PART C Inspection Procedures and Requirements for Exhaust Emissions, Fuel Evaporation Control, Visible Smoke Emissions, Emissions Control Systems, On-Board Diagnostics (OBD); and Practices to Ensure Proper Emissions Related Adjustments and Repairs

I. PRE-INSPECTION REQUIREMENTS

I.A. A licensed emissions mechanic, licensed emissions inspector or authorized emissions inspector must perform all aspects of the inspection. It is the responsibility of emissions mechanics and emissions inspectors to notify the Department of Revenue of their current place of employment and any subsequent transfer, and place of residence. The Contractor shall be responsible for its personnel and notifying the Department of all personnel assignments and adjustments in those assignments.

The emissions mechanic not employed by an “Inspection-Only Station” shall notify the customer prior to initiating an emissions inspection if he/she is unable to perform the required adjustments and/or repairs for that particular vehicle should that vehicle fail the inspection. Otherwise the emissions mechanic shall not conduct an inspection on a motor vehicle unless that emissions mechanic so notifies the customer or is able to perform the adjustment and/or repair procedures for that particular vehicle as prescribed by the manufacturer and specified by Section IV. of this Part C.

I.B. Inspections may only be performed on the premises of the licensed address as prescribed in Part D, Section I. A. 2. The entire inspection shall take place within the reach of the analyzer hose.

I.C. In consideration of maintaining inspection integrity:

I.C.1. The temperature of the inspection area when utilizing one or more test analyzer systems as specified in Part B of this regulation shall be between 41°F and 110°F (5°C and 43°C) during the inspection. Inspection area temperatures must be accurately recorded, and monitored in a well-ventilated location away from vehicle engine and exhaust heat sources and out of direct sunlight. The inspection area includes the vehicle being inspected.

I.C.2. The test analyzer system and other inspection equipment shall be kept in an area within the facility that affords adequate protection from the weather.

I.C.3. A permanent location that meets all applicable requirements of this rule to provide for the inspection of vehicles is required. Electrical supply must be public utility designated for that area and meeting the analyzer manufacturer's requirements for to the test analyzer system is to be dedicated to this purpose. Full-time connectivity to a dedicated data transmission media meeting the analyzer manufacturer’s requirements for the test analyzer system.

I.D. Upon a physical verification of the vehicle identification number (VIN) and license plate number, the emissions mechanic or emissions inspector will enter this information into the program database in order to match this information with the state registration record. In the case of a match, the emissions mechanic or emissions inspector shall proceed. If no match is found, a new inspection record will be created. All non-Colorado registered vehicles and first time registrations with the State of Colorado will require the creation of a new inspection record by the emissions mechanic or emissions inspector.

I.E. The emissions mechanic or emissions inspector shall ascertain from the inspection record data base if an initial inspection or an after-repairs inspection is to be conducted. If an after-repairs inspection is to be conducted, previous inspection data is required for comparison. Specific emissions related repair information as specified in Section VII (B) of this Part C shall be entered to the database. Inspections conducted within 60 days of the initial inspection date are to be considered an after-repairs inspection. Inspections conducted greater than 60 days from the initial inspection date are to be considered initial inspections. The emissions mechanic or emissions inspector shall accurately enter vehicle, and last inspection information as required for vehicle emissions inspection records.

I.F. The emissions mechanic or emissions inspector shall perform a cursory safety assessment of the motor vehicle prior to inspection. If in the opinion of the emissions mechanic or emissions inspector the vehicle is unsafe to inspect due to engine/drive-line metallic noises, or leaking fluids, the request for inspection may be refused.

II. EXHAUST EMISSIONS INSPECTION PROCEDURES

II.A. All heavy-duty vehicles and all 1981 and older model year vehicles to be inspected at licensed inspection-only facilities or licensed enhanced inspection centers in the enhanced program area shall be administered an EPA approved idle short test as specified in 40 CFR, Part 51, Subpart S, Appendix B.

