Oregon Department of Environmental Quality

August 29, 2018

## Notice of Proposed Rulemaking

**Low Emission Vehicle Rules – 2018 Update**

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| Introduction |

DEQ invites public input on proposed permanent rule amendments to chapter 340 of the Oregon Administrative Rules.

## Background

### DEQ proposal

DEQ proposes the following changes to OAR 340, division number **257** that would update existing Low and Zero Emission Vehicle Program rules to match revisions adopted by California in 2013, 2014, 2015, 2016, and 2018. Oregon has opted-in to California’s vehicle emissions standards. Under Section 177 of the federal Clean Air Act, states that choose to adopt vehicle standards that are more stringent than the federal standards for new vehicles can only adopt California’s vehicle emission standards. If adopted, these rules will be applicable to vehicles in the model year that commences two years after the date of adoption. If the EQC adopts these rules in 2018, then they will apply to model year 2022 vehicles, which under federal rules may begin being sold on January 1, 2021.

### More information

Information about this rulemaking is on this rulemaking’s web page:

[Low Emissions Vehicles 2018](https://www.oregon.gov/deq/Regulations/rulemaking/Pages/rlevzev2018.aspx)

### Public Hearings

DEQ will hold a public hearing on this rulemaking as detailed below.

Date: October 1, 2018

Time: 1:00 p.m., PST

Location: 700 NE Multnomah St, 3rd Floor Conference Room, Portland, OR 97232

* Teleconference phone number: 888-278-0296
* Participant code: 8040259
* Webinar link: [888-278-0296 webinar link](https://connect9.uc.att.com/service32/meet/?ExEventID=88040259)
* Instructions on how to join webinar or teleconference: [Webinar/teleconference instructions](https://www.oregon.gov/deq/Rulemaking%20Docs/participantlinklog.pdf)

## How to comment on this rulemaking proposal

DEQ is asking for public comment on the proposed rules. Anyone can submit comments and questions about this rulemaking. A person can submit comments through an online web page, by regular mail or at the public hearing.

### Comment deadline

DEQ will only consider comments on the proposed rules that DEQ receives by 4 p.m., on October 1, 2018.

#### Submit comment online

[Low Emissions Vehicles 2018 Comment Page](http://www.oregon.gov/deq/Regulations/rulemaking/Pages/clevzev2018.aspx)

#### Note for public university students:

ORS 192.501(29) allows Oregon public university and OHSU students to protect their university email addresses from disclosure under Oregon’s public records law. If you are an Oregon public university or OHSU student you may omit your email address when you complete the online form to submit a comment.

#### By mail

Oregon DEQ

Attn: Rachel Sakata

700 NE Multnomah St., Room 600

Portland, OR 97232-4100

#### At hearing

October 1, 2018

### You can also participate in the hearing through a teleconference or webinar.

Teleconference call-in number: 888-278-0296

Participant ID: 8040259

Webinar link (webinar has no audio, you must listen on the teleconference): [888-278-0296 webinar link](https://connect9.uc.att.com/service32/meet/?ExEventID=88040259)

How to join the teleconference or webinar: [Teleconference and Webinar instructions](http://www.deq.state.or.us/regulations/docs/participantlinklog.pdf)

### Sign up for rulemaking notices

Get email or text updates about this rulemaking by signing up through this link:

[Low Emissions Vehicles 2018 GovDelivery](https://public.govdelivery.com/accounts/ORDEQ/subscriber/new?topic_id=ORDEQ_617);

or on the rulemaking web site:

[Low Emissions Vehicles 2018](https://www.oregon.gov/deq/Regulations/rulemaking/Pages/rlevzev2018.aspx) .

Get email or text updates about other, future DEQ rulemaking by signing up through this link: [DEQ Email Notice List](https://public.govdelivery.com/accounts/ORDEQ/subscriber/new?pop=t&topic_id=ORDEQ_548).

### What will happen next?

DEQ will include a written response to comments in a staff report DEQ will submit to the Environmental Quality Commission. DEQ may modify the rule proposal based on the comments.

### Present proposal to the EQC

Proposed rules only become effective if the Environmental Quality Commission adopts them. DEQ plans to present the proposed rules to the commission for a decision at its meeting on November 15-16, 2018.

### Accessibility information

You may review copies of all documents referenced in this announcement at:

Oregon Department of Environmental Quality

700 NE Multnomah St., Room 600

Portland, OR, 97232-4100

To schedule a review of all websites and documents referenced in this announcement, call Rachel Sakata, Portland, at 503-229-5659 (800-452-4011, ext. 5622 toll-free in Oregon).

Please notify DEQ of any special physical or language accommodations or if you need information in large print, Braille or another format. To make these arrangements, contact DEQ, Portland, at 503-229-5696 or call toll-free in Oregon at 1-800-452-4011, ext. 5696; fax to 503-229-6762; or email to [deqinfo@deq.state.or.us](mailto:deqinfo@deq.state.or.us). Hearing impaired persons may call 711.

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| Overview |

## Short summary

DEQ proposes the Oregon Environmental Quality Commission approve the proposed rules that update existing Low and Zero Emission Vehicle Program rules to match revisions adopted by California in 2013, 2014, 2015, and 2016. Oregon is also proposing revisions to match California’s proposed 2018 regulations, and anticipat adoption in 2018. Oregon has opted-in to California’s vehicle emissions standards. Under Section 177 of the federal Clean Air Act, states that choose to adopt vehicle standards that are more stringent than the federal standards for new vehicles can only adopt California’s vehicle emission standards. If adopted, these rules will apply to vehicles in the model year that commences two years after the date of adoption. If the EQC adopts these rules in 2018, then they will be applicable to model year 2022 vehicles, which under federal rules may begin being sold on January 1, 2021.

There are five major portions of the updated rules: Low Emission Vehicles (LEV) III, Zero Emission Vehicles (ZEV), Greenhouse Gas Regulations for Medium and Heavy Duty Engines and Vehicles (known as Phase 1 GHG standards), On-Board Diagnostic System II Requirements and Associated Enforcement Provisions for Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles and Engines (OBD II), and the LEV III GHG rules. A brief description of each regulation is provided below:

* The LEV III regulations limiting greenhouse gases and traditional tailpipe pollution from motor vehicles were modified by California in 2015 to further align the California and federal Tier 3 motor vehicle emission standards. The federal Tier 3 rules were finalized in 2014 by the U.S. EPA, and reduced both tailpipe and evaporative emissions from passenger cars, light-duty trucks, medium-duty passenger vehicles, and some heavy-duty vehicles from model years 2017 through 2025. California’s LEV III rules are now the same as the existing federal Tier 3 regulations. The 2015 rules also provided additional flexibility to industry through an optional emission compliance mechanism and incorporated some requirements of the federal Tier 3 program that were more stringent.
* The ZEV regulations that require automakers to sell [electric cars and trucks](https://www.ucsusa.org/clean-vehicles/electric-vehicles) in California were modified by California in 2013 and 2014. These updated rules made minor modifications primarily to clarify language in the rules, close loopholes, and provide more flexibility for auto manufacturers to comply with requirements.
* The Phase 1 GHG standards adopted by California in 2014, aligned California’s GHG standards and test procedures with EPA’s Phase 1 GHG regulations, providing nationwide consistency for engine and vehicle manufacturers.
* The OBD II rules adopted in 2015 include requirements for on-board diagnostic systems to detect emission control system malfunctions in vehicles as they occur, and these rules include updates that were necessary to clarify existing requirements. When California first adopted the LEV III program in 2012, the OBD II rules did not include necessary emission malfunction thresholds for vehicles certified to LEV III emission standards. The rules also include revising monitoring requirements, adding new reporting requirements, and streamlining the certification process for manufacturers and CARB staff. The rules also include amendments to the OBD II enforcement regulation to align with the changes to the existing regulation.
* The LEV III GHG rules proposed in August 2018, and anticipated to be adopted by the end of 2018, will modify its “deemed to comply” option, which allows compliance with U.S. EPA’s regulations as an alternative to complying with California’s regulations for specific model years. Specifically, the rule amendment clarifies that the “deemed to comply” option is available only if the currently adopted federal greenhouse gas regulations remain in effect for model years 2021 through 2025.

## Brief history

The Oregon Environmental Quality Commission first adopted California’s emission standards for light-duty vehicles in late 2005. These rules reduce emissions of greenhouse gases, ozone-forming compounds and air toxics while also promoting development and use of zero-emission vehicles. The program reduces air pollution and does so at an average net savings for vehicle owners due to improved operating efficiency. The first set of rules applies to model years 2009 through 2016.

In 2012, CARB developed the Advanced Clean Cars (ACC) program, which combined updates to the ZEV program and introduced the LEV III program. The ACC program required further reduction of smog-causing pollutants and GHG emissions. This included increased ZEV requirements through 2025 model year for various size auto manufacturers (ZEV program), and light duty GHG and criteria pollutant emission standards for model years 2015 through 2025 (LEV III program).

Subsequent to the adoption of the ACC program, the U.S. EPA finalized its federal Tier 3 program designed to reduce criteria pollutants from light-duty vehicles for model years 2017 through 2025. The Tier 3 program essentially mirrors California’s LEV III criteria pollutant program in both structure and requirements and was developed in a cooperative effort with CARB.

