

Proposed Changes to the Voluntary Accelerated Vehicle Retirement (VAVR) Regulation

The following is a description of the proposed changes to the 2002 VAVR regulation. The changes include the authorization for the optional use of remote sensing devices (RSD) and other technologies to identify high emitting vehicles in revised Section 2610, Identification of High Emitting Vehicles. Section 2608, Emission Reduction Credits, was modified to include the generation of extra emission reduction credits for the voluntary retirement of high emitting vehicles. Original Section 2610, Pilot Program, was replaced, as the pilot program was completed. Section 2611 was also deleted as funding for VAVR programs under measure M1 did not materialize. Other sections were edited to improve clarity, correct grammatical and organizational errors, and increase consistency within the regulation.

In general, subsections that did not relate directly to a particular section were moved to those sections to which they more directly applied. Some rewording was incorporated to improve clarity and to change some options into requirements to improve accountability for administering and operating VAVR programs. Minor spelling, grammatical, and organizational changes were made throughout the regulation to improve clarity and readability. Additionally, references were changed to incorporate changes within the document.

To assist the reader in understanding what changes were made to the regulation and why, the changes to each section are noted below according to section. To better understand the various changes to the 2002 regulation, it is recommended to read the following narrative along with a copy of the underlined and strike-out 2006 regulation.

Section 2601 Definitions:

Major changes include arranging the definitions by alphabetical order, deleting outdated and unused definitions, and adding new definitions.

The following definitions were deleted: pilot program, SIP, measure M1, gross polluter, high emitter, and inspection and maintenance program. The first three terms were deleted as the pilot program has been completed, and measure M1 of the SIP no longer applies to the VAVR regulation. The terms gross emitter and high emitter were not used in the 2002 VAVR regulation and are not used in the 2006 updated version. Both terms were replaced by a new term, high emitting vehicle. The new term is defined pursuant to the Bureau of Automotive Repairs (BAR) Accelerated Simulation Mode Emission Standards and Gross Polluter Standards located in Title 16, Division 33, Article 5.5, Section 3340.42 of the California Code of Regulations. The term Smog Check was used in place of inspection and maintenance program, as the Smog Check is more universally recognized by the public.

Seven definitions were added including: day, dismantle, high emitting vehicle, remote sensing device, Smog Check, useful life, and VAVR enterprise. The term day was added to clarify that a day is any weekday including weekend days to distinguish it from a working day. Dismantle replaces the term crush that was used throughout the 2002 regulation to allow other means of destroying a vehicle than crushing. The term high emitting vehicle replaces the terms gross polluter and high emitter, as neither term was clearly defined by published emission standards. The term remote sensing devices or RSD was added as a technology that can be used to identify high emitting vehicles. As noted, the term Smog Check replaced inspection and maintenance program due to its more universal recognition. The term useful life is used in the legislation that authorizes the VAVR regulation and has now been defined to clarify what condition a vehicle must be in to be eligible for inclusion in a VAVR program. The final term, VAVR enterprise, was added to define a previously undefined term that was used in the 2002 regulation.

Section 2602 District Responsibility:

Old subsection (b) “All operators of VAVR enterprises . . .” was moved to Section 2604, as the subsection did not relate to district responsibilities but was directly related to VAVR enterprise operator requirements.

Old subsections (c) and (d) were combined into new subsection (b) to reduce verbiage and provide a list of district responsibilities.

New subsection (d) “District approval to generate . . . “ was moved from Section 2609, as it was directly related to district responsibilities.

Language was changed to clarify that districts did not just have “responsibility” for certain actions but “shall” perform them as noted in new subsections (b) and (c).

Section 2603 Vehicle Eligibility:

A major change to this section was replacing the 120 day DMV registration in the district for vehicle eligibility to 24 months in subsection (a)(2). This change was made to conform the regulation with the requirements of the underlying legislation.

Old subsection (a)(2)(A) was deleted, as it no longer applied due to residency requirement changes.

New subsections (a)(2)(B) and (C) were added to be consistent with the original 1996 VAVR regulation and to add some flexibility to the 24 month residency requirement.

New language was added to clearly define what a light duty vehicle is in new subsection (a)(3).

Old subsection (a)(4) was deleted as it was redundant to subsection (b)(1).

Language was added to clarify that Smog Checks must be completed by BAR licensed technicians in new subsection (a)(6).

New subsection (a)(7) was added defining the term “tampering” specifying that tampered vehicles are not eligible for VAVR programs until all of the tampering is corrected, consistent with the letter and intent of the underlying legislation.

Additional language was added and sentences rearranged to clarify the requirements for the equipment and the functional eligibility inspections throughout subsection (b).

Section 2604 VAVR Enterprise Operator Requirements:

Subsection (a) “All owners and operators . . .” was moved from Section 2602 as it more accurately applied to this section.

Subsections (j) “Violation of any provision of these regulations . . .” and (k) “Violations of any provision of Section 2603 . . .” were moved from Section 2609 to this section, as they more directly applied to this section and emphasize the consequences of violating any provisions of this regulation.

Some subsections were reworded to improve clarity such as providing a list of compliance requirements rather than presenting them in a single sentence sequence as in new subsection (c)(3).

Section 2605 Offering Vehicles to the Public:

Minor changes included adding acronyms and deleting unnecessary references.

Section 2606 Parts Recycling and Resale:

Minor changes were made to capitalization, punctuation, and references.

Subsection (e) was reworded to improve clarity by listing compliance requirements rather than including them in a single sentence sequence.

Section 2607 Advertising:

Minor changes were made in punctuation and by deletion of excess verbiage.

Section 2608 Emission Reduction Credits:

This section was substantially revised by rearranging subsections for greater clarification, by authorizing the generation of extra emission reduction credits, and by including subsections from other sections that were appropriately contained in this section.

New subsection (a) was repositioned to clarify that emission reduction credits are marketable.

New subsections (b), (c), (d), and (e) were moved from Section 2609, as they were more directly related to the approval of emission reduction credits.

New subsection (f) was repositioned to add emphasis that emission reduction credits have a default lifetime of three years.

Subsection (g) was revised to remove excess verbiage, to improve clarity, and to specify the location of the calculation methodology for default emission reductions.

New subsection (h) was added to authorize the issuance of extra emission reduction credits, state that the ARB will provide a calculation methodology, and provide the criteria that the ARB will use to evaluate alternative methodologies.

Section 2609 Records and Auditing:

This section was revised by moving old subsections (a)(4), (5), (6), and (7)(B) to other sections in which the content fit was better.

Additional changes were made by deleting excess verbiage and modifying language to change a “responsible for” action into a “shall” as in new subsection (b).

Section 2610 Pilot Program:

This section was deleted and replaced by new Section 2610, as the pilot program was completed.

Section 2610 Identification of High Emitting Vehicles:

This is an entirely new section that authorizes the use of remote sensing devices (RSD) and other ARB-approved technologies to identify vehicles that emit pollutants in excess of the ASM test pass/fail limits established by BAR.

Subsection (a) authorizes the use of RSD and other ARB-approved technologies to identify high emitting vehicles.

Subsection (b) specifies that the use of these technologies is optional.

Subsection (c) requires that high emitting vehicle VAVR programs comply with all other requirements of the VAVR regulation.

Subsection (d) requires anyone wanting to operate a high emitting vehicle VAVR program to submit a detailed plan for ARB approval.

Subsection (e) states that all equipment must be operated correctly.

Subsection (f) authorizes the generation of extra emission reduction credits for retiring eligible vehicles.

Subsection (g) lists the criteria that the ARB will use to evaluate a high emitting vehicle VAVR plan.

Section 2611 Procurement of Credits for SIP Measure M1:

This section was deleted as funding for M1 did not materialize.

| PROPOSED REGULATION ORDER (Strikeout Underline Format)

| Title 13, California Code of Regulations, Chapter 13, Article 1, Sections 2601 – 2610

Section 2601 - Definitions

Section 2602 - District Responsibility

Section 2603 - Vehicle Eligibility

| Section 2604 - ~~Voluntary Accelerated Vehicle Retirement~~ Enterprise Operator Requirements

Section 2605 - Offering Vehicles to the Public

Section 2606 - Parts Recycling and Resale

Section 2607 - Advertising

Section 2608 - Emission Reduction Credits

Section 2609 - Records and, Auditing
~~, and Enforcement~~

Section 2610 - ~~Pilot Program~~
Identification of High Emitting Vehicles

Section 2611 - ~~Procurement of Credits for SIP Measure M1~~

| Appendix A ~~to Article 1~~ - ~~_____~~ Certification of Vehicle Functional and Equipment Eligibility Inspection Form

| Appendix B ~~to Article 1~~ - ~~_____~~ Voluntary Accelerated Light Duty Vehicle Retirement Program Emission Reductions Emission/Drive Train-Related Parts List

| Appendix C _____ - ~~to Article 1~~ Quality Control Checklist Emission/Drive Train-Related Parts List

| Appendix D ~~to Article 1~~ - Calculation of Default Emission Reductions

Title 13, California Code of Regulations
Division 3, Air Resources Board
Chapter 13, Voluntary Accelerated Vehicle Retirement Enterprises
Article 1, Voluntary Accelerated Light-Duty Vehicle Retirement Enterprises

§2601 Definitions:

- ~~(a) “voluntary accelerated vehicle retirement” (“VAVR”) means the use of cash payments or other incentives to encourage a vehicle owner to voluntarily retire his or her vehicle from service earlier than otherwise would have occurred;~~
- ~~(b) “Inspection and Maintenance Program” (“I/M”) or “Smog Check” means the motor vehicle inspection program established by the Health and Safety Code section 44000, et seq.;~~
- ~~(c) “enterprise operator” means a person who conducts a voluntary accelerated vehicle retirement enterprise according to these regulations. The enterprise operator purchases vehicles, arranges for a vehicle’s permanent removal from operation, and receives any emission reduction credit generated thereby;~~
- ~~(d) “dismantler” means the person or business, defined and licensed according to the requirements of the California Vehicle Code §220, §221, §11500, et seq., and other business codes and the regulations of the Department of Motor Vehicles, who dismantles or otherwise removes from service those vehicles obtained as part of a voluntary accelerated vehicle retirement enterprise;~~
- ~~(e) “emission reduction credit” means a credit representing the amount of emission reductions from accelerated retirement of vehicles, which can be applied to the emission reduction obligations of another source or to air quality attainment goals. VAVR enterprises can generate emission reduction credits that may be sold on the open market;~~
- ~~(f) “pilot program” means a limited VAVR enterprise to be conducted under contract to the Air Resources Board (“ARB” or “Board”), to be completed no later than two (2) years following adoption of these regulations, with the intent of assessing the effectiveness of such enterprises and of these regulations;~~
- ~~(g) “SIP” means the State Implementation Plan for ozone attainment, approved by the Board in 1994 and as subsequently amended;~~
- ~~(h) “measure M1” means the mobile source control measure of the SIP that calls for utilizing VAVR enterprises in the South Coast Air Basin for the purpose of achieving needed emission reductions;~~
- ~~(i) “NOx” means oxides of nitrogen, NO and NO2, measured as NO2, emitted in automotive exhaust;~~
- ~~(j) “CO” means carbon monoxide, as emitted in automotive exhaust;~~
- ~~(k) “PM” means particulate matter, as emitted in automotive exhaust;~~
- ~~(l) “ROG” means reactive organic gases, as emitted in both automotive exhaust and evaporative emissions;~~
- ~~“district” means local air quality management district or air pollution control district that has responsibility for administering VAVR enterprises within its jurisdiction;~~
- ~~(n) “Executive Officer” means the Executive Officer of the Air Resources Board;~~

- ~~(o) "collector-interest vehicle" means any vehicle purchased by a car collector or car enthusiast primarily for its historic or esthetic value, rather than primarily as a means of transportation;~~
- ~~(p) "gross polluter" means a vehicle failing required emissions testing with emission levels in the gross polluter category, and which has not been repaired and subsequently retested to show its emission levels have been brought into compliance. This includes vehicles registered and operating under the authority of a repair cost waiver or economic hardship extension;~~
- ~~(q) "high emitter" means a vehicle failing required emissions testing with emission levels in the high emitter category, and which has not been repaired and subsequently retested to show its emission levels have been brought into compliance. This includes vehicles registered and operating under the authority of a repair cost waiver or economic hardship extension;~~
- ~~(r) "emissions-related part" means any automotive part, which affects any regulated emissions from a motor vehicle that is subject to California or federal emissions standards. This includes, but is not limited to, those parts specified in the "Emissions-Related Parts List," adopted by the State Board on November 4, 1977, as last amended June 1, 1990.~~
- ~~(s) "drive train parts" are all parts associated with the drive train such as engine, drive mechanism, transmission, differential, axles and brakes.~~
- (a) "CO" means carbon monoxide, as emitted in vehicle exhaust.
- (b) "Collector-interest vehicle" means any vehicle purchased by a collector or enthusiast primarily for its historic or esthetic value, rather than primarily as a means of transportation.
- (c) "Day" means any week or weekend day including all holidays.
- (d) "Dismantle" means to punch, crush, stamp, hammer, shred, or otherwise render permanently and irreversibly incapable of functioning as originally intended, any vehicle or vehicle part.
- (e) "Dismantler" means the person or business, defined and licensed according to the requirements of California Vehicle Code §220, §221, §11500, et seq., and other business codes and the regulations of the Department of Motor Vehicles (DMV), who dismantles or otherwise removes from service those vehicles obtained as part of a Voluntary Accelerated Vehicle Retirement (VAVR) enterprise.
- (f) "District" means a local air quality management district or air pollution control district, as defined by California Health and Safety Code, Part 3, Section 40000 et seq., that has responsibility for administering VAVR enterprises within its jurisdiction.
- (g) "Drive train parts" means all parts associated with the drive train such as engine, drive mechanism, transmission, differential, axles and brakes.
- (h) "Emission reduction credit" means the amount of emission reductions from the accelerated retirement of vehicles, that can be applied to the emission reduction obligations of another source or to air quality attainment goals.
- (i) "Emissions-related part" means any vehicle part which affects any regulated emissions from a vehicle that is subject to California or federal emissions standards and includes, but is not limited to, those parts specified in the "Emissions-Related Parts List," adopted by the State Board on November 4, 1977, as last amended.

- (j) “Enterprise operator” means a person, who conducts a voluntary accelerated vehicle retirement enterprise according to these regulations, purchases vehicles, arranges for a vehicle’s permanent removal from operation, and receives any emission reduction credit generated.
- (k) “Executive Officer” means the Executive Officer of the Air Resources Board (ARB).
- (l) “High Emitting Vehicle” means a vehicle that is identified as one that is emitting pollution in excess of emission standards pursuant to Title 16, Division 33, Article 5.5, Section 3340.42 of the California Code of Regulations.
- (m) “NOx” means oxides of nitrogen, NO and NO2, measured as NO2, emitted in vehicle exhaust.
- (n) “PM” means particulate matter, as emitted in vehicle exhaust.
- (o) “Remote sensing device (RSD)” means a device or devices that measure one or any combination of CO, NOx, and ROG concentrations in the exhaust of an on-road vehicle through infrared, ultraviolet, or other ARB-approved technology.
- (p) “ROG” means reactive organic gases, as emitted in both vehicle exhaust and evaporative emissions.
- (q) “Smog Check” means the motor vehicle inspection and maintenance program established by California Health and Safety Code Section 44000, et seq.
- (r) “Useful life” means the physical condition of a vehicle proposed for retirement such that the vehicle passes the functional and equipment eligibility inspections, as defined in Section 2603 of this regulation, and has passed the last scheduled Smog Check.
- (s) “VAVR enterprise” means a privately owned and/or operated business by an enterprise operator.
- (t) “Voluntary accelerated vehicle retirement” or “VAVR” means a program in which cash payments or other incentives are offered to a vehicle owner to voluntarily retire their older, more polluting vehicle that is operational and still has a useful life.

NOTE: Authority cited: Sections 39600, 39601 and 44101, Health and Safety Code.
Reference: Sections 39002, 39003, 43000, 43013, 44081, 44090, 44100, 44101, 44102, 44103, 44105 and 44122, Health and Safety Code.

§2602 District Responsibility

- (a) Within six (6) months of the date of adoption of these regulations, each district allowing the operation of VAVR -enterprises ~~within its jurisdiction~~ shall implement and enforce these regulations, or shall amend existing rules to comply with these regulations;
- (b) ~~All operators of VAVR enterprises shall comply with district rules and these regulations;~~
- (c) ~~Each participating district shall have responsibility, with ARB oversight;~~
- (1) ~~Afor administering and auditing VAVR enterprises conducted within its jurisdiction;~~
- (2) Administer and monitor the use of credits generated by VAVR enterprises operated under these regulations
- (d) ~~i]n accordance with all state, federal, and local laws, rules, and regulations;~~

~~(3) each participating district shall administer and monitor the use of credits generated by enterprises operated under these regulations and shall, with ARB oversight, certify or reject the accuracy and validity of any credits generated, as required; and~~

~~(4) Each participating district will retain the records received according to Section subparagraphs §26089(b)(a)(2) and (3) for a period not less than the life of the related credits;~~

~~(c) Each participating district shall be responsible for verifying that any vehicle accepted for participation in a VAVR enterprise within sixty-one to ninety (61 - 90) days of its next required Smog Check inspection has not failed the Smog Check inspection during this time frame.~~

~~(d) District approval to generate operate emission reduction credits shall be revoked if a VAVR enterprise operator demonstrates a recurrent pattern of accepting vehicles that do not meet the eligibility requirements pursuant to Section 2603 or if a VAVR enterprise operator violates any part of Section 2609(a).~~

NOTE: Authority cited: Sections 39600, 39601 and 44101, Health and Safety Code.
Reference: Sections 39002, 39003, 43000, 43013, 44100 and 44101, Health and Safety Code.

