

BOARD MEETING DATE: September 5, 2014

AGENDA NO. 33

PROPOSAL: Amend Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

SYNOPSIS: The proposed amendment seeks to make administrative changes to the rule by removing obsolete rule language, and making minor revisions and editorial corrections. The proposed amendment also adds new definitions to promote clarity and consistency, and further aligns the transfer efficiency equivalency requirements with the state suggested control measure.

COMMITTEE: Stationary Source, July 25, 2014; Reviewed

RECOMMENDED ACTION:

Adopt the attached resolution:

1. Determining that the proposed amendments to Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, are exempt from the requirements of the California Environmental Quality Act (CEQA); and
2. Amending Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations.

Barry R. Wallerstein, D.Env.
Executive Officer

Background

Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations - is a source specific rule that was adopted to reduce Volatile Organic Compound (VOC) emissions, toxic air contaminants, stratospheric ozone-depleting compounds, and global-warming compound emissions from automotive coating operations performed on motor vehicles, mobile equipment and associated parts or components for motor vehicles and mobile equipment.

The prior amendment to the rule on December 2, 2005, effectively split Rule 1151 into two parts with two subsequent effective dates for compliance. The first part of Rule 1151, the original rule, became effective on December 2, 2005, and remained in effect through June 30, 2008. The second part of Rule 1151, identified as Appendix A to the rule, became effective on July 1, 2008, superseding and making obsolete the first part of the rule. The two-part structure of Rule 1151 currently contains 18 pages of obsolete language immediately followed by 16 pages of currently effective rule language, identified as Appendix A. This structure continues to cause confusion to the regulated community.

Proposal

The proposed amendment seeks to make administrative changes to the rule to enhance the understanding of current applicable rule requirements by removing obsolete rule language, and making minor revisions and editorial corrections. The proposed amendment also adds new definitions to promote clarity and consistency, and further aligns the transfer efficiency equivalency requirements with the state suggested control measure. This staff proposal is administrative in nature and will not affect the current VOC limits or existing work practices. This proposed amendment is not expected to yield additional VOC reductions or increases. No socioeconomic impacts are anticipated from this proposal.

Key Issues

During the December 2, 2005, amendment to Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, an allowance for formulating automotive coatings with tertiary butyl acetate (TBAC) was incorporated by exempting TBAC as a VOC for automotive coatings other than color coatings and clear coatings, consistent with the state of California Suggested Control Measure (SCM). The SCM recommended the allowance of TBAC for all automotive coating formulations.

In addition, the December 2, 2005, amendment to Rule 1151 included a requirement for staff to conduct a technical assessment on the use of TBAC as a non-VOC by July 1, 2007. Staff was unable to conduct the technical assessment because no automotive coatings that contained TBAC were commercially available at that time. Further, staff research and discussions with the automotive refinishing industry indicate that TBAC-containing automotive coatings are not currently used in the SCAQMD.

Staff recently received correspondence from the Office of Environmental Health Hazards Assessment (OEHHA) indicating that they intend to complete a toxicity review of TBAC towards the end of 2014 or spring 2015. Staff proposes to revise the completion date of the technical assessment to December 31, 2016, to allow time to incorporate OEHHA's findings as part of the technical assessment for Rule 1151, provided there are automotive coatings that contain TBAC available to conduct the assessment.

Public Process

Over the past five months, staff has worked with the California Autobody Association, the California Small Business Alliance and the American Coatings Association, as well as other interested parties on the proposed amendment. A public workshop was held with industry representatives and interested stakeholders on May 28, 2014. Staff has incorporated feedback received into the proposed amendment.

California Environmental Quality Act (CEQA)

The SCAQMD has reviewed the proposed project pursuant to the California Environmental Quality Act (CEQA), in particular, CEQA Guidelines §15002 (k)(1) - General Concepts (Three Step Process) and CEQA Guidelines § 15061 – Review For Exemption, the first step of a three-step process for deciding which document to prepare for a project that is subject to CEQA. Because the proposed project does not impose new requirements that will create any significant adverse effects on air quality or any other environmental areas, the SCAQMD has determined that it can be seen with certainty that there is no possibility that the proposed project has the potential to have significant adverse effects on the environment. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines § 15061 (b)(3).

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §15062 - Notice of Exemption. The Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties immediately following the adoption of the proposed project.

Socioeconomic Analysis

The proposed amendment codifies existing practices at Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations that are subject to Rule 1151. As such, there will be no additional costs or other socioeconomic impacts anticipated. Therefore, no socioeconomic analysis is required under Health and Safety Code § 40728.5.

Implementation and Resource Impact

Existing SCAQMD resources will be sufficient to implement the proposed amendment with minimal impact on the budget.

Attachments

- A. Summary of Proposal
- B. Rule Development Process
- C. Key Contacts List
- D. Resolution
- E. Proposed Amended Rule 1151 Language
- F. Final Staff Report
- G. Notice of Exemption

**ATTACHMENT A
SUMMARY OF PROPOSAL**

Proposed Amended Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

Remove obsolete rule language

The proposed amendment will remove 18 pages of expired rule language and retain the operative portion of the rule designated as Appendix A, while removing the designation as an appendix.

Add new definitions to promote clarity

The proposed amendment will add new definitions to the rule:

- Automotive Graphic Arts Operation
- Weld-Through Primer

Align transfer efficiency requirements with State Suggested Control Measure (SCM)

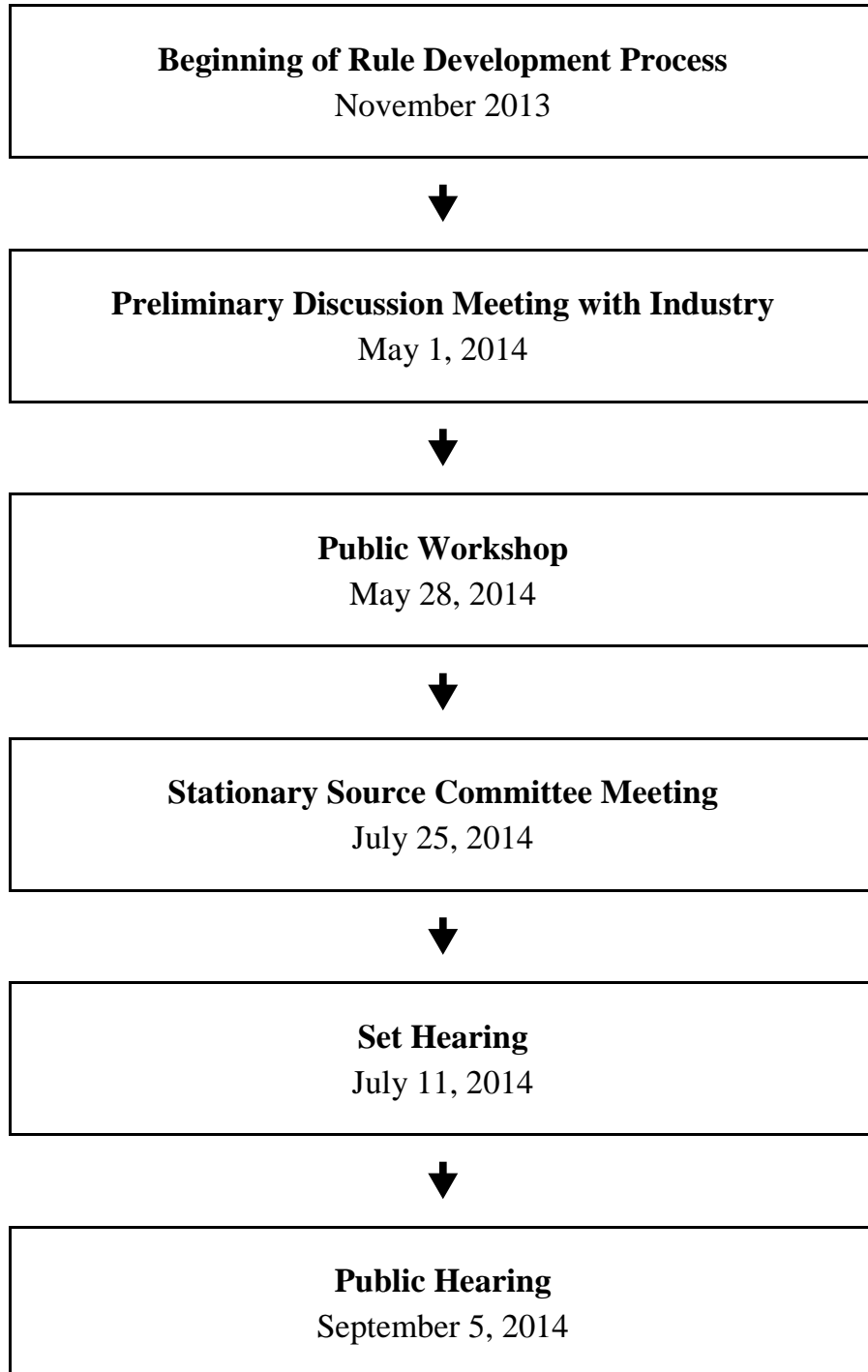
The proposed amendment will align the transfer efficiency requirements of the SCM to include the following:

- Spray Application equipment that meets HVLP in design
- Brush, Roller and Dip Coating Processes
- Automotive Graphic Arts Operations
- Truck Bed Liner and Underbody applications

Other Minor revisions and clarifications

- Extend the completion date for the Technical Assessment for TBAC to December 31, 2016
- Language consistency with other SCAQMD VOC rules
- Numbering, formatting and grammatical corrections

ATTACHMENT B
RULE DEVELOPMENT PROCESS
Proposed Amended Rule 1151 -
Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations



Ten (10) months spent in rule development

ATTACHMENT C
KEY CONTACTS LIST
Proposed Amended Rule 1151 -
Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

Automotive Coating Associations

- ✓ American Coatings Association (ACA)
- ✓ California Autobody Association (CAA)
- ✓ California Small Business Alliance (CSBA)

Spray Gun Manufacturers

- ✓ Devilbiss Automotive Refinishing
- ✓ Finishing Brands
- ✓ Graco Inc.
- ✓ SATA GmbH & Co. KG

Government Agencies

- ✓ California Air Resources Board (CARB)
- ✓ U.S. Environmental Protection Agency (USEPA)

Other Interested Parties

- ✓ Institute of Research and Technical Assistance (IRTA)
- ✓ J.R. Sandoval Enterprises & Consulting
- ✓ Kelly's Body Shop
- ✓ Madelyn K. Harding, Consultant
- ✓ Sherwin Williams Company

ATTACHMENT D
RESOLUTION NO. 2014-
Proposed Amended Rule 1151 -
Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

A Resolution of the South Coast Air Quality Management District (SCAQMD) Governing Board determining that the proposed amendments to Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, are exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the SCAQMD Governing Board amending Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations.

WHEREAS, the SCAQMD Governing Board finds and determines that the proposed amendments to Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations are considered a "project" pursuant to the California Environmental Quality Act (CEQA); however, SCAQMD staff reviewed the proposed project and, because it can be seen with certainty that there is no possibility that the proposed project in question has the potential to have a significant adverse effect on the environment, it was determined that the proposed project is exempt from CEQA pursuant to CEQA Guidelines section 15061 (b)(3) - Review for Exemption (NOE); and

WHEREAS, the SCAQMD has had its regulatory program certified pursuant to Public Resources Code section 21080.5 and has conducted CEQA review and analysis pursuant to such program (Rule 110); and

WHEREAS, the SCAQMD has prepared a Notice of Exemption for Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations that is completed in compliance with CEQA Guidelines section 15002 (k)(1) - General Concepts, and section 15061 (b)(3) - Review for Exemption; and

WHEREAS, the Notice of Exemption, the September 5, 2014, Board letter, and other supporting documentation were presented to the SCAQMD Governing Board and the Governing Board has reviewed and considered the entirety of this information prior to approving the project; and

WHEREAS, the SCAQMD Governing Board has determined that a need exists to amend Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, to enhance readability and provide clarity of the rule language; and

WHEREAS, the SCAQMD Governing Board obtains its authority to amend this proposed amended rule from sections 39002, 40000, 40001, 40440, 40702 and 41508 of the California Health and Safety Code; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, as proposed to be amended is written or displayed so that its meaning can be easily understood by the persons directly affected by it; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, as proposed to be amended is in harmony with, and not in conflict with or contradictory to, existing federal or state statutes, court decisions, or regulations; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations does not impose the same requirements as any existing state or federal regulation and the proposed amendments to the rule are necessary and proper to execute the powers and duties granted to, and imposed upon, the SCAQMD; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations references the following statutes which the SCAQMD hereby implements, interprets or makes specific; Health and Safety Code sections 40001 (a) and (b) (air quality standards and air pollution episodes); 40702 (adoption of rules and regulations); and, 40440 (rules and regulations to carry out the air quality management plan and to require best available retrofit control technology); and

WHEREAS, the SCAQMD Governing Board has determined that a Socioeconomic Impact Assessment is not required, pursuant to Health and Safety Code section 40440.8 or section 40728.5, because the Proposed Amended Rule 1151 - Motor

Vehicle and Mobile Equipment Non-Assembly Line Coating Operations will not have a significant impact on air quality or emissions limitations; and

WHEREAS, a public hearing has been properly noticed in accordance with the provisions of Health and Safety Code section 40725; and

WHEREAS, the SCAQMD Governing Board has held a public hearing in accordance with all provisions of law; and

WHEREAS, the SCAQMD Governing Board specifies the manager of Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of this proposed amendments are based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

WHEREAS, the SCAQMD Governing Board finds and determines, taking into consideration the factors in section (d)(4)(D) of the Governing Board Procedures (to be codified as Section 30.5(4)(D) of the Administrative Code), that the modifications adopted which have been made to Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, since notice of public hearing was published do not significantly change the meaning of the proposed amended rule within the meaning of Health and Safety Code Section 40726; and

WHEREAS, the SCAQMD Governing Board has determined that Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, should be adopted for the reasons contained in the Final Staff Report; and

NOW, THEREFORE, BE IT RESOLVED, that the SCAQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the proposed amendments to Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations are exempt from CEQA requirements pursuant to CEQA Guidelines section 15002 (k)(1) - General Concepts and section 15061 (b)(3) - Review for Exemption.

BE IT FURTHER RESOLVED, that the SCAQMD Governing Board does hereby adopt the proposed amendments to Rule 1151 - Motor Vehicle and Mobile

Equipment Non-Assembly Line Coating Operations pursuant to the authority granted by law as set forth in the attached and incorporated herein by reference.

BE IT FURTHER RESOLVED, that the South Coast Air Quality Management District Board requests that Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations be submitted into the State Implementation Plan.

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution and Proposed Amended Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations to the California Air Resources Board for approval and subsequent submittal to the U.S. Environmental Protection Agency for inclusion into the State Implementation Plan.