CARB, EPA, U.S. Department of Transportation (NHTSA) and auto manufacturers also negotiated additional emission limits that further decreased greenhouse gases and cut traditional pollutants from new vehicles by substantial amounts. The coordinated requirements were phased in starting in 2017 and continue through 2025. California adopted the so-called “deemed to comply” option, which allows compliance with U.S. EPA’s regulations as an alternative to complying with California’s regulations for these model years. This allowed auto makers to manufacture only one type of car to meet both the California and federal emission standards.

In August 2018, EPA issued a notice of proposed rulemaking indicating it would freeze the GHG vehicle emission standards to 2020 levels. Although the federal rule is not final, California has issued a proposed revision to its LEV III GHG standards to clarify that the “deemed to comply” option is available only if the currently adopted federal greenhouse gas regulations remain in effect.

## Regulated parties

The proposed regulations would affect the same parties regulated by the existing regulations. Auto manufacturers would continue to be required to deliver compliant vehicles for sale to Oregon.

## Request for other options

During the public comment period, DEQ requests public comment on whether to consider other options for achieving the rules’ substantive goals while reducing the rules’ negative economic impact on business. DEQ also requests public comment on the proposed California LEV III GHG rule to modify the “deem to comply” proposed in August of 2018. DEQ is aware that CARB has not yet adopted the proposed rule. DEQ requests comment on how it may adjust its proposed rules in response to any changes adopted by CARB to ensure that the rules adopted remain consistent with California’s program.

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| Statement of need |

#### What need would the proposed rule address?

The proposed rules would maintain identicality with California’s vehicle emission standards. Oregon has opted-in to California’s vehicle emissions standards, and under Section 177 of the federal Clean Air Act, states that choose to adopt vehicle standards that are more stringent than the federal standards (e.g. California), must adopt California’s rules.

#### How would the proposed rule address the need?

The proposed rules would ensure Oregon’s rules are identical to California’s, as required under Section 177.

#### How will DEQ know the rule addressed the need?

DEQ will maintain compliance with California rules.

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| Rules affected, authorities, supporting documents |

#### Lead division

Air Quality

#### Program or activity

Low emission vehicle program

#### Chapter 340 action

**Amend – OAR**

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| 340-257-0010 | 340-257-0050 | 340-257-0090 | 340-257-0130 |
| 340-257-0020 | 340-257-0060 | 340-257-0100 | 340-257-0140 |
| 340-257-0030 | 340-257-0070 | 340-257-0110 | 340-257-0150 |
| 340-257-0040 | 340-257-0080 | 340-257-0120 | 340-257-0160 |

### Statutory authority - ORS

468A.020, 468A.025, 468A.279 & 468A.360

### Statute implemented - ORS

ORS 468.010, 468A.015, 468A.025, 468A.279 & 468A.360

### Documents relied on for rulemaking

|  |  |
| --- | --- |
| Document title | Document location |
| California Air Resources Board 2014 rulemaking documents for LEV III regulations | <https://www.arb.ca.gov/regact/2014/leviii2014/leviii2014.htm> |
| California Air Resources Board 2013 rulemaking documents for ZEV regulations | <https://www.arb.ca.gov/regact/2013/zev2013/zev2013.htm> |
| California Air Resources Board 2013 rulemaking documents for Heavy Duty GHG Phase 1 regulations | <https://www.arb.ca.gov/regact/2013/hdghg2013/hdghg2013.htm> |
| California Air Resources Board 2014 rulemaking documents for Zero Emission Vehicles | https://www.arb.ca.gov/regact/2014/zev2014/zev2014.htm |
| California Air Resources Board 2015 rulemaking documents for On-Board Diagnostic Systems II | https://www.arb.ca.gov/regact/2015/obdii2015/obdii2015.htm |
| California Air Resources Board 2018 rulemaking documents for LEV III GHG regulation | https://www.arb.ca.gov/regact/2018/leviii2018/leviii2018.htm |

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| Fee Analysis |

This rulemaking does not involve fees.

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| Statement of fiscal and economic impact |

**Summary**

Under Section 177 of the federal Clean Air Act, states that choose to adopt vehicle standards that are more stringent than the federal standards for new vehicles can only adopt California’s vehicle emission standards. Oregon has previously opted-in to California’s vehicle emissions standards. DEQ proposes to update existing Low and Zero Emission Vehicle Program rules to match revisions adopted by California since 2013. If adopted, the updated rules would be applicable to vehicles in the model year that commences two years after the date of adoption. If the EQC adopts these rules in 2018, then they would be applicable to model year 2022 vehicles, which under federal rules may begin being sold on January 1, 2021.

There are five major portions of the proposed updates to the rules: updates relate to Low Emission Vehicles (LEV) III, Zero Emission Vehicles (ZEV), Greenhouse Gas (GHG) Regulation for Medium and Heavy Duty Engines and Vehicles (known as Phase 1 Greenhouse Gas (GHG) standards), On-Board Diagnostic System II Requirements and Associated Enforcement Provisions for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines (OBD II), and the LEV III GHG rules. A brief description of each proposed regulation is provided below:

* The LEV III (2014) regulations limiting greenhouse gases and traditional tailpipe pollution from motor vehicles were modified by California to further align the California and federal Tier 3 motor vehicle emission standards. The federal Tier 3 rules were finalized in 2014 by the U.S. EPA and reduced both tailpipe and evaporative emissions from passenger cars, light-duty trucks, medium-duty passenger vehicles, and allowable emissions from some heavy-duty vehicles from model years 2017 through 2025. The LEV III rules incorporated some requirements of the federal Tier 3 program that were more stringent and provided additional flexibility to the automobile industry through an optional emission compliance mechanism. California’s LEV III rules were now generally the same as the existing federal Tier 3 regulations.
* The ZEV 2013 and ZEV 2014 regulations require automakers to sell [electric cars and trucks](https://www.ucsusa.org/clean-vehicles/electric-vehicles) in California and other states that have adopted ZEV requirements. The updated rules made minor modifications primarily to clarify language in the rules, close loopholes, and provide more flexibility for auto manufacturers to comply with requirements.
* The Phase 1 GHG (2013) standards adopted by California in 2014 aligned California’s GHG standards and test procedures with EPA’s Phase 1 GHG regulations, providing nationwide consistency for engine and vehicle manufacturers.
* The OBD II (2015) rules included requirements for on-board diagnostic systems to detect emission control system malfunctions in vehicles as they occur, and these rules included updates that were necessary to clarify existing requirements. When California first adopted the LEV III program in 2012, the OBD II rules did not include necessary emission malfunction thresholds for vehicles certified to LEV III emission standards. The rules also revised monitoring requirements by adding new reporting requirements and streamlining the certification process for manufacturers and California Air Resources Board (CARB) staff. The rules also include amendments to the OBD II enforcement regulation to align with the changes to the existing regulation.
* The LEV III GHG rules proposed by California in August 2018, and anticipated to be adopted by the end of 2018, will modify its “deemed to comply” option, which allows compliance with U.S. EPA’s regulations as an alternative to complying with California’s regulations for specific model years. Specifically, the rule amendment clarifies that the “deemed to comply” option is available only if the currently adopted federal GHG regulations remain in effect for model years 2021 through 2025.

Adopting California’s LEV III, ZEV, Phase I GHG, OBD II, and LEV III GHG rules would keep Oregon’s rules identical to California’s rules. This would also ensure that these requirements would continue to apply to new vehicles sold in Oregon if the federal government weakens or repeals the federal GHG rules for motor vehicles in the future.

**Affected parties**

The parties likely affected by these rules are:

* Automobile manufacturers – Businesses that manufacture automobiles that must comply with the motor vehicle emissions standards, testing systems, reporting and other requirements.
* Automobile purchasers – Oregon residents, businesses, and public agencies who purchase automobiles.
* Automobile dealerships who sell new vehicles and conduct warranty repairs.
* Automobile engine manufacturers – Businesses that manufacture engines for use by automobile manufacturers

## Fiscal and Economic Impact

The fiscal and economic impacts of this proposal are taken from analyses by California Air Resources Board (CARB) developed for individual rulemakings between 2013 and 2018. CARB conducted an extensive analysis for these rules and DEQ agrees with the analysis. Since the rules are the same, DEQ has determined that the fiscal and economic impacts would be very similar in California and Oregon.

The California LEV III rules and the Phase 1 GHG rules are not anticipated to have any immediate major economic impacts on any entities because those rules are the same as current federal rules (Tier 3 rules and the Phase 1 GHG rules). For example, vehicle manufacturers will be subject to the same requirements as they currently are under the federal regulations. To the extent that federal rules may change in the future, DEQ notes that even if federal law changes, manufacturers will still be required to comply with the California regulations. Because the Oregon car market is just 6% the size of the California market, the cost of compliance for vehicle manufacturers would likely be only marginally greater if they must comply with the rules in Oregon.

The impact of the ZEV rules is expected to be negligible. This is because manufacturers already have to implement these requirements, and the amendments simply provide additional compliance flexibility.

The changes to the OBD II requirements would likely create some additional costs for auto manufacturers due to new testing and monitoring requirements.

The proposed LEV III GHG rules are not anticipated to have any immediate major economic impacts on any entities because the proposed rules clarify compliance and does not impose additional requirements.

Overall, and for the reasons described above, the fiscal impact of Oregon adopting these proposed rules is expected to be negligible.

## Statement of Cost of Compliance

State agencies

Impacts on state agencies would be the same as the public.

### Local governments

Impacts on local governments would be the same as the public.

