

FINAL REGULATION ORDER

Amend Title 13, California Code of Regulations, Chapter 13, Article 1, Sections 2601 – 2610, to read as set forth on the following pages:

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
<u>Section 2606</u>	- <u>Advertising Parts Recycling and Resale</u>
Section 260 <u>6</u> <u>7</u>	- <u>Emission Reduction Credits Advertising</u>
Section 260 <u>7</u> <u>8</u>	- <u>Records, Auditing, and Enforcement</u> <u>Emission Reduction Credits</u>
Section 260 <u>8</u> <u>9</u>	- <u>Pilot Program Records, Auditing, and</u> <u>Enforcement</u>
Section 260 <u>9</u> <u>10</u>	- <u>Procurement of Credits for SIP Measure</u> <u>M1 Pilot Program</u>

Adopt Title 13, California Code of Regulations, Chapter 13, Article 1, Sections 2611 and Appendices C and D, to read as set forth on the following pages:

Section 261 <u>0</u> <u>11</u>	- <u>Procurement of Credits for SIP Measure</u> <u>M1</u>
<u>Appendix C to Article 1</u>	<u>Emission/Drive Train-Related Parts List</u>
<u>Appendix D to Article 1</u>	<u>Quality Control Checklist</u>

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

§2600 Purpose:

- (a) The provisions of this article apply to the generation of emission reduction credits through the accelerated retirement of light-duty on-road motor vehicles, including passenger cars and light-duty trucks.
- (b) Within five years from the effective date of adoption or date of implementation, whichever comes later, the Air Resources Board, in consultation with the Secretary for Environmental Protection, shall review the provisions of this chapter to determine whether it should be retained, revised or repealed.

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.

§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;
- (m) "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.

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, for administering and auditing VAVR enterprises conducted within its jurisdiction;

(d) In accordance with all state, federal and local laws, rules and regulations, 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; Each participating district will retain the records received according to subparagraphs §26089(a)(2) and (3) for a period not less than the life of the related credits;

(~~e~~) 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.

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 ~~twenty four (24) consecutive months~~ immediately 120 days prior to the final date of sale to the VAVR enterprise, to an address or addresses within the district in which the enterprise is being operated. Smog Checks must be performed as required by the Department of Motor Vehicles in order for the vehicle to be considered registered;

~~(A) A vehicle may also be eligible if the owner of the vehicle placed the vehicle in planned non-operational status per Vehicle Code §4604, et seq., for a total of two (2) months during the continuous twenty four (24) month registration period, occurring at least three (3) months prior to the date of sale to the VAVR enterprise. — Smog Checks must be performed as required by the Department of Motor Vehicles in order for the vehicle to be considered registered;~~

~~(B) A vehicle may also be eligible if the registration has lapsed for a period not to exceed 180 days during the previous twenty four (24) months and all appropriate registration~~

~~fees and late penalties have been paid to the Department of Motor Vehicles, provided that the vehicle is registered for at least ninety (90) days immediately prior to its date of sale to a VAVR enterprise. A Smog Check inspection must be performed as required by the Department of Motor Vehicles in order for the vehicle to be considered registered;~~

~~(C) (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;

~~(D) (B)~~ Determination of an individual vehicle's registration history shall be based on:
1. registration data for that vehicle obtained from Department of Motor Vehicles records
2. If (A) provides inconclusive results for an individual vehicle, then copies of the applicable vehicle registration certificates ~~or planned non-operation status certificates covering the necessary time period~~ may be used;

(3) It shall be a passenger car or a light-duty truck;

(4) It shall be driven to the purchase site under its own power;

(5) It shall not be a high emitter or a gross polluter, and shall not be operating under a Smog Check repair cost waiver or economic hardship extension;

(6) 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;

(B) Owners of vehicles requiring Smog Check inspections pursuant to §2603(a)(6) shall be required to submit documentation issued by a licensed Smog Check station demonstrating compliance with §2603(a)(6)(A). The documentation shall be submitted to the person performing the functional and equipment eligibility inspection pursuant to §2603(b).