II.A.1. The emissions mechanic or emissions inspector will use a certified TAS to select the appropriate idle short test cycle based upon the make, model year engine family and vehicle classification. These idle short tests include, but may not be limited to, a standard single speed idle test; the pre-idle 30-second pre-conditioning idle test with the high speed (2500 ± 300 RPM) pre-conditioning cycle before the idle mode; a standard two speed (3 - mode) idle test with the raised idle segment at 2500 ± 300 RPM; second chance raised idle pre-conditioning for 30 seconds just prior to the idle mode after an initial failure, and second chance restart in which the ignition is turned off for ten (10) seconds and then restarted to complete the emissions inspection procedure. All sampling modes shall (each) be thirty seconds in duration and raised engine speed modes be it for pre-conditioning or sampling, shall be 2500 RPM ± 300 RPM. As a pass/fail determination, the vehicle's emissions levels must be the same as or less than applicable limits at the designated engine speed(s) in order to pass.

II.A.2. The entire vehicle shall be in normal operating condition and at normal operating temperature, which shall be determined by carefully feeling the top radiator hose while the engine is not operating, by checking the temperature gauge, and/or operating the vehicle prior to performing the idle emissions inspection. Vehicles are not to be idled for extended periods of time but rather inspected in an expeditious manner as soon as normal operating temperature is achieved. The vehicle shall be inspected in an as-received condition.

II.A.3. The inspection shall be performed with the transmission in park or neutral and with all accessories off.

II.A.4. The analyzer probe shall be inserted at least twelve (12) inches or as recommended by the analyzer manufacturer for a quality sample whichever is greater.

II.A.5. For all vehicles equipped with a multiple exhaust system, the analyzer's dual exhaust procedure must be used.

II.A.6. If a baffle or screen prevents probe insertion to an adequate depth, a suitable probe adapter or snug fitting hose that effectively lengthens the exhaust pipe may be used.

II.A.7. The appropriate emissions limits specified in Part F of this regulation would be utilized by the certified test analyzer system. In selecting appropriate emissions limits, for motor vehicles of model years 1978 and earlier having a gross vehicle weight (GVW) rating of greater than 6000 lbs., or of model years 1979 and newer having a gross vehicle weight rating of greater than 8500 lbs., the emissions mechanic or emissions inspector shall identify that particular vehicle's GVW rating by examining the vehicle information (metal) plate or sticker. These motor vehicles will be subject to the applicable emissions limits as listed in Part F of this regulation. If the vehicle information plate or sticker is missing, illegible or the GVW rating information is not otherwise available, the emissions mechanic or emissions inspector shall examine the engine exhaust emissions control information label which is permanently affixed to the engine and determine heavy-duty engine/vehicle federal certification status. Vehicle engines not labeled as having complied with applicable U.S. EPA heavy-duty regulations by the manufacturer are assumed to be light-duty vehicles and subject to the emissions limits listed in Part F of this regulation. Emissions limits for vehicles in which the engine has been changed shall be based upon whichever is newest, the vehicle or the replacement engine, as specified on a vehicle evaluation form (DR2365) or bar coded label generated by emissions technical center staff or designee.

II.A.8. In the event the tachometer over-ride mode must be utilized to inspect a vehicle, an accurate auxiliary tachometer must be used to verify engine speeds mandated in Part C, Section II.A.1.

II.A.9. The vehicle will be evaluated for the presence of visible smoke emissions. The evaluation is to be performed during all (engine) operating conditions of the inspection procedures prescribed in Part C, Sections II.A.1 through II.A.11.

II.A.10. A Certification of Emissions Compliance shall be issued if the vehicle passes the emissions control systems inspection (for 1975 and newer model year vehicles only), the exhaust and evaporative emissions inspection, and there is no evidence of visible smoke emissions.