### Public

Compliance with the OBD II rules are the only rules expected to have an impact on vehicle prices. Under the OBD II rules, auto manufacturers will have to comply with more stringent monitoring and testing requirements for gasoline and diesel vehicles. CARB has calculated the anticipated costs of comply with the requirements to be $5.43 per vehicle. These costs include an estimate of the number of tests per car type for each manufacturer, costs of new parts and assembly, and the cost to update emission control technology to meet the OBD II rules. It is expected that auto manufacturers will pass on this costs on to consumers. Thus, the public may experience a small increase in the cost of a new vehicle. DEQ is utilizing CARB’s analysis of these costs, since CARB extensively researched the costs of implementing the modifications to the OBD program and DEQ believes it accurately reflects the costs of compliance in Oregon.

The rules do provide a beneficial impact to the public, in that they provides clearer OBD II regulatory requirements and streamlines the OBD II certification process, which encourages manufacturers to build more durable engines and emissions controls. While there may be some additional cost to build these improved engines and emissions controls which would be passed on to the consumer, the result may be an overall savings for vehicle owners due to the need for fewer repairs.

Additionally, the public would benefit from reductions of greenhouse gases and other air quality pollutants due to the stricter emission standards on vehicles. These air quality reductions could result in fewer missed work days or costly medical visits.

### Large businesses - businesses with more than 50 employees

Large businesses, specifically auto manufacturers and auto dealers selling new vehicles, would be affected by the proposed rules. These rules involve a number of different components:

* LEV III rule: As outlined in CARB’s Initial Statement of Reasons for the rule, the costs of complying are anticipated to be minimal. California’s rule increased the annual reporting cost for auto manufacturers by $1,500, and similar costs would likely be required to report in Oregon. These costs would involve the time for their staff to submit similar reports to Oregon. The rule also included reduced vehicle testing costs for some of the auto manufacturers. Under the optional emission compliance mechanism, it provided flexibility and aligned with the federal Tier 3 program; therefore, auto manufacturers experienced administrative or cost savings because of the alignment with federal regulations avoided duplication of efforts and costs. Overall, automobile manufacturers likely would not see any negative fiscal impacts and instead would experience a positive fiscal impact because of the cost savings expected due to the streamlining of the rules to align with the federal requirements and reduced vehicle testing costs that would likely offset any additional reporting costs.
* ZEV rules: The proposed rules impact only the large and intermediate volume auto manufacturers subject to the ZEV regulations. Numerous flexibilities exist in the proposed ZEV rules, and the proposed changes provide more time for an intermediate volume auto manufacturer (IVM) to develop and market ZEVs, through a reduced ZEV percentage requirement. California projects the annual compliance costs for intermediate volume automobile manufacturers of different types of zero-emission vehicles would mean savings of $33 to $39 million due to the manufacturers not having to produce as many vehicles to meet the ZEV requirement. For example, IVMs may produce nearly 26,000 fewer ZEVs and transitional zero emission vehicles (TZEVs) in the 2018 through 2025 timeframe, creating less financial impact than the previous ZEV requirement. These costs are relevant to Oregon because manufacturers must place ZEV vehicles in all the ZEV states, including Oregon.
* Phase 1 GHG rule: Under the rules, auto manufacturers already have to comply with federal Phase 1 GHG standards, and California’s Phase 1 GHG rules harmonize the state program with the federal program. Compliance is already required of engines and vehicles in California and Oregon due to the federal program. California’s Phase 1 GHG rules only added a requirement to provide a copy of the federally submitted materials to California, at a total cost of no more than $1,000 per manufacturer for all cars sold. Similar costs would likely be incurred in Oregon because these costs would involve the time and supplies to make copies of the reports to submit to Oregon.
* OBD II rule: The proposed rules update and clarify existing requirements for the OBD II program. Auto manufacturers would experience additional costs (approximately $5.43 per vehicle) due to more stringent monitoring and testing requirements for gasoline and diesel vehicles. These costs include an estimate of the number of tests per car type for each manufacturer, costs of new parts and assembly, and the cost to update emission control technology to meet the OBD II rules. It is expected the auto manufacturers would pass on these costs on to consumers.
* LEV III GHG rule: The proposed rule does not impact auto manufacturers. CARB’s modification to its “deemed to comply” option allows compliance with U.S. EPA’s regulations as an alternative to complying with California’s regulations for specific model years if the currently adopted federal GHG regulations remain in effect for model years 2021 through 2025. This action clarifies compliance and does not impose additional requirements.

Some automobile dealers may see increased costs due to these rules. The rules include requirements that could require warranty repairs, specifically to the pressure sensor for PCV/CV leak monitoring. However, the failure rate for this repair was estimated at 0.3 percent within the warranty period, based on CARB internal data indicating PCV/CV system failures have not historically had high warranty failure claims. Labor costs for the repairs were estimated at $80/hour, with an average repair time of 30 minutes. Overall, these costs are expected to be small to the dealer based on the low incidence of PCV/CV system failures during the warranty period.

Under federal law, if Oregon wishes to adopt California’s vehicle standards, it must make its vehicle standards identical to California’s. These proposed rules adopt California’s recent rule changes to maintain Oregon’s adoption of identical LEV and ZEV standards. For LEV III, California’s current standards match the existing federal requirements, so no additional costs would be incurred by automakers to comply with those standards in Oregon. For ZEV, the updated requirements ease compliance in some ways and are necessary for maintaining the program. The LEV III and ZEV would reduce Oregon’s carbon emissions and help push the state towards deeper decarbonization of its transportation sector, which is necessary to avert the worst effects of climate change. DEQ’s estimation of the additional cost to automakers of adopting these proposed rules is negligible because they make relatively modest changes to existing ZEV standards. For the Phase 1 GHG rule, the proposed rules match the current state and federal standards for vehicle testing, and have a small annual reporting cost of $1,000 for automakers. With the OBD II rule, manufacturers would be required to meet additional monitoring and certification requirements for gasoline and diesel vehicles, at a small cost to automakers. However, these costs are small relative to the price of vehicles (estimated at $5.43 per vehicle, when the standard vehicle price is $35,000+), and it is anticipated the manufacturer wouldpass these costs on to the consumer. The LEV III GHG rule clarifies compliance with its deemed to comply provision. Overall, the costs to auto manufacturers would be minimal in aggregate, since the ZEV rules reduce costs of compliance ($33 million in 2020) versus an annual cost of $1,000.

### Small businesses – businesses with 50 or fewer employees

#### a. Estimated number of small businesses and types of businesses and industries with small businesses subject to proposed rule.

The proposed rules do not apply to small businesses. Responsibility for complying with the proposed rules falls to auto manufacturers, which are large businesses.

#### b. Projected reporting, recordkeeping and other administrative activities, including costs of professional services, required for small businesses to comply with the proposed rule.

No additional activities are required of small businesses to comply with the proposed rules. Only large businesses must comply.

#### c. Projected equipment, supplies, labor and increased administration required for small businesses to comply with the proposed rule.

No additional resources are required for small business compliance with the proposed rules. Only large businesses are required to comply with the proposed rules.

#### d. Describe how DEQ involved small businesses in developing this proposed rule.

DEQ included small business representatives on the Low Emission Vehicle Rule Advisory Committee that advised DEQ on the cost of compliance for small businesses.

## Documents relied on for fiscal and economic impact

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| Document title | Document location |
| California Air Resources Board 2014 rulemaking documents for LEV III regulations | <https://www.arb.ca.gov/regact/2014/leviii2014/leviii2014.htm> |
| California Air Resources Board 2013 rulemaking documents for ZEV regulations | <https://www.arb.ca.gov/regact/2013/zev2013/zev2013.htm> |
| California Air Resources Board 2013 rulemaking documents for Heavy Duty GHG Phase 1 regulations | <https://www.arb.ca.gov/regact/2013/hdghg2013/hdghg2013.htm> |
| California Air Resources Board 2014 rulemaking documents for Zero Emission Vehicles | https://www.arb.ca.gov/regact/2014/zev2014/zev2014.htm |
| California Air Resources Board 2015 rulemaking documents for On-Board Diagnostic Systems II | https://www.arb.ca.gov/regact/2015/obdii2015/obdii2015.htm |
| California Air Resources Board 2018 rulemaking documents for LEV III GHG regulation | https://www.arb.ca.gov/regact/2018/leviii2018/leviii2018.htm |

## Advisory committee

DEQ appointed an advisory committee.

As ORS 183.333 requires, DEQ asked for the committee’s recommendations on:

* Whether the proposed rules would have a fiscal impact,
* The extent of the impact, and
* Whether the proposed rules would have a significant adverse impact on small businesses; if so, then how DEQ can comply with ORS 183.540 reduce that impact.

The committee reviewed the draft fiscal and economic impact statement and agreed with the overall analysis provided by DEQ. One committee member suggested including an acknowledgement of the air quality benefits and subsequent economic benefit of fewer missed work days or medical visits due to health issues. The air quality benefits of the proposed rules would affect the general public, not just those who are purchasing LEV cars.

The committee discussed whether there would be an impact to the public if there were fewer ZEVs required to be manufactured by the intermediate volume manufacturers (IVM), in that there are fewer ZEVs available for use (ZEV 2014 rule). Committee members clarified that the impact of IVMs is minimal, since it is the large volume manufacturers who represent over 90% of the car market and must produce a certain number of ZEVs. Currently, there are many different models of ZEVs on the market and there will be more as the IVMs produce their ZEVs in the future.