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT E

(Adopted July 8, 1988)(Amended May 5, 1989)(Amended March 2, 1990)
(Amended June 28, 1990)(Amended November 2, 1990)(Amended December 7, 1990)
(Amended August 2, 1991)(Amended September 6, 1991)
(Amended December 9, 1994)(Amended March 8, 1996)
(Amended June 13, 1997)(Amended December 11, 1998)(Amended December 2, 2005)
(Proposed Amended September 5, 2014)

PROPOSED AMENDED RULE 1151. **MOTOR VEHICLE AND MOBILE EQUIPMENT NON-ASSEMBLY LINE COATING OPERATIONS**

~~The provisions of subdivisions (a) through (i) of this rule shall sunset on June 30, 2008, and subdivisions (a) through (i) of Appendix A shall become effective on July 1, 2008.~~

~~(a) — Purpose and Applicability~~

~~The purpose of this rule is to reduce emissions of volatile organic compounds (VOC) and stratospheric ozone-depleting and global-warming compounds from coatings applied on Group I Vehicles and Equipment and Group II Vehicles, as defined in this rule, and their parts and components.~~

~~This rule applies to all commercial and non-commercial coating applications to Group I Vehicles and Equipment and Group II Vehicles and their parts and components at facilities involved in the non-assembly line production, modification, or refinishing of motor vehicles and mobile equipment. Commercial and non-commercial facilities with coating operations considered within the scope of this rule include, but are not limited to: autobody repair/paint shops, production autobody paint shops, new car dealer repair/paint shops, fleet operator repair/paint shops, custom-made car fabrication facilities, truck body-builders, and residences. Motor vehicle assembly line coating operations are subject to Rule 1115 — Motor Vehicle Assembly Line Coating Operations, whereas the application of coatings on a vehicle which is not self-propelled, such as trailers and mobile homes, are subject to other source-specific rules contained in Regulation XI.~~

~~(b) — Definitions~~

~~For the purposes of this rule, the following definitions shall apply:~~

- ~~(1) — ADHESION PROMOTER is a coating applied over both an existing non-sanded topcoat, and the coated area immediately adjacent to the non-~~

sanded topcoat, to promote the adhesion of a subsequent topcoat. No topcoat, primer, primer sealer, or primer surfacer shall be classified as an adhesion promoter.

- (2) ~~AEROSOL COATING PRODUCT is a pressurized coating product containing pigments or resins that dispenses product ingredients by means of a propellant, and is packaged in a disposable can for hand held application, or for use in specialized equipment for ground traffic/marketing applications.~~
- (3) ~~ANTI GLARE SAFETY COATING is a coating formulated to eliminate glare for safety purposes on interior surfaces of a vehicle and which shows a reflectance of 25 or less on a 60° gloss meter.~~
- (4) ~~BASECOAT is a pigmented topcoat which is the first topcoat applied as part of a multistage topcoat system.~~
- (5) ~~BASECOAT/CLEARCOAT TOPCOAT SYSTEM is a topcoat system composed of a basecoat portion and a clearcoat portion. The VOC content of a basecoat/clearcoat topcoat system shall be calculated according to the following formula:~~

$$VOC_{ms} = \frac{VOC_{bc} + 2 VOC_{cc}}{3}$$

Where:

- ~~VOC_{ms} is the composite VOC content, less water and less exempt compounds to be used for compliance determination under the multistage topcoat system coating category.~~
- ~~VOC_{bc} is the VOC content, less water and less exempt compounds as applied, of any given basecoat.~~
- ~~2 VOC_{cc} is two times the VOC content, less water and less exempt compounds as applied, of any given clearcoat.~~

- (6) ~~BRIGHT METAL TRIM REPAIR COATING is a coating applied directly to chrome plated metal surfaces for the purpose of appearance.~~
- (7) ~~BUS is any motor vehicle having a manufacturer's gross vehicle weight of more than 8600 pounds and which is designed primarily for the transportation of persons, and having a design capacity of over 12 persons.~~
- (8) ~~CLEARCOAT is a topcoat which contains no pigments or only transparent pigments and which is the final topcoat applied as a part of a multistage topcoat system.~~

- ~~(9) COATING is a material which is applied to a surface and which forms a film in order to beautify and/or protect such surface.~~
- ~~(10) ELASTOMERIC MATERIALS are coatings which are specifically formulated and applied over coated or uncoated flexible plastic substrates for the purpose of adhesion.~~
- ~~(11) ELECTROSTATIC APPLICATION is a method of applying coatings whereby the atomized coating droplets are charged and subsequently deposited on the substrate by electrostatic attraction.~~
- ~~(12) END USER is a person who applies coatings.~~
- ~~(13) EXEMPT COMPOUNDS (See Rule 102 Definition of Terms).~~
- ~~(14) GENERAL TOPCOAT is any type of topcoat except metallic/iridescent topcoat, and any topcoat applied as part of a multistage topcoat system.~~
- ~~(15) GRAMS OF VOC PER LITER OF COATING LESS WATER AND LESS EXEMPT COMPOUNDS, is the weight of VOC per combined volume of VOC and coating solids and shall be calculated by the following equation:~~

$$\frac{\text{Grams of VOC per Liter of Coating, Less Water and Less Exempt Compounds}}{=} = \frac{W_s - W_w - W_{es}}{V_m - V_w - V_{es}}$$

- ~~Where:~~
- ~~W_s = weight of volatile compounds in grams~~
 - ~~W_w = weight of water in grams~~
 - ~~W_{es} = weight of exempt compounds in grams~~
 - ~~V_m = volume of material in liters~~
 - ~~V_w = volume of water in liters~~
 - ~~V_{es} = volume of exempt compounds in liters~~

- ~~(16) GRAMS OF VOC PER LITER OF MATERIAL is the weight of VOC per volume of material and shall be calculated by the following equation:~~

$$\text{Grams of VOC per Liter of Material} = \frac{W_s - W_w - W_{es}}{V_m}$$

- ~~Where:~~
- ~~W_s = weight of volatile compounds in grams~~
 - ~~W_w = weight of water in grams~~
 - ~~W_{es} = weight of exempt compounds in grams~~

V_m = volume of material in liters

- (17) — ~~GROUP I VEHICLES AND EQUIPMENT~~ are large sized trucks, buses, and mobile equipment.
- (18) — ~~GROUP II VEHICLES~~ are passenger cars, small sized trucks and vans, medium sized trucks and vans, motor homes, and motorcycles.
- (19) — ~~HIGH VOLUME, LOW PRESSURE (HVLP) SPRAY~~ is an equipment used to apply coatings by means of a spray gun which is designed to be operated and which is operated between 0.1 and 10 pounds per square inch gauge (psig) air pressure measured dynamically at the center of the air cap and at the air horns.
- (20) — ~~HIGHWAY~~ is a way or place of whatever nature, publicly maintained and open to the public for purposes of vehicular travel. Highway includes street.
- (21) — ~~IMPACT RESISTANT COATING~~ is any coating applied to a rocker panel for the purpose of chip resistance to road debris.
- (22) — ~~METALLIC/IRIDESCENT TOPCOAT~~ is a topcoat which contains iridescent particles, composed of either metal as metallic particles or silicon as mica particles, in excess of 5 g/L (0.042 lb/gal) as applied, where such particles are visible in the dried film.
- (23) — ~~MIDCOAT~~ is a semi-transparent topcoat which is the middle topcoat applied as part of a three-stage topcoat system.
- (24) — ~~MOBILE EQUIPMENT~~ is self-propelled equipment which is physically capable of being driven on a highway. Mobile Equipment includes, but is not limited to: construction (mobile crane, bulldozer, concrete mixer), farming (wheel tractor, plow, pesticide sprayer), and miscellaneous (street cleaners, golf carts, hauling equipment used inside and around an airport, dock, depot, and industrial and commercial plants).
- (25) — ~~MOTOR HOME~~ is any motor vehicle originally designed, or permanently altered, and equipped for human habitation as defined in Section 362 of the California Vehicle Code.
- (26) — ~~MOTOR VEHICLE~~ is a vehicle which is self-propelled and which is physically capable of being driven on a highway.
- (27) — ~~MOTORCYCLE~~ is any motor vehicle other than a tractor having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground and weighing less than 1500

pounds, except that four wheels may be in contact with the ground when two of the wheels are a functional part of a sidecar.

