

belonging to the covered model years and vehicle classes comprise the subject vehicles. Fleets may be officially inspected outside of the normal I/M program test facilities, if such alternatives are approved by the program administration, but shall be subject to the same test requirements using the same quality control standards as non-fleet vehicles and shall be inspected in independent, test-only facilities, according to the requirements of 40 CFR Part 51.353(a). Vehicles which are operated on federal installations located within an I/M program area shall be tested, regardless of whether the vehicles are registered in the state or local I/M area.

The federal I/M regulation requires that the SIP shall include the legal authority or rule necessary to implement and enforce the vehicle coverage requirement, a detailed description of the number and types of vehicles to be covered by the program and a plan for how those vehicles are to be identified including vehicles that are routinely operated in the area but may not be registered in the area, and a description of any special exemptions including the percentage and number of vehicles to be impacted by the exemption.

The Davidson County and Tennessee I/M regulations require all 1975 and newer model year gasoline powered vehicles up to 8,500 pounds gross vehicle weight registered in Davidson, Rutherford, Sumner, Williamson, and Wilson Counties except motorcycles, and vehicles which the APCD Administrator has determined shall not be tested because of fuel or engine characteristics, to be tested annually. This includes light duty vehicles and light duty trucks up to 8,500 pounds gross vehicle weight rating. The SIP submittals contain a listing of the number of subject vehicles in each county. Quality control requirements apply equally to both the centralized testing stations and the fleet self testers. Federally owned vehicles are subject to the testing requirements. Vehicles from other areas may be tested. Owners of subject vehicles that will be outside of the test area during the assigned test period may request an extension. However, they must submit the vehicle for an emission test upon return to the area.

The State's plan for testing fleet vehicles is acceptable and meets the requirements of the federal I/M regulation.

#### *Test Procedures and Standards—40 CFR 51.357*

Written test procedures and pass/fail standards shall be established and followed for each model year and vehicle type included in the program. Test procedures and standards are detailed in 40 CFR Part 51.357 and in the EPA document entitled "Recommended I/M Short Test Procedures For the 1990's: Six Alternatives."

The Tennessee I/M submittals include a description of the test procedure used in the Tennessee I/M program. The program contract requires an idle test procedure to be utilized. This procedure is an EPA short test procedure. A vehicle failing the initial test is preconditioned at 2500 revolutions per minute for about 25–30 seconds and retested at idle. These test procedures conform to EPA approved test procedures and are approvable. The State I/M regulation establishes hydrocarbon (HC) and carbon monoxide (CO) pass/fail exhaust standards for all test procedures for each applicable model year and vehicle type. The exhaust standards adopted by the state conform to EPA established standards and are approvable.

#### *Test Equipment—40 CFR 51.358*

Computerized test systems are required for performing any measurement on subject vehicles. The federal I/M regulation requires that the state SIP submittal include written technical specifications for all test equipment used in the program. The specifications shall describe the emission analysis process, the necessary test equipment, the required features, and written acceptance testing criteria and procedures.

The Davidson County and Tennessee I/M contracts require exhaust analyzers that meet the BAR90 performance specifications. These specifications require the use of computerized test systems. The specifications also include performance features and functional characteristics of the computerized test systems which meet the federal I/M regulations and are approvable.

#### *Quality Control—40 CFR 51.359*

Quality control measures shall insure that emission measurement equipment is calibrated and maintained properly, and that inspection, calibration records, and control charts are accurately created, recorded and maintained.

Section 8 of the contract and section 8 of the Tennessee APCD portion of the SIP submittal discuss quality control and assurance. The Davidson County

contract also discusses these items. These portions of the submittal include the quality control requirements for the emission measurement equipment, record keeping requirements and measures to maintain the security of all documents used to establish compliance with the inspection requirements. This portion of the Tennessee submittal complies with the quality control requirements set forth in the federal I/M regulation and is approvable.

#### *Waivers and Compliance Via Diagnostic Inspection—40 CFR 51.360*

The federal I/M regulation allows for the issuance of a waiver, which is a form of compliance with the program requirements that allows a motorist to comply without meeting the applicable test standards.

The Davidson County and Tennessee regulations do not provide for waivers. These provisions meet the federal I/M regulations requirements and are approvable.

#### *Motorist Compliance Enforcement—40 CFR 51.361*

The federal regulation requires that compliance shall be ensured through the denial of motor vehicle registration in I/M programs. However, a basic area may use an alternative enforcement mechanism if it demonstrates that the alternative will be as effective as registration denial. The SIP shall provide information concerning the enforcement process, legal authority to implement and enforce the program, a commitment to a compliance rate to be used for modeling purposes and to be maintained in practice.

The Davidson County and Tennessee I/M regulations provide the legal authority to implement a registration denial enforcement mechanism. The County Clerk's office can not issue a registration renewal without a passing emission test. Section 9 of the Tennessee APCD SIP submittal and Appendix 1 of the Davidson County SIP submittal discuss penalties to vehicle owners not complying with the requirement. The Davidson County Health Department and APCD will conduct reviews in their respective program areas of the Clerk's office registration to insure the regulation is enforced. The SIP contains a commitment to maintain the modeled compliance rate in practice. This portion of the Tennessee submittal meets the federal requirements and is approvable.