The committee also discussed why DEQ was incorporating the proposed LEV III GHG 2018 rule into its analysis when the rule had not been finalized by California yet. DEQ indicated it wanted to be certain the GHG requirements remained in place given the uncertainty regarding pending federal action on the GHG vehicle standards.

The committee determined the proposed rules would not have a significant adverse impact on small businesses in Oregon.

## Housing cost

As ORS 183.534 requires, DEQ evaluated whether the proposed rules would have an effect on the development cost of a 6,000-square-foot parcel and construction of a 1,200-square-foot detached, single-family dwelling on that parcel. DEQ determined the proposed rules would have no effect on the development costs because the proposed rules only affect auto manufacturers.

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| Federal relationship |

### Relationship to federal requirements

ORS 183.332, 468A.327 and OAR 340-011-0029 require DEQ to attempt to adopt rules that correspond with existing equivalent federal laws and rules unless there are reasons not to do so.

Most of the proposed rule are not substantively different or in addition to federal requirements. However, there are components of the proposed rules that add requirements additional to those in federal requirements.

At this time, the federal Tier 3 and California LEV III emission standards are similar for both traditional pollutants that produce ground-level ozone, or smog, and carbon monoxide and greenhouse gas emissions. However, the California program does have some modifications to its program that are more stringent, including zero emission vehicle standards to promote development and commercialization of vehicles that emit no tailpipe pollution. Additionally, the federal OBD rules and California’s OBD II rules are aligned to have similar monitoring and testing requirements under the program. Lastly, the federal Phase I GHG standards for medium and heavy duty vehicles and California’s Phase 1 GHG standards are also similar.

The proposed rules that are more stringent include California’s program for zero emission vehicles which has no counterpart at the federal level. It is designed to stimulate the production and use of pollution-free vehicles such as battery electric, plug-in hybrid and fuel-cell vehicles. The ZEV rules are necessary for Oregon to meet its long-term greenhouse gas emission reduction goals.

What alternatives did DEQ consider if any?

DEQ did not consider any alternatives to the proposed rule because as a Section 177 state, Oregon must adopt California’s rules identically. Under the federal Clean Air Act, states that opt in to California’s vehicle emission standards must adopt California’s standards identically or opt out and be subject to the underlying national requirements. DEQ proposes to update Oregon’s Low Emission Vehicle rules to incorporate California’s latest requirements to ensure any future relaxation of federal measures would not apply to Oregon.

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| Land use |

### Land-use considerations

In adopting new or amended rules, ORS 197.180 and OAR 340-018-0070 require DEQ to determine whether the proposed rules significantly affect land use. If so, DEQ must explain how the proposed rules comply with state wide land-use planning goals and local acknowledged comprehensive plans.

Under OAR 660-030-0005 and OAR 340 Division 18, DEQ considers that rules affect land use if:

* The statewide land use planning goals specifically refer to the rule or program, or
* The rule or program is reasonably expected to have significant effects on:
* Resources, objectives or areas identified in the statewide planning goals, or
* Present or future land uses identified in acknowledged comprehensive plans

To determine whether the proposed rules involve programs or actions that affect land use, DEQ reviewed its Statewide Agency Coordination plan, which describes the DEQ programs that have been determined to significantly affect land use. DEQ considers that its programs specifically relate to the following statewide goals:

|  |  |
| --- | --- |
| Goal | Title |
| 5 | Open Spaces, Scenic and Historic Areas, and Natural Resources |
| 6 | Air, Water and Land Resources Quality |
| 9 | Ocean Resources |
| 11 | Public Facilities and Services |
| 16 | Estuarial Resources |

Statewide goals also specifically reference the following DEQ programs:

* Nonpoint source discharge water quality program – Goal 16
* Water quality and sewage disposal systems – Goal 16
* Water quality permits and oil spill regulations – Goal 19

### Determination

DEQ determined that the proposed rules affect programs or activities that the DEQ State Agency Coordination Program considers a land-use program.

DEQ’s statewide goal compliance and local plan compatibility procedures do not cover the proposed rules. The proposed Oregon Low Emission Vehicle and Zero Emission Vehicle rules and associated rule amendments are likely programs affecting land use because, although they are not referenced in the statewide planning goals or listed as a land use program in DEQ’s State Agency Coordination Program, they are expected to significantly affect resources, objectives or areas identified in the statewide planning goals, specifically, air quality under Goal 6 (Air, Water and Land Resources Quality) and Goal 12 (Transportation).

The proposed rules would reduce emissions of greenhouse gases and other air pollutants, including those that cause ground-level ozone and hazardous air pollutants, by accelerating the transition to an efficient, clean transportation system and lower-emission vehicles. Such effects support and complement Goal 6 by improving air quality and ensuring that the carrying capacity of airsheds are not exceeded and Goal 12 by minimizing adverse environmental impacts and costs from transportation and by conserving energy. The proposed rules would also help local governments comply with the Oregon Department of Land Conservation and Development’s greenhouse gas scenario planning guidelines for transportation under OAR chapter 660, division 44.

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| Stakeholder and public involvement |

### Background

DEQ convened the Low Emission Vehicle rule advisory committee. The committee included representatives from industry (automobile manufacturers, engine manufacturers), environmental groups, electric vehicle groups, and the public and met one time. The committee’s web page is located at: <https://www.oregon.gov/deq/Regulations/rulemaking/Pages/rlevzev2018.aspx>

The committee members were:

|  |  |
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| Low Emission Vehicle Rulemaking Advisory Committee | |
| **Name** | **Representing** |
| Rasto Brezny | Manufacturers of Emission Controls Association |
| Steve Douglas | Alliance of Auto Manufacturers |
| Darrell Fuller | Northwest Automotive Trades Association |
| Jana Gastellum | Oregon Environmental Council |
| Gary Graunke | Oregon Electric Vehicle Association |
| Julia Rege | Association of Global Automakers |
| Jeanette Shaw | Forth |

### Meeting notifications

To notify people about the advisory committee’s activities, DEQ:

* Sent GovDelivery bulletins, a free e-mail subscription service, to the following lists:
* DEQ Public Notices,
* Diesel and Biodiesel,
* Dry Cleaner Program Advisory Committee Updates,
* Electric Vehicle Rebate 2018 Rulemaking,
* Low Emission/Zero Emission Vehicle Program,
* Oregon Clean Fuels Program,
* Oregon Clean Vehicle Rebate Program,
* Rulemaking,
* Truck Efficiency/Reduced Idling
* Added advisory committee announcements to DEQ’s calendar of public meetings at [DEQ Calendar](http://www.oregon.gov/deq/Get-Involved/Pages/Calendar.aspx).

### Committee discussions

In addition to the recommendations described under the Statement of Fiscal and Economic Impact section above, the committee discussed the background of the California motor vehicle emission program. The committee discussed the urgency with which Oregon was adopting the proposed 2018 LEV III GHG rules, when they have not been finalized by California yet, in light of the fact Oregon has not updated its rules to maintain identicality with California since 2013. DEQ discussed how it wanted to fold all the updates into this rulemaking and to ensure that the proposed 2018 LEV III changes could be incorporated by the end of 2018, to ensure stringent emission levels remained in effect for the 2022 and subsequent model year vehicles.

### EQC prior involvement

DEQ did not present additional information specific to this proposed rule revision.

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| Public notice and hearings |

### Public notice

DEQ provided notice of the proposed rulemaking and rulemaking hearing on August 30, 2018 by:

* On August 30, 2018 Filing notice with the Oregon Secretary of State for publication in the October 1, 2018 Oregon Bulletin;
* Notifying the EPA by mail;
* Posting the Notice, Invitation to Comment and Draft Rules on the web page for this rulemaking, located at: <https://www.oregon.gov/deq/Regulations/rulemaking/Pages/rlevzev2018.aspx> ;
* Emailing approximately 13, 283 interested parties on the following DEQ lists through GovDelivery:
* Rulemaking
* DEQ Public Notices,
* Diesel and Biodiesel,
* Dry Cleaner Program Advisory Committee Updates,
* Electric Vehicle Rebate 2018 Rulemaking,
* Low Emission/Zero Emission Vehicle Program,
* Oregon Clean Fuels Program,
* Oregon Clean Vehicle Rebate Program,
* Truck Efficiency/Reduced Idling
* Emailing the following key legislators required under [ORS 183.335](http://www.leg.state.or.us/ors/183.html):
* Speaker Kotek
* Senate President Courtney
* Senator Dembrow
* Representative Helm
* Emailing advisory committee members,
* Postings on Twitter and Facebook
* Posting on the DEQ event calendar: [DEQ Calendar](http://www.oregon.gov/deq/Get-Involved/Pages/Calendar.aspx)

### Public hearings

DEQ plans to hold one public hearing. The details are described in the Introduction section of this document. Anyone can attend a hearing in person, or by webinar or teleconference.

DEQ will consider all written comments received at the hearings listed below before completing the draft rules. DEQ will summarize all comments and respond to comments in the Environmental Quality Commission staff report.

Any person can submit comments on the proposed rules as described in the Introduction section of this document.

## Close of public comment period

The comment period will close 4 p.m. on October 1, 2018.

## Accessibility Information

You may review copies of all documents referenced in this announcement at:

Oregon Department of Environmental Quality

700 NE Multnomah St., Ste. 600

Portland, OR, 97232

To schedule a review of all websites and documents referenced in this announcement, call Rachel Sakata, Portland, 503-229-5659(800-452-4011, ext. 5622 toll-free in Oregon).