- (28) ~~MULTI COLORED TOPCOAT~~ is a coating which exhibits more than one color when applied, and which is packaged in a single container and applied in a single coat.
- (29) ~~MULTI COLORED MULTISTAGE TOPCOAT SYSTEM~~ is a basecoat/clearcoat topcoat system in which the basecoat portion is a multi-colored topcoat.
- (30) ~~MULTISTAGE TOPCOAT SYSTEM~~ is any basecoat/clearcoat topcoat system or any three-stage topcoat system, manufactured as a system, and used as specified by the manufacturer.
- (31) ~~PASSENGER CAR~~ is any motor vehicle designed primarily for transportation of persons and having a design capacity of 12 persons or less.
- (32) ~~PRETREATMENT COATING~~ is a coating which contains no more than 16 percent solids, by weight, and at least 1/2 percent acid, by weight, is used to provide surface etching, and is applied directly to bare metal surfaces to provide corrosion resistance and promote adhesion for subsequent coatings.
- (33) ~~PRIMER~~ is a coating applied for purposes of corrosion resistance or adhesion of subsequent coatings.
- (34) ~~PRIMER SEALER~~ is a coating applied prior to the application of a topcoat for the purpose of color uniformity, or to promote the ability of an underlying coating to resist penetration by the topcoat.
- (35) ~~PRIMER SURFACER~~ is a coating applied for the purpose of corrosion resistance or adhesion, and which promotes a uniform surface by filling in surface imperfections.
- (36) ~~PROTOTYPE MOTOR VEHICLE~~ is a motor vehicle whose design is the first of its kind and which is manufactured for public display to collect public opinion for potential assembly line production.
- (37) ~~ROCKER PANEL~~ is the panel area of a motor vehicle which is no more than ten inches from the bottom of a door, quarter panel or fender.
- (38) ~~RUBBERIZED ASPHALTIC UNDERBODY COATING~~ is a coating applied to wheel wells, the inside of door panels or fenders, the underside of a trunk or hood, or the underside of the motor vehicle itself, for the purpose of sound deadening or protection.

- (39) ~~SOLVENT CLEANING OPERATIONS~~ is the removal of loosely held uncured adhesives, uncured inks, uncured coatings, and contaminants which include, but are not limited to, dirt, soil, and grease from parts, products, tools, machinery, equipment, and general work areas. Each distinct method of cleaning in a cleaning process which consists of a series of cleaning methods shall constitute a separate solvent cleaning operation.
- (40) ~~SPECIALTY COATING~~ is any of the following coatings: adhesion promoters, uniform finish blenders, elastomeric materials, anti glare safety coatings, impact resistant coatings, rubberized asphaltic underbody coatings, water hold out coatings, weld thru coatings, and bright metal trim repair coatings.
- (41) ~~SPOT REPAIRS~~ are repairs to motor vehicles in which the damaged area to be repaired is limited to only a portion of any given panel so that an entire panel need not be repaired.
- (42) ~~STENCIL COATING~~ is an ink or a pigmented coating which is rolled or brushed onto a template or a stamp in order to add identifying letters, symbols, and/or numbers to motor vehicles, mobile equipment, or their parts and components.
- (43) ~~THREE STAGE TOPCOAT SYSTEM~~ is a topcoat system composed of a basecoat portion, a midcoat portion and a transparent clearcoat portion. The VOC content of a three stage topcoat system shall be calculated according to the following formula:

$$\frac{VOC_{ms}}{4} = \frac{VOC_{bc} + VOC_{mc} + 2 VOC_{cc}}{4}$$

Where:

VOC_{ms} is the composite VOC content, less water and less exempt compounds to be used for compliance determination under the multistage topcoat system coating category.

VOC_{bc} is the VOC content, less water and less exempt compounds as applied, of any given basecoat.

VOC_{mc} is the VOC content, less water and less exempt compounds as applied, of any given midcoat.

$2 \cdot VOC_{cc}$ is two times the VOC content, less water and less exempt compounds as applied, of any given clearcoat.

- (44) ~~TOPCOAT is a coating applied over any coating, for the purpose of appearance, identification, or protection.~~
- (45) ~~TOUCH UP COATING is a coating applied by brush, air brush, or non-refillable aerosol can to cover minor surface damage and dispensed in containers of no more than eight (8) ounces.~~
- (46) ~~TRANSFER EFFICIENCY is the ratio of the weight of coating solids deposited on an object to the total weight of coating solids used in a coating application step, expressed as a percentage.~~
- (47) ~~TRUCK is a motor vehicle designed, used, or maintained primarily for the transportation of property.~~
- (A) ~~LARGE SIZED TRUCK is a truck having a manufacturer's gross vehicle weight rating of more than 8600 pounds.~~
- (B) ~~MEDIUM SIZED TRUCK is a truck having a manufacturer's gross vehicle weight of 6001 to 8600 pounds.~~
- (C) ~~SMALL SIZED TRUCK is any motor vehicle having a manufacturer's gross vehicle weight rating at 6000 pounds or less and which is designed primarily for the purposes of transportation of property or is a derivative of such vehicle, or is available with special features enabling on-street or off-highway operation and use.~~
- (48) ~~UNIFORM FINISH BLENDERS are coatings which are applied in spot repairs for the purpose of blending a paint overspray area of a repaired topcoat to match the appearance of an adjacent existing topcoat.~~
- (49) ~~VAN is a closed truck for carrying property or persons.~~
- (A) ~~MEDIUM SIZED VAN is a van having a manufacturer's gross vehicle weight rating of 6001 to 8600 pounds.~~
- (B) ~~SMALL SIZED VAN is a van having a manufacturer's gross vehicle weight rating at 6000 pounds or less and which is designed primarily for purposes of transportation of property and/or persons.~~
- (50) ~~VEHICLE is a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks.~~
- (51) ~~VOLATILE ORGANIC COMPOUND (VOC) is as defined in Rule 102—Definition of Terms. For the purpose of this rule, tertiary butyl acetate (TBAc) is not a VOC when used in coatings other than color coatings and clear coatings.~~

~~The Executive Officer shall conduct a technical assessment on the use of TBAC as a non-VOC by July 1, 2007. In conducting the technical assessment, the Executive Officer shall consider all information on TBAC including, toxicity, carcinogenic and health risk assessment studies. The Executive Office shall report to the Governing Board as to the appropriateness of maintaining TBAC as a non-VOC.~~

~~(52) WATER HOLD-OUT COATING is a coating applied to the interior cavity areas of doors, quarterpanels and rocker panels for the purpose of corrosion resistance to prolonged water exposure.~~

~~(53) WELD THRU COATING is a coating applied to metal immediately prior to welding to provide corrosion resistance.~~

~~(e) Requirements~~

~~(1) VOC Content of Coatings~~

~~A person shall not apply a coating to Group I vehicles and equipment, and Group II vehicles, or their parts and components, which has a VOC content which exceeds the limits contained in subparagraphs (c)(1)(A) and (c)(1)(B). Compliance with the VOC limits shall be based on VOC content, including any VOC material added to the original coating supplied by the manufacturer, less water and exempt compounds, as applied to the vehicle, mobile equipment, or parts and components.~~

~~(A) Group I Vehicles and Equipment~~

~~A person who applies coatings to Group I vehicles and equipment, or their parts or components, shall not apply a coating which has a VOC content in excess of the limits in Table 1.~~

TABLE 1

| <u>COATING</u> | <u>VOC LIMITS</u> | |
|--|--|---------------|
| | <u>Grams Per Liter of Coating,</u> | |
| | <u>Less Water and Exempt Compounds</u> | |
| | <u>On and After</u> | |
| | <u>December 12, 1998</u> | |
| | <u>g/L</u> | <u>lb/gal</u> |
| Pretreatment | 780 | 6.5 |
| Primer/Primer Surfacer/ Primer Sealer | 250 | 2.1 |
| Topcoats | | |
| General | 340 | 2.8 |
| Metallic/Iridescent | 340* | 2.8* |
| Multi-Colored | 685 | 5.7 |
| Multistage | 340* | 2.8* |
| Specialty Coating | 840 | 7.0 |

*The VOC limits for Metallic/Iridescent and Multistage topcoats for spot repairs on Group I vehicles and mobile equipment will be 3.5 lb/gal (less water and exempt compounds).