§2603 Vehicle Eligibility

(a) To be eligible for generation of emission reduction credits through a VAVR enterprise, a vehicle shall meet the following criteria:

(1) It shall be voluntarily sold to the enterprise operator for a price mutually agreed between the vehicle seller and the enterprise operator;

(2) It shall be currently registered with the Department of Motor Vehicles as an operable vehicle, and shall have been so registered for at least 24 months~~120 days~~ prior to the final date of sale to the VAVR enterprise, to an address or addresses within the district in which the VAVR enterprise is being operated;

(A) Smog Checks must have been performed as required by the Department of Motor Vehicles in order for the vehicle to be considered registered;

~~(A) If a vehicle owner has sold a vehicle to an enterprise operator within the previous twelve (12) months, any subsequent vehicles offered to the same enterprise operator must have been registered continuously to that owner for the previous twenty-four (24) month period, in addition to meeting all other requirements of this section;~~

(B) A vehicle may also be eligible if the owner of the vehicle placed the vehicle in planned non-operational status per Vehicle Code Section 4604, et seq., for a total of two (2) or fewer months during the continuous twenty-four (24) months registration period and occurring at least three (3) months prior to the date of sale to the VAVR enterprise operator;

(C) A vehicle may also be eligible if the registration has lapsed for less than 181 days during the previous twenty-four (24) months and all appropriate registration fees and late penalties have been paid to the DMV, provided that the vehicle is registered for at least ninety (90) days immediately prior to its date of sale to a VAVR enterprise operator; and

(D) Determination of an individual vehicle's registration history shall be based on:

1. ~~r~~Registration data for that vehicle obtained from ~~Department of Motor Vehicles records -and~~
2. If ~~(D.1A)~~ provides inconclusive results for an individual vehicle, then copies of the applicable vehicle registration certificates may be used;
- (3) It shall be a passenger car or a light-duty truck that is defined as, but not limited to, a pick-up truck, SUV, or van up to 5,750 pounds gross vehicular weight rating;
- (4) ~~It shall be driven to the purchase site under its own power;~~
- ~~(5) It shall not be operating under a Smog Check repair cost waiver or economic hardship extension;~~
- ~~(56) If a vehicle volunteered for retirement is within sixty (60) days of its next required Smog Check inspection, the following criteria must be met:~~
 - ~~(A) The vehicle shall pass the Smog Check inspection without receiving a repair cost waiver or economic hardship extension prior to acceptance by a VAVR enterprise operator;~~
 - ~~(6B) Owners of vehicles requiring Smog Check inspections pursuant to Ssection §22603(a)(56) shall be required to submit documentation issued by a Bureau of Automotive Repair (BAR) licensed Smog Check technician station demonstrating compliance with Ssection §2603(a)(56)(A). ~~The documentation shall be submitted to the person performing the functional and equipment eligibility inspection pursuant to Ssection §2603(b);~~ and~~
 - ~~(7) Vehicles that are tampered, pursuant to Ssection 3340.41.5 of Title 16, Division 33, Article 5.5 of the California Code of Regulations, shall not be eligible for acceptance into a VAVR program.~~
- (b) Each vehicle shall pass a functional and equipment eligibility inspection performed by the VAVR enterprise operator or other ARB-approved inspector (inspector), conducted on-site at the VAVR enterprise location and. ~~The following elements shall be included in the following inspection:~~
 - (1) The candidate vehicle must have been driven to the inspection site under its own power. ~~;~~ If an inspector has knowledge that a vehicle was towed or pushed for any portion of the trip to the inspection site, then the inspector shall not approve the vehicle for eligibility in a VAVR program;
 - (2) The inspector shall inspect the vehicle to ensure it meets the following equipment eligibility requirements and shall reject the vehicle for emission reduction credit generation if the vehicle fails any of these requirements:
 - (A) All doors shall be present and in place;
 - (B) The hood shall be present and in place;
 - (C) The dashboard shall be in place;
 - (D) Windshield shall be present and in place;
 - (E) The driver's seat must be present and in place;
 - (F) Interior pedals shall be operational;
 - (G) One bumper and all side and/or quarter panels shall be present and in place;
 - (H) Vehicle drivability must not be affected by any body, steering, or suspension damage;
 - (I) Exhaust system shall be present and in place;
 - ~~(JH) One headlight, one taillight and one brake light shall be present and in place;~~
 - ~~(K) One side window glass shall be present and in place; and~~

~~(LJ)~~ The requirements of Section §2603(a)(5) and §2603(a)(6) regarding Smog Check status have been met; and

~~(43)~~ The inspector shall complete the following functional eligibility inspection, and shall reject the vehicle for credit generation if the vehicle fails to complete the following test: Insert key, vehicle engine shall start using keyed ignition system. In addition to the keyed ignition switch, ignition or fuel kill switch may be activated if required to start engine. The vehicle must start readily through ordinary means without the use of starting fluids or external booster batteries. The vehicle shall be driven forward for a minimum of 25 feet under its own power. The vehicle shall be driven in reverse for a minimum of 25 feet under its own power;

~~(5)~~ Upon satisfactory completion of the inspection, the inspector shall~~will~~ issue a certificate of functional and equipment eligibility, as specified in Appendix A to this Article.

~~(A)~~ master copy of the certificate of functional and equipment eligibility is included in the document "Voluntary Accelerated Vehicle Retirement Certificate of Functional and Equipment Eligibility Inspection Form", as specified in Appendix A to this Article 4;

~~(65)~~ Vehicles failing the requirements pursuant to Sections §2603(b)(1), (2), and §2603(b)(3), may be re-tested by the inspector for compliance with these requirements and issued a certificate of functional and equipment eligibility at any time after modifications have been made to the vehicle to correct all deficiencies provided inoperable vehicle odometers are fixed prior to conducting this test, the vehicle has traveled a minimum of 50 miles subsequent to the failure determination, and the vehicle passes the eligibility inspection; and

~~(7)~~ Vehicles with inoperable vehicle odometers must be fixed prior to conducting this test. Vehicles failing the requirements pursuant to Section §2603(b)(42) may be re-tested by the inspector for compliance with these requirements and issued a certificate of functional and equipment eligibility provided inoperable vehicle odometers are fixed prior to conducting this test, the vehicle has traveled a minimum of 50 miles subsequent to the failure determination, and the vehicle passes the functional eligibility inspection; at any time after modifications have been made to the vehicle to correct all deficiencies;

~~(c)~~ Districts may adopt vehicle functional and equipment eligibility inspection requirements that are more stringent than those specified in Section §2603(b) but. ~~In doing so, districts may not omit or weaken any of the required functional or equipment tests; they may only add additional tests or adopt a more stringent version of a specified test.~~

NOTE: Authority cited: Sections 39600, 39601, 44101, and 44102, Health and Safety Code. Reference: Sections 39002, 39003, 43000, 43013, 44100, 44101, 44102, 44103 and 44107, Health and Safety Code.

§2604 VAVR Enterprise Operator Requirements

(a) All owners and operators of VAVR enterprises shall comply with all applicable district rules and these regulations.

(b) The enterprise operator shall either:

(1) ~~B~~be an auto dismantler, licensed according to the requirements of the California Vehicle Code and other business codes and the regulations of the ~~Department of Motor Vehicles~~, for the purpose of vehicle disposal after purchase; or:

(2) ~~H~~have a binding agreement with a duly authorized auto dismantler; for the purpose of vehicle disposal after purchase;

~~(c)~~ (b) At least thirty (30) days prior to commencing operations as a VAVR ~~voluntary accelerated vehicle retirement~~ enterprise operation~~er~~, the operator shall notify the local district, in writing, of the intent to conduct such operations;

(1) The notification shall be submitted ~~as on forms~~ specified by the district and shall contain information demonstrating the ability of the enterprise operator to comply with all provisions of this regulation~~rule~~;

(2) This information shall include, but is not limited to, enterprise operator name and business address, licensed auto dismantler name and business address, anticipated initiation date and duration of vehicle retirement operation, time of vehicle intake; and

~~(3)~~ (3) ~~The auto dismantler shall include a written statement from the auto dismantler~~ under penalty of perjury certifying compliance with:

(A) ~~L~~local water conservation regulations;

(B); Sstate, county, and city energy and hazardous materials response regulations;

(C); ~~and~~ Ilocal water agency soil, surface, and ground water contamination regulations; and (D) ~~a~~Any other information requested in applicable district rules;

(d2) The local district shall have the right to refuse permission to generate emission reduction credits through VAVR~~voluntary accelerated vehicle retirement~~ to any requesting enterprise operator deemed by the local district as not meeting the requirements of these regulations or any applicable district rules;

~~(e3)~~ (e3) The district may assess an application fee to cover the costs of this approval process;

~~(f)~~ (f) The enterprise operator shall ~~be required to~~ contract with ~~an~~ ARB-approved inspection entity; to provide inspector services to perform the vehicle functional and equipment eligibility inspection specified in Ssection §2603(b) on-site at VAVR enterprise locations, if the VAVR enterprise operator is unable to or chooses not to perform this function;

(g) ~~(g)~~ For each vehicle purchased as part of a VAVR enterprise and whose accelerated retirement creates emission reductions to be used as the basis for generating emission reduction credits, the enterprise operator shall:

(1) V~~v~~erify that the vehicle meets the vehicle registration eligibility requirements of Ssection §2603(a)~~(2)~~; and

(2) O~~o~~btain from the vehicle owner the certificate of functional and equipment eligibility issued per Ssection §2603(b);

(h) At time of final sale of a vehicle to the VAVR enterprise, the enterprise operator shall verify that the person delivering the vehicle for sale is the legal owner or an authorized representative of the legal owner, properly empowered to complete the sale;

(i) The enterprise operator shall provide to the district, by the 5th day of each month, a list of all vehicles accepted for participation into a VAVR enterprise that are within sixty-one to ninety days (61-90) of their next ~~scheduled~~required Smog Check inspection for the purpose of district compliance with Ssection §2602~~(c)~~(e). Information to be provided

for each vehicle includes, but is not limited to, vehicle identification number (VIN); vehicle license plate number; and vehicle make, model, and model year.;

(j) Violation of any provision of these regulations by any entity contracted to a district to conduct a VAVR enterprise, including falsification of any information or data, shall constitute a citable violation making the violator subject to all applicable penalties specified in the California Health and Safety Code.