Please notify DEQ of any special physical or language accommodations or if you need information in large print, Braille or another format. To make these arrangements, contact DEQ, Portland, at 503-229-5696 or call toll-free in Oregon at 1-800-452-4011, ext. 5696; fax to 503-229-6762; or email to [deqinfo@deq.state.or.us](mailto:deqinfo@deq.state.or.us). Hearing impaired persons may call 711

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| Draft Rules - With Edits Highlighted |

### Division 257 OREGON LOW EMISSION VEHICLES

[**340-257-0010**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75875) ****Purpose****

The purpose of this division is to establish an Oregon Low Emission Vehicle program that implements California vehicle emission standards under section 177 of the federal Clean Air Act. This program establishes criteria and procedures for the manufacture, distribution and sale of new motor vehicles in Oregon as listed in OAR 340-257-0050.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360  
**History:**  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0020**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75878) ****Applicability and Effective Date****

This division is in effect as of January 1, 2006 and applies to and establishes requirements for automobile manufacturers, Oregon motor vehicle dealers, and all 2009 and subsequent model year passenger cars, light-duty trucks, medium-duty vehicles, and medium-duty passenger vehicles registered, leased, rented, delivered for sale or sold in the State of Oregon, except as provided in OAR 340-257-0060 Exemptions.

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360  
**History:**  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0030**](https://secure.sos.state.or.us/oard/viewSingleRule.action?ruleVrsnRsn=75881)  
****Definitions and Abbreviations****

The definitions in OAR 340-200-0020, the definitions in CCR, Title 13, sections incorporated by reference in OAR 340-257-0050, and the definitions in this division apply to this division. If the same term is defined in different passages, the definitions in this division apply first, followed by definitions in CCR Title 13 sections incorporated by reference, and finally the definitions in OAR 340-200-0020.

(1) "Assembled vehicle" means a motor vehicle that:

(a) Is an assembled vehicle under ORS 801.130; or

(b) Is a replica vehicle under ORS 801.425.

(c) Will be used for occasional transportation, exhibitions, club activities, parades, tours, testing its operation, repairs or maintenance and similar uses; and

(d) Will not be used for general daily transportation.

(2) "ATPZEV" means advanced technology partial zero emission vehicle as defined in CCR, Title 13, section 1962.1(i).

(3) "CARB" means California Air Resources Board.

(4) "CCR" means California Code of Regulations.

(5) "Custom vehicle" means a motor vehicle that:

(a) Is a street rod under ORS 801.513; or

(b) Was manufactured to resemble a vehicle at least twenty-five (25) years old and of a model year after 1948; and

(A) Has been altered from the manufacturer's original design; or

(B) Has a body constructed from non-original materials.

(6) “Emergency vehicle” means a vehicle as defined in ORS 801.260 that is equipped with lights and sirens as required under ORS 820.350 and 820.370 and that is any of the following:

(a) Operated by public police, fire or airport security agencies.

(b) Designated as an emergency vehicle by a federal agency.

(c) Designated as an emergency vehicle by the Director of Transportation.

(7) "Emission credits" are earned when a manufacturer's reported fleet average is less than the required fleet average. Credits are calculated according to formulas contained in CCR, Title 13, section 1961(c) and 1961.1(b).

(8) "Emission debits" are earned when a manufacturer's reported fleet average exceeds the required fleet average. Debits are calculated according to formulas contained in CCR, Title 13, section 1961(c) and 1961.1(b).

(9) "Fleet average greenhouse gas emission requirements" are generally referred to as limitations on greenhouse gas exhaust mass emission values from passenger cars, light-duty trucks and medium-duty passenger vehicles. The fleet average greenhouse gas emission requirements are set forth in CCR, Title 13, section 1961.1(b).

(10) "Gross vehicle weight rating" or "GVWR" is the value specified by the manufacturer as the loaded weight of a single vehicle.

(11) "Independent low volume manufacturer" is defined in CCR, Title 13, section 1900(b)(8).

(12) "Intermediate volume manufacturer" is defined in CCR, Title 13, section 1900(b)(9)..

(13) "Large volume manufacturer" is defined in CCR, Title 13, section 1900(b)(10).

(14) "Light-duty truck" is any 2000 and subsequent model year motor vehicle certified to the standards in CCR, Title 13, section 1961(a)(1), rated at 8,500 pounds gross vehicle weight or less, and any other motor vehicle rated at 6,000 pounds gross vehicle weight or less, which is designed primarily for the purposes of transportation of property, is a derivative of such vehicle, or is available with special features enabling off-street or off-highway operation and use.

(15) "Medium duty-passenger vehicle" (MDPV) is any medium-duty vehicle with a gross vehicle weight rating of less than 10,000 pounds that is designed primarily for the transportation of persons. The medium-duty passenger vehicle definition does not include any vehicle which

(a) Is an "incomplete truck" i.e., is a truck that does not have the primary load carrying device or container attached; or

(b) Has a seating capacity of more than 12 persons; or

(c) Is designed for more than 9 persons in seating rearward of the driver’s seat; or

(d) Is equipped with an open cargo area of 72.0 inches in interior length or more. A covered box not readily accessible from the passenger compartment will be considered an open cargo area for the purpose of this definition.

(16) "Medium duty vehicle" means any pre-1995 model year heavy-duty vehicle having a manufacturer's gross vehicle weight rating of 8,500 pounds or less; any 1992 through 2006 model-year heavy-duty low-emission, ultra-low-emission, super-ultra-low-emission or zero-emission vehicle certified to the standards in section 1960.1(h)(2) having a manufacturer's gross vehicle weight rating of 14,000 pounds or less; and any 2000 and subsequent model heavy-duty low-emission, ultra-low-emission, super-ultra-low-emission or zero-emission vehicle certified to the standards in Section 1961(a)(1) or 1962.1 having a manufacturer's gross vehicle weight rating between 8,501 and 14,000 pounds.

(17) "Model year" is the manufacturer's annual production period which includes January 1 of a calendar year or, if the manufacturer has no annual production period, the calendar year. In the case of any vehicle manufactured in two or more stages, the time of manufacture is the date of completion of the chassis.

(18) "Non-methane organic gas" (NMOG) is the sum of non-oxygenated and oxygenated hydrocarbons contained in a gas sample as measured in accordance with the "California Non-Methane Organic Gas Test Procedures," which is incorporated herein by reference.

(19) "NMOG fleet average emissions" is a motor vehicle manufacturer's average vehicle emissions of all non-methane organic gases from passenger cars and light duty trucks in any model year subject to this regulation delivered for sale in Oregon.

(20) "Passenger car" is any motor vehicle designed primarily for transportation of persons and having a design capacity of twelve persons or less.

(21) "PZEV" means partial zero emission vehicle as defined in CCR, Title 13, section 1962.1(j).

(22) "Small volume manufacturer" is defined as set forth in CCR, Title 13, section 1900(b)(22), and incorporated herein by reference.

(23) “TZEV” means transitional zero emission vehicle as defined in CCR Title 13, section 1962.1(j)

(24) "ZEV" means zero emission vehicle as defined in CCR Title 13, section 1962.1(j).

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360  
**History:**  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2011, f. & cert. ef. 4-29-11  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0040**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75885) ****Requirement to Meet California Vehicle Emission Standards****

(1) Starting with the 2009 model year and for each model year thereafter no person may lease, rent out, license, deliver for sale, or sell any vehicle unless such vehicle is certified to the California emission standards pursuant to OAR 340-257-0050, except as provided in 340-257-0060, Exemptions.

(2) All motor vehicle manufacturers must comply with the fleet average emission requirements and the warranty, recall, and other applicable requirements contained in this division.

(3) All motor vehicle dealers must comply with the sales and reporting requirements contained in this division.

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.020  
**History:**  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

**340-257-0050  
**Incorporation by Reference****

(1) For purposes of applying the incorporated sections of the California Code of Regulations, unless otherwise specified in this division or the application is clearly inappropriate, "California" means "Oregon," "Air Resources Board (ARB)" or "California Air Resources Board (CARB)" means Department of Environmental Quality or Environmental Quality Commission depending on context, and “Executive Officer” means director or director’s designee.

(2) Emission standards, warranty, recall and other California provisions adopted by reference. Each manufacturer of new 2009 and subsequent model year passenger cars, light-duty trucks, and medium-duty vehicles must comply with each applicable standard specified in the following sections of the California Code of Regulations (CCR), Title 13, which are incorporated by reference herein. References to provisions of CCR, Title 13 in this division are to such provisions effective on the California effective dates listed in this section:

(a) Section 1900: Definitions. California effective date 7/25/16.

(b) Section 1956.8(g) and (h): Exhaust Emission Standards and Test Procedures — 1985 and Subsequent Model Heavy Duty Engines and Vehicles. California effective date 12/5/14.

(c) Section 1960.1: Exhaust Emission Standards and Test Procedures — 1981 and through 2006 Model Passenger Cars, Light-Duty and Medium-Duty Vehicles. California effective date 12/31/12.

(d) Section 1961: Exhaust Emission Standards and Test Procedures — 2004 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 12/31/12.

(e) Section 1961.1: Greenhouse Gas Exhaust Emission Standards and Test Procedures - 2009 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 8/7/12.

(f) Section 1961.2: Exhaust Emission Standards and Test Procedures — 2015 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 10/8/15.

