"power brake acceleration test." For these smokemeters, the snap acceleration test sequence may be used;

14. Select the appropriate smoke opacity pass/fail standard set forth at N.J.A.C. 7:27-14.6, based upon the engine model year;

15. If using a partial-flow smokemeter, select the appropriate stack size from Table 1 below, based upon the engine horsepower. If using a full-flow smokemeter, enter the engine horsepower and the actual stack diameter as measured upon the vehicle exhaust stack outlet;

16. If using a smokemeter without horsepower input, select the appropriate stack size from Table 1 below, based upon the vehicle's engine horsepower;

17. Apply the service brakes with the left foot;

18. Place the transmission in "D" or "Drive" or the gear position immediately next to "N" or "Neutral." Do not use the "LO" or "1" gear positions;

19. Rapidly depress the accelerator pedal to the floor and hold it there for approximately three seconds or until prompted to release it by the smokemeter;

20. Repeat (c)19 above at least two more times for a minimum total of three accelerations, with a pause of between five and 10 seconds between accelerations or until prompted by the smokemeter;

21. Three valid power brake accelerations shall constitute a successful test procedure and terminates the test;

22. Determine whether the vehicle has passed or failed based upon three valid smoke opacity test results averaged arithmetically and compared to the standards set forth at N.J.A.C. 7:27-14.6 appropriate for the test vehicle's engine model year; and

23. If the tests results are invalid and testing must be repeated, allow a minimum of three minutes but no more than five minutes of idling to cool the transmission before repeating the test.

TABLE 1

Engine Horsepower Rating vs. Nominal Stack Size

Manufacturer's Rated Horsepower	Nominal Stack Size in Inches†
Less than 101	2
101-200	3
201-300	4
301 and over	5

†Note: Nominal stack size shall always be used when measuring engine smoke opacity, irrespective of the stack size equipped on the vehicle being tested. For example, a vehicle equipped with an engine rated at 301 horsepower or above which has an exhaust stack measuring seven inches in diameter shall, for purposes of an official test, have a nominal stack size of five inches input to the smokemeter. If, for example, a vehicle has no engine identification plate and is equipped with an exhaust stack measuring six or seven inches in diameter—but the exhaust pipe from the manifold is five inches in diameter—then the nominal stack size shall be five inches.

Amended by R.1997 d.393, effective September 15, 1997 (operative October 7, 1997).
See: 29 N.J.R. 971(a), 29 N.J.R. 4108(a).
Rewrote section.
Amended by R.1998 d.309, effective July 6, 1998 (operative July 21, 1998).
See: 30 N.J.R. 901(a), 30 N.J.R. 2476(b).
Rewrote the section.
Amended by R.1999 d.210, effective July 6, 1999 (operative August 10, 1999).
See: 31 N.J.R. 828(a), 31 N.J.R. 1803(b).
In (a), deleted a reference to manual transmissions in the introductory paragraph.
Administrative correction.
See: 38 N.J.R. 5155(b).
Amended by R.2007 d.235, effective August 6, 2007 (operative September 8, 2007).
See: 38 N.J.R. 5244(a), 39 N.J.R. 3352(a).
In the introductory paragraph of (c), and in (c)13 and (c)21, substituted "power brake" for "stall".
Amended by R.2009 d.343, effective November 16, 2009 (operative December 18, 2009).
See: 41 N.J.R. 1606(a), 41 N.J.R. 4195(b).
Deleted (d) and (e).

7:27B-4.4 Emission control apparatus, retrofit device and closed crankcase ventilation system examination procedure

(a) The procedure for examination of the emission control apparatus of a diesel-powered motor vehicle, required at N.J.A.C. 7:27-14.5(d), shall consist of a visual check to determine whether all emission control apparatus and exhaust system components are present on the motor vehicle.

(b) If any emission control apparatus or exhaust system component has been disconnected, detached, deactivated or in any other way rendered inoperable or less effective than designed by the original equipment or vehicle or engine manufacturer, the vehicle shall fail the emission control apparatus compliance examination.

(c) The procedure for the one-time compliance inspection of the retrofit device of a diesel-powered motor vehicle required to be retrofitted pursuant to N.J.A.C. 7:27-32.7, as required at N.J.A.C. 7:27-32.21 and 14.5(f), shall be performed as follows:

1. Confirm that the vehicle identification number on the vehicle matches the vehicle identification number on the compliance form;

2. Confirm that the diesel emission control strategy family name on the retrofit label matches the diesel emissions control strategy family name on the compliance form;

3. Confirm that the BART number (BART 1, BART 2 or BART 3) on the compliance form matches the BART number on the retrofit label;

4. Visually confirm the presence of a retrofit device upon the vehicle;

5. If the vehicle satisfies all of the conditions of (c)1 through 4 above, certify on the compliance form that the retrofit requirement has been met; and

6. If the vehicle fails to satisfy any of the conditions at (c)1 through 4 above, certify on the compliance form that the retrofit requirement has not been met.