(k) Violation of any provision of Section 2603 by a VAVR enterprise operator or its subcontractors shall result in the issuance of a Notice of Violation(s).

NOTE: Authority cited: Sections 39600, 39601 and 44101, Health and Safety Code.
Reference: Sections 39002, 39003, 43000, 43013, 44100, 44101, 44102, 44103, 44105, 44107 and 44120 Health and Safety Code.

§2605 Offering Vehicles to the Public

(a) There shall be a minimum period of ten (10) days between the day the VAVR enterprise operator provides a description of a vehicle to the local district and the day a ~~Department of Motor Vehicles~~ Registration 42 form (Notice to Dismantler) is transmitted to the ~~Department of Motor Vehicles~~ for the vehicle. During this period, if any person contacts the enterprise operator and indicates an interest in purchasing the vehicle, the enterprise operator shall hold the vehicle for a minimum of an additional seven (7) days. During this extended waiting period, the enterprise operator shall arrange for the interested party to examine the vehicle and, if appropriate, negotiate the sale of the vehicle or any of its parts. Notwithstanding the foregoing, nothing in this section places the enterprise operator under any obligation to hold the vehicle for an interested party that has missed two or more prior appointments to examine any vehicle, or sell the vehicle or any of its parts if a mutually acceptable price cannot be negotiated.

(1) The enterprise operator will submit to the local district a description of the vehicle including, at a minimum, the vehicle make, model year, and first eight characters of the VIN. The district will, in turn, make this information available to an appropriate segment of the public. The intent is to allow interested third parties, including car collector enthusiasts and those interested in affordable transportation, an opportunity to examine the car and to negotiate with the enterprise operator the purchase of the vehicle or any of its parts according to ~~Title 13, California Code of Regulations, Chapter 13, Article 1, Section 2606.~~

(2) Entire vehicles and/or parts may be sold prior to entry into the program; however, no emission reduction credits shall be granted for any vehicle resold to the public in this manner according to ~~Title 13, California Code of Regulations, Chapter 13, Article 1, Section 2606.~~

NOTE: Authority cited: Sections 39600, 39601 and 44101, Health and Safety Code.
Reference: Sections 39002, 39003, 43000, 43013, 44100, 44101, 44102, 44103, 44105, 44107, 44109 and 44120, Health and Safety Code.

§2606 Parts Recycling and Resale

(a) On vehicles used for the generation of emission reduction credits, parts recycling and resale is limited to non-emission-related and non-drive train parts per the List of Emission-Drive Train Related Parts List shown in Appendix ~~B~~C to Article 1 – Emission/Drive Train-Related Parts List;

(1) Parts recycling is at the sole discretion of the VAVR enterprise operator, subject to the limitations included herein;

(b) After the ten-day waiting period (and additional seven-days if appointment for inspection is made) and prior to offering non-emission and non-drive train parts for resale, the engine, emission-related parts, transmission, and drive train parts must be removed from a vehicle used for the generation of emission reduction credits and destroyed by the enterprise operator, or the enterprise operator's duly contracted dismantler:

(1) For the purpose of this regulation, a part will be considered destroyed when it has been punched, crushed, shredded or otherwise rendered permanently and irreversibly incapable of functioning as originally intended;

(2) A checklist is provided in Appendix ~~C~~D to Article 1 – Quality Control Checklist with a list of emission-related and drive train parts ~~that has check boxes for recording the status of parts, i.e., "removed" and "destroyed"~~;

~~(A) The VAVR eEnterprise oOperator must complete the checklist by adding check marks in the appropriate columns as the emission-related and drive train parts are removed and destroyed; and~~

~~(B) For a part that appears on the checklist, but is not in the original design of the vehicle, the VAVR eEnterprise oOperator must enter "N/A" for "not applicable" in lieu of a check mark;~~

(3) After all emission-related and drive train parts are removed and destroyed, a quality control inspector (designated by the VAVR ~~eEnterprise oOperator~~) must perform an inspection of the non-emission-related and non-drive train parts as well as the vehicle body;

(4) Upon verification by the quality control inspector that no emission-related parts or drive train parts have been exchanged with the non-emission-related, and non-drive train parts, the quality control inspector must sign the checklist; and

(5) After the quality control inspector signs the check list, the dismantler may place the remaining non-emission parts, non-drive train parts and vehicle body in yard to be available for sale to public;

(c) If the VAV-R ~~eEnterprise oOperator~~ does not recover parts from a vehicle, then the entire vehicle must be ~~dismantled~~~~crushed~~ within 90 days of acquisition by the operator;

(1) No parts may be removed, for sale or reuse, from any ~~dismantled~~~~crushed~~ retired vehicle for the purpose of generating emission reduction credits. The only allowable use for any crushed retired vehicle is as a source of scrap metal and other scrap material;

(2) An enterprise operator may separate ferrous and non-ferrous metals from a ~~dismantled~~~~crushed~~ retired vehicle to sell as a source of scrap metal only; and

(3) -An enterprise operator may sell tires and batteries from a ~~dismantled~~~~crushed~~ retired vehicle to an intermediary tire/battery recycler only.

(A) All facilities generating or receiving waste tires must use the services of a registered tire hauler/recycler and.

(B) Battery recyclers must be registered and licensed by the State of California to handle batteries.

(d) No emission reduction credits or other compensation with public funds shall be granted for any vehicle from which emission-related or drive train parts have been sold.

(e) All activities associated with retiring vehicles, including but not limited to the disposal of vehicle fluids and vehicle components, shall comply with:

(1) Local water conservation regulations;

(2) State, county, and city energy and hazardous materials response regulations; and

(3) Local water agency soil, surface, and ground water contamination regulations;

(f) Local districts are required to perform audits of all parts recycling and resale activities.

NOTE: Authority cited: Sections 39600, 39601 and 44101, Health and Safety Code.
Reference: Sections 39002, 39003, 43000, 43013, 44100, 44101, 44102, 44103, 44105, 44107 and 44120 Health and Safety Code.

§2607 Advertising

(a) Any advertising conducted by an enterprise operator for the purpose of recruiting vehicle owners to sell their cars into a VAVR enterprise shall not contain any language stating that the VAVR enterprise is anything but voluntary for the consumer or that the VAVR enterprise is affiliated with or is operated by the State of California;

(1) Any contracts or agreements between a vehicle seller and an enterprise operator relating to the sale of a vehicle to a VAVR enterprise shall not contain any language stating that the VAVR enterprise is anything but voluntary for the consumer or that the VAVR enterprise is affiliated with or is operated by the State of California.

(b) Any enterprise operator requesting the ~~Department of Motor Vehicles~~ to send notices to vehicle owners as prospective VAVR participants, pursuant to Health and Safety Code Section §44103, shall meet the following requirements:

(1) Prominently display the disclaimer statement- as follows: "This voluntary accelerated vehicle retirement enterprise is conducted by a private operator under the auspices of the State of California and your local air pollution control district/air quality management district. It is not operated by the State of California. State funds are not used for the purchase of vehicles. ~~Depending on location and other factors, resulting e~~Emission reduction credits may be purchased by the state ~~State for to result directly in~~ air quality improvements. Your participation is entirely voluntary." and

(2) Provide the ~~Department of Motor Vehicles~~ with adequate criteria for selecting as ~~notice recipients~~ those registered vehicle owners who own the desired target vehicles which s. ~~Such criteria may consist of the desired vehicle makes, models, model years, geographical locales, or any other criteria deemed acceptable or necessary by the Department of Motor Vehicles;~~

NOTE: Authority cited: Sections 39600, 39601 and 44101, Health and Safety Code.
Reference: Sections 39002, 39003, 43000, 43013, 44100, 44101, 44102, 44103, 44105, 44107 and 44109, Health and Safety Code.

§2608 Emission Reduction Credits

(a) VAVR enterprise operators may generate emission reduction credits that can be sold on the open market.

(b) VAVR enterprise operators may not make emission reduction credits available for purchase until they are approved and issued by the district.

(c) Districts shall not approve and issue emission reduction credits unless a VAVR enterprise operator demonstrates compliance with all applicable provisions in this regulation.

(d) Each district shall be responsible for approving and issuing emission reduction credits generated to VAVR enterprise operators, based on data supplied by each enterprise operator pursuant to Sections 2609.

(e) A district shall not approve and issue emission reduction credits for any vehicle retired within sixty-one to ninety (61-90) days of its next required Smog Check inspection until it has verified that the vehicle did not fail its Smog Check inspection during that time frame pursuant to Section §2602(cf). Emission reduction credits shall not be issued for any vehicle failing its Smog Check inspection during the sixty-one to ninety (61 - 90) day time frame.

(f) The default lifetime of emission reduction credits is three (3) years;

(1) The maximum credit amount shall be no greater than the calculated emission reduction on which the credit is based;

(2) Districts may apply a discount factor to credits calculated under these regulations, consistent with applicable district and Board credit rules and programs; and

(3) Credit usage shall be in accordance with all federal, state, and local laws and regulations in effect at time of usage.

