Section 22a-174-27 of the Regulations of Connecticut State Agencies is amended to read as follows:

Sec. 22a-174-27. Emission standards for periodic motor vehicle inspection and maintenance.

(a) Applicability.

This section shall apply to any owner or operator of a 1968 and later model year motor vehicle that is not an antique, rare or special interest motor vehicle as defined in section 14-1 of the Connecticut General Statutes. This section shall not apply to motor vehicles that are exempt pursuant to subsection (c) of section 14-164c of the Connecticut General Statutes.

(b) Definitions. As used in this section:

(1) "ASM 2525" or "Acceleration Simulation Mode Test" means an emissions test performed at a steady state of twenty-five (25) miles per hour (mph) and utilizing a dynamometer load set to simulate twenty-five (25%) of the power required to accelerate the particular vehicle being tested at 3.3 mph per second until a speed of twenty-five (25) mph is attained. Such test shall analyze exhaust gas concentration, through percent by volume (vol. %) of CO and parts per million by volume (ppm) of NO and HC, and compare the test results to the maximum allowable exhaust emission standards for CO, NO and HC as published by the United States Environmental Protection Agency in subsection (a) of section 85.1 of the "Acceleration Simulation Mode Test Procedures, Emission Standards, Quality Control Requirements, and Equipment Specifications, Technical Guidance" EPA-AA-RPSD-IM-96-2 (July, 1996) except that the word "should" in subdivisions (a)(1) and (a)(2) of section 85.1 shall be replaced with the word "shall";

(2) "CO" means carbon monoxide;

(3) "HC" means hydrocarbon;

(4) "Composite Motor Vehicle" or "COMPO" means a vehicle that is constructed from the component parts of two or more motor vehicles of different model year or vehicle

type;

(5) "Gross Vehicle Weight Rating" or "GVWR" means the value specified by the manufacturer as the maximum loaded weight of a single or a combination (articulated) vehicle, or its registered gross weight, whichever is greater. The GVWR of a combination (articulated) vehicle commonly referred to as the "Gross Combination Weight Rating" or GCWR is the GVWR of the power unit plus the GVWR of the towed unit or units;

(6) "Idle exhaust test procedure with loaded preconditioning" means an analysis of exhaust gas concentration, by percent CO and HC, in accordance with section 4 of "Recommended I/M Short Test Procedures for the 1990's: Six Alternatives" EPA-AA-TSS-I/M-90-3 (January 1991);

(7) "Light-duty truck" or "LDT" means a motor vehicle rated at ten-thousand (10,000) pounds GVWR or less and is designed:

(A) To transport property or ten (10) or more persons, not including the operator; or

(B) With features enabling off-street or off-highway operation and use;

(8) "Light-duty vehicle" or "LDV" means a motor vehicle that is designed:

(A) To carry not more than ten (10) persons, including the operator; and

(B) To transport persons and their property with at least fifty percent (50%) of the total area enclosed by the outermost body contour lines, excluding the area enclosing the engine;

(9) "Loaded vehicle weight" or "LVW" means vehicle curb weight plus three-hundred (300) pounds;

(10) "NO" means nitric oxide;

(11) "On-road testing" means the measurement of HC, CO and

NOx emissions on any road or roadside within the state of Connecticut;

(12) "THC" means total hydrocarbons; and

(13) "Vehicle curb weight" is defined as in 40 CFR section 86.082-2.

(c) Emission standards.

(1) Idle exhaust emission standards. Maximum allowable emissions for any vehicle subject to an idle exhaust test procedure with loaded preconditioning administered by the Commissioner of Motor Vehicles or his designee shall be:

Vehicle Model Year	CO (Vol. %)	THC (ppm)
1968-69	5.00	500
1970	4.75	475
1971	4.40	450
1972	4.25	425
1973	4.00	390
1974	3.80	350
1975	3.00	300
1976	2.80	300
1977	2.70	300
1978	2.40	275
1979	2.10	250
1980	2.00	225
1981	1.20	200

1982	1.20	200
1983	1.00	175
1984	1.00	150
1985	1.00	150
Vehicle Model Year	**CO (Vol. %)**	**THC (ppm)**
1986	1.00	150
1987	1.00	150
1988 and later	1.00	125

(2) ASM 2525 exhaust emission standards. Maximum allowable emissions for any vehicle subject to an ASM 2525 exhaust emission test administered by the Commissioner of Motor Vehicles or a designee of the Commissioner of Motor Vehicles shall be as published by the United States Environmental Protection Agency in subdivision (a)(1) of section 85.1 of the "Acceleration Simulation Mode Test Procedures, Emission Standards, Quality Control Requirements, and Equipment Specifications, Technical Guidance" EPA-AA-RPSD-IM-96-2 (July, 1996). After December 31, 2001, maximum allowable emissions for any vehicle subject to an ASM 2525 exhaust emission test administered by the Commissioner of Motor Vehicles or a designee of the Commissioner of Motor Vehicles shall be as published by the United States Environmental Protection Agency in subdivision (a)(2) of section 85.1 of the "Acceleration Simulation Mode Test Procedures, Emission Standards, Quality Control Requirements, and Equipment Specifications, Technical Guidance" EPA-AA-RPSD-IM-96-2 (July, 1996).

(3) Visible emission standards. Maximum allowable visible emissions for diesel powered LDVs and LDTs of model years 1968 and later, shall be twenty percent (20%) particulate opacity as determined by any opacity meter.

(4) On-road testing emission standards. Maximum allowable emissions for any vehicle subject to an on-road emissions test administered by the Commissioner of Motor Vehicles or a designee of the Commissioner of

Motor Vehicles shall be six percent (6% CO by volume.

(d) Undetermined GVWR. Where the gross vehicle weight rating cannot be determined, the emission standard for LDVs shall apply.

(e) Composite MOTOR vehicles. Where the vehicle is designated "COMPO" in the "make" field of the registration certificate, the emission standards for model year 1968 shall apply.

(f) Alteration or replacement of vehicle engine.

(1) Any vehicle with an engine other than the one originally installed by the manufacturer or an identical replacement of such engine shall be subject to the test procedures and standards for the chassis type and model year of the vehicle.

(2) Any vehicle that is re-engineered from an internal combustion gasoline engine to another combustion or fuel type, shall be subject to the test procedures and standards for a gasoline powered vehicle.