



North Carolina Department of Environment and Natural Resources
DIVISION OF AIR QUALITY

Michael F. Easley, Governor

March 8, 2002

William G. Ross Jr., Secretary
Alan W. Klimek, Director

Commissioner Carol Howard
Division of Motor Vehicles
1100 New Bern Avenue
Raleigh, NC 27697

Subject: Exemption of "Kit Cars" from Idle Testing

Dear Commissioner Howard:

The Division of Air Quality endorses exempting "kit cars" from idle testing on July 1, 2002.

On that date, all 1996 and newer gasoline powered vehicles registered in I/M counties become subject to the new OBD2 test instead of the idle test. However, by their nature, kit cars are often not regulated by the EPA. Thus, they are often unlikely to have an OBD system and cannot be subjected to an OBD inspection. This means the older kit cars would get an emissions test, while the newer ones would not. This is contrary to what we are doing with regular cars.

Additionally, staff estimates that this exemption affects fewer than 1,000 vehicles (less than 0.05% of the subject vehicle population). DAQ believes that kit cars are driven fewer miles than other vehicles, being used primarily for car shows and casual weekend driving. So the contribution from kit cars to our ozone problem is small.

Finally, my staff reports that kit cars have traditionally presented an administrative burden for DAQ and for DMV that is disproportionately higher than for other vehicles.

In summary, because (1) newer kit cars may not be capable of the OBD2 test, (2) the idle test will be eliminated for all vehicles in less than four years, (3) kit cars are a high administrative burden, and (4) kit cars make a relatively small contribution to the ozone problem, I endorse exempting kit cars from idle tests as of July 1, 2002.

DENR's rules [2D.1004(b), "Emissions Standards"] allow exceptions or variances to emissions standards in accordance with DMV's "Safety, Emissions, Windshield Procedures Manual".

Sincerely,

Alan W. Klimek, P.E.

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