~~(g) Emission reduction credits shall be generated under these regulations by for the retirement of any vehicle for reductions of emissions of NO_x, ROG, CO₂ and PM, as provided in this section where . The magnitude of the credit for each of these pollutants, as generated by the accelerated retirement of an individual vehicle, shall be determined by the methodology described in Appendix D to this Article, "Calculation of Default Emission Reduction Credit." based on emission reduction data contained in the document entitled "Voluntary Accelerated Light-Duty Vehicle Retirement Program Emission Reductions" as specified in Appendix B to this Article 1;~~

~~(1) The maximum credit amount shall be no greater than the calculated emission reduction on which the credit is based. Districts may apply a discount factor to credits calculated under these regulations, consistent with applicable district and Board credit rules and programs;~~

~~(2) Credit usage shall be in accordance with all federal, state and local laws and regulations in effect at time of usage;~~

~~(3) The life of emission reduction credits as generated by the accelerated retirement of an individual vehicle is three (3) years~~

~~;(h) Extra emission reduction credits may be generated by the retirement of any high emitting vehicle for reductions of NO_x, ROG, and PM when retired in accordance with Section 2610;~~

- (1) A detailed methodology that will be used to calculate extra emission reductions in a high emitting vehicle VAVR program, as required by Section 2610(d), shall be submitted by the district of enterprise operator to the ARB for approval;
- (2) The methodology for calculating extra emission reductions shall be consistent with the methodologies recommended by the ARB;
- (3) The ARB shall publish the methodologies for calculating extra emission reductions in a publicly available program guideline;
- (4) Any calculation of extra emission reductions that is not consistent with the methodology recommended by the ARB shall include a detailed and complete technical justification for the changes and differences;
- (5) The ARB shall evaluate the methodology for calculating extra emission reductions within sixty (60) days of receipt using the following criteria:
- (A) The methodology must clearly show how emissions are estimated from the raw data or initial measurements through the final emission rate in pounds per year;
- (B) The methodology shall include all equations used to estimate the final emission rate, clearly define assumptions and constants, and include references for the derivation of any uncommon equations that are used; and
- (C) The methodology shall contain an example calculation showing how the final emission rate was calculated from the raw data or initial measurement;
- (D) The methodology must verify that emission reductions are real, surplus, quantifiable, and enforceable; and
- (6) A detailed and complete technical justification for any other proposed change from the requirements of Section 2608 shall be provided with the high emitting vehicle VAVR plan.

NOTE: Authority cited: Sections 39600, 39601 and 44101, Health and Safety Code.
Reference: Sections 39002, 39003, 43000, 43013, 44100, 44101, 44102, 44121 and 44122, Health and Safety Code.

§2609 Records, and Auditing, and Enforcement

- (a) Districts and enterprise operators shall meet tThe following records and auditing requirements for records, auditing, and enforcement shall be met.:
- (b1) An enterprise operator shall be responsible for maintaining and storing the following information for each vehicle dismantledremoved from operation and used to for the purpose of generateing emission reduction credits:
- (1A) Vehicle Identification Number (VIN);
- (2B) Vehicle license plate number;
- (3C) Vehicle model year;
- (4D) Vehicle odometer reading;
- (5E) Vehicle make and model;
- (6F) Name, address, and phone number of legal owner selling vehicle to the enterprise operator;
- (7G) Name, address, and phone number of registered owner if different from (bF)(6);

- (8H) Name and business address of inspector conducting the vehicle's eligibility inspection, if the VAVR enterprise operator contracts with an ARB-approved inspection entity to perform the vehicle functional and equipment eligibility inspection;
- (9) Date of purchase of vehicle by the enterprise operator;
- (10J) Date of vehicle retirement;
- (11K) The emission reduction amount ~~per~~ pursuant to Section §26078;
- (12L) Reproductions of California Certificate of Title and registration, as signed-off by the seller at time of final sale to the VAVR enterprise;
- (13M) Reproduction of the applicable certificate of functional and equipment eligibility;
- (14N) Reproduction of the applicable Notice to Dismantler (report of vehicle to be dismantled and notice of acquisition, ~~California Department of Motor Vehicles Registration 42 form~~);
- (15O) Reproduction of written documentation from the ~~California Department of Motor Vehicles~~ verifying that a vehicle meets the requirements of Section §2603(a)(2);
- (16P) If applicable, reproduction of documentation issued pursuant to Section §2603(a)(6)(B); and
- (17Q) Any other pertinent data requested by the district;
- (c2) Upon request of the district, the data ~~contained in records required in Section §2609(a)(b) (1)(A) through (K)~~ shall be transmitted to the district in an electronic database format, ~~to be determined by mutually agreed upon~~ upon between the district and the enterprise operator, in lieu of paper copies;
- (d3) The enterprise operator ~~shall~~ maintain copies of the information listed in Section §2609(ba) (1)(A) through (Q) for a minimum period of ~~time commensurate with the life of the emission reduction credits generated from each vehicle pursuant to Section §2608~~; and shall make those records available to the ARB or district upon request;
- (e4) ~~Each district shall be responsible for approving and issuing emission reduction credits generated in accordance with §2608 to VAVR enterprise operators, based on data supplied by each enterprise operator pursuant to §2609(a)(1), §2609(a)(2), and §2609(a)(3). Districts shall not approve and issue emission reduction credits unless a VAVR enterprise operator demonstrates compliance with all applicable provisions in this regulation;~~
- (5) ~~A district shall not approve and issue emission reduction credits for any vehicle retired within sixty-one to ninety (61-90) days of its next required Smog Check inspection until it has verified that the vehicle did not fail its Smog Check inspection during that time frame pursuant to §2602(f). Emission reduction credits shall not be issued for any vehicle failing its Smog Check inspection during the sixty-one to ninety (61-90) day time frame.~~
- (6) ~~VAVR enterprise operators may not make emission reduction credits available for purchase until they are approved and issued by the district.~~
- (7) ~~The district should~~ may conduct announced and unannounced audits and on-site inspections of VAVR enterprise operations to ensure that enterprises are being operated according to all applicable rules and regulations;
- (1) The district shall report the results of any such audits and inspections to the Executive Officer, ~~and shall~~ notify any non-compliant enterprise operator of the nature of the violation, ~~and shall~~ initiate any enforcement or remedial action necessary; and

~~(2A) Enterprise operators and their subcontractors shall allow the district to conduct announced and unannounced audits and inspections and shall cooperate fully in such situations;~~

~~(B) Violation of any provision of these regulations, including falsification of any information or data, shall constitute a citable violation making the violator subject to all applicable penalties specified in the California Health and Safety Code. In addition, violation of any provision of §2603 by a VAVR enterprise operator or its subcontractors shall result in the issuance of a Notice of Violation(s). District approval to generate emission reduction credits shall be revoked if a VAVR enterprise operator demonstrates a recurrent pattern of accepting vehicles that do not meet the eligibility requirements pursuant to §2603 or if a VAVR enterprise operator violates §2609(a)(6);~~

NOTE: Authority cited: Sections 39600, 39601 and 44101, Health and Safety Code.
Reference: Sections 39002, 39003, 42400, 42400.1, 42400.2, 42400.3, 42400.4, 42400.5, 42400.6, 42401, 42402, 42402.1, 42402.2, 42402.3, 42402.5, 42403, 43000, 43013, 43016, 44100, 44101, 44102, 44103, 44104.5, 44105, 44106 and 44107, Health and Safety Code.

~~§2610 Pilot Program~~

~~(a) Plan to Guide Execution of Pilot Program, Assess Results and Formulate Recommendations:~~

~~(1) The Board will contract with an interested party to conduct a pilot program in the South Coast Air Basin, to be completed no later than two (2) years after adoption of these regulations;~~

~~(2) The pilot program will be designed to test the efficacy of these regulations with regards to the goals of SIP measure M1 and VAVR for credit operations in general;~~

~~(3) The pilot program will determine a baseline of the current population of vehicles by model year and market value and the current turnover rate of vehicles, and other factors that may be essential to assessing the effectiveness, cost-effectiveness, and market impacts of VAVR enterprises;~~

~~(4) The Board will publish a report at the end of each calendar year for which the pilot program is operated. This report will include:~~

~~(A) The number of vehicles retired, by model year.~~

~~(B) The measured emissions of any retired vehicles tested during the report period;~~

~~(C) Costs of the vehicles in terms of amounts paid to sellers, and the cost-effectiveness of voluntary accelerated vehicle retirement expressed in dollars per ton of emissions reduced.~~

~~(D) Administrative and testing costs for the program.~~

~~(E) Assessments of the replacement vehicles or replacement travel by model year or emission levels, as determined from interviews, questionnaires, diaries, analyses of vehicle registrations in the study region, or other methods as appropriate.~~

~~(F) Assessments of the net emission benefits of voluntary accelerated vehicle retirement in the year reported, considering the retired vehicles, the replacement vehicles, and other effects of the program on the mix of vehicles and use of vehicles in the geographical area of the program, including in-migration of other vehicles into the~~

~~area and any tendencies to increased market value of used vehicles and prolonged useful life of existing vehicles, if any.~~

~~(G) Assessments of whether the M-1 strategy of the 1994 SIP can reasonably be expected to yield the required emission reductions.~~

~~(H) Assessments of typical retired vehicle operating condition, historical mileage, and other relevant vehicle data;~~Identification of High Emitting Vehicles

(a) Remote sensing devices (RSD) and other ARB-approved technologies, including but not limited to databases such as a high emitter profile or smoking vehicles, may be used to identify potential high emitting vehicles for voluntary entry into a VAVR program and to generate extra emission reduction credit.

(b) The use of these technologies in a VAVR program is entirely optional.

(c) A high emitting vehicle VAVR program using these technologies shall comply with all applicable requirements of these regulations.

