

REVISIONS TO THE STATE IMPLEMENTATION PLAN (SIP)  
FOR THE CONTROL OF OZONE AIR POLLUTION

INSPECTION/MAINTENANCE (I/M) SIP FOR DALLAS/FORT WORTH,  
EL PASO, AND HOUSTON/GALVESTON  
OZONE NONATTAINMENT AREAS

TEXAS NATURAL RESOURCE CONSERVATION COMMISSION  
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## APPENDICES

APPENDIX	APPENDIX TITLE
A	Federal Register Part VII, U.S. Environmental Protection Agency, 40 CFR Part 51, Inspection/Maintenance Program Requirements; Final Rule, dated November 5, 1992 and Flexibility Amendments, dated September 18, 1995. (No change.)
B	Texas Health and Safety Code, Subtitle C, Air Quality, Revised September 1, 1995. (No change.)
C	Senate Bill 178 by 74th Legislature amendment to the Texas Health and Safety Code §§382.037 and 382.038. Section §382.037, Health and Safety Code is amended by adding Subsection (a-1) and amending subsections (d) and (n). Section §382.038, Health and Safety Code, is amended by amending subsections (a), (b), (d), and (e). (No change.)
D	Texas Natural Resource Conservation Commission Regulation IV, (30 TAC Chapter 114), Control of Air Pollution From Motor Vehicles, Proposed February 28, 1996, Adopted May 29, 1996. (No change.)
E	Texas Natural Resource Conservation Commission, Appropriations for Fiscal Years 1996 and 1997. Texas Department of Public Safety, Appropriations for Fiscal Years 1996 and 1997. STATE OF TEXAS, Text of Conference Committee Report, House Bill No. 1 (General Appropriations Act). Seventy-fourth Legislature, Regular Session. (No change.)
F	TNRCC, "Request For Offer for the Design, Construction, and Operation of the Texas Data Link Project for the State of Texas", dated December 20, 1995. (RFO) (No change.)
G	TNRCC, "Specifications For Preconditioned Two-Speed Idle Vehicle Gas Analyzer Systems for use in the Texas Motorist Choice Vehicle Emissions Testing Program", dated April 26, 1996. (No change.)
H	Texas Transportation Code §547.604, §547.605, and Chapter 548 Compulsory Inspection of Vehicles. (No change.)
I	Executive Order GWB 96-1 Relating to the Vehicle Emissions Inspection and Maintenance Program. Signed February 27, 1996. (No change.)
J	Rules and Regulations for Official Vehicle Inspection Stations and Certified Inspectors. Texas Department of Public Safety. September 1992. (No change.)
K	HK Consulting & Design, Inc., "Vehicle Safety Inspection Compliance Survey" for Dallas and Tarrant Counties, dated February 1996. (No change.)

## COMMONLY USED TERMS

### **Commission**

Texas Natural Resource Conservation Commission

### **Core Program Area**

Dallas, Tarrant, Harris, and El Paso Counties

### **Core I/M Program Area**

Dallas, Tarrant, Harris, and El Paso Counties

### **DFW**

Dallas/Fort Worth nonattainment area

### **DPS**

Department of Public Safety

### **EPA**

A regulatory agency of the U.S. federal government responsible for creating and enforcing regulations concerning the protection of the environment from various forms of pollution, including that which is generated by motor vehicles.

### **FTE**

Full Time Equivalent Employee. When used within this SIP, an FTE is calculated by adding the time each inspector spends on vehicle inspections, and dividing by 52 weeks per year. For example, if a station employed twenty individuals, but each employee only worked on vehicle inspections two weeks worth of time per year, this station employed 1 FTE.

### **Exhaust Gas Analyzer**

A device used to measure the amount of emission gases in an exhaust sample.

### **High Emitter**

A vehicle whose measured tailpipe emissions levels exceed recommended testing standards.

### **I/M Program**

A vehicle emission inspection program as defined by the federal EPA that includes, but not limited to, the use of computerized emission analyzers, on-road testing, and/or inspection of vehicle emission devices.

### **I/M Program Area**

Dallas, Denton, Collin, Tarrant, Harris, Fort Bend, Galveston, Brazoria, Montgomery, Liberty, Waller, Chambers, and El Paso Counties

### **MPO**

Metropolitan Planning Organization

**On-Board Diagnostics (OBD)**

A system installed on 1994 or later model year vehicles, as required by Section 202 (m) of the Federal Clean Air Act (42 U.S.C. 7521), which is designed to identify engine or emission control system problems which cause excessive emissions.

**Program Area**

Dallas, Denton, Collin, Tarrant, Harris, Fort Bend, Galveston, Brazoria, Montgomery, Liberty, Waller, Chambers, and El Paso Counties

**QA**

Quality Assurance

**QC**

Quality Control

**TX96**

Testing equipment meeting specifications for “Preconditioned Two-Speed Idle Vehicle Exhaust Gas Analyzer System” for use in the Texas Motorist’s Choice Vehicle Emission Testing Program.

**TxDOT**

Texas Department of Transportation

**VID**

Vehicle Identification Data base

**VIR**

Vehicle Inspection Report

**VRF**

Vehicle Repair Form

## B. OZONE CONTROL STRATEGY

1. - 7. (No change.)

8. SIP Revision for Mobile Source (Revised)

a. Vehicle I/M Program (Revised)

1) - 6) (No change.)

7) Test Procedures, Standards and Test Equipment (REVISED)

a) Test Procedures and Standards

Owners of all subject gasoline powered vehicles that are between two and twenty-four years old that are annually inspected through DPS certified safety inspection stations shall be required to have an applicable emissions test performed. Vehicles less than two years or greater than twenty-four years old are not required to provide proof of compliance with the I/M program requirements in conjunction with a safety inspection. Texas shall implement annual and biennial vehicle emissions testing in Dallas, Tarrant, and Harris Counties and annual testing in El Paso County. Vehicles shall be subject to a two-speed idle test or may elect a loaded mode test, and anti-tampering checks to include the Exhaust Gas Recirculation (EGR) system, evaporative emissions control system, Positive Crankcase Ventilation (PCV) system, thermostatic air cleaner, gas cap, and air injection system (smog pump) for all subject vehicles. The catalytic converter shall be checked for

designated model year vehicles. No purge testing shall be performed in this program. Unsafe vehicles or vehicles with missing or leaky exhausts that are presented for emissions testing may be rejected.

The vehicle emissions inspection shall commence when the vehicle identification number, license plate number, make, model, year, and other relevant information has been entered into the system. Pre-existing data, based on the registration data base, and the prior vehicle emissions inspection history of the subject vehicle shall be retrieved. The inspector shall confirm the information from the registration data base with the subject vehicle presented for emissions inspection. If no match or contact occurs with the VID, the inspector must manually enter the vehicle information into the analyzer. All emissions inspection test results shall be electronically stored on the analyzer for 180 days, and sent via modem to the Texas Data Link host computer immediately following the completion of each test. All emissions inspection test results shall be accessible to the commission and DPS.

An official test, once initiated, shall be performed in its entirety regardless of the intermediate outcomes, except in cases of invalid test condition, unsafe conditions or fast pass/fail algorithms. Tests involving measurements shall be performed with program-approved equipment that has been calibrated. Emissions standards shall be applicable to all vehicles subject to the program and repairs shall be required for failure of any standard. The agency shall adjust standards as necessary to maintain a passing rate of at least 80%. Upon retest, these vehicles shall be retested for all pollutants. A second failure of any pollutant level shall result in a second failure of the vehicle. Vehicles shall fail visual inspections of subject emissions control devices if such devices are part of the original certified configuration and are found to be missing, modified, disconnected, improperly connected, or found to be incorrect for the certified vehicle configuration under inspection.

As required by EPA guidance, 30 TAC §114.20 and §114.21, “Control of Air Pollution From Motor Vehicles” states requirements for engine replacement, removal/installation of emission components and tampering. Additionally, DPS Administrative Rule 37 TAC §23.92 “Vehicle Idle Emissions Inspection and Maintenance Program” gives guidance on engine switching. The DPS will be responsible for enforcement regarding engine switching and vehicle tampering.

The DPS commits to the use of remote sensing to identify gross polluting vehicles operating in the core I/M program area. Remote sensing may also be used as a quality assurance tool for randomly selected or suspect vehicle emissions facilities. Remote sensing screening shall be conducted according to reliable engineering practices to assure the accuracy of the test.

The commission and DPS commit to implementing OBD testing according to EPA's procedures and standards on all 1996 and newer model year vehicles as required in all I/M program areas beginning January 1, 2001.

#### b) Testing Equipment

(1) Two-speed Idle Testing Equipment - Vehicles shall be subject to a computerized, pre-conditioned two-speed idle vehicle emissions inspection and gas cap integrity test. The gas cap integrity test shall meet EPA required specifications and procedures. Emissions testing equipment shall have the capability to simultaneously sample dual-exhaust vehicles. All equipment shall meet acceptance testing criteria and receive a notice of approval from the agency's executive director or his designee prior to use in the Texas Motorist's Choice Program. All vehicle emissions inspection test systems shall be computerized and contain lock-out provisions for equipment tampering, for equipment failure to

conduct or pass calibration or leak checks, and to prevent unauthorized access. All equipment shall provide for automatic data collection that cannot be altered by the emissions testing facility. Steady State idle test procedures will be conducted according to Appendix B of the Federal I/M Rule and steady state idle test equipment specifications will be consistent with Appendix D of the Federal I/M Rule. Specifications are contained in Appendix G of the May 1996 submittal.

(2) Loaded-Mode Testing Equipment - Motorists shall also have the option of choosing a loaded test if they desire, subject to availability. Vehicles having a loaded test performed shall have a biennial vehicle emissions test. Loaded test equipment specifications and procedures shall meet EPA requirements for two-mode Accelerated Simulated Mode equipment or an acceptable alternative. The agency shall develop written specifications and anticipates issuing the specifications within nine months of EPA's final issuances.

The agency may update emission's testing equipment specifications to accommodate new technology vehicles and changes to the program as necessary. Updates to test equipment specifications will be accomplished through the SIP.

Vehicle emissions cut points used in the Texas I/M Program are located in Appendix A of the Specifications For Preconditioned Two-Speed Idle Vehicle Gas Analyzer System For Use In The Texas Motorist's Choice Vehicle Emissions Testing Program, (Appendix G of the May 1996 submittal).

8) - 23) (No change.)

b. (No change.)

9) - 14) (No change.)