

➡ § 2175. Highway Exhaust Emissions - Light-Duty Vehicles.

(a) The state board finds the standards for exhaust emissions set forth in Table 1 to be the maximum allowable emissions of pollutants from light-duty (6,000 pounds or less gross vehicle weight) and medium-duty (8,500 pounds or less gross vehicle weight) gasoline-powered vehicles when inspected at California Highway Patrol roadside inspection lanes.

(b) The inspection shall consist of exhaust emission measurements from the vehicle with the air injection system (if any) connected. Hydrocarbon and carbon monoxide concentrations shall be determined by nondispersive infrared instrumentation.

The idle mode test shall be performed with the transmission set in neutral gear with the engine at its normal operating temperature.

Table 1
Highway Inspection Standards

Category Number	Model Year	Emission Control System	No. of Cylinder	Idle Standards [FNal]	
				HC PPM	CO %
1	1955-1965		5 or more	800	8.50
2	1966-1970	with air injection	5 or more	450	5.00
3	1966-1970	without air injection	5 or more	550	7.00
4	1971-1972	with air injection	5 or more	300	4.00
5	1971-1972	without air injection	5 or more	450	6.50
6	1973-1974	with air injection	5 or more	200	3.50
7	1973-1974	without air injection	5 or more	450	6.50
8	1955-1967		4 or less	1200	8.00
9	1968-1970	with air injection	4 or less	400	5.50
10	1968-1970	without air injection	4 or less	900	7.50
11	1971-1972	with air injection	4 or less	400	5.50
12	1971-1972	without air injection	4 or less	400	6.50
13	1973-1974	with air injection	4 or less	300	4.50
14	1973-1974	without air injection	4 or less	350	6.50
15	1975+	no catalyst	ALL	150	3.00
16	1975+	catalyst without air injection	ALL	200	4.00
17	1975+	catalyst with air injection	ALL	100	1.00
18	1975+	three-way catalyst	ALL	80	1.00

[FNal] HC (ppm) is defined as hydrocarbons in parts per millions of hexane by volume and CO (%) is defined as carbon monoxide in percent by volume.

**Table 1
Highway Inspection Standards**

<i>Category Number</i>	<i>Model Year</i>	<i>Emission Control System</i>	<i>No. of Cylinder</i>	<i>Idle Standards* HC PPM % CO</i>	
1	1955-1965		5 or more	800	8.50
2	1966-1970	with air injection	5 or more	450	5.00
3	1966-1970	without air injection	5 or more	550	7.00
4	1971-1972	with air injection	5 or more	300	4.00
5	1971-1972	without air injection	5 or more	450	6.50
6	1973-1974	with air injection	5 or more	200	3.50
7	1973-1974	without air injection	5 or more	450	6.50
8	1955-1967		4 or less	1200	8.00
9	1968-1970	with air injection	4 or less	400	5.50
10	1968-1970	without air injection	4 or less	900	7.50
11	1971-1972	with air injection	4 or less	400	5.50
12	1971-1972	without air injection	4 or less	400	6.50
13	1973-1974	with air injection	4 or less	300	4.50
14	1973-1974	without air injection	4 or less	350	6.50
15	1975+	no catalyst	ALL	150	3.00
16	1975+	catalyst without air injection	ALL	200	4.00
17	1975+	catalyst with air injection	ALL	100	1.00
18	1975+	three-way catalyst	ALL	80	1.00

*HC (ppm) is defined as hydrocarbons in parts per millions of hexane by volume and CO (%) is defined as carbon monoxide in percent by volume.

➡ **§ 2175.5. Exemption of Vehicles.**

In cases of conflict with manufacturer's specifications, the executive officer may by Executive Order exempt certain vehicles from a standard set forth in Section 2175 above or set appropriate separate 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 and Medium-Duty Vehicles.**

(a) Pursuant to Section 43010, Chapter 1, Part 5, Division 26 of the Health and Safety Code, exhaust emissions from light-duty (6,000 pounds or less gross vehicle weight) and medium-duty (8,500 pounds or less gross vehicle weight) gasoline-powered vehicles subject to inspection pursuant to Chapter 20.4 (commencing with Section 9889.50) of Division 3 of the Business and Professions Code shall not exceed the standards set forth in this section by vehicle class as shown in Table 1.

(b) The inspection shall consist of exhaust emission measurements from the vehicle with the air injection system (if any) connected. Hydrocarbon, carbon monoxide, and oxides of nitrogen concentrations shall be determined by non-dispersive infrared instrumentation.

The cruise mode test shall be performed first on a chassis dynamometer at the speeds and loads shown in the following table:

Loading Class	Number of Cylinders	Vehicle Shipping Weight	Speed (mph)	Loading (Hp)
1	4 or less	---	4 +- 1	10 +- 1
2	5 or 6	---	40 +- 1	15 +- 1.5
3	7 or more	less than 3,250 lbs.	40 +- 1	17.5 +- 1.5
4	7 or more	3,250 lbs. or more	40 +- 1	20 +- 1.5

A vehicle which cannot reach the speed and load specified in the table above, or which by its original design cannot be tested at cruise on an inspection center dynamometer, may be exempted from the cruise mode of the test. Vehicles owned by licensed fleet operators may be exempted from cruise mode test, provided an underhood functional inspection is performed on these vehicles, in addition to idle mode test. An idle mode test may be performed on vehicles at one lane inspection centers wherever dynamometers are inoperative.

The idle mode test shall be performed with the transmission set in neutral gear with the engine at its normal operating temperature. The cruise mode test shall be performed with automatic transmission in drive and with manual transmission set in high gear but overdrive will be disengaged.