(d) A detailed plan to operate a high emitting vehicle VAVR program shall be submitted to the ARB for approval and shall include:

(1) A description of the technology that will be used to identify high emitting vehicles;

(2) The application, operation, and maintenance of the technology including equipment and software; and

(3) The plan for the high emitting vehicle VAVR program shall not be implemented until written approval to proceed is received from the Executive Officer of the ARB.

(e) All equipment and software associated with the technology shall be calibrated, operated, and maintained in accordance with the latest, approved manufacturer's standard operating procedures or other ARB-approved equivalent documentation for that technology.

(f) Any extra emission reduction credit generated by the voluntary retirement of a high emitting vehicle shall be calculated according to the requirements of Section 2608(h).

(g) The high emitting vehicle VAVR plan shall be evaluated according the following criteria and approved or returned for modification within sixty (60) days by the ARB according the following criteria:

(1) The plan shall be approved, signed, and dated by a management level official who has the authority to approve such plans;

(2) The plan shall be complete; and

(3) The plan shall contain, at a minimum, the following elements:

(A) A detailed description of the type and model of all equipment and software used to identify high emitting vehicles;

(B) A detailed description of the operation of the technology including but not limited to set up, typical operation, location and location criteria, calibration, and maintenance;

(C) A copy of the standard operating procedures or protocols for that technology;

(D) The specific criteria to be used in the application of the technology to identify a high emitting vehicle;

(E) A detailed description of the methodology that will be used to calculate extra emission reduction credits including an example calculation;

(F) A listing of the personnel who will be operating the technology and their qualifications for such operation;

(G) A description of how the high emitting vehicle VAVR program will be administered and operated in compliance with all applicable requirements of this regulation; and
(H) A detailed description of any anticipated deviations from the standard operating procedures or protocols of the technology, as required by this Section, and the recommended methodology for calculating extra emission reduction credits, as specified in Section 2608(h).

NOTE: Authority cited: Sections 39600, 39601, 44101 and 44104.5, Health and Safety Code. Reference: Sections 39002, 39003, 43000, 43013, 44100, 44101, 44104.5 and 44105, Health and Safety Code.

~~§2611 Procurement of Credits for SIP Measure M1~~

~~(a) The purchase of emission reduction credits by the State of California is dependent on funding allocated for the purpose of achieving the emission reduction goals of measure M1 of the 1994 SIP for ozone attainment;~~

~~(b1) As funding becomes available, the ARB shall develop and initiate a process for procuring available emission reduction credits.~~

~~(c) Available emission reduction credits will be purchased by the State of California from enterprise operators meeting all the requirements of this regulation and applicable district rules through an approved state contracting procedure, such as the issuance of an Invitation for Bid;~~

~~(d2) All emission reduction credits purchased by the State of California shall be retired to meet the emission reduction goals of measure M1.~~

~~NOTE: Authority cited: Sections 39600 and 39601, 44101 and 44104, Health and Safety Code. Reference: Sections 39002, 39003, 43000, 43013 44100, 44101 and 44104, Health and Safety Code.~~

Appendix A

~~Voluntary Accelerated Vehicle Retirement Certificate of Functional and Equipment
Eligibility Inspection Form~~

California Air Resources Board

VEHICLE FUNCTIONAL AND EQUIPMENT ELIGIBILITY INSPECTION FORM

**CERTIFICATE OF VEHICLE FUNCTIONAL
AND EQUIPMENT ELIGIBILITY
Inspection Checklist**

Owner(s) Information _____ **If applicable:**
Legal Owner Name: _____ Legal Owner Name2: _____
Legal Owner Address: _____ Legal Owner Address2: _____

Vehicle Information
Vehicle Identification Number (VIN) _____
Vehicle License Plate Number _____
Vehicle Make: _____ Model: _____
Vehicle Model Year: _____ Color: _____
Odometer Reading: _____ (owner estimate if odometer not functional)

Circle appropriate answer (Y=Yes; N= No; N/A = Not Applicable)

Vehicle identified as an _____ **Y** _____ **N**
Unrepaired Gross Polluter
or High-Emitter in BAR
Smog Check database
Due for Smog Check test _____ **Y** _____ **N** Registration Exp. _____
within 90 days
Proof of Smog Check _____ **Y** _____ **N** Date Smogged: _____
Compliance Attached _____ (If within 90 days of required Smog Check)
(Attach copy of Vehicle Inspection Report if vehicle within 90 days of required Smog Check)
Vehicle meets Smog Check status requirements: **PASS** _____ **FAIL**

If **PASS**, complete vehicle equipment and functional eligibility tests on next pages

Additional Comments, if any: _____

NOTE: VEHICLE IS INELIGIBLE FOR PARTICIPATION IF IDENTIFIED AS AN UNREPAIRED GROSS POLLUTER OR HIGH-EMITTER, IS CURRENTLY OPERATING UNDER A SMOG CHECK REPAIR COST WAIVER OR ECONOMIC HARDSHIP EXTENSION, OR HAS NOT PASSED THE SMOG CHECK TEST IF WITHIN 90 DAYS OF NEXT REQUIRED SMOG CHECK.

EQUIPMENT INSPECTION I

(FAILURE OF ANY ITEM DISQUALIFIES VEHICLE)

O.K. — Fail

- ~~_____~~ ~~_____~~ All passenger doors present;
~~_____~~ ~~_____~~ 1 door/passenger compartment operable
- ~~_____~~ ~~_____~~ Trunk lid remains closed; no add-on
~~_____~~ ~~_____~~ devices
- ~~_____~~ ~~_____~~ Hood opens/remains securely closed;
~~_____~~ ~~_____~~ no add-on devices
- ~~_____~~ ~~_____~~ Dashboard gauges/ warning lights present
- ~~_____~~ ~~_____~~ Windshield wipers present and
~~_____~~ ~~_____~~ operational
- ~~_____~~ ~~_____~~ Windshield/Rear window present and
~~_____~~ ~~_____~~ do not contain holes; no add-on devices
- ~~_____~~ ~~_____~~ Driver's seat secure; not supported by
~~_____~~ ~~_____~~ add-on devices
- ~~_____~~ ~~_____~~ Brake, clutch, gas pedals present
- ~~_____~~ ~~_____~~ No frame or severe body damage
(bumpers, fenders, side & quarter panels,
exhaust system present)
- ~~_____~~ ~~_____~~ No holes into floorboard or
~~_____~~ ~~_____~~ passenger compartment
- ~~_____~~ ~~_____~~ Head lights, tail lights, and brake lights
ALL operational (burned out bulbs will
not cause disqualification if operability of
systems can be verified)
- ~~_____~~ ~~_____~~ Driver's side window and opposing side
window present
- ~~_____~~ ~~_____~~ Rear side windows (or functional
replacements) present

EQUIPMENT INSPECTION II

(FAILURE OF ANY TWO ITEMS DISQUALIFIES VEHICLE)

O.K. — Fail

- ~~_____~~ ~~_____~~ Turn signals present and operational
- ~~_____~~ ~~_____~~ Driver's side window and opposing
~~_____~~ ~~_____~~ side window operational
- ~~_____~~ ~~_____~~ Rear and side mirrors present
- ~~_____~~ ~~_____~~ Interior door panels present and
secure
- ~~_____~~ ~~_____~~ No holes in OTHER BODY
LOCATIONS that exceed 2" in
length at widest point

VEHICLE FUNCTIONAL AND EQUIPMENT ELIGIBILITY INSPECTION FORM

Legal Owner: _____ Address: _____

City: _____ Zip: _____

VIN: _____ License Number: _____

Make: _____ Model: _____

Model Year: _____ Odometer Reading: _____

VEHICLE QUALIFICATION

Vehicle within 61-90 days of next scheduled Smog Check: yes no 2602(c)

If yes, vehicle failed next scheduled Smog Check: yes* no

Vehicle registered in District for at least 24 months: yes no* 2603(a)(2)

Vehicle on BAR repair cost waiver yes* no 2603(a)(4)

Vehicle on BAR economic hardship extension yes* no 2603(a)(4)

Vehicle within 60 days of next scheduled Smog Check: yes no 2603(a)(5)

If yes, vehicle passed next scheduled Smog Check: yes no*

The vehicle has been tampered with: yes* no 2603(a)(7)

The vehicle has been driven to the inspection site yes no* 2603(b)(1)

* Vehicle is not qualified for the VAVR program.

EQUIPMENT ELIGIBILITY The following shall be present and in place: 2603(b)(3)

All doors yes no* Hood yes no*

Dashboard yes no* Driver's seat yes no*

One bumper yes no* All side and/or quarter panels yes no*

Exhaust system yes no* One headlight yes no*

One taillight yes no* One brake light yes no*

One side window yes no* Interior pedals operational yes no*

FUNCTIONAL ELIGIBILITY The following shall be completed: 2603(b)(4)

Vehicle starts using keyed ignition yes no*

Vehicle starts without the use of starting fluids or external battery yes no*

Vehicle driven forward for a minimum of 25 feet yes no*

Vehicle driven in reverse for a minimum of 25 feet yes no*

* Vehicle is not eligible for the VAVR program.

INSPECTOR CERTIFICATION: (Check correct boxes.) I certify that this vehicle has (passed not passed) both the functional and equipment eligibility inspections and (is is not) eligible for acceptance into the VAVR program pursuant to California Code of Regulations, Title 13, Sections 2602 and 2603.

Printed Name: _____ Date: _____

Signed: _____

The following should be completed if the vehicle is eligible for acceptance into a VAVR program.