II.A.11. If the vehicle fails the initial emissions inspection the owner is to have appropriate emissions related repairs or adjustments made and may return the vehicle to an AIR Program station, facility or center, as appropriate, for reinspection. Within ten (10) calendar days of the initial test, one free reinspection shall be provided to the motorist if the vehicle is returned to the same station or facility at which the initial test was performed. A motorist shall be entitled to one free after-repairs test at any contractor operated center within ten (10) calendar days of the initial test performed at a contractor operated center. If during repairs, it is determined the necessary parts are not available, the motorist may be issued a temporary Certificate of Emissions Control by Department of Revenue personnel. Proof of part(s) non-availability as described in Part C, Section III.D. of this part is required. Motorists pursuing a temporary Certificate of Emissions Control must facilitate final vehicle inspection and compliance with adopted regulation.

II.B. All model year 1982 and newer light-duty vehicles, except vehicles required to be OBD tested pursuant to Part C, Section II.C. to be inspected at licensed enhanced inspection centers within the enhanced program area shall be administered an EPA approved transient loaded mode inspection procedure as specified in 40 CFR, Part 51 Subpart S Federal Register as amended to incorporated OBD testing August 6, 1996.

II.B.1. Vehicles shall be inspected in an as-received condition.

II.B.2. The inspection shall be performed with all accessories off.

II.B.3. The appropriate emissions limits as specified in Part F of this regulation shall be selected by the TAS based upon the model year and vehicle classification.

II.B.4. Light-duty vehicles of model year 1995 and older found to be safe but unable to be dynamometer tested shall be administered an idle short test as specified in 40 CFR, Part 51, Subpart S, Appendix B. OBD equipped light-duty vehicles that are unable to be tested on the dynamometer shall be tested using the OBD test procedures in Part C, Section II.C. to include meeting passing criteria in Part F, Section VII. Eligibility for an alternative test procedure shall be determined by the Division. The current eligibility list for an alternative test to the I/M 240 is maintained in the Air Pollution Control Division's Emissions Technical Center Procedures Manual:

II.B.5. Heavy-duty vehicles to be inspected at licensed enhanced inspection centers within the enhanced program area shall be administered an appropriate EPA approved idle short test as specified in Section II (A) of this Part C.

II.B.6. The inspector may refuse to conduct the transient driving cycle dynamometer inspection procedure if the tires on the drive wheels are worn such that the cords are visible or sidewalls are peeling or blistered.

II.C. Effective January 1, 2015, light-duty vehicles, to include light-duty trucks in their eighth through eleventh model year, and all light-duty vehicles, to include light-duty trucks of model year 1996 and newer that are unable to be tested on an IM 240 test, are to be inspected at licensed enhanced inspection centers and shall be administered an EPA approved on-board diagnostic test as specified in 40 CFR, 85.2222. Effective July 1, 2015, 1996 and newer light-duty vehicles, to include light duty trucks, that are owned by a fleet that operates a Fleet Inspection Station shall be administered an EPA approved on-board diagnostic test as specified in 40 CFR. 85.2222.

II.C.1. Vehicles shall be inspected in an as-received condition.

II.C.2. The on-board diagnostic inspection shall be conducted with the key-on/engine running.

II.C.3. The on-board diagnostic test analyzer system shall determine what monitors are supported by the diagnostic system and the readiness status for applicable monitors.

II.C.3.a. A readiness evaluation will ensure that:

- The oxygen sensor and/or heated oxygen sensor monitor(s) shall be ready if supported;
- The catalyst monitor shall be ready if supported, and;
- A 2001 or newer model year shall have no more than one (1) supported readiness monitor not ready; or
- A 2000 or older model year shall have no more than two (2) supported readiness monitors not ready.

If the above readiness criteria are not met, and the malfunction indicator light (MIL) is commanded off, the vehicle shall be subjected to an IM 240 emissions inspection immediately.

II.C.3.b. If the vehicle's on-board diagnostics are unable to communicate electronically with the Colorado OBD Test Analyzer System, the vehicle will be subjected to an IM 240 emissions inspection immediately.