(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. The following elements shall be included in the 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 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 at a minimum the driver's side door shall be operable in a two-door vehicle. For a four-door vehicle, the driver's side door and one rear door shall be operable. Doors shall be deemed operable if they can open and remain closed~~

~~without the use of ropes, wire, or tape, or any other add-on device or material that was not part of the original design of the vehicle; All doors shall be present and in place.~~

~~(B) The trunk lid shall remain closed without the use of ropes, wire, or tape, or any other add-on device or material that was not part of original design of the vehicle~~

~~(C) (B) The hood (metal cover providing access to the engine) shall open and shall remain closed utilizing a functional latching mechanism without the use of bungee cords, strapping, ropes, wire, or chains, or any other external device or material that was not part of the original design of the vehicle; The hood shall be present and in place;~~

~~(D) (C) The dashboard shall contain warning lights and gauges (except clock and/or tachometer) as originally supplied by manufacturer, or functionally equivalent after market replacements; The dashboard shall be in place;~~

~~(E) (D) Windshield wipers shall be present and operational; Windshield shall be present and in place;~~

~~(F) The windshield and rear window shall not contain any holes, or holes that are covered by tape or any other external component, or any other defective condition that impairs the driver's vision. In addition, the windshield and rear window shall not be held in place by external components that were not part of the original design of the vehicle;~~

~~(G) (E) The driver's seat must be present and in place; and the seat back shall not be reinforced or supported by add-on components such as blocks, tires, boards, or ropes in order to be functional;~~

~~(H) (F) Interior pedals (flat surface attached to a lever(s) controlling the brake, clutch, and accelerators) shall be present operational;~~

~~(I) (G) The vehicle shall contain bumpers, fenders, exhaust system, and side and quarter panels as originally supplied by the manufacturer or after market part equivalent; these components shall not be damaged to the extent that the operability of the vehicle is impaired. One bumper and all side and/or quarter panels shall be present and in place. Vehicle driveability must not be affected by any body, steering or suspension damage. Exhaust shall be present.~~

~~(J) The vehicle shall not contain any holes in the floorboard or any holes penetrating through the body into the passenger compartment. A hole originally designed into the floorboard by the vehicle manufacturer for drainage shall be exempt from this requirement.~~

~~(K) (H) Headlights as well as tail and brake lights shall be present and operational. Burned out light bulbs shall not result in a failure of this requirement provided that the operability of the above lighting systems can be verified. One headlight, one taillight and one brake light shall be present and in place;~~

~~(L) (I) Driver's side and opposing side window shall be present, and not supported by any add-on component that was not part of the original design of the vehicle. Other side windows or functional replacements shall be present; One side window glass shall be present and in place;~~

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

~~(N) There should be no obvious indications that the vehicle is not operated on a routine basis for extended periods of time;~~

~~(3) The inspector shall inspect the vehicle to ensure it meets the following requirements and shall reject the vehicle for emission reduction credit generation if the vehicle fails any two of these requirements;~~

~~(A) Turn signal lights shall be present and operational. Burned out light bulbs shall not result in a failure of this requirement provided that the operability of the above lighting system can be verified;~~

~~(B) Driver's side window and opposing side passenger window shall be operational. Operability shall be determined by the inspector raising and lowering the windows using the window handle, crank, or power window switch located inside of vehicle. Inability of windows to be raised and lowered shall result in noncompliance with this requirement;~~

~~(C) Rear view mirror and left hand side view mirror shall be present and operational;~~

~~(D) The vehicle shall contain interior door panels as originally supplied by the vehicle manufacturer or after market equivalent. Interior door panels shall be attached to the door without the use of any external device or material not designed for the vehicle;~~

~~(E) The vehicle body shall not contain any holes that exceed two inches in length at the widest point;~~

~~(4) (3) The inspector shall complete the following functional inspection, and shall reject the vehicle for credit generation if the vehicle fails to complete any one of the requirements. Prior to implementing the functional inspection, the vehicle engine shall be turned off;~~