(g) Section 1961.3: Greenhouse Gas Emission Standards and Test Procedures — 2017 and Subsequent Model Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 12/31/12.

(h) Section 1962: Zero-Emission Vehicle Standards for 2005 through 2008 Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles. California effective date 2/13/2010.

(i) Section 1962.1: Zero-Emission Vehicle Standards for 2009 through 2017 Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 1/1/16.

(j) Section 1962.2: Zero-Emission Vehicle Standards for 2018 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 1/1/16.

(k) Section 1962.3: Electric Vehicle Charging Requirements. California effective date 8/7/12.

(l) Section 1965: Emission Control and Smog Index Labels - 1979 and Subsequent Model Year Vehicles. California effective date 10/8/15.

(m) Section 1968.2: Malfunction and Diagnostic System Requirements — 2004 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles. California effective date 7/25/16.

(n) Section 1968.5: Enforcement of Malfunction and Diagnostic System Requirements for 2004 and Subsequent Model Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines. California effective date 7/25/16.

(o) Section 1976: Standards and Test Procedures for Motor Vehicle Fuel Evaporative Emissions. California effective date 10/8/15.

(p) Section 1978: Standards and Test Procedures for Vehicle Refueling Emissions. California effective date 10/8/15.

(q) Section 2035: Purpose, Applicability and Definitions. California effective date 11/9/07.

(r) Section 2037: Defects Warranty Requirements for 1990 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles and Motor Vehicle Engines Used in Such Vehicles. California effective date 12/5/14.

(s) Section 2038: Performance Warranty Requirements for 1990 and Subsequent Model Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles and Motor Vehicle Engines Used in Such. California effective date 8/7/12.

(t) Section 2039: Emission Control System Warranty Statement. California effective date 12/26/90.

(u) Section 2040: Vehicle Owner Obligations. California effective date 12/26/90.

(v) Section 2046: Defective Catalyst. California effective date 2/15/79.

(w) Section 2109: New Vehicle Recall Provisions. California effective date 12/30/83.

(x) Section 2111: Applicability. California effective date 12/8/10.

(y) Section 2112: Definitions. California effective date 12/5/14.

(z) Appendix A to Article 2.1. California effective date 8/16/2009.

(aa) Section 2113: Initiation and Approval of Voluntary and Influenced Recalls. California effective date 1/26/95.

(bb) Section 2114: Voluntary and Influenced Recall Plans. California effective date 11/27/99.

(cc) Section 2115: Eligibility for Repair. California effective date 1/26/95.

(dd) Section 2116: Repair Label. California effective date 1/26/95.

(ee) Section 2117: Proof of Correction Certificate. California effective date 1/26/95.

(ff) Section 2118: Notification. California effective date 1/26/95.

(gg) Section 2119: Record keeping and Reporting Requirements. California effective date 11/27/99.

(hh) Section 2120: Other Requirements Not Waived. California effective date 1/26/95.

(ii) Section 2122: General Provisions. California effective date 12/8/2010.

(jj) Section 2123: Initiation and Notification of Ordered Emission-Related Recalls. California effective date 1/26/95.

(kk) Section 2124: Availability of Public Hearing. California effective date 1/26/95.

(ll) Section 2125: Ordered Recall Plan. California effective date 1/26/95.

(mm) Section 2126: Approval and Implementation of Recall Plan. California effective date 1/26/95.

(nn) Section 2127: Notification of Owners. California effective date 1/26/95.

(oo) Section 2128: Repair Label. California effective date 1/26/95.

(pp) Section 2129: Proof of Correction Certificate. California effective date 1/26/95.

(qq) Section 2130: Capture Rates and Alternative Measures. California effective date 11/27/99.

(rr) Section 2131: Preliminary Tests. California effective date 1/26/95.

(ss) Section 2132: Communication with Repair Personnel. California effective date 1/26/95.

(tt) Section 2133: Record keeping and Reporting Requirements. California effective date 1/26/95.

(uu) Section 2135: Extension of Time. California effective date 1/26/95.

(vv) Section 2141: General Provisions. California effective date 12/8/10.

(ww) Section 2142: Alternative Procedures. California effective date 2/23/90.

(xx) Section 2143: Failure Levels Triggering Recall. California effective date 11/27/99.

(yy) Section 2144: Emission Warranty Information Report. California effective date 11/27/99.

(zz) Section 2145: Field Information Report. California effective date 8/7/12.

(aaa) Section 2146: Emissions Information Report. California effective date 11/27/99.

(bbb) Section 2147: Demonstration of Compliance with Emission Standards. California effective date 12/5/14.

(ccc) Section 2148: Evaluation of Need for Recall. California effective date 11/27/99.

(ddd) Section 2149: Notification of Subsequent Action. California effective date 2/23/90.

(eee) Section 2235: Requirements. California effective date 8/8/12.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360

[**340-257-0060**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75891) ****Exemptions****

The following vehicles are not subject to this division:

(1) Military tactical vehicles;

(2) Vehicles sold for registration and use in a state that is not subject to the California vehicle emission standards;

(3) Previously registered vehicles with more than seven thousand five hundred miles, provided that for vehicle dealers, the mileage at the time of sale is determined by the odometer statement when the dealer acquired the vehicle;

(4) Vehicles available only for rent to a final destination in a state that is not subject to the California vehicle emission standards;

(5) Vehicles purchased by a nonresident before establishing residency in the State of Oregon, regardless of the mileage on the vehicle;

(6) Vehicles purchased by Oregon residents while assigned to active government service outside the State of Oregon;

(7) Vehicles transferred from one person to another due to: death, inheritance, devise or bequest; divorce, dissolution, annulment or legal separation; merger or consolidation; bankruptcy; court judgment or decree; or possessory lien, seizure or foreclosure;

(8) Emergency vehicles; (9) A vehicle acquired by an Oregon resident to replace a vehicle registered to such resident that was stolen, damaged or failed beyond reasonable repair while out of state, provided that such replacement vehicle is acquired out of state when the previously-owned vehicle was either stolen, damaged, or failed beyond reasonable repair; and

(10) Custom and assembled vehicles that:

(a) Will be maintained for occasional transportation, exhibitions, club activities, parades, tours, testing of operation, repair, maintenance and similar uses; and

(b) Will not be used for general daily transportation.

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.020  
**History:**  
DEQ 6-2011, f. & cert. ef. 4-29-11  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0070**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75894) ****Fleet Average Non-Methane Organic Gas (NMOG) Exhaust Emission Requirements, Reporting, and Compliance.****

(1) Fleet average requirement.

(a) Effective model year 2009 through 2014, except as provided in this subsection, each motor vehicle manufacturer's NMOG fleet average emissions from passenger cars, light-duty trucks and medium-duty vehicles delivered for sale in Oregon must not exceed the fleet average NMOG Exhaust Emission Requirement set forth in CCR, Title 13, section 1961(b). For the 2014 model year only, a manufacturer may comply with the fleet average NMOG + NOx values in subsection (b) of this section in lieu of complying with the NMOG fleet average emissions in this subsection. A manufacturer must either comply with the NMOG + NOx fleet average requirements for both its PC/LDT1 fleet and its LDT2/MDPV fleet or comply with the NMOG fleet average requirements for both its PC/LDT1 fleet and its LDT2/MDPV fleet. A manufacturer must calculate its fleet average NMOG + NOx values using the applicable full useful life standards. Compliance will be based on the number of vehicles subject to this regulation, delivered for sale in Oregon.

(b) Effective model year 2015, each motor vehicle manufacturer’s NMOG + NOx fleet average emissions from passenger cars, light duty trucks and medium duty vehicles delivered for sale to Oregon must not exceed the Fleet Average NMOG + NOx Exhaust Emission Requirement set forth in CCR, Title 13, section 1961.2. Compliance will be based on the number of vehicles subject to this regulation, delivered for sale in Oregon.

(2) Fleet average NMOG and NMOG plus NOx exhaust emission credits and debits.

(a) Effective model year 2009 through 2014, except as provided in this subsection each vehicle manufacturer may accrue NMOG emission credits and debits and use credits in accordance with the procedures in California Code of Regulations, Title 13, section 1961(b). For the 2014 model year only, a manufacturer may comply with the fleet average NMOG + NOx values in subsection (b) of this section in lieu of complying with the NMOG fleet average emissions in this subsection. A manufacturer must either comply with the NMOG + NOx fleet average requirements for both its PC/LDT1 fleet and its LDT2/MDPV fleet or comply with the NMOG fleet average requirements for both its PC/LDT1 fleet and its LDT2/MDPV fleet. A manufacturer must calculate its fleet average NMOG + NOx values using the applicable full useful life standards. . Debits and credits accrued and used will be based on the number of vehicles subject to this division, produced and delivered for sale by each manufacturer in Oregon.

(b) Effective model year 2015, each vehicle manufacturer may accrue NMOG + NOx emission credits and debits and use credits in accordance with the procedures in California Code of Regulations, Title 13, section 1961.2. Debits and credits accrued and used will be based on the number of vehicles subject to this division, produced and delivered for sale by each manufacturer in Oregon.

(3) Reporting.

(a) Effective model year 2009 through model year 2014 except as provided in this subsection, each manufacturer must report to DEQ by March 1 data that calculates the fleet average NMOG exhaust emissions for the model year just ended. The report must follow the procedures in CCR, Title 13, section 1961, and be in the same format used to report such information to the California Air Resources Board. Manufacturers that elect to comply with the NMOG + NOx fleet average emission limit for 2014 must report as provided in subsection (b) of this section.