II.C.3.c. The readiness requirement, outlined in this Part C, Section II.C.3.a. may be waived to accommodate for specific vehicles with known readiness design problems, in accordance with applicable technical service bulletins, EPA guidance, or division technical findings, as approved by the Division.

II.C.4. The OBD test analyzer system shall evaluate the malfunction indicator light status and record status information in the vehicle test record.

II.C.5. All diagnostic trouble codes resulting in malfunction indicator light commanded-on status shall be recorded in the vehicle test record.

II.C.6. If the vehicle meets the passing criteria for the OBD inspection as listed in Part F, Section VII. Of this regulation, the vehicle passes the on-board diagnostic inspection.

II.C.7. Vehicles in an OBD "not ready" status, or vehicles unable to communicate with the OBD Test Analyzer System that default to an IM 240 test as described in Part C, Section II.B. shall be subject to pass/fail for the applicable IM 240 pass/fail standards in Part F, Section III. of this regulation.

II.C.8. If the malfunction indicator light is not commanded on and the vehicle passed the mil visual inspection, as outlined in this Part C, Section III.B., the vehicle shall pass the on-board diagnostic portion of the emissions inspection even if diagnostic trouble codes are present.

II.C.9. The division may require no more than five percent, at random, of all OBD tested vehicles to undergo an IM 240 test at the time of the OBD testing. The IM 240 test shall be the pass/fail determinant for these vehicles.

II.C.10. If the vehicle's OBD responds that the catalyst readiness monitor is not supported or that all readiness monitors are supported; or if any other OBD tampering indicators are present, as determined by the Division and listed in the Division's Emissions Technical Center Procedures Manual, then the OBD test will be FAILED and the vehicle owner will be provided with a Vehicle Inspection Report.

III. EMISSIONS CONTROL SYSTEMS INSPECTION PROCEDURES

Motor vehicles shall be configured as required for sale or use within the United States pursuant to 40 CFR, Part 86, Subpart A; unless specific documentation in the form of a state issued vehicle evaluation form (DR2365) or an EPA (EPA form 3520) or DOT exemption is submitted. To ensure compliance with this requirement, for all inspections performed through December 31, 2014, the emissions mechanic or emissions inspector shall inspect all model year 1975 through 1995 and newer model year vehicles and assess the integrity of the emissions control system in accordance with the procedures set forth in this Section III. Effective January 1, 2015, the emissions mechanic or emissions inspector shall inspect all model year 1975 through 1995 model year vehicles and assess the integrity of the emissions control system in accordance with the procedures set forth in this Section III.

III.A. All model year 1975 through 1995 model year vehicles shall be visually inspected for the presence and operability of the air system, catalytic converter system(s) and oxygen (O2) systems. If these parts or systems are not operating as designed, inoperable or have been removed or otherwise tampered with, the vehicle will not qualify for a Certification of Emissions Control. In assessing whether the proper emissions control systems are present, the emissions mechanic or emissions inspector shall examine the emissions control information decal within the engine compartment to determine the appropriate emissions control systems for that particular vehicle. If an emissions control information decal is missing, incomplete, illegible or is not appropriate for the specific vehicle, the emissions mechanic or inspector may contact a state emissions technical center for guidance, use other reference materials or refer the vehicle to a state emissions technical center for further evaluation.

For the period December 1, 2012 through December 31, 2014, in place of the visual inspection, the emissions control systems, model year 1996 and newer vehicles may be inspected using the vehicle's on-board diagnostic (OBD) systems. To utilize this alternative inspection procedure, the emissions inspector must interrogate the vehicle's OBD system using Division approved procedures and equipment. If the emissions inspector is unable to interrogate the OBD system, or if the interrogation reveals either that the malfunction indicator light (MIL) is commanded on or that any OBD monitors are not set, the vehicle shall be visually inspected in accordance with the procedures set forth in Subsection III.A.