~~(A); 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 following test:~~

~~(B) Vehicle shall idle without the use of accelerator pedal for a minimum of ten seconds;~~

~~(C) Transmission shall be shifted into forward gear with brake pedal applied. Vehicle engine shall remain operating without use of accelerator pedal for a minimum of ten seconds. Vehicles equipped with manual transmissions shall be exempt from this requirement.~~

~~(D) 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;~~

~~(E) Under its own power, the vehicle shall be driven forward for a minimum of 100 feet starting at 0 miles per hour, and the vehicle shall completely stop at the end of this test using the vehicle's braking system. In dry weather conditions, the vehicle shall travel the first 60 feet of this test within 5.5 seconds. In wet weather conditions, the vehicle shall travel the first 60 feet of this test within 8.5 seconds. After 100 feet have been traveled, the vehicle shall turn around and return to its point of origin;~~

~~(5) The inspector shall reject the vehicle for emission reduction credit generation if any of the following occurs during implementation of the functional tests specified in §2603(b)(2), §2603(b)(3), and §2603(b)(4);~~

~~(A) Engine shuts down subsequent to keyed ignition start;~~

~~(B) Emissions of whining, grinding, clanking, squealing, or knocking noises, or noises from engine backfire;~~

~~(C) The brake pedal drops to the floor when the inspector attempts to stop the vehicle.~~

~~(6)~~ (4) Upon satisfactory completion of the inspection, the inspector will issue a certificate of functional and equipment eligibility.

(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 1;

~~(7)~~ (5) Vehicles failing the requirements pursuant to §2603(b)(1); and §2603(b)(4)(3), and §2603(b)(5) may be re-tested by the inspector for compliance with these requirements and issued a certificate of functional and equipment eligibility provided the vehicle has traveled a minimum of 50 miles subsequent to the failure determination.

Vehicles with inoperable vehicle odometers must be fixed prior to conducting this test.

Vehicles failing the requirements pursuant to §2603(b)(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;

(c) Districts may adopt vehicle functional and equipment eligibility inspection requirements that are more stringent than those specified in §2603(b). 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) The enterprise operator shall either:

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

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

(1) The notification shall be submitted on forms specified by a district and shall contain information demonstrating the ability to comply with all provisions of this rule. 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, a written statement from the auto dismantler under penalty of perjury certifying compliance with local water conservation regulations, state, county, and city energy and hazardous materials response regulations, and local water agency soil, surface, and ground water contamination regulations, and any other information requested in applicable district rules;

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

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

(c) 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 section §2603(b) on-site at VAVR enterprise locations, if the VAVR enterprise operator is unable to or chooses not to perform this function;

(d) For a 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) verify that the vehicle meets the vehicle registration eligibility requirements of §2603(a)(2); and

(2) obtain from the vehicle owner the certificate of functional and equipment eligibility issued per §2603(b);

(e) 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;

~~(f) A vehicle purchased as part of a VAVR enterprise and whose accelerated retirement creates emission reductions that are to be used as the basis for generating emission reduction credits, shall be permanently destroyed by the enterprise operator, or the~~

~~enterprise operator's duly contracted dismantler, within ninety (90) days of the date it is sold to the enterprise operator, and may not be resold to the public or put into operation in any way, except such a vehicle may be briefly operated for purposes related to the disposal of the vehicle as part of normal disposal procedures;~~

~~(1) For purposes of this regulation, the vehicle will be considered destroyed when it has been crushed or shredded or otherwise rendered permanently and irreversibly incapable of functioning as originally intended, and when all appropriate records maintained by the Department of Motor Vehicles have been updated to reflect that the vehicle has been acquired by a licensed auto dismantler for the purposes of dismantling.~~

~~(2) No parts may be removed, for sale or reuse, from any vehicle retired for the purpose of generating emission reduction credits. The only allowable use for any retired vehicle is as a source of scrap metal and other scrap material;~~