(B) Group II Vehicles

A person who applies coatings to Group II vehicles, or their parts or components, shall not apply a coating which has a VOC content in excess of the limits in Table 2.

TABLE 2

| <u>COATING</u> | <u>VOC Limits</u> | | | | | |
|--------------------------|--|---------------|---------------------|---------------|------------------------|---------------|
| | <u>Grams Per Liter of Coating,</u> | | | | | |
| | <u>Less Water and Exempt Compounds</u> | | | | | |
| | <u>On and After</u> | | <u>On and After</u> | | <u>On and After</u> | |
| | <u>December 12, 1998</u> | | <u>July 1, 1999</u> | | <u>October 1, 1999</u> | |
| | <u>g/L</u> | <u>lb/gal</u> | <u>g/L</u> | <u>lb/gal</u> | <u>g/L</u> | <u>lb/gal</u> |
| Pretreatment | 780 | 6.5 | 780 | 6.5 | 780 | 6.5 |
| Primer/Primer Surfacer | 250 | 2.1 | 250 | 2.1 | 250 | 2.1 |
| Primer Sealer | 340 | 2.8 | 340 | 2.8 | 340 | 2.8 |
| Topcoats | | | | | | |
| General | 420 | 3.5 | 420 | 3.5 | 420 | 3.5 |
| Metallic/Iridescent | 420 | 3.5 | 420 | 3.5 | 420 | 3.5 |
| Multi-Colored | 685 | 5.7 | 685 | 5.7 | 685 | 5.7 |
| Multistage System | | | | | | |
| ≥ 2 gal/day ¹ | 540 | 4.5 | 420 ¹ | 3.5 | 420 | 3.5 |
| < 2 gal/day ² | 540 | 4.5 | 540 ² | 4.5 | 420 | 3.5 |
| Multi-Colored Multistage | 420 | 3.5 | 420 | 3.5 | 420 | 3.5 |
| Specialty Coating | 840 | 7.0 | 840 | 7.0 | 840 | 7.0 |

¹—On and after July 1, 1999, any person who uses two gallons or more of combined basecoat and clearcoat, as applied, on any given day shall comply with the 420 g/L (3.5 lb/gal) limit.

²—Any person who uses less than two gallons of combined basecoat and clearcoat, as applied, on each day up to September 30, 1999 shall comply with the 3.5 lb/gal limit on and after October 1, 1999.

~~(2) Exempt Compounds~~

~~A person shall not apply a coating which contains any Group II exempt compounds as defined in Rule 102 except for methylene chloride; carbon tetrachloride; perchloroethylene; or cyclic, branched, or linear, completely methylated siloxanes (VMS).~~

~~(3) Carcinogenic Materials~~

~~A person shall not apply the coatings in which cadmium or hexavalent chromium was introduced as a pigment or as an agent to impart any property or characteristic to the coatings during manufacturing, distribution, or use of the applicable coatings.~~

~~(4) Transfer Efficiency~~

~~(A) A person shall not apply coatings except by the use of one of the following methods:~~

~~(i) electrostatic application, or~~

~~(ii) high volume, low pressure (HVLP) spray, or~~

~~(iii) such other coating application methods as are demonstrated, in accordance with the provisions of subparagraph (g)(1)(E), to be capable of achieving equivalent or better transfer efficiency than the coating application method listed in clause (c)(4)(A)(ii), and for which written approval of the Executive Officer has been obtained.~~

~~(B) A person shall not apply coatings by any of the methods listed in subparagraph (c)(4)(A) unless the coating is applied with properly operating equipment, operated according to procedures recommended by the manufacturer.~~

~~(5) Solvent Cleaning Operations; Storage and Disposal of VOC-containing Materials~~

~~Solvent cleaning of application equipment, parts, products, tools, machinery, equipment, general work areas, and the storage and disposal of VOC-containing materials used in cleaning operations shall be carried out pursuant to Rule 1171 Solvent Cleaning Operations.~~

~~(6) Approved Emission Control System~~

~~A person may comply with the provisions of paragraph (c)(1), by using an approved emission control system, consisting of collection and control devices, which is approved, in writing, by the Executive Officer for~~

~~reducing emissions of VOC. The Executive Officer shall approve such emission control system only if the VOC emissions resulting from the use of non-compliant coatings will be reduced to a level equivalent to or lower than that which would have been achieved by the compliance with the terms of paragraph (c)(1).~~

~~The required efficiency of an emission control system at which an equivalent or greater level of VOC emission reduction will be achieved shall be calculated by the following equation:~~

$$C.E. = \left[1 - \left\{ \frac{(VOC_{LWc})}{(VOC_{LWn,Max})} \times \frac{1 - (VOC_{LWn,Max}/D_{n,Max})}{1 - (VOC_{LWc}/D_c)} \right\} \right] \times 100$$

~~Where:~~

- ~~C.E. = Control Efficiency, percent~~
- ~~VOC_{LWc} = VOC Limit of Rule 1151, less water and less exempt compounds, pursuant to paragraph (c)(1).~~
- ~~VOC_{LWn,Max} = Maximum VOC content of non-compliant coating used in conjunction with a control device, less water and exempt compounds.~~
- ~~D_{n,Max} = Density of VOC solvent, reducer, or thinner contained in the non-compliant coating containing the maximum VOC.~~
- ~~D_c = Density of corresponding VOC solvent, reducer, or thinner used in the compliant coating system = 880 g/L.~~

~~(7) Alternative Emission Control Plan~~

~~A person may comply with the provisions of paragraph (c)(1) by means of an Alternative Emission Control Plan (AECPP), pursuant to Rule 108.~~

~~(8) Specialty Coatings~~

~~Use of all specialty coatings shall not exceed 10 percent (by volume) of all coatings applied, averaged on a monthly (calendar) basis.~~

~~(d) Prohibition of Possession, Specification and Sale~~

~~(1) Effective July 1, 2006, no person that applies automotive coatings subject to this rule shall possess any automotive coating that is not in compliance~~

with requirements of paragraph (c)(1), unless one or more of the following conditions apply:

- ~~(A) The coating is located at a facility that utilizes an approved emission control device pursuant to paragraph (c)(6), and the coating meets the limits specified in permit conditions.~~
- ~~(B) The coating is at a facility that operates in compliance with an approved Alternative Emissions Control Plan pursuant to paragraph (c)(7), and the coating is specified in the plan.~~
- ~~(C) The coating is exempt pursuant to paragraph (i)(3) or (i)(5).~~
- ~~(2) No person shall solicit from, or require any other person to use in the District any coating which, when applied as supplied or thinned or reduced according to the manufacturer's recommendation for application, does not meet the:
 - ~~(A) Applicable VOC limits required by paragraph (c)(1) for the specific application unless:
 - ~~(i) The coating is located at a facility that utilizes an approved emission control device pursuant to paragraph (c)(6), and the coating meets the limits specified in permit conditions;~~
 - ~~or,~~
 - ~~(ii) The coating is at a facility that operates in compliance approved Alternative Emissions Control Plan pursuant to paragraph (c)(7), and the coating is specified in the plan; or~~
 - ~~(iii) the coating is specifically exempt pursuant to subdivision (i) of this rule; and~~
 - ~~(iv) the coating meets requirements of paragraphs (c)(2) or (c)(3).~~~~~~
- ~~(3) No person shall offer for sale, sell, or distribute for use in the District any coating which, when applied as supplied or thinned or reduced according to the manufacturer's recommendation for application, does not meet the:
 - ~~(A) applicable VOC limits required by paragraph (c)(1) for the specific application, unless:
 - ~~(i) The coating is located at a facility that utilizes an approved emission control device pursuant to paragraph (c)(6), and the coating meets the limits specified in permit conditions;~~
 - ~~or,~~~~~~