(b) Effective model year 2015 and each model year thereafter, each manufacturer must report to DEQ by March 1 data that calculates the fleet average NMOG + NOx exhaust emissions for the model year just ended. The report must follow the procedures in CCR, Title 13, section 1961.2 and be in the same format used to report such information to the California Air Resources Board.

(4) Compliance with fleet average NMOG requirement. Effective model year 2012 through 2014, if a report submitted by the manufacturer under subsection (3)(a) of this rule demonstrates that the manufacturer is not in compliance with the fleet average emission standard, the manufacturer must submit to DEQ within 60 days a Fleet Average Remediation Report. The Fleet Average Remediation Report must:

(a) Describe how the manufacturer intends to equalize any accrued debits, as required in CCR, Title 13, section 1961(c)(3);

(b) Identify all vehicle models delivered for sale in Oregon, their corresponding certification standards, and the percentage of each model delivered for sale in Oregon and California in relation to total fleet sales in the respective state; and

(c) Describe how the manufacturer plans to achieve compliance with the fleet average in future model years.

(5) Compliance with fleet average NMOG plus NOx requirement. Effective model year 2015, if a report submitted by the manufacturer under subsection (3)(b) of this rule demonstrates that the manufacturer is not in compliance with the fleet average emission standard, the manufacturer must submit to DEQ within 60 days a Fleet Average Remediation Report. The Fleet Average Remediation Report must:

(a) Describe how the manufacturer intends to equalize any accrued debits, as required in CCR, Title 13, section 1961.2(c)(3);

(b) Identify all vehicle models delivered for sale in Oregon, their corresponding certification standards, and the percentage of each model delivered for sale in Oregon and California in relation to total fleet sales in the respective state; and

(c) Describe how the manufacturer plans to achieve compliance with the fleet average in future model years.

(6) For model years 2009 through 2011, manufacturers must submit the Fleet Average Remediation Report, if needed, to DEQ by March 1, 2012. If debits are accrued in all three years, one year of debits must be equalized by the end of the 2012 model year.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360  
**History:**  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2011, f. & cert. ef. 4-29-11  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0080**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=244745) ****ZEV Sales Requirement****

(1) Effective model year 2009 through 2017, each manufacturer must comply with the ZEV sales requirement contained in CCR, Title 13, section 1962.1, including early credit and banking provisions.

(2) Effective model year 2018 and each subsequent model year, each manufacturer must comply with the ZEV sales requirement contained in CCR, Title 13, section 1962.2 including early credit and banking provisions.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** 468A.025, ORS 468.020, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360  
**History:**  
[DEQ 172-2018, minor correction filed 04/16/2018, effective 04/16/2018](https://secure.sos.state.or.us/oard/viewReceiptPDF.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?filingRsn=37693)  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0090**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=244747) ****ZEV Credit Bank and Reporting****

(1) Beginning model year 2009, each intermediate volume and large volume manufacturer of ZEVs, ATPZEVs, PZEVs, and TZEVs may open an account in the ZEV Credit Bank operated by DEQ.

(2) In order to generate and deposit credits for vehicles delivered for sale in Oregon during the 1999 through 2005 model years, a manufacturer must open an account with the ZEV Credit Bank and submit an appropriate Notice of Generation to DEQ on or before September 1, 2006.

(3) Manufacturers wishing to claim ZEV credits must use the format and process contained in CARB's Manufacturer's Advisory Correspondence (MAC) 2011-02 for reporting and tracking ZEV deliveries and placements, unless this division specifies different requirements. DEQ will follow CARB's procedures contained in that MAC for tracking and recording ZEV sales and credits.

(4) Except as provided in section (2) of this rule, annually each manufacturer must submit to DEQ a Notice of Credit Generation or Notice of Credit Transfer to or from another manufacturer. Credits generated or acquired must be reported to DEQ on or before September 1 following the close of the model year in which the qualifying vehicle was produced and delivered for sale in Oregon.

(5) To deposit credits into the ZEV Credit Bank, a manufacturer must submit a Notice of Credit Generation to DEQ. The Notice of Generation must include the following:

(a) For ZEVs delivered for sale in Oregon:

(A) Manufacturer's ZEV Credit Bank account identifier;

(B) Model year of vehicle qualifying for credit;

(C) CARB Executive Order number;

(D) ZEV Tier type (NEV, 0, I, II, III for California, III for Section 177 states);

(E) Vehicle identification number; and

(F) Date the vehicle was delivered for sale in Oregon.

(b) For ZEVs placed in service in Oregon, all information listed under subsection (6)(a) of this rule, plus the following:

(A) Date the vehicle was placed in service, and

(B) Whether the vehicle was placed in service with an option to purchase or lease the vehicle.

(c) For ATPZEVs and PZEVs delivered for sale in Oregon:

(A) Vehicle certification class (ATPZEV or PZEV);

(B) Manufacturer's ZEV Credit Bank account identification;

(C) Model year of vehicle(s);

(D) For ATPZEVs, the Federal test group;

(E) The CARB Executive Order number;

(F) Number of vehicles delivered;

(d) For TZEVs delivered for sale in Oregon:

(A) Manufacturer's ZEV Credit Bank account identifier;

(B) Model year of vehicle qualifying for credit;

(C) CARB Executive Order number;

(D) Number of vehicles delivered; and

(6) The number of the credits generated and deposited for each qualifying vehicle must be the number of qualifying vehicles multiplied by the applicable multiplier specified in CCR, Title 13, sections 1962, 1962.1 or 1962.2 as appropriate, except the multiplier applied to vehicles produced and delivered for sale in Oregon from January 1, 1999 to January 13, 2004 will be the highest applicable multiplier used by the CARB for the period January 1, 1999 to January 13, 2004.

(7) A vehicle equivalent credit does not constitute or convey a property right.

(8) A manufacturer with an account in the ZEV Credit Bank may acquire credits from another manufacturer with an account in the ZEV Credit Bank. However, if the credits are to be used for future compliance with the ZEV sales requirement at CCR Title 13, section 1962.1, the transaction must be recorded in the ZEV Credit Bank and certified by both parties to the transaction.

(9) A manufacturer may deposit into its account in the ZEV Credit Bank a number of credits equal to its California credit balance at the beginning of the 2009 model year. The transferred credit balance will be multiplied by the number of new motor vehicles registered in Oregon, and divided by the number of new motor vehicles registered in California. The proportion of new motor vehicles in Oregon and California will be determined by the average number of vehicles registered in model years 2003 through 2005, or by the average number of vehicles registered in model year 2009. The deposit may be made only after all credit obligations for model years 2008 and earlier have been satisfied in California.

(10) Each manufacturer with a ZEV Credit Bank account under this rule must report to the Department the following information:

(a) By May 1, 2009, the total number of PC and LDT1 vehicles produced and delivered for sale in Oregon and California for 2003 through 2005 model years; or

(b) By May 1, 2009, the total projected number of PC and LDT1 vehicles to be produced and delivered for sale in Oregon and California during model year 2009 and, by March 1, 2010, the actual number of 2009 model year PC and LDT1 vehicles produced and delivered for sale in Oregon and California; and

(c) By May 1, 2009, provide the Department with the total number of banked California credits after all 2008 model year and earlier obligations have been met.

(11) A manufacturer electing to deposit credits under section (9) of this rule must offer for sale in Oregon in model years 2009 through 2011 any PZEV, ATPZEV or ZEV, except Type III ZEVs, that it offers for sale in California during the same period.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.020  
**History:**  
[DEQ 173-2018, minor correction filed 04/16/2018, effective 04/16/2018](https://secure.sos.state.or.us/oard/viewReceiptPDF.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?filingRsn=37694)  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2011, f. & cert. ef. 4-29-11  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0100**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75905) ****Fleet Average Greenhouse Gas Exhaust Emission Requirements, Reporting and Compliance****

(1) Each manufacturer subject to the greenhouse gas provisions of this regulation must comply with emissions standards, fleet average greenhouse gas exhaust mass emission requirements for passenger car, light duty truck, medium duty passenger vehicle weight classes, and other requirements of CCR, Title 13, section 1961.1 and 1961.3.

(2) Requirements for Large Volume Manufacturers. The fleet average greenhouse gas exhaust emission standards for passenger cars, light-duty trucks, and medium-duty passenger vehicles produced and delivered for sale in the State of Oregon by a large volume manufacturer for each 2009 and subsequent model year are established in CCR, Title 13, section 1961.1 and 1961.3.

(3) Requirements for Small, Intermediate, and Independent Manufacturers. The fleet average greenhouse gas exhaust emission requirements for passenger cars, light-duty trucks, and medium-duty passenger vehicles delivered for sale in the State of Oregon by small volume, intermediate volume and independent low volume manufacturers are set forth in CCR, Title 13, section 1961.1, which specifies that requirements for these manufacturers are waived before the 2016 model year, and CCR, Title 13, section 1961.3, which specifies the requirements that apply for the 2017 and each subsequent model year.

(4) Greenhouse gas emission credits and debits. Greenhouse gas credits and debits may be accrued and used based on each manufacturer's sale of vehicles in Oregon in accordance with CCR, Title 13, section 1961.1 and 1961.3.

(5) Optional alternative compliance with greenhouse gas emission standards. Greenhouse gas vehicle test groups that are certified pursuant to CCR, Title 13, section 1961.1(a)(1)(B)2.a in the State of California may receive equivalent credit if delivered for sale and use in the State of Oregon.

(6) Alternative compliance credit. A manufacturer must submit to the Department the data set forth in CCR, Title 13, section 1961.1(a)(1)(B)2.a.i for Oregon-specific sale and use in order to receive the credit identified in (5) above.

(7) Reporting on greenhouse gas requirements. Effective model year 2009 and for each model year thereafter, each manufacturer must report to the Department by May 1, end-of-model year data that calculates the fleet average greenhouse gas emissions for the model year just ended. The report must include the number of greenhouse gas vehicle test groups, delineated by model type, certified pursuant to CCR, Title 13, section 1961.1 or 1961.3 as appropriate. The report must follow the procedures in CCR, Title 13, section 1961.1 or 1961.3 and be in the same format used to report such information to the California Air Resources Board.

(8) Compliance with fleet average greenhouse gas requirements. Effective model year 2009, if the report submitted by the manufacturer under subsection (7)(b) of this rule demonstrates that the manufacturer is not in compliance with the fleet average emission standards, the manufacturer must submit to the Department within 60 days a Fleet Average Remediation Report. The Fleet Average Remediation Report must:

(a) Describe how the manufacturer intends to equalize any accrued debits, as required in CCR, Title 13, section 1961.1 or 1961.3 as appropriate; (b) Identify all vehicle models delivered for sale in Oregon, their corresponding certification standards, and the percentage of each model delivered for sale in Oregon and California in relation to total fleet sales in the respective state; and

(c) Describe how the manufacturer plans to achieve compliance with the fleet average in future model years.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360  
**History:**  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0110**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75908) ****Additional Reporting Requirements****

(1) The manufacturer must submit to DEQ one copy of the California Executive Order and Certificate of Conformity for certification of new motor vehicles for each engine family to be sold in the State of Oregon within thirty (30) days of DEQ’s request. If such reports are available electronically, the manufacturer must send the record in an electronic format acceptable to the director or the director's designee.

(2) To determine compliance with this division, DEQ may require any vehicle manufacturer to submit any documentation DEQ deems necessary to the effective administration and enforcement of this division, including all certification materials submitted to CARB.

(3) Upon request, dealers must report to DEQ the sale of each previously-titled light-duty and medium-duty motor vehicle subject to this division. The report must include the following information and be submitted in a manner DEQ prescribes:

(a) The dealer's name and address;

(b) Vehicle description including make and model year;

(c) The vehicle identification number;

(d) Date of sale;

(e) The California or federal emission category to which the vehicle is certified; and

(f) Evidence of any applicable exemption.

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360  
**History:**  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2011, f. & cert. ef. 4-29-11  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0120**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75912) ****Warranty Requirements****

(1) For all 2009 and subsequent model year vehicles subject to the provisions of this division, each manufacturer must provide, to the ultimate purchaser and each subsequent purchaser, a warranty that complies with the requirements contained in CCR, Title 13, sections 2035 through 2038, 2040, and 2046.

(2) The 15-year or 150,000-mile extended warranty specified in CCR, Title 13, section 1962.1(c)(2)(D) for PZEVs is not included as a requirement of this rule or OAR 340-257-0050, for the period 2009 through 2017 provided that PZEVs delivered for sale to Oregon are equipped with the same quality components as PZEVs supplied to areas where the full 15-year or 150,000-mile warranty remains in effect. The provisions of this section do not amend the requirements of CCR, Title 13, section 1962.1(c)(2)(D) that indicate the warranty period for a zero emission energy storage device used for traction power will be 10 years or 150,000 miles, whichever occurs first.

(3) For all 2009 and subsequent model year vehicles subject to the provisions of this division, each manufacturer must include the emission control system warranty statement that complies with the requirements in CCR, Title 13, section 2039. Manufacturers must submit the documents required by subsections (a) and (b) of section 2039 only upon the Department’s request. Manufacturers may modify this statement as necessary to inform Oregon vehicle owners of the warranty's applicability. The manufacturer must provide a telephone number that Oregon consumers can use to learn answers to warranty questions.

(4) Upon the Department's request, any manufacturer must submit to the Department Failure of Emission-Related Components reports as defined in CCR, Title 13, section 2144, for vehicles subject to this regulation. For purposes of compliance with this requirement, manufacturers may submit copies of the Failure of Emission-Related Components reports that are submitted to the California Air Resources Board in lieu of submitting reports for vehicles subject to this division.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.010, 468A.015, 468A.025 & 468A.360  
**History:**  
DEQ 13-2013, f. & cert. ef. 12-19-13  
DEQ 6-2011, f. & cert. ef. 4-29-11  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0130**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75916) ****Recalls****

(1) Any order issued or enforcement action taken by CARB to correct noncompliance with any section of Title 13, that results in the recall of any vehicle pursuant to CCR, Title 13, sections 2109–2135, will be prima facie evidence concerning vehicles registered in Oregon. If the manufacturer can demonstrate to the Department's satisfaction that the order or action is not applicable to vehicles registered in Oregon, the Department will not pursue a recall of vehicles registered in Oregon.

(2) Any voluntary or influenced emission-related recall campaign initiated by any manufacturer pursuant to CCR, Title 13, sections 2113–2121 must extend to all applicable vehicles registered in Oregon. If the manufacturer can demonstrate to the Department's satisfaction that said campaign is not applicable to vehicles registered in Oregon, the campaign will not apply in Oregon.

(3) For vehicles subject to an order of enforcement action under section (1) of this rule, each manufacturer must send to owners of vehicles registered in the State of Oregon a notice that complies with the requirements in CCR, Title 13, sections 2118 or 2127. The manufacturer must provide a telephone number that Oregon consumers can use to learn answers to questions about any recall that affects Oregon vehicles.

[Publications: Publications referenced are available from the agency.]

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.020  
**History:**  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0140**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75918) ****Permits and Fees****

(1) "Indirect source" as defined in OAR 340-254-0030(6) includes a large or intermediate volume manufacturer for purposes of 340-0254-0010. Such sources are subject to permit and fee requirements as specified in section (2) of this rule and not the provisions in 340-254-0040 to 340-254-0080.

(2) Beginning January 1, 2007, each large-volume or intermediate-volume vehicle manufacturer offering light duty or medium duty vehicles for sale in Oregon must have a Motor Vehicle Indirect Source permit issued by DEQ. Each Motor Vehicle Indirect Source permit will be issued for a period of up to 10 years and is subject to an annual fee.

(3) Each large-volume and intermediate-volume manufacturer must report to DEQ the number of light and medium-duty vehicles it delivered for sale in Oregon during the previous model year. These reports must be submitted to DEQ by March 1 of each year except as provided in section (7) of this rule.

(4) DEQ will assess annual permit fees for each large and intermediate-volume manufacturer for periods beginning July 1 and ending June 30 of the subsequent year except as provided in section (7) of this rule.

(5) DEQ will assess annual permit fees by apportioning a total of $200,000 among all Motor Vehicle Indirect Source Permit holders according to each permit holder's reported market share for the previous model year except as provided in section (7) of this rule. In the event that not all required data are reported, DEQ will estimate the total Oregon market share for the applicable year and the resulting fees according to means the Department judges to be appropriate.

(6) Within 60 days after reports required by this rule are due, DEQ will notify each large and intermediate-volume manufacturer of the fee required for the next permit period. Within 30 days of receiving notice of the required permit fee, each permit holder must remit the specified amount payable to the Oregon Department of Environmental Quality. Motor Vehicle Indirect Source permits for which permit fees are not current will be deemed to have lapsed and will no longer be in effect.

(7) The initial report required by section (3) of this rule must be submitted by October 1, 2006. The initial period for which a Motor Vehicle Indirect Source Permit is required begins January 1, 2007 and ends June 30 of the same year. Total permit fees for the initial period will be $200,000.

**Statutory/Other Authority:** ORS 468.065, 468A.010, 468A.015 & 468A.040. , 468A.279  
**Statutes/Other Implemented:** ORS 468.020  
**History:**  
DEQ 6-2011, f. & cert. ef. 4-29-11  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0150**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75921) ****Inspections and Information Requests****

(1) The Department may inspect new and used motor vehicles and related records for the purposes of determining compliance with the requirements of this division. The Department inspections will occur during regular business hours and on any premises owned, operated or used by any dealer or rental car agency for the purposes of determining compliance with the requirements of this division.

(2) For the purposes of determining compliance with this division, the Department may require any vehicle dealer or rental car agency to submit any documentation the Department deems necessary to the effective administration and enforcement of this division. This provision does not require creation of new records.

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.020  
**History:**  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

[**340-257-0160**](https://secure.sos.state.or.us/oard/viewSingleRule.action;JSESSIONID_OARD=SnND0RtmoDsgLTTKZXF8YhGkQNGDtPsrBD7eQZvuKD4--fF16Zxp!2024649768?ruleVrsnRsn=75923) ****Severability****

Each section of this division is severable, and if any section of this regulation is held invalid, the remainder will continue in full force and effect.

**Statutory/Other Authority:** ORS 468.020, 468A.025, 468A.279 & 468A.360  
**Statutes/Other Implemented:** ORS 468.020  
**History:**  
DEQ 6-2006, f. & cert. ef. 6-29-06  
DEQ 10-2005(Temp), f. 12-27-05, cert. ef. 1-1-06 thru 6-30-06

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