III.B. An assessment of the emissions control system malfunction/service-maintenance indicator(s) performance shall be conducted by the emissions mechanic or emissions inspector on those vehicles so equipped.

For those vehicles equipped with "check engine" dash indicator lights or similar emissions control systems malfunction or service-maintenance indicator(s), the following procedure if applicable will be performed to assess the integrity of the system:

- Ignition Off, Engine Off = indicator(s) off

- Ignition On, Engine Off = indicator(s) on or displayed

- Ignition On, Engine Running = indicator(s) off

The failure of the system to respond as described above shall be reported to the motorist, but shall not be used to fail the vehicle.

III.C. The repair/replacement of catalytic converters must incorporate the same type, style and location on the exhaust system relative to engine as originally designed by the vehicle manufacturer. If a new original equipment manufacturer (OEM) part is not used, only an EPA "accepted" after-market component appropriate to that application may be used. Verification of the correct application and certification status must be performed at the time of reinspection. The submittal and review of repair receipts as specified in Subsection VII.B of this section is required in order to substantiate proper repairs of applicable emissions control system.

III.D. If the necessary part(s) will not be available prior to the month of expiration of the present vehicle registration, and the owner obtains a signed form or statement to that effect from a manufacturer's dealer for that make vehicle, or from an automotive parts supplier which in the normal course of business supplies part(s) for that vehicle, Department of Revenue personnel after verification may issue a temporary Certification of Emissions Control. The form or statement provided must specifically identify by part numbers and description, the necessary part(s). The owner then has until the expiration of the temporary certification to complete the necessary repairs or replacement.

IV. ON-BOARD DIAGNOSTIC INSPECTION PROCEDURES

Effective January 1, 2015, light-duty vehicles to include light-duty trucks of model year 1996 through those vehicles that have reached their eleventh model year old equipped with California on-board diagnostic (OBDII) or EPA on-board diagnostic systems (EPA, OBD) shall be evaluated to determine operability and integrity of the applicable system(s). The OBD system will be connected to the TAS and interrogated. Fault codes and diagnostics shall be reported to the motorist with other emissions inspection information but with the exception of dynamometer incompatible vehicles as noted in Part C, Section II.B.4. shall not be used to fail the vehicle.

V. EVAPORATIVE FUEL CONTROL INSPECTION PROCEDURES

Model year 1975 and newer vehicles shall be inspected for the presence and integrity of the gasoline cap(s). The gasoline cap(s) of such vehicles inspected in the nine county Front Range enhanced program area as defined in Section 42-4-304(9)(a)., shall also be inspected for sealing integrity as specified in Part F, Section IV of this regulation.

Vehicles with a missing gasoline cap(s) shall not qualify for issuance of a Certificate of Emissions Control. Motorists whose vehicles have gasoline cap(s) demonstrating excessive leakage shall be notified of the deficiency, repair/replacement and a full retest shall be mandatory.

VI. FREE REINSPECTION

Vehicles which fail any or all elements of an emissions inspection are eligible for one free reinspection within ten (10) calendar days if presented to the same station or facility as initially inspected and failed. In the case of the contractor operated enhanced inspection center network, the ten (10) day free reinspection shall be honored at any enhanced inspection center.

VII. REPAIR INFORMATION

Any after-repairs reinspection of a vehicle initially failed calls for the submittal of a completed official AIR Program emissions repair form.

VIII. CERTIFICATION OF EMISSIONS CONTROL

In order to obtain a Certificate of Emissions Control, the vehicle must meet the following conditions:

VIII.A. Certification of Emissions Compliance may be issued if:

VIII.A.1. The vehicle emissions levels are the same as or less than the applicable emissions limits; or

VIII.A.2. For vehicles in model years seven through ten subject to an on-board diagnostic inspection, the OBD system meets the passing criteria established in Part F, Section VII. of this regulation, and

VIII.A.3. There are no smoke emissions visible from the vehicle engine crankcase and/or tailpipe, and

VIII.A.4. For 1975 through 1995 model years, the vehicle passes the emissions control systems inspection, and

VIII.A.5. Under enhanced inspection requirements, the vehicle owner/operator of a 1995 or newer model year vehicle shall demonstrate compliance with any federal emissions recall- pursuant to 40 CFR Part 85.1902 (d) or remedial repair plan pursuant to Section 207 (C) of the federal Clean Air Act for which owner notification occurs after 01 January 1995.