~~(A) An enterprise operator may separate ferrous and non ferrous metals prior to vehicle retirement to sell as a source of scrap metal only;~~

~~(B) An enterprise operator may sell tires and batteries to an intermediary tire/battery recycler only. All facilities generating or receiving waste tires must use the services of a registered tire hauler/recycler. Battery recyclers must be registered and licensed to handle batteries;~~

~~(3) All vehicles from which emission reduction credits are to be generated must be confined in a holding area separate from other vehicles procured by the enterprise until they are permanently destroyed;~~

~~(4) All activities associated with retiring vehicles, including but not limited to the disposal of vehicle fluids and vehicle components, shall comply with local water conservation regulations, state, county, and city energy and hazardous materials response regulations, and local water agency soil, surface, and ground water contamination regulations;~~

~~(f) 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 required Smog Check inspection for the purpose of district compliance with §2602(~~fe~~). 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;~~

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 seven (7) days between the time a vehicle is first offered for sale into a VAVR enterprise and the time of completion of the sale, unless the vehicle owner represents that waiting a minimum of seven (7) days would impose an undue hardship, in which case the seven (7) day minimum waiting period and the~~

requirement to provide the vehicle description and scheduled delivery information pursuant to §2605(a)(1) is waived:

(1) During this period, with the vehicle owner's permission, the enterprise operator will submit to the local district a description of the vehicle and the date and approximate time when the vehicle is scheduled to be delivered for final sale to the enterprise operator. 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, to be present at the scheduled time of delivery in order to contact the owner, examine the car and to negotiate with the owner for purchase of the vehicle before it is otherwise sold to the VAVR enterprise, should the vehicle be delivered as scheduled;

(A) The description shall include, at a minimum, the vehicle make, model, model year, and VIN, and the date and approximate time when the vehicle is scheduled to be delivered for sale to the VAVR enterprise, but no information identifying the owner will be permitted. When the district makes this information available to the public, the district will emphasize that while a vehicle is scheduled for delivery, there is no guarantee that the vehicle will actually be delivered.

(B) The vehicle owner is free to accept or reject any resulting contact or purchase offer and shall be informed by the enterprise operator explicitly and prominently of such right;

(C) Nothing in this section places the enterprise operator under any obligation to provide space or facilities for such third party contacts, inspections or negotiations to take place;

(2) No emission reduction credits shall be granted for any vehicle resold to the public in this manner;

(b) At the enterprise operator's discretion, the enterprise operator may make a vehicle previously purchased as part of a voluntary accelerated vehicle retirement enterprise available for sale to the general public, provided:

(1) The enterprise operator contacts the seller of the vehicle to be made available for public purchase and receives permission to sell the vehicle to a member of the public. If the VAVR enterprise operator is unable to obtain permission from the seller within 90 days of purchasing the vehicle, it shall not be sold to a member of the public;

(2) The resale of the vehicle shall follow commonly accepted practices and all requirements of law and regulation in effect at time of resale;

(3) No emission reduction credits shall be granted for any vehicle resold to the public in this manner;

(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 (Report of Vehicle to be Dismantled and Notice of Acquisition) 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 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 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 Enterprise Operator must complete the checklist by adding check marks in the appropriate columns as the emission-related and drive train parts are removed and destroyed;

(B) For a part that appears on the checklist, but is not in the original design of the vehicle, the VAVR Enterprise Operator 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 Enterprise Operator) 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;

(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;

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

(1) No parts may be removed, for sale or reuse, from any 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 crushed retired vehicle to sell as a source of scrap metal only;

(3) An enterprise operator may sell tires and batteries from a crushed retired vehicle to an intermediary tire/battery recycler only. All facilities generating or receiving waste tires must use the services of a registered tire hauler/recycler. Battery recyclers must be registered and licensed to handle batteries;

(d) No emission reduction credits or other compensation with public funds shall be granted for any vehicle from which emission-~~reduction~~ 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 local water conservation regulations, state, county, and city energy and hazardous materials response regulations, and 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.

