

**Public Hearing on the California Air Resources Board  
Proposed Heavy-Duty Inspection and Maintenance (HD I/M) Regulation**

**December 9, 2021**

**Oral Statement**

Good morning, and thank you to Chair Randolph and Members of the Board for the opportunity to testify.

The Truck and Engine Manufacturers Association – EMA – and its members have a long history of working with CARB on the development and implementation of mobile source regulations, and we are committed to continuing that collaborative approach on this and other CARB programs going forward.

Our detailed comments, including our recommended edits to the proposed regulatory text, are set forth in the written comments we submitted on November 29th, but I would like to highlight a few of EMA’s priority concerns here today:

- First, the Pilot Program Report required by SB 210 was released simultaneously with the ISOR for this rule, and consequently, the issues identified through the pilot program are not adequately addressed in the Proposal. Full consideration should be given to the Report, and a thorough follow-on review should be completed, prior to the issuance of a Final Regulation Order.
- Second, the proposed implementation timeline will not provide adequate lead-time for remote onboard diagnostic (OBD) device manufacturers or for vehicle manufacturers to ensure the feasibility, readiness and compatibility of the mandated remote OBD technology, or to protect against any unintended impacts on critical vehicle systems.
- Third, existing electronic controller networks have not been validated against the continuous nature of the plug-in devices that would be used for the HD I/M program, and further, the use of third-party devices may create unexpected communication problems that could lead to vehicle system and communication failures. A standard, well-defined

industry communication protocol (SAE, IEEE, etc.) needs to be established prior to program implementation, not after-the-fact.

- Fourth, vehicle OBD ports are designed for short-term device connections when needed, rather than for continuous connection. We have concerns regarding the durability of the OBD port, the mechanical load on the connector, and potential safety issues.
- Fifth, a thorough study of CARB's PEAQS and other roadside emissions monitoring devices (REMDs) is needed prior to program implementation to avoid situations where a significant portion of the vehicle population is erroneously flagged and required to undergo unnecessary repairs. Use of these REMDs, as currently proposed, will create a high likelihood for the "false" flagging of vehicles, since there is no underlying instantaneous emission limit or standard.
- Sixth, the regulations should allow for fleets of any size to request a compliance extension for extreme situations, such as parts unavailability. The ongoing worldwide chip supply crisis is impacting manufacturing industries globally, with no regard to business size.
- And seventh, the data and validation requirements of the HD I/M program will create duplicative requirements with existing and future OBD data reporting requirements; EMA strongly recommends streamlining or consolidating the overlapping data submissions to better align the programs.

Thank you for the opportunity to provide testimony today. We hope that all stakeholder comments will be given full consideration, and we look forward to continued collaboration with CARB Staff on the necessary revisions to the Proposal.

Respectfully Submitted,

TRUCK AND ENGINE  
MANUFACTURERS ASSOCIATION