- ~~(ii) The coating is specifically exempt pursuant to subdivision (i) of this rule; and,~~
 - ~~(iii) The coating is at a facility that operates in compliance approved Alternative Emissions Control Plan pursuant to paragraph (c)(7), and the coating is specified in the plan; and~~
 - ~~(iv) The person that offers for sale or distributes the coating keeps the following records for at least five years and makes them available to the Executive Officer upon request:
 - ~~(I) Coating name and manufacturer;~~
 - ~~(II) Application method;~~
 - ~~(III) Coating category and mix ratio specific to the coating;~~
 - ~~(IV) VOC content of the coating;~~
 - ~~(V) Documentation that the material is a coating;~~
 - ~~(VI) Current manufacturer specification sheets, material safety data sheets, technical data sheets, or air quality data sheets, which list the VOC content of each ready to spray coating (based on the manufacturer's stated mix ratio) and automotive coating components and VOC content of each solvent;~~
 - ~~(VII) Purchase records identifying the coating category, name, and volume of coatings; and~~
 - ~~(VIII) The name and address of the person purchasing the coating, a statement of the basis the purchase will comply with this paragraph, including if use is for outside the District, and acknowledgement by the purchaser that this statement is correct.~~~~
- ~~(B) the requirements of paragraphs (c)(2) or (c)(3).~~
- ~~(4) No person shall solicit from, require, offer for sale to, sell to, or distribute to any other person for use in the District any coating application equipment which does not meet the requirements of subparagraph (c)(4)(A).~~

~~(5) — No person shall offer for sale, sell, or distribute an HVLP spray gun unless the person offering for sale, selling, or distributing the HVLP spray gun provides accurate information to the spray gun recipient on the maximum inlet air pressure to the spray gun which would result in a maximum 10 pounds per square inch gauge air pressure measured dynamically at the center of the air cap and the air horns. The information shall be permanently marked on the gun, or provided on the company's letterhead or in the form of technical literature which clearly identifies the spray gun manufacturer, the salesperson, or the distributor.~~

~~(6) — The requirements of paragraphs (d)(1), (d)(2), (d)(3) or (d)(4) shall apply to all written or oral agreements executed and entered into under the terms of which a coating or a coating application equipment shall be used at any location within the District.~~

~~(e) — Offer for Sale~~

~~(1) — On and after February 1, 1999, any coating manufacturer that sells or offers for sale for use in the District clearcoat shall offer for sale at least one clearcoat product line with a VOC content of 2.1 pounds per gallon (excluding water and exempt compounds) or less, on an as applied basis, at all locations where their clearcoats are sold or offered for sale to the end users.~~

~~(2) — On and after February 1, 1999, any person who sells or offers for sale to the end users a coating manufacturer's clearcoat for use in the District shall offer for sale at least one clearcoat product line with a VOC content of 2.1 pounds per gallon (excluding water and exempt compounds) or less, on an as applied basis, offered for sale by that coating manufacturer.~~

~~(f) — Recordkeeping Requirements~~

~~(1) — Recordkeeping for VOC Emissions~~

~~Records of coating usage shall be maintained pursuant to Rule 109.~~

~~(2) — Recordkeeping for Emission Control Systems~~

~~Any person using an emission control system as a means of complying with the provisions of paragraph (c)(1) shall maintain daily records of key system operating and maintenance procedures which will demonstrate continuous operation and compliance of the emission control system during periods of emission producing activities. Key system operating~~

~~parameters are those necessary to ensure compliance with VOC limits. The parameters include, but are not limited to, temperatures, pressures, and flowrates.~~

~~(g) Test Methods~~

~~(1) Methods of Analysis~~

~~For the purpose of this rule, the following test methods shall be used:~~

~~(A) VOC Content of Coatings~~

~~The VOC content of coatings shall be determined by the methods specified in clauses (g)(1)(A)(i) or (g)(1)(A)(ii):~~

~~(i) United States Environmental Protection Agency ("U.S. EPA") Reference Method 24, (Title 40 Code of Federal Regulations, Part 60, Appendix A). The exempt compounds content shall be determined by SCAQMD Method 303 (Determination of Exempt Compounds) contained in the SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual; or~~

~~(ii) SCAQMD Method 304 [Determination of Volatile Organic Compounds (VOCs) in Various Materials] contained in the SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual.~~

~~(iii) Exempt Perfluorocarbon Compounds~~

~~The following classes of compounds: cyclic, branched, or linear, completely fluorinated alkanes; cyclic, branched, or linear, completely fluorinated ethers with no unsaturations; cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations; and sulfur containing perfluorocarbons with no unsaturations and with sulfur bonds only to carbon and fluorine, will be analyzed as exempt compounds for compliance with paragraph (c)(1), only at such time as manufacturers specify which individual compounds are used in the formulation of the coatings and identify the test methods, which have been approved by the U.S. EPA and the District prior to such analysis, that can be used to quantify the amount of each exempt compound.~~

~~(B) Determination of Iridescent Particles in Metallic/Iridescent Topcoat~~

~~The metal and silicon content of metallic/iridescent topcoat shall be determined by SCAQMD Method 311 (Determination of Percent Metal in Metallic Coatings by Spectrographic Method) contained in the SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual.~~

~~(C) Acid Content in Pretreatment Coatings~~

~~The acid content of pretreatment coatings shall be determined by ASTM Test Method D1613.~~

~~(D) Reflectance of Anti Glare Safety Coatings~~

~~The reflectance of anti glare safety coatings shall be measured by ASTM Test Method D 523.~~

~~(E) Transfer Efficiency~~

~~The transfer efficiency of alternative coating application methods, as defined by clause (c)(4)(A)(iii), shall be determined in accordance with the SCAQMD method "Spray Equipment Transfer Efficiency Test Procedure for Equipment User, May 24, 1989."~~

~~(F) Equivalent Test Methods~~

~~Other test methods may also be used for method of analysis if approved in writing by the Executive Officer, the California Air Resources Board ("CARB"), and the U.S. EPA.~~

~~(2) Determination of Efficiency of Emission Control Systems~~

~~(A) The efficiency of the collection device of an emission control system as specified in paragraph (c)(6) shall be determined by the methods specified in clauses (g)(2)(A)(i), (g)(2)(A)(ii), or (g)(2)(A)(iii).~~

~~(i) U.S. EPA method cited in 55 Federal Register (FR) 26865, June 29, 1990; or~~

~~(ii) The SCAQMD "Protocol for Determination of Volatile Organic Compounds (VOC) Capture Efficiency"; or~~

~~(iii) Any other method approved by the Executive Officer, CARB and U.S. EPA.~~

~~(B) The efficiency of the control device of an emission control system as specified in paragraph (c)(6) and the VOC content in the control~~

~~device exhaust gases, measured and calculated as carbon, shall be determined by U.S. EPA Test Methods 25, 25A, or SCAQMD Method 25.1 (Determination of Total Gaseous Non Methane Organic Emissions as Carbon) as applicable. U.S. EPA Test Method 18, or CARB Method 422 shall be used to determine emissions of exempt compounds.~~

~~(3) Multiple Test Methods~~

~~When more than one test method or set of test methods are specified for any testing, a violation of any requirement of this rule established by any one of the specified test methods or set of test methods shall constitute a violation of the rule.~~

~~(h) Rule 442 Applicability~~

~~Any coating operation, subject to this rule which is exempt from all or a portion of the VOC limits of this rule shall comply with the provisions of Rule 442.~~

~~(i) Exemptions~~

~~(1) The provisions of paragraph(c)(4) of this rule shall not apply to:~~

~~(A) touch up coatings.~~

~~(B) stencil coatings.~~

~~(2) The prohibition specified in subdivision (d) shall not apply to coatings or spray equipment which will be used solely outside of the District.~~