(c) In the event of a conflict between the emission standards set forth in subdivision (a) and a manufacturer's specifications for a particular engine family or group of vehicles (defined by make, model year, and emission control system), as demonstrated by an excessive failure rate, by valid assembly-line data of the vehicle manufacturer, or by other data available to the executive officer, the executive officer may by Executive Order exempt such engine families or groups of vehicles from the standards set forth in subdivision (a) and set appropriate separate emission standards.

Table 1
Two Mode MVIP Standards

Category Number	Model Year	Emission Control System	No. of Cylinders	Idle Standards [FNa1]		40 MPH Cruise Standards [FNa1]		
				HC PPM	CO %	HC PPM	CO %	NO _x PPM
1	1955-1965		5 or more	800	8.50	400	6.50	NO STD
2	1966-1970	with air injection	5 or more	450	5.00	350	4.00	2400
3	1966-1970	without air injection	5 or more	550	7.00	350	4.50	3000
4	1971-1972	with air injection	5 or more	300	4.00	200	2.00	2200
5	1971-1972	without air injection	5 or more	450	6.50	250	3.00	3200
6	1973-1974	with air injection	5 or more	200	3.50	150	2.00	1700
7	1973-1974	without air injection	5 or more	400	6.50	250	2.50	2600
8	1955-1967		4 or less	1200	8.00	400	6.50	NO STD
9	1968-1970	with air injection	4 or less	400	5.50	300	4.50	3200
10	1968-1970	without air injection	4 or less	900	7.50	300	6.00	3000
11	1971-1972	with air injection	4 or less	400	5.50	300	4.00	3000
12	1971-1972	without air injection	4 or less	400	6.50	300	5.00	3400
13	1973-1974	with air injection	4 or less	300	4.50	250	4.00	1700
14	1973-1974	without air injection	4 or less	350	6.50	250	4.00	2600
15	1975 +	no catalyst	ALL	150	3.00	150	1.50	2100
16	1975 +	catalyst without air injection	ALL	200	4.00	150	1.50	2200
17	1975 +	catalyst with air injection	ALL	100	1.00	100	1.00	1500
18	1975 +	three-way catalyst	ALL	80	1.00	80	1.00	1000

[FNa1] HC (ppm) is defined as hydrocarbons in parts per million of hexane by volume, CO (%) is defined as carbon monoxide in percent by volume, and NO_x (ppm) is defined as oxides of nitrogen in parts per million in nitric oxide by volume.

Table 1
Two Mode MVEP Standards

Category Number	Model Year	Emission Control System	No. of Cylinders	Idle Standards*		40 MPH Cruise Standards*		
				HC PPM	CO %	HC PPM	CO %	NO _x ** PPM
1	1955-1965		5 or more	800	8.50	400	6.50	NO STD
2	1966-1970	with air injection	5 or more	450	5.00	350	4.00	2400
3	1966-1970	without air injection	5 or more	550	7.00	350	4.50	3000
4	1971-1972	with air injection	5 or more	300	4.00	200	2.00	2200
5	1971-1972	without air injection	5 or more	450	6.50	250	3.00	3200
6	1973-1974	with air injection	5 or more	200	3.50	150	2.00	1700
7	1973-1974	without air injection	5 or more	400	6.50	250	2.50	2600
8	1955-1967		4 or less	1200	8.00	400	6.50	NO STD
9	1968-1970	with air injection	4 or less	400	5.50	300	4.50	3200
10	1968-1970	without air injection	4 or less	900	7.50	200	6.00	3000
11	1971-1972	with air injection	4 or less	400	5.50	300	4.00	3000
12	1971-1972	without air injection	4 or less	400	6.50	300	5.00	3400
13	1973-1974	with air injection	4 or less	300	4.50	250	4.00	1700
14	1973-1974	without air injection	4 or less	350	6.50	250	4.00	2600
15	1975 +	no catalyst	ALL	150	3.00	150	1.50	2100
16	1975 +	catalyst without air injection	ALL	200	4.00	150	1.50	2200
17	1975 +	catalyst with air injection	ALL	100	1.00	100	1.00	1500
18	1975 +	three-way catalyst	ALL	80	1.00	80	1.00	1000

*HC (ppm) is defined as hydrocarbons in parts per million of hexane by volume, CO (%) is defined as carbon monoxide in percent by volume, and NO_x (ppm) is defined as oxides of nitrogen in parts per million as nitric oxide by volume.

§ 2177. Guidelines for Issuance of Certificate of Compliance.

For participants in the Methanol Fuel Experimental Program, the emission control systems listed below, as originally installed on the vehicle, are to be inspected annually. The original equipment systems shall be functioning properly in order to obtain a valid Certificate of Compliance. In addition, each vehicle's ignition system shall be inspected and exhaust carbon monoxide emissions shall be measured. No vehicle which has an ignition misfire or carbon monoxide emissions in excess of the idle emission standards contained in Section 2176 shall receive a Certificate of Compliance.

1. Exhaust Gas Recirculation (EGR) System
 - a. EGR valve and control components, and carburetor spacer if applicable.
2. Air Injection System
 - a. Air Pump.
 - b. Valves affecting distribution of flow.
 - c. Distribution manifold including connection to exhaust manifold.
3. Catalytic or Thermal Reactor System
 - a. Catalytic converter and associated mounting hardware.
 - b. Thermal reactor and lined or coated exhaust manifolds.
 - c. Exhaust port liner and/or double walled exhaust pipe.
4. Evaporative Emission Control System
 - a. Vapor storage canister.
 - b. Vapor-liquid separator.
 - c. Canister Purge system.

5. Positive Crankcase Ventilation (PCV) System

- a. PCV valve.
- b. Oil filler cap.

6. Miscellaneous Items Used in Above Systems

- a. Vacuum and time sensitive valves and switches.
- b. Electronic controls including computer or microprocessor and all input sensors including the exhaust gas oxygen sensor.