§26067 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 §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 emission reduction credits may be purchased by the state to result directly in air quality improvements. Your participation is entirely voluntary.”

(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. 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.

§26078 Emission Reduction Credits

(a) Emission reduction credits shall be generated under these regulations for reductions of emissions of NO_x, ROG, CO and PM, as provided in this section. The magnitude of the credit for each of these pollutants, as generated by the accelerated retirement of an individual vehicle, shall be based on emission reduction data contained in the document entitled “Voluntary Accelerated Light-Duty Vehicle Retirement Program Emission Reductions” as specified in Appendix ~~be~~ 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;

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.

§26089 Records, Auditing, and Enforcement

(a) The following requirements for records, auditing, and enforcement shall be met:

(1) An enterprise operator shall be responsible for maintaining and storing the following information for each vehicle removed from operation for the purpose of generating emission reduction credits:

- (A) Vehicle Identification Number (VIN);
 - (B) Vehicle license plate number;
 - (C) Vehicle model year;
 - (D) Vehicle odometer reading;
 - (E) Vehicle make and model;
 - (F) Name, address and phone number of legal owner selling vehicle to the enterprise operator
 - (G) Name, address and phone number of registered owner if different from (F);
 - (H) 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;
 - (I) Date of purchase of vehicle by enterprise operator;
 - (J) Date of vehicle retirement ;
 - (K) The emission reduction amount claimed per §26078;
 - (L) Reproductions of California Certificate of Title and registration, as signed-off by seller at time of final sale to the VAVR enterprise;
 - (M) Reproduction of the applicable certificate of functional and equipment eligibility;
 - (N) Reproduction of the applicable Report of Vehicle to be Dismantled and Notice of Acquisition (California Department of Motor Vehicles Registration 42 form);
 - (O) Reproduction of written documentation from the California Department of Motor Vehicles verifying that a vehicle meets the requirements of §2603(a)(2);
 - (P) If applicable, reproduction of documentation issued pursuant to §2603(a)(6)(B);
 - (Q) Any other pertinent data requested by the district;
- (2) Upon request of the district, the data contained in records required in §26089(a)(1)(A) through (K) shall be transmitted to the district in an electronic database format, to be determined by mutual agreement between the district and the enterprise operator, in lieu of paper copies;

- (3) The enterprise operator will maintain copies of the information listed in §26089(a)(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 §26078, and shall make those records available to the district upon request;
- (4) Each district shall be responsible for approving and issuing emission reduction credits generated in accordance with §26078 to VAVR enterprise operators, based on data supplied by each enterprise operator pursuant to §26089(a)(1), §26089(a)(2), and §26089(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 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. 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;
- (A) 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 §26089(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, 44105, 44106 and 44107, Health and Safety Code.

§260910 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;

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.

§264011 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;

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

(2) 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 C to Article 1

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

¹ *Rotary (Wankel) engines only*

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. 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 to Article 1

(Note: The entire Appendix D to Article 1 is added to the proposed regulation order; however, due to the table format, it is not feasible to underline the added text in Appendix D, therefore, the added text is as below)

Emission-Related and Drive Train Parts Removal and Destruction Quality Control Check List

Date _____
 Dismantler _____
 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			

Category	Emission-Related Part	Part Removed	Part Destroyed
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		
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		

Category	Emission-Related Part	Part Removed	Part Destroyed
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		
	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		
Spark Advance/Retard System (continued)	Orifice spark advance control system: vacuum bypass valve, orifice spark advance control valve, temperature control switch, distributor vacuum control switch		
	Speed controlled spark system: vacuum solenoid, speed sensor and control switch, thermal vacuum switch		
Spark Plugs	Spark Plugs		
Ignition Coil	Ignition Coil		

Category	Emission-Related Part	Part Removed	Part Destroyed
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		
	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		

Category	Emission-Related Part	Part Removed	Part Destroyed
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		
	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:
