

FEDERAL ADVISORY COMMITTEE ACT
CLEAN AIR ACT ADVISORY COMMITTEE
MOBILE SOURCES TECHNICAL REVIEW SUBCOMMITTEE

CO-CHAIRS: MICHAEL WALSH AND ROBERT SAWYER

DESIGNATED FEDERAL OFFICIAL: GREGORY GREEN

Minutes of the Subcommittee's Meeting on October 11, 2000
Auburn Hills, Michigan
FINAL

Introductions and Opening Remarks

Bob Sawyer (UCB) called the meeting to order at 8:35 AM. Dr. Sawyer announced that John White (EPA) will not be working with the Subcommittee in the future because he is taking a new position in EPA. Dr. Sawyer acknowledged Mr. White's "superb job" of assisting the Subcommittee. Cheryl Hogan (EPA) will serve as the Alternate Designated Federal Official.

Gordon Allardyce (DaimlerChrysler) and Sue Cischke, Vice President of Regulatory Affairs (DaimlerChrysler) welcomed the Subcommittee to the DaimlerChrysler Technology Center. Mr. Allardyce invited the Subcommittee to tour the emission laboratories at the facility after the meeting.

Dr. Sawyer asked for comments and approval of the minutes for the July meeting. The Subcommittee approved the minutes as written.

Chris Grundler (EPA) provided an update on EPA's rulemakings. The current priorities of the Office of Transportation and Air Quality are "diesel, diesel, and diesel." EPA received over 18,000 public comments on the 2007 rule, which must be completed by the end of the year. A new Web site on emissions from new cars will be operational later in the week. The URL for the Vehicle Emissions Guide is www.epa.gov/autoemissions/.

Announcements

Mr. White announced that Mike Kulakowski (Equiva Services) and Bob King (Sun Company) have left the Subcommittee. Sam Leonard (General Motors Co.) will leave the Subcommittee soon. The Subcommittee's new Web site is operational, and the URL is www.epa.gov/oar/caaac/mobile-sources-caaac.html. The agenda package includes the draft minutes for the July meeting, the proposed charter for the Nonroad Workgroup, and handouts from today's presentations. Mr. White congratulated Mike Walsh (Subcommittee co-chair) on receiving the Thomas W. Zosel Award from the Clean Air Act Advisory Committee for "outstanding individual achievement."

Old Business

At the April meeting, the Subcommittee agreed that learning about the work of the other subcommittees of the Clean Air Act Advisory Committee would be worthwhile. Today's meeting included a presentation on one of those subcommittees (see below).

Formation of the Nonroad Workgroup

Tim Johnson (Corning) summarized the proposed charter of the Nonroad Workgroup and described the workgroup's interests. The workgroup is interested in working on the issues pertaining to nonroad diesel fuel, the interplay of regulations affecting nonroad and highway mobile sources, and retrofit opportunities for nonroad sources. The purpose of the workgroup is "to provide the MSTRS with timely and well-considered information, data, analysis and recommendations on a range of topics related to emissions from nonroad sources and related factors such as fuels and usage." The workgroup intends to tackle first the issue of nonroad fuel and to present a policy recommendation to the Subcommittee at its January meeting (#1).¹

Mr. White asked the Subcommittee to authorize formation of the workgroup. No member of the Subcommittee objected to this recommendation.

Linking Land Use, Transportation, and Air Quality Subcommittee

Gay MacGregor (EPA) described the activities of the Linking Land Use, Transportation, and Air Quality Subcommittee, which she co-chairs. They have produced the booklet *Clean Air Communities*, given out awards, developed EPA's policy on how states may take credit in emission reduction plans (State Implementation Plans) for "smart growth," and developed the "COMMUTER" model for estimating emission reductions from transportation demand management programs. The Linking Land Use, Transportation, and Air Quality Subcommittee is developing the Commuter Choice Program and is working on the issues pertaining to quantifying the air quality benefits of "smart growth" land uses.

Heavy-Duty Engines Workgroup

Glenn Passavant (EPA) gave a status report on the Heavy-Duty Engines Workgroup. The workgroup is waiting to finish its final report until it receives additional data. The workgroup intends to deliver the report in January (#2).

On-Board Diagnostics Workgroup

Jerry Gallagher (J. Gallagher & Assoc.) gave the presentation "A New Paradigm: OBDII FACA Workgroup: Future of OBDII," which summarized the information that the workgroup considered while developing recommendations for how inspection and maintenance (I/M) programs should be adapted to OBD-equipped vehicles. Dr. Gallagher also presented the workgroup's recommendations on these specific issues: 1) how to deal with OBD readiness in vehicles returning from maintenance, 2) how to deal with OBD readiness in vehicles undergoing initial inspection in I/M programs, and 3) waivers. Their recommendations, and evaluation of the options that were considered, are contained in a letter from Dr. Gallagher and Ed Gardetto (EPA)

¹The numbers in parentheses refer to the list of action items on page five.

to the Subcommittee's co-chairs. (The letter was included in the agenda packet.)

The workgroup made the following recommendation for how states should deal with OBD-equipped vehicles that have been repaired after failing I/M. The repair must be documented via receipt from the mechanic who performed the repair or visual inspection, and, for 1996-2000 model years, any two readiness monitors can be "not ready."

The workgroup made the following recommendation for how states should deal with OBD-equipped vehicles undergoing initial inspection, i.e., vehicles that have not recently failed an inspection.

1. All vehicles are subject to the entire OBD inspection. All vehicles fail the entire OBD inspection for any **failed** element of the OBD check other than readiness status. This includes DLC missing/tampered/inoperable, MIL doesn't illuminate in key-on-engine-off position, and MIL-on or MIL-commanded-on criteria.
2. For model years 1996 through 2000, if any two or fewer OBD monitors are "not ready," vehicles will not be rejected. If more than two OBD monitors are "not ready," the vehicles will be rejected for inspection.
3. For all 2001 and later model years, if any one or fewer OBD monitors is "not ready," vehicles will not be rejected. If two or more OBD monitors are "not ready," vehicles will be rejected for inspection. This extension is subject to review when data become available.
4. Vehicles with known readiness design problems will not be rejected based on readiness status. However, as with all of the above, these vehicles would still fail for any **failed** element of the OBD inspection other than readiness status. EPA should compile and publish a reference list of vehicles which have known problems with setting readiness codes.

The workgroup recommended that states, with one exception, grant no repair waivers for OBD-equipped vehicles. States may grant a waiver in case of hardship.

Dr. Gallagher requested the Subcommittee's endorsement of the workgroup's recommendations. No member of the Subcommittee objected to the recommendations.

Dr. Sawyer asked whether the workgroup will develop recommendations for collecting data to demonstrate the effectiveness of OBD-based I/M programs which are operated as a substitute for tailpipe testing. Mr. Gardetto said the workgroup will attempt to reach closure on this issue—the "in lieu of" issue; a part of the effort involves determining how to monitor the technology, including whether additional studies at the state level are needed. Dr. Gallagher said everyone agrees on the need for continuous testing. Therefore the question is how to do it. Mr. Kowalczyk said that everyone does agree that some kind of long-term testing is needed to look at 10-year-old vehicles.

Information on in-Use Emissions

Dan Harrison (EPA) gave the presentation “In-Use Information Needs for Mobile Sources.” Mr. Harrison described needs for in-use information, existing sources of in-use information, and EPA’s plans for obtaining additional information.

EPA’s Emission Compliance Program for Mobile Sources

John Guy (EPA) gave the presentation “Overview of EPA’s Emission Compliance Programs for Vehicles and Engines.” Mr. Guy described the existing in-use testing programs for cars, light trucks, marine spark-ignition engines, and locomotives. He also described EPA's plans for expanding in-use testing, which include deploying the “ROVER” (real-time on-road vehicle emissions reporter) technology to measure emissions from heavy-duty trucks and nonroad vehicles.

EPA’s Mobile Source Observation Database

Mitch Cumberworth (EPA) gave the presentation “Mobile Source Observation Database.” The database stores information on 71 test programs and accommodates data on engine and vehicle tests, second-by-second data, and experimental tests. The database is available to the public. Information on the database and the user guide are available at www.epa.gov/otaq/models.htm#msod.

Gasoline-Fueled Sport Utility Vehicles

Dick Geiss (DaimlerChrysler) gave the presentation “Tier 2 Compliance Strategies for Gasoline-Fueled SUVs.” Mr. Geiss described the emission standards (fleet averages) that apply to SUVs, technical challenges faced by vehicle manufacturers, and compliance strategies.

California’s In-Use Testing Programs

Tom Cackette (CARB) gave the presentation “Assuring Low In-Use Emissions in California.” Mr. Cackette described California’s in-use testing programs for light-duty vehicles and heavy-duty trucks. The existing programs do not cover nonroad engines and do not collect enough information on heavy-duty trucks. Mr. Cackette recommended that the Subcommittee develop a data collection plan for heavy-duty truck testing.

Research Sponsored by the Coordinating Research Council, Inc.

Bob Gorse (Ford) gave the presentation “Real World Vehicle Emissions and Emissions Modeling Research Program of the Coordinating Research Council, Inc.” Dr. Gorse described the membership and structure of the Coordinating Research Council, Inc. (CRC). The Real World Vehicle Emissions and Emissions Modeling Group of the CRC Emissions Committee is sponsoring over a dozen projects that may be of interest to the Subcommittee. Information on the projects and research reports are available from CRC’s Web site (www.crcao.com).

Automotive Industry In-Use Data

Roger Orteca (DaimlerChrysler) gave the presentation "Automotive Industry In-Use Data." Mr. Orteca described several historical and ongoing programs to collect in-use data, and compared emissions performance from the early 1990s and 1996. Under the CAP2000 In-Use Verification Program, vehicle manufacturers will be required to conduct in-use tests of vehicles (beginning with the 2001 model year) in the first and fourth years of service.

Adjournment

Greg Green (EPA) expressed his appreciation of Mr. White's service to the Subcommittee. The meeting was adjourned at 2:50.

Action Items

1. The Nonroad Workgroup will attempt to develop a policy recommendation on nonroad fuel by the Subcommittee's January meeting.
2. The Heavy-Duty Engines Workgroup will attempt to finish its report by the Subcommittee's January meeting.

Attachments:

List of attendees (members, alternates, speakers, and staff)

List of observers

MOBILE SOURCES TECHNICAL REVIEW SUBCOMMITTEE
DRAFT MINUTES OF THE MEETING OF OCTOBER 11, 2000

Attendees (Members, Alternates, Speakers, and Staff)

NAME	ORGANIZATION
Gordon Allardyce	DaimlerChrysler Corp.
Bruce Bertelsen	Manufacturers of Emission Controls Assn.
Kelly Brown	Ford Motor Co.
Tom Cackette	California Air Resources Board
Mitch Cumberworth	U.S. Environmental Protection Agency
Tom Durbin	University of California - Riverside
John Elston	NJ State Department of Environmental Protection
Steve Flint	NYS Dept. of Env. Protection
Jerry Gallagher	J. Gallagher & Associates
Dick Geiss	DaimlerChrysler Corp.
Bob Gorse	Ford Motor Co.
Greg Green	U.S. Environmental Protection Agency
Chris Grundler	U.S. Environmental Protection Agency
John Guy	U.S. Environmental Protection Agency
Marcel Halberstadt	Consulting–Automotive Emissions and Air Quality
Dan Harrison	U.S. Environmental Protection Agency
Cheryl Hogan	U.S. Environmental Protection Agency
Karen Holmes	EC/R Incorporated (EPA contractor)
John Johnson	Michigan Technological University
Tim Johnson	Corning, Inc.
Bob Jorgensen	Cummins Engine Company
John Kowalczyk	Oregon Department of Environmental Quality
Sam Leonard	General Motors Co.
Gay MacGregor	U.S. Environmental Protection Agency
Brian J. Morton	EC/R Incorporated
Roger Orteca	DaimlerChrysler Corp.
Bob Sawyer	University of California at Berkeley
Tim Tindall	Detroit Diesel
John White	U.S. Environmental Protection Agency

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Observers

NAME	ORGANIZATION
Brent Bailey	Coordinating Research Council, Inc.
T. F. Bauman	Waekon Corp.
Kelly Brown	Ford Motor Corp.
Sue Cischke	DaimlerChrysler Corp.
Ed Gardetto	U.S. Environmental Protection Agency
Brian M. Harney	ExxonMobil
Michael Hennard	Volkswagen of America, Inc.
Doug Lawson	National Renewable Energy Laboratory
Rajinder Mago	International Truck and Engine Corporation
Bob Maxwell	Consultant–Mobile Source Emissions Control
Reg Modlin	DaimlerChrysler Corp.
Vince Mow	Waekon Corp.
Masa Nomura	Mitsubishi
Doug Orrin	S-Plus
Glenn Passavant	U.S. Environmental Protection Agency
Katsuhiko Sakai	Nissan Research and Development, Inc.
Pete Sandretto	DaimlerChrysler Corp.
Bob Shaw	DaimlerChrysler Corp.
Renita Smith	Nissan Technical Center North America, Inc.
Tom Stricker	American Petroleum Institute
Richard Thomas	Volkswagen of America, Inc.
Andy Vaichekauskas	Mitsubishi
Lifeng Xu	Ford Motor Co.