VIII.B. A Certification of Emissions Waiver may be issued if:

VIII.B.1. The vehicle passes the emissions control systems inspection (1975 and newer model year vehicles only) required by Part C, Section III. A, B and C. and there are no smoke emissions visible from the vehicle's exhaust, and the vehicle is not tampered, as determined by the Division's Emissions Technical Center staff or their direct designee.

VIII.B.2. Enhanced Program

For model year 1968 and newer, at least seven hundred fifteen dollars ($715) or as adjusted annually by the Consumers Price Index for Urban Consumers (CPIU) of the previous year as compared to 2003 has been spent on emissions related adjustments and repairs as specified in Part C, Section IX, provided that proof of repair costs for that specific vehicle has been provided to Department of Revenue personnel or their designee in the form of an itemized receipt for parts purchased if repaired by the owner, or , invoice, work order, manifest, or statement in which emissions related parts and/or repairs are specifically identified as specified in 42-9-108 C.R.S.

For model year 1967 and earlier at least seventy-five dollars ($75) has been spent on emissions related adjustments and repairs as specified in Part C, Section IX provided that proof of repair costs for that specific vehicle has been provided to and verified by the emissions inspector in the form of an itemized receipt for parts purchased if repaired by the owner, or invoice, work order, manifest, or statement in which emissions related parts and/or repairs, are specifically identified as specified in 42-9-108 C.R.S .

The motorist is to be referred to the Department of Revenue or its designee pursuant to Sections IX.C. of this Part C.

VIII.B.3. Enhanced Program

For model year 1968 and newer, at least seven hundred fifteen dollars ($715) or as adjusted annually by the Consumers Price Index for Urban Consumers (CPIU) of the previous year as compared to 2003 has been spent on emissions related adjustments and repairs as specified in Part C, Sections IX and X, provided that proof of repair costs for that specific vehicle has been provided to Department of Revenue personnel or their designee in the form of an itemized bill, invoice, work order, manifest, or statement in which emissions related parts and/or repairs, are specifically identified. The Division shall adjust the amount that must be expended by the motorist in order to qualify for a Certificate of Emissions Waiver, which amount shall be established for each calendar year through 2004 by the Division pursuant to the criteria specified in Section 42-4-310(1)(d)(VI),C.R.S.

For model year 1967 and earlier at least seventy-five dollars ($75) has been spent on emissions related adjustments and repairs as specified in Part C, Sections IX and X provided that proof of repair costs for that specific vehicle has been provided to and verified by the emissions inspector in the form of an itemized bill, invoice, work order, manifest, or statement in which emissions related parts and/or repairs, are specifically identified.

If no emissions reduction is achieved, the motorist is to be referred to the Department of Revenue or its designee pursuant to Sections IX. G. and X. of this Part C.

VIII.C. If in the opinion of the Division's Emissions Technical Center personnel or its designee that no additional emissions related repairs would be effective or needed, yet the vehicle's Malfunction Indicator Light remains illuminated, and the repair expenditure limits have not been met, the vehicle will be given the alternate IM240 inspection in lieu of the OBD inspection. If the vehicle is unable to be inspected using the IM240 inspection procedure or continues to exceed one or more emissions limits, a waiver which shall not exceed one inspection cycle in duration shall be issued upon physical verification of systems operation and vehicle performance by emissions technical center personnel.