(d) The procedure for examination of the closed crankcase ventilation system of a school bus required to have a closed crankcase ventilation system installed pursuant to N.J.A.C. 7:27-32.4 and N.J.S.A. 26:2C-8.31, as required at N.J.A.C. 7:27-32.6 and 14.5(g), shall be performed as follows:

1. Confirm that the vehicle identification number on the vehicle matches the vehicle identification number on the compliance form;

2. Visually confirm the presence of a closed crankcase ventilation system that meets the following:

i. The closed crankcase ventilation system must not have any opening that would permit the uncontrolled release of crankcase emissions from the engine, as specified by (d)2ii through v below;

ii. The tubing or similar ducting material originating at the crankcase vent must be ducted to the engine air intake plenum and may include an in-line filtration system;

iii. An in-line filtration system may also have a drainpipe that returns condensed fluids to the crankcase or a collection vessel;

iv. All tubing, ducting or pipes, or connections thereto, leading from the crankcase vent to the terminal point in the air intake system must be closed and secure. This includes connections to any intermediary filters or drain lines, and their terminal points; and

v. There are no visible indications of leaks from closed crankcase ventilation system, such as oil residue at connection points or visible emissions from the closed crankcase ventilation system;

3. If the vehicle satisfies all of the conditions set forth at (d)1 and 2 above, certify upon the compliance form that the closed crankcase ventilation system installation requirement has been met; and

4. If the vehicle fails to satisfy any of the conditions at (d)1 and 2 above certify on the compliance form that the closed crankcase ventilation system installation requirement has not been met.

New Rule, R.1985 d.331, effective July 1, 1985 (operative December 2, 1985).
See: 17 N.J.R. 781(a), 17 N.J.R. 1649(a).

Old rule "Light-duty gasoline fueled motor vehicle emission control apparatus compliance examination procedure" was repealed and this new section adopted except for (a)2 which is still pending.
Public Notice: The Department has decided not to adopt the proposed Plumbtesmo test procedure.
See: 18 N.J.R. 1714(b).
Emergency recodification from 7:27B-4.6 and amendment, R.1995 d.409, effective June 29, 1995 (expires August 28, 1995).
See: 27 N.J.R. 2752(a).
Adopted concurrent proposal, R.1995 d.527, effective August 28, 1995 (operative October 27, 1995).
See: 27 N.J.R. 2752(a), 27 N.J.R. 3806(a).
Recodified from N.J.A.C. 7:27B-4.9 and amended by R.1997 d.393, effective September 15, 1997 (operative October 7, 1997).
See: 29 N.J.R. 971(a), 29 N.J.R. 4108(a).
In (a) and (c), inserted "gasoline-fueled"; in (b), inserted "in a gasoline-fueled motor vehicle"; and added (d) and (e). Former section recodified as N.J.A.C. 7:27B-4.7.
Administrative change.
See: 33 N.J.R. 3550(a).
Recodified with amendments from N.J.A.C. 7:27B-4.8.
Administrative correction.
See: 38 N.J.R. 5155(b).
Amended by R.2007 d.235, effective August 6, 2007 (operative September 8, 2007).
See: 38 N.J.R. 5244(a), 39 N.J.R. 3352(a).
Section was "Emission control apparatus examination procedure". Added (c) and (d).
Amended by R.2009 d.343, effective November 16, 2009 (operative December 18, 2009).
See: 41 N.J.R. 1606(a), 41 N.J.R. 4195(b).
Rewrote (a) and (b).

7:27B-4.5 Procedures for establishing an alternative smoke opacity standard for diesel-powered motor vehicles

(a) Before December 2, 2009, in the event that a heavy-duty diesel vehicle, which is equipped with an engine model year 1973 or older, fails to pass an exhaust emissions inspection as part of either a periodic inspection or an inspection conducted as part of the roadside enforcement program, the owner or lessee of the heavy-duty diesel vehicle may request the Department to establish an alternative smoke opacity standard for that vehicle-engine-chassis combination, if the cause of the failure is due to the design of the vehicle, rather than to insufficient repair and maintenance. The procedures for obtaining this alternative smoke opacity standard are as follows:

1. The owner or lessee shall present to the Department the "Heavy-duty Diesel Emission Testing Report" prepared by the inspector who conducted the smoke opacity testing and determined that the vehicle failed to meet the standards set forth at N.J.A.C. 7:27-14.4 and 14.6, as applicable;

2. The owner or lessee shall submit documentation to the Department, or its designee, demonstrating that the vehicle engine and all fuel control and emissions-related components have been, within 45 calendar days of submission of said documentation:

i. Tuned to minimize the level of smoke in the exhaust emissions consistent with the design, specifications and certified configuration, as applicable, prescribed by the original equipment manufacturer; and