~~(3) The requirements of paragraph (c)(1) shall not apply to coatings applied for educational purposes at coating training centers, which are owned and operated by coating manufacturers, provided that the VOC emissions emitted at a coating training center from coatings not complying with paragraph (c)(1) do not exceed twelve (12) pounds per day.~~

~~(4) The provisions of this rule shall not apply to aerosol coating products.~~

~~(5) The requirements of paragraphs (c)(1), (d)(1), (d)(2), and (d)(3) shall not apply to topeoats supplied by an assembly line motor vehicle manufacturer for use by a prototype motor vehicle manufacturing facility in the finishing of a prototype motor vehicle, provided that the VOC emissions at the prototype motor vehicle manufacturing facility from such topeoats does not exceed 21 pounds in a calendar day and 930 pounds in a calendar year.~~

- ~~(6) The requirements of paragraph (e)(1) shall not apply to coating manufacturers that only sell or offer for sale for use in the District clearcoat that is formulated and recommended for use in conjunction with only waterborne basecoats.~~
- ~~(7) The requirements of paragraph (e)(2) shall not apply to a coating manufacturer's clearcoats which are formulated and recommended for use in conjunction with only waterborne basecoats.~~

Appendix A

Rule 1151—Effective July 1, 2008

~~Effective July 1, 2008, the provisions in subdivisions (a) through (i) of this appendix shall become effective and replace subdivisions (a) through (i) of Rule 1151~~

Rule 1151—Appendix A Effective July 1, 2008 (Proposed Amended September 5 2014)

(a) Purpose

The purpose of this rule is to ~~limit~~ reduce volatile organic compound (VOC) emissions, toxic air contaminants, stratospheric ozone-depleting compounds, and global-warming compound emissions from automotive coatings operations associated with the coating of applications performed on motor vehicles, and mobile equipment, and associated parts and components.

(b) Applicability

This rule is applicable to any person who supplies, sells, offers for sale, markets, manufactures, blends, packages, repackages, possesses or distributes any automotive coating ~~or associated solvent~~ or associated solvent for use within the District, as well as any person who uses, applies, or solicits, the use or application of any automotive coating or associated solvent within the District.

(c) Definitions

For the purpose of this rule, the following definitions shall apply:

- (1) ADHESION PROMOTER means ~~a~~ any automotive coating, which is specifically labeled and formulated to be applied to uncoated plastic surfaces to facilitate bonding of subsequent automotive coatings, and on which, a subsequent automotive coating is applied.
- (2) AEROSOL COATING PRODUCT means a pressurized coating product containing pigments or resins that dispenses product ingredients by means of a propellant, and is packaged in a disposable can for hand-held application, or for use in specialized equipment for ground traffic/marketing applications.
- (3) ASSEMBLY LINE means an arrangement of industrial equipment and workers in which the product passes from one specialized operation to another until complete, by either automatic or manual means.
- (4) ASSOCIATED PARTS AND COMPONENTS means structures, devices, pieces, modules, sections, assemblies, subassemblies, or elements of any motor vehicles or mobile equipment that are designed to be a part of any motor vehicles or mobile equipment but which are not attached to any motor vehicles or mobile equipment at the time of the application of an automotive coating to such ~~the~~ structure, device, piece, module, section, assembly, subassembly, or element. ~~The~~ Associated parts and components ~~definition does~~ do not include circuit boards.

Rule 1151—Appendix A(Cont.)(Effective July 1, 2008)Proposed Amended September 5, 2014)

- (5) AUTOMOTIVE COATING means any coating ~~or coating component~~ used or recommended for use in motor vehicles, ~~or mobile equipment~~ or associated parts and components in refinishing, service, maintenance, repair, restoration, or modification, except metal plating activities. Any reference to automotive refinishing or automotive coating ~~made by a person~~ on the container or in product literature constitutes a recommendation for use in motor vehicle, ~~or mobile equipment~~ and associated parts and components refinishing.
- (6) AUTOMOTIVE COATING COMPONENT means any portion of a coating, including, but not limited to, a reducer or thinner, toner, hardener, and additive, which is recommended ~~by any person to distributors or end-users~~ for use in an automotive coating, or which is used in an automotive coating. The raw materials used to produce the components are not considered automotive coating components.
- (7) AUTOMOTIVE GRAPHIC ARTS OPERATION means the application of logos, letters, designs, numbers, or graphics to a painted surface by brush, roller or airbrush.
- ~~(7)~~(8) AUTOMOTIVE REFINISHING FACILITY means any shop, business, location, or parcel of land where motor vehicles or mobile equipment or their associated parts and components are coated, including autobody collision repair shops. “Automotive ~~Refinishing~~ refinishing Facility” does not include the original equipment manufacturing plant where the motor vehicle or mobile equipment is completely assembled.
- ~~(8)~~—CARB means the California Air Resources Board.
- ~~(9)~~—CLEANING OPERATIONS means the removal of loosely held uncured adhesives, inks, coatings, or contaminants, including, but not limited to, dirt, soil, or grease, from motor vehicles, mobile equipment, associated parts and components, substrates, parts, products, tools, machinery, equipment, or general work areas.
- ~~(10)~~(9) CLEAR COATING means any automotive coating that ~~contains no pigments~~ is formulated with materials that do not impart color and is specifically labeled and formulated for application over a color coating or clear coating.

(11)(10) COATING means a material which is applied to a surface and forms a film in order to beautify, preserve, repair, or protect such a surface.

(12)(11) COLOR COATING means any pigmented automotive coating, excluding automotive adhesion promoters, primers, and multi-color coatings, that requires a subsequent clear coating and which is applied over a primer, ~~or~~ adhesion promoter or color coating. Color coatings include metallic/iridescent color coatings.

(13)(12) ELECTROSTATIC SPRAY APPLICATION means any method of spray application of automotive coatings where an electrostatic attraction is created between the part to be coated and the paint particles.

(14)(13) EMISSION CONTROL SYSTEM means any combination of capture systems and control devices used to reduce VOC emissions from automotive coating operations.

(15)(14) EXEMPT COMPOUNDS are as defined in Rule 102-Definition of Terms.

(16)(15) GRAMS OF VOC PER LITER OF COATING LESS WATER AND LESS EXEMPT COMPOUNDS, OR REGULATORY VOC, is the weight of VOC per combined volume of VOC and coating solids and shall be calculated by the following equation:

Grams of VOC per Liter of Coating, Less

$$\text{Water and Less Exempt Compounds} = \frac{W_s - W_w - W_{es}}{V_m - V_w - V_{es}}$$

Where: W_s = weight of volatile compounds in grams

W_w = weight of water in grams

W_{es} = weight of exempt compounds in grams

V_m = volume of material in liters

V_w = volume of water in liters

V_{es} = volume of exempt compounds in liters

(17)(16) GRAMS OF VOC PER LITER OF MATERIAL, OR ACTUAL VOC, is the weight of VOC per volume of material and shall be calculated by the following equation:

$$\text{Grams of VOC per Liter of Material} = \frac{W_s - W_w - W_{es}}{V_m}$$

Where: W_s = weight of volatile compounds in grams
 W_w = weight of water in grams
 W_{es} = weight of exempt compounds in grams
 V_m = volume of material in liters

(18)(17) HIGH-VOLUME, LOW-PRESSURE (HVLP) means spray application equipment designed to atomize 100 percent by air pressure only and is operated between 0.1 and 10 pounds per square inch, gauge, (psig) air atomizing pressure measured dynamically at the center of the air cap and at the air horns.

(19)(18) METALLIC/IRIDESCENT COLOR COATING means any automotive coating that contains more than 0.042 pounds per gallon (5 grams per liter) of metal or iridescent particles as applied, where such particles are visible in the dried film.