VIII.D. For vehicles registered and operated in the enhanced area, upon verification by a Department of Revenue Motor Vehicle Emissions Compliance Inspector, a waiver not to exceed one inspection cycle may be granted to obtain necessary emissions related repairs on a vehicle in the case of economic hardship when the Certificate of Emissions Waiver requirements of this section have not been met. It must be verified that the vehicle owner in question is participating in an established and recognized public assistance program. The provisions of this Paragraph D shall only apply to a vehicle once. To obtain a hardship waiver, the registered owner of the vehicle in question shall satisfy the following requirements:

VIII.D.1. The vehicle must fail for carbon monoxide, hydrocarbons, and/or oxides of nitrogen or OBD.

VIII.D.2. The hardship waiver will not be approved for vehicles that are tampered, missing equipment, fail the evaporative inspection, or fail for visible smoke.

VIII.D.3. The vehicle owner must be participating in an established and recognized public assistance program.

VIII.D.4. The vehicle must be the sole means of transportation for the vehicle owner, and the owner must not have more than two vehicles registered in his/her name.

VIII.D.5. Such extension may be granted only once per vehicle.

VIII.E. A Certificate of Emissions Waiver will not be issued to a vehicle that is eligible for the Emissions Control Systems Performance Warranty, 207(b) of the federal Clean Air Act. Per the provisions of the 207(b) Performance Warranty, the repair costs necessary for compliance with AIR Program emissions limits specified in Part F of this regulation will be borne by the vehicle manufacturer or his authorized dealer representative.

IX. (Reserved)

X. EMISSIONS **RELATED REPAIRS**

X.A. Emissions related repairs include only those adjustments to and maintenance and repair of the motor vehicle that are directly related to the reduction of exhaust emissions and/or undertaking repairs that extinguish the OBD Malfunction Indicator Light (MIL) necessary to comply with the applicable emissions limits and procedures. The expenditure for emissions related repairs does not include the inspection fee as specified in Section 42-4-311, C.R.S. or expenses associated with the adjustments to and maintenance, replacement, and repair of air pollution control equipment on the vehicle if the need for such adjustment, maintenance, or repair pursuant to Part C, Section III is due to disconnection of, tampering with, or abuse to such air pollution control equipment. Air pollution control equipment is any part, assembly or system originally installed by the manufacturer for the sole or primary purpose of reducing emissions.

X.B. Repairs and maintenance to the following systems shall qualify as emissions related repairs insofar as the purpose is to reduce exhaust emissions or extinguish the OBD MIL:

- Air Intake Systems

- Ignition Systems

- Fuel Control Systems

- Emissions Control Systems

- Basic Engine Systems

- Microprocessor (0_2) based air/fuel control systems.

X.C. If the vehicle continues to exceed applicable emissions limit, or continues to fail OBD, the vehicle must undergo specific emissions related repairs. Adjustments and repairs must be accomplished to the point of compliance, or the applicable repair cost ceiling has been met. If the applicable emissions related adjustment and repair requirements have been met,the vehicle owner may be referred to a Department of Revenue Motor Vehicle Emissions Compliance Inspector to receive a waiver. Repairs must have been reasonably calculated to achieve a reduction in emissions of those components of the inspection that the vehicle failed, pursuant to manufacturer's specifications as required by 42-4-306 (7)(a)(II)(A) and 42-9-111 C.R.S.

In order to be creditable to the enhanced repair cost limits, adjustments and repairs must have been performed by a repair facility/technician registered with the Division pursuant to Part D of this regulation.

Only the appropriate emissions failure related parts costs should apply to applicable waiver limits for repairs not performed at a licensed emissions inspection station or registered repair facility/technician.