OWNER ACCEPTANCE: I accept receipt of this CERTIFICATION of eligibility into a VAVR program. I agree not to alter the vehicle's equipment or functionality from that presented to the inspector. I agree to maintain the vehicle's condition and registration until the vehicle is retired.

Printed Name: _____ Date: _____

Signed: _____

|

Appendix ~~C~~B

EMISSION/DRIVE TRAIN-RELATED PARTS LIST

State of California
Air Resources Board

Emission-Drive Train Related Parts List

Adopted November 4, 1977

Amended May, 1981

Amended June 1, 1990

The following list of components are examples of emission related parts as defined in Section 1900 (b) (3), Chapter 3, Title 13, California Code of Regulations.

I. Carburetion and Air Induction System

A. Air Induction System:

1. Temperature sensor elements
2. Vacuum motor for air control
3. Hot air duct & stove
4. Air filter housing & element
5. Turbocharger or supercharger
6. Intercooler

B. Emission Calibrated Carburetors:

1. Metering jets
2. Metering rods
3. Needle and seat
4. Power valve
5. Float circuit
6. Vacuum break
7. Choke mechanism
8. Throttle-control solenoid
9. Deceleration valve
10. Dashpot
11. Idle stop solenoid, anti-dieseling assembly
12. Accelerating pump
13. Altitude compensator

C. Mechanical Fuel Injection:

1. Pressure regulator
2. Fuel injection pump
3. Fuel injector

4. Throttle-position compensator
5. Engine speed compensator
6. Engine temperature compensator
7. Altitude cut-off valve
8. Deceleration cut-off valve
9. Cold-start valve

D. Continuous Fuel Injection:

1. Fuel pump
2. Pressure accumulator
3. Fuel filter
4. Fuel distributor
5. Fuel injections
6. Air-flow sensor
7. Throttle-position compensator
8. Warm-running compensator
9. Pneumatic overrun compensator
10. Cold-start valve

E. Electronic Fuel Injection:

1. Pressure regulator
2. Fuel distribution manifold
3. Fuel injectors
4. Electronic control unit
5. Engine speed sensor
6. Engine temperature sensor
7. Throttle-position sensor
8. Altitude/manifold-pressure sensor
9. Cold-start valve

F. Air Fuel Ratio Control:

1. Frequency valve
2. Oxygen sensor
3. Electronic control unit

G. Intake Manifold

II. Ignition System

A. Distributor

1. Cam
2. Points
3. Rotor

4. Condenser
5. Distributor cap
6. Breaker plate
7. Electronic components (breakerless or electronic system)

B. Spark Advance/Retard System:

1. Centrifugal advance mechanism:
 - a. Weights
 - b. Springs
2. Vacuum advance unit
3. Transmission controlled spark system:
 - a. Vacuum solenoid
 - b. Transmission switch
 - c. Temperature switches
 - d. Time delay
 - e. CEC valve
 - f. Reversing relay
4. Electronic spark control system:
 - a. Computer circuitry
 - b. Speed sensor
 - c. Temperature switches
 - d. Vacuum switching valve
5. Orifice spark advance control system:
 - a. Vacuum bypass valve
 - b. OSAC (orifice spark advance control) valve
 - c. Temperature control switch
 - d. Distributor vacuum control valve
6. Speed controlled spark system:
 - a. Vacuum solenoid
 - b. Speed sensor and control switch
 - c. Thermal vacuum switch

C. Spark Plugs

D. Ignition Coil

E. Ignition Wires

III. Mechanical Components

A. Valve Trains:

1. Intake valves
2. Exhaust valves
3. Valve guides
4. Valve springs
5. Valve seats
6. Camshaft

B. Combustion Chamber:

1. Cylinder head or rotor housing¹
2. Piston or rotor¹

IV. Evaporative Control System

A. Vapor Storage Canister and Filter

B. Vapor Liquid Separator

C. Filler Cap

D. Fuel Tank

E. Canister Purge Valve

V. Positive Crankcase Ventilation System

A. PCV Valve

B. Oil Filler Cap

C. Manifold PCV Connection Assembly

VI. Exhaust Gas Recirculation System

A. EGR Valve:

¹ Rotary (Wankel) engines only

1. Valve body and carburetor spacer
2. Internal passages and exhaust gas orifice

B. Driving Mode Sensors:

1. Speed sensor
2. Solenoid vacuum valve
3. Electronic amplifier
4. Temperature-controlled vacuum valve
5. Vacuum reducing valve
6. EGR coolant override valve
7. Backpressure transducer
8. Vacuum amplifier
9. Delay valves

VI. Air Injection System

A. Air Supply Assembly:

1. Pump
2. Pressure relief valve
3. Pressure-setting plug
4. Pulsed air system

B. Distribution Assembly:

1. Diverter, relief, bypass, or gulp valve
2. Check or anti-backfire valve
3. Deceleration control part
4. Flow control valve
5. Distribution manifold
6. Air switching valve

C. Temperature sensor

VIII. Catalyst, Thermal Reactor, and Exhaust System

A. Catalytic Converter:

1. Constricted fuel filler neck
2. Catalyst beads (pellet-type converter)
3. Ceramic support and monolith coating (monolith-type converter)
4. Converter body and internal supports
5. Exhaust manifold

B. Thermal Reactor:

1. Reactor casing and lining
2. Exhaust manifold and exhaust port liner

C. Exhaust System:

1. Manifold
2. Exhaust port liners
3. Double walled portion of exhaust system
4. Heat riser valve and control assembly

IX. Miscellaneous Items Used in Above Systems

1. Hoses, clamps, and pipers
2. Pulleys, belts, and idlers

X. Computer Controls

1. Electronic Control Unit (ECU)
2. Computer-coded engine operating parameter (including computer chips)
3. All sensors and actuators associated with the ECU

XI. Drive Train Parts (added to Emission-Related Parts List.

1. Engine
2. Drive mechanism
3. Transmission
4. Differential
5. Axles
6. Brakes

|

Appendix ~~D~~C

QUALITY CONTROL CHECKLIST

Quality Control Check List

Check each box indicating whether the emissions-related or drive train part has been removed or destroyed. Insert N/A where a part is not in the original vehicle design.

Dismantler _____ Date _____
 Address _____
 Quality Control Inspector _____
 Vehicle Make _____
 Vehicle Model _____ Vehicle Year _____
 Vehicle License Number _____
 Vehicle Odometer Mileage _____

Category	Emission-Related Part	Part Removed	Part Destroyed
Air Induction System	Temperature sensor elements		
	Vacuum motor for air control		
	Hot air duct & stove		
	Air filter housing & element		
	Turbocharger or supercharger		
	Intercooler		
Emission Calibrated Carburetors	Metering jets		
	Metering rods		
	Needle and seat		
	Power valve		
	Float circuit		
	Vacuum break		
	Choke mechanism		
	Throttle-control solenoid		
	Deceleration valve		
Emission Calibrated Carburetors (continued)	Dashpot		
	Idle stop solenoid, anti-dieseling assembly		
	Accelerating pump		
	Altitude compensator		
Mechanical Fuel Injection:	Pressure regulator		
	Fuel injection pump		
	Fuel injector		
	Throttle-position compensator		
	Engine speed compensator		
	Engine temperature compensator		
	Altitude cut-off valve		
	Deceleration cut-off valve		
	Cold-start valve		

Category	Emission-Related Part	Part Removed	Part Destroyed
Continuous Fuel Injection:	Fuel pump		
	Pressure accumulator		
	Fuel filter		
	Fuel distributor		
	Fuel injections		
	Air-flow sensor		
	Throttle-position compensator		
	Warm-running compensator		
	Pneumatic overrun compensator		
	Cold-start valve		
Electronic Fuel Injection:	Pressure regulator		
	Fuel distribution manifold		
	Fuel injectors		
	Electronic control unit		
	Engine speed sensor		
	Engine temperature sensor		
	Throttle-position sensor		
	Altitude/manifold-pressure sensor		
Electronic Fuel Injection:	Cold-start valve		
Air Fuel Ratio Control:	Frequency valve		
	Oxygen sensor		
Air Fuel Ratio Control:	Electronic control unit		
Intake Manifold	Intake Manifold Assembly		
Distributor	Cam		
	Points		
	Rotor		
	Condenser		
	Distributor cap		
	Breaker plate		
	Electronic components (breakerless or electronic system)		
Spark Advance/Retard System	Centrifugal advance mechanism: weights and springs		
	Vacuum advance unit		

Category	Emission-Related Part	Part Removed	Part Destroyed
	Transmission controlled spark system: vacuum solenoid, transmission switch, temperature switches, time delay, CEC valve, reversing relay		
	Electronic spark control system: computer circuitry, speed sensor, temperature switches, vacuum switching valve		
	Orifice spark advance control system: vacuum bypass valve, orifice spark advance control valve, temperature control switch, distributor vacuum control switch		
Spark Advance/Retard System (continued)	Speed controlled spark system: vacuum solenoid, speed sensor and control switch, thermal vacuum switch		
Spark Plugs	Spark Plugs		
Ignition Coil	Ignition Coil		
Ignition Wires	Ignition Wires		
Drive Train	Engine		
	Flywheel		
	Bell Housing		
	Drive Shaft		
	Transmission		
	Differentials		
	Axles		
	Brakes		
Mechanical Components	Intake valves		
	Exhaust valves		
	Valve guides		
	Valve springs		
	Valve seats		
	Camshaft		
	Cylinder head or rotor housing		
Piston or rotor			
Evaporative Control System	Vapor Storage Canister and Filter		

