

December 9, 1975

WHEREAS, an unsolicited research proposal No. 472-30 entitled "The Effect of Environmental Variables and Sampling Media on the Collection of Atmospheric Sulfate" has been submitted to the Air Resources Board;

WHEREAS, the Research Screening Committee has evaluated this proposal; and

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

> ARB Proposal Number 472-30 entitled "The Effect of Environmental Variables and Sampling Media on the Collection of Atmospheric Sulfate", submitted by the Air and Industrial Hygiene Laboratory of the California Department of Health for an amount not to exceed $150,000;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board accepts the recommendation of the Research Screening Committee and approves the proposal:

> ARB Proposal Number 472-30 entitled "The Effect of Environmental Variables and Sampling Media on the Collection of Atmospheric Sulfate", submitted by the Air and Industrial Hygiene Laboratory of the California Department of Health for an amount not to exceed $150,000,

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 $150,000.

State of California

AIR RESOURCES BOARD

Resolution 75-69

December 9, 1975

WHEREAS, a research proposal has been submitted to the Air Resources Board, entitled "Sulfate, Nitrate Inhalation Toxicity";

WHEREAS, the Research Proposal Screening Committee has evaluated this proposal; and

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

ARB Proposal Number 7-396-17ab entitled "Sulfate, Nitrate Inhalation Toxicity", submitted by the Community and Environmental Medicine Division of the College of Medicine, University of California Irvine, for an amount not to exceed $274,141;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby accepts the recommendation of the Research Proposal Screening Committee and approves the proposal:

ARB Proposal Number 7-396-17ab entitled "Sulfate, Nitrate Inhalation Toxicity", submitted by the Community and Environmental Medicine Division of the College of Medicine, University of California Irvine, for an amount not to exceed $274,141,

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 $274,141.

BE IT FURTHER RESOLVED, that the Board direct the staff to execute all necessary documents and contracts for the research effort as soon as possible in order to provide continuity of the program.