XI. ENGINE CHANGES

XI.A. For those vehicles in which the original engine has been replaced, the emissions limits and applicable emissions control equipment for the year and model of the vehicle body/chassis, as per registration/title or replacement engine, whichever is newest, shall apply. For those diesel powered vehicles which have been converted to operate on fuel(s) other than diesel; the emissions limits and applicable emissions control equipment for the year, make and model of the gasoline powered engine equivalent as originally manufactured, for the vehicle body/chassis, per the registration or replacement engine, whichever is newest, shall apply as determined by emissions technical center personnel or designee and specified on an official AIR Program vehicle evaluation form (DR2365).

XI.B. For 1975 and newer vehicles in which the original engine has been replaced, if either the vehicle body/chassis original engine, as per registration/title or replacement engine as manufactured had a catalytic converter system, air injection reaction system, and/or microprocessor based air/fuel control system, these emission control systems must be present, intact and operational before a Certification of Emissions Control may be issued.

XI.C. For those vehicles titled/registered as model year 1975 and newer, that were assembled by other than a licensed manufacturer such as kit-cars, registered/titled according to Section(s) 42-6-108 and/or 42-5-205, C.R.S. and assigned a state or manufacturer specific identification number, the applicable emissions control equipment and standards will be based upon a determination by technical center personnel of the vintage of the vehicle engine. The technical center personnel may issue an affidavit and the year of the engine shall be presumed to be that stated by the vehicle owner unless it is determined by state emissions technical center personnel or designee, after physical inspection of the vehicle engine, that the year of the engine is other than stated by the owner.

XII. CLEAN SCREEN INSPECTION PROGRAM PROCEDURES

XII.A. Eligibility to participate

XII.A.1. Vehicles specified in Part A, Section IV.B., are eligible for participation in the Clean Screen Program.

XII.A.2. Clean Screen inspections applicable to the program are those performed within twelve months prior to an individual vehicle's registration renewal date.

XII.A.3. Vehicles are eligible for participation in the Clean Screen Program when the two most recent consecutive emissions readings observed during the 12-months prior to its registration date comply with the standards specified in Part F, Section VI. Additionally, vehicles that are identified as low emitters on the low emitting vehicle index are eligible for participation in the clean screen program when the most recent emissions reading observed during the 12-months prior to their registration date complies with the standard specified in Part F, Section VI.

XII.A.4. The following vehicles are ineligible for participation in the Clean Screen Program:

XII.A.4.a. New Vehicles as specified in Section 42-4-310(b)(II)(A), C.R.S.

XII.A.4.b. Vehicles involved in a change of ownership.

XII.A.4.c. Vehicles owned by the United States government or any agency thereof pursuant to Section 42-4-310(I)(b)(I), C.R.S.

XII.B. All aspects of inspection must be performed by a licensed Clean Screen Inspector.

XII.C. Clean Screen Test Analyzer Systems

XII.C.1. Vehicles participating in the Clean Screen Program shall be tested as specified in this Part C utilizing a Clean Screen Test Analyzer System recognized by the Division as having complied with the performance and design requirements specified in Part B, Section IX. of this regulation.

XII.C.2. Clean Screen Test Analyzer Systems will be periodically calibrated and maintained as required in Part B, Section IX. of this regulation.

XII.C.3. The inspection data processing system(s) used by the Data Manger and Clean Screen Inspector will be that approved by the Division, and the Department of Revenue.

XII.D. Vehicle owners participating in the Clean Screen Program are not subject to the provisions of Part C, Sections I. through XI.

XII.E. Certification of Emissions Control.

In order to obtain a Certificate of Emissions Control the following conditions must be met:

XII.E.1. The vehicle emissions levels are the same as or less than the limits specified in Part F, Section VI.

XII.E.2. The most recent two consecutive emissions readings were observed within twelve months of the registration renewal date.

XII.E.3. No non-complying emissions readings are observed between or subsequent to the last pair of complying readings.

XII.E.4. For vehicles that are identified as low emitters on the low emitting index the most recent emission reading was observed within 12-months of the registration renewal date. For these vehicles, identification as a low emitter on the low emitting vehicle index shall take the place of the second remote sensing reading otherwise required under Section XII.E.2., above.