Category	Emission-Related Part	Part Removed	Part Destroyed
	Vapor Liquid Separator		
	Filler Cap		
	Fuel Tank		
	Canister Purge Valve		
Positive Crankcase Ventilation System	PCV Valve		
	Oil Filler Cap		
	Manifold PCV Connection Assembly		
Exhaust Gas Recirculation System	EGR Valve: valve body and carburetor spacer,		
	EGR Valve: internal passages and exhaust gas orifice		
Driving Mode Sensors	Speed sensor		
	Solenoid vacuum valve		
	Electronic amplifier		
	Temperature-controlled vacuum valve		
	Vacuum reducing valve		
	EGR coolant override valve		
Driving Mode Sensors (continued)	Backpressure transducer		
	Vacuum amplifier		
	Delay valves		
Air Injection System	Pump		
	Pressure-relief valve		
	Pressure-setting plug		
	Pulsed air system		
	Diverter		
	Relief, bypass, or gulp valve		
	Check or anti-backfire valve		
	Deceleration control part		
	Flow control valve		
	Distribution manifold		
	Air switching valve		
	Temperature sensor		
Catalytic Converter/Thermal Reactor/exhaust	Constricted fuel filler neck		
	Catalyst beads (pellet-type converter),		
	Ceramic support and monolith coating (monolith-type converter),		
	Converter body and internal supports,		
	Exhaust manifold		

Category	Emission-Related Part	Part Removed	Part Destroyed
	Reactor casing and lining		
	Exhaust manifold and exhaust port liner		
	Manifold		
	Exhaust port liners,		
	Double walled portion of exhaust system,		
	Heat riser valve and control assembly		
Miscellaneous Items Used in Above Systems	Hoses, clamps, and pipers		
	Pulleys, belts, and idlers		
Computer Controls	Electronic Control Unit (ECU)		
	Computer-coded engine operating parameter (including computer chips)		
	All sensors and actuators associated with the ECU		

Quality Control Inspector Final Verification All Emission-Related Parts Removed and Destroyed

Quality Control Inspector Signature:

Date:

Appendix ~~B~~D

CALCULATION OF DEFAULT EMISSION REDUCTION CALCULATIONS
~~VOLUNTARY ACCELERATED LIGHT-DUTY VEHICLE RETIREMENT PROGRAM~~
EMISSION REDUCTIONS

VOLUNTARY ACCELERATED LIGHT-DUTY VEHICLE RETIREMENT PROGRAM
EMISSION REDUCTIONS

FOR VEHICLES RETIRED IN CALENDER YEAR 1999				
Light-Duty Vehicle Emission Reductions (Total Pounds Per Vehicle Over 3 Year Credit Life)				
Model Year Car	ROG ^A	NOx	CO	PM ₁₀
1965 and earlier	334	71	1347	5.4
1966	341	75	1395	5.0
1967	351	77	1484	5.4
1968	363	79	1586	5.5
1969	376	82	1700	5.5
1970	392	83	1851	4.8
1971	404	89	1887	4.9
1972	418	96	1918	4.9
1973	436	101	2013	4.9
1974	355	100	1671	0.7
1975	290	106	1644	1.0
1976	280	104	1841	0.9
1977	178	112	1426	0.9
1978	186	107	1891	1.1
1979	175	96	2508	1.8
1980	145	149	3286	1.1
1981	72	112	747	0.6
1982	76	102	770	0.5
1983	70	92	735	0.4
1984	41	74	445	0.3

Note A: Includes exhaust and evaporative emissions

**VOLUNTARY ACCELERATED LIGHT-DUTY VEHICLE RETIREMENT PROGRAM
EMISSION REDUCTIONS**

FOR VEHICLES RETIRED IN CALENDER YEAR 2000				
Light-Duty Vehicle Emission Reductions (Total Pounds Per Vehicle Over 3 Year Credit Life)				
Model Year Car	ROG ^A	NOx	CO	PM ₁₀
1966 and earlier	344	77	1396	4.8
1967	354	79	1483	5.2
1968	366	82	1581	5.4
1969	378	84	1692	5.1
1970	394	86	1840	1.9
1971	405	91	1874	1.6
1972	419	97	1907	1.6
1973	437	102	2005	1.7
1974	360	102	1669	0.7
1975	294	109	1667	0.6
1976	284	106	1868	0.6
1977	183	115	1472	0.7
1978	193	110	1944	1.0
1979	182	99	2573	1.7
1980	148	152	3371	0.8
1981	76	116	794	0.4
1982	80	106	819	0.4
1983	77	96	785	0.2
1984	46	78	490	0.1
1985	38	65	420	0.1

Note A: Includes exhaust and evaporative emissions

**VOLUNTARY ACCELERATED LIGHT-DUTY VEHICLE RETIREMENT PROGRAM
DEFAULT EMISSION REDUCTIONS**

ARB shall annually calculate the emission reductions for voluntary accelerated vehicle retirement. By December 31 of each year, ARB shall calculate the emission reductions for vehicles retired in the next calendar year and shall make them publicly available in tabular form.

For exhaust (tailpipe) emissions, the following equation is used to calculate emission reduction credits. Exhaust emission reduction credits may be generated from

reductions in oxides of nitrogen (NOx), reactive organic gas (ROG), carbon monoxide (CO), and particulate matter (PM):

$$\text{ExhReduction} = [(\text{ER}_{\text{retired}} * \text{VMT}_{\text{retired}}) - (\text{ER}_{\text{replacement}} * \text{VMT}_{\text{replacement}})] * \text{Life}_{\text{retired}}$$

where:

ExhReduction= total emission reduction for tailpipe emissions (grams/life);

ER_{retired} = the retired vehicle exhaust emission rate (grams/mile)
= the average exhaust emission rate of the model year vehicle retired calculated using ARB's emission inventory model;

VMT_{retired} = the retired vehicle miles traveled (miles/year)
= the average VMT of the model year vehicle retired calculated using ARB's emission inventory model;

Life_{retired} = the retired vehicle remaining life (years)
= 3 years;

ER_{replacement} = the replacement vehicle exhaust emission rate (grams/mile)
= the fleet average exhaust emission rate calculated using ARB's emission inventory model;

VMT_{replacement} = the replacement vehicle miles traveled (miles/year)
= VMT_{retired}

For evaporative emissions, the following equation is used to calculate emission reduction credits. Evaporative emission reduction calculations apply only to ROG emissions:

$$\text{EvapReduction} = \{[(\text{ER}_{\text{runloss}})_{\text{retired}} - (\text{ER}_{\text{runloss}})_{\text{replacement}}] * \text{VMT}_{\text{retired}} + [(\text{ER}_{\text{hotsoak}})_{\text{retired}} - (\text{ER}_{\text{hotsoak}})_{\text{replacement}}] * \text{Trips}_{\text{retired}} + [(\text{ER}_{\text{diurnal}})_{\text{retired}} - (\text{ER}_{\text{diurnal}})_{\text{replacement}}] * 365 \text{ days/year} + [(\text{ER}_{\text{resting}})_{\text{retired}} - (\text{ER}_{\text{resting}})_{\text{replacement}}] * 365 \text{ days/year}\} * \text{Life}_{\text{retired}}$$

where:

EvapReduction = total lifetime reduction of evaporative ROG emissions (grams/life);

(ER_{runloss})_{retired} = the retired vehicle running loss evaporative emission rate (grams/mile)
= the average running loss evaporative emission rate of the model year vehicle retired calculated using ARB's emission inventory model;

- (ER_{runloss})_{replacement} = the replacement vehicle running loss evaporative emission rate (grams/mile)
= the fleet average running loss evaporative emission rate calculated using ARB's emission inventory model;
- (ER_{hotsoak})_{retired} = the retired vehicle evaporative emission rate attributed to hot soak after shut down (grams/trip)
= the average hot soak evaporative emission rate of the model year vehicle retired calculated using ARB's emission inventory model;
- (ER_{hotsoak})_{replacement} = the replacement vehicle evaporative emission rate attributed to hot soak after shut down (grams/trip)
= the fleet average hot evaporative emission rate calculated using ARB's emission inventory model;
- (ER_{diurnal})_{retired} = the retired vehicle emission rate for evaporative emissions occurring while vehicle is not operating and during periods of ambient temperature increase (grams/day)
= the average diurnal evaporative emission rate of the model year vehicle retired calculated using ARB's emission inventory model;
- (ER_{diurnal})_{replacement} = the replacement vehicle emission rate for evaporative emissions occurring while vehicle is not operating and during periods of ambient temperature increase (grams/day)
= the fleet average diurnal evaporative emission rate calculated using ARB's emission inventory model;
- (ER_{resting})_{retired} = the retired vehicle emission rate for evaporative emissions occurring while vehicle is not operating and during periods of constant or decreasing ambient temperature (grams/day)
= the average resting evaporative emission rate of the model year vehicle retired calculated using ARB's emission inventory model;
- (ER_{resting})_{replacement} = the replacement vehicle emission rate for evaporative emissions occurring while vehicle is not operating and during periods of ambient temperature increase (grams/day)
= the fleet average resting evaporative emission rate calculated using ARB's emission inventory model;
- Trips_{retired} = number of trips per year expected from retired vehicle
= the average trips of the model year vehicle retired calculated using ARB's emission inventory model