(20)(19) MOBILE EQUIPMENT means any device that may be drawn and/or driven on rails or a roadway including, but not limited to, trains, railcars, truck trailers, mobile cranes, bulldozers, street cleaners, and implements of husbandry or agriculture.

(21)(20) MOTOR VEHICLE means any self-propelled vehicle, including, but not limited to, motorcycles, passenger cars, light-duty trucks and vans, medium-duty and heavy-duty vehicles as defined in Section 1900, Title 13, of the California Administrative Code. Additional examples include, but are not limited to, buses, golf carts, vans, motorcycles, tanks, and armored personnel carriers.

(22)(21) MULTI-COLOR COATING means any automotive coating that exhibits more than one color in the dried film after a single application, is packaged in a single container, and hides surface defects on areas of heavy use, and which is applied over a primer or adhesion promoter.

(23)(22) PRETREATMENT COATING means any automotive coating that contains a minimum of one-half (0.5) percent acid by weight and not more than 16 percent solids by weight necessary to provide surface etching and that is specifically labeled and formulated for application directly to bare metal surfaces to provide corrosion resistance and adhesion.

(24)(23) PRIMER means any automotive coating, which that is specifically labeled and formulated for application to a substrate to provide 1) a bond between the substrate and subsequent coats, 2) corrosion resistance, 3) a smooth substrate surface, or 4) resistance to penetration of subsequent

coats, and on which a subsequent coating is applied. Primers may be pigmented and include weld-through primers.

- ~~(25)~~(24) SINGLE-STAGE COATING means any pigmented automotive coating, (excluding automotive adhesion promoters, primers and multi-color coatings), specifically labeled and formulated for application without a subsequent clear coat coating and that are applied over an adhesion promoter, a primer, or a color coating. Single-stage coatings include single-stage metallic/iridescent coatings.
- (25) SOLVENT CLEANING is as defined in Rule 1171 – Solvent Cleaning Operations.
- (26) SPOT REPAIR means repair of an area on a motor vehicle, ~~piece of~~ mobile equipment, or associated parts or components of less than ~~4~~one square foot (929 square centimeters).
- (27) TEMPORARY PROTECTIVE COATING means any automotive coating ~~which is~~ specifically labeled and formulated for the purpose of temporarily protecting areas from overspray or mechanical damage.
- (28) TRANSFER EFFICIENCY means the amount of coating solids adhering to the object being coated divided by the total amount of automotive coating solids sprayed, expressed as a percentage.
- (29) TRUCK BED LINER COATING means any automotive coating, excluding color, ~~—~~multi-color, and single stage coatings, specifically labeled and formulated for application to a truck bed to protect it from surface abrasion.
- (30) UNDERBODY COATING means any automotive coating specifically labeled and formulated for application to wheel wells, the inside of door panels or fenders, the underside of a trunk or hood, or the underside of the motor vehicle.
- (31) UNIFORM FINISH COATING means any automotive coating specifically labeled and formulated for application to the area around a spot repair for the purpose of blending a repaired area's color or clear coat to match the appearance of an adjacent area's existing coating.
- ~~(32)~~—U.S. EPA means the United States Environmental Protection Agency.
- ~~(33)~~(32) VOLATILE ORGANIC COMPOUND (VOC) is as defined in Rule 102-Definition of Terms. For the purpose of this rule, tertiary butyl acetate (TBAC) is not a VOC when used in automotive coatings other than color coatings and clear coatings.

The Executive Officer shall conduct a technical assessment on the use of TBAC as a non-VOC by ~~July 1, 2007~~December 31, 2016. In conducting the technical assessment, the Executive Officer shall consider all information available to the SCAQMD on TBAC including, toxicity, carcinogenic and health risk assessment studies. The Executive Office shall report to the Governing Board as to the appropriateness of maintaining TBAC as a non-VOC.

~~(34)~~(33) WELD-THROUGH PRIMER means an automotive coating designed and labeled exclusively to provide a bridging or conducting effect for corrosion protection following welding.

(d) Requirements

(1) A person shall not apply any automotive coating to a motor vehicle, mobile equipment, or associated parts or components, ~~of a motor vehicle or mobile equipment that have a contains~~ VOC content in excess of the limits ~~contained in Table A of this paragraph~~specified in the Table of Standards below. Compliance with the applicable VOC content limits shall be based on VOC content, including any ~~VOC~~ material added to the original automotive coating supplied by the manufacturer, ~~less water and exempt compounds, as applied, to the vehicle, mobile equipment or parts and components~~ less water and exempt compounds.

Table A—Coating Categories and VOC limits

| Coating Categories | VOC Limits Less Water and Less Exempt Compounds | | | | | |
|------------------------------|--|--------|-----------------|--------|-----------------|--------|
| | Effective Dates | | | | | |
| | July 1, 2008 | | January 1, 2009 | | January 1, 2010 | |
| | g/L | lb/gal | g/L | lb/gal | g/L | lb/gal |
| Adhesion Promoter | | | | | 540 | 4.5 |
| Clear Coating | 250 | 2.1 | | | | |
| Color Coating | 420 | 3.5 | | | | |
| Multi-Color Coating | | | 680 | 5.7 | | |
| Pretreatment Coating | | | 660 | 5.5 | | |
| Primer | | | | | 250 | 2.1 |
| Single-Stage Coating | | | | | 340 | 2.8 |
| Temporary Protective Coating | | | 60 | 0.5 | | |
| Truck Bed Liner Coating | | | 310 | 2.6 | | |
| Underbody Coating | | | 430 | 3.6 | | |
| Uniform Finishing Coating | | | 540 | 4.5 | | |
| Any other coating type | | | 250 | 2.1 | | |

TABLE OF STANDARDS

| <u>VOC CONTENT LIMITS</u> | | |
|---|-----------------------------|---------------|
| <u>Grams per Liter of Coating, Less Water and Less Exempt Compounds</u> | | |
| <u>AUTOMOTIVE COATING CATEGORIES</u> | <u>Current Limit</u> | |
| | <u>g/L</u> | <u>Lb/Gal</u> |
| <u>Adhesion Promoter</u> | <u>540</u> | <u>4.5</u> |
| <u>Clear Coating</u> | <u>250</u> | <u>2.1</u> |
| <u>Color Coating</u> | <u>420</u> | <u>3.5</u> |
| <u>Multi-Color Coating</u> | <u>680</u> | <u>5.7</u> |
| <u>Pretreatment Coating</u> | <u>660</u> | <u>5.5</u> |
| <u>Primer</u> | <u>250</u> | <u>2.1</u> |
| <u>Single-Stage Coating</u> | <u>340</u> | <u>2.8</u> |
| <u>Temporary Protective Coating</u> | <u>60</u> | <u>0.5</u> |
| <u>Truck Bed Liner Coating</u> | <u>310</u> | <u>2.6</u> |
| <u>Underbody Coating</u> | <u>430</u> | <u>3.6</u> |
| <u>Uniform Finishing Coating</u> | <u>540</u> | <u>4.5</u> |
| <u>Any Other Coating Type</u> | <u>250</u> | <u>2.1</u> |

(2) Most Restrictive VOC Limit

If any representation ~~on or~~ information on the container of any automotive coating, or any label or sticker affixed to the container, or in any sales, advertising, or technical literature ~~supplied by a person~~ that indicates that the automotive coating meets the definition of or is recommended for use for more than one of the automotive coating categories listed in paragraph (d)(1), then the lowest VOC content limit shall apply.

~~(3) VOC Limits Compliance Dates~~

~~The VOC limits in effect as of December 2, 2005 shall be applicable until superseded by the VOC limits and effective dates in Table A of paragraph (d)(1).~~

~~(4)~~(3) Alternative Compliance

(A) Emission Control System

A person may comply with the provisions of paragraph (d)(1), by using an approved emission control system, consisting of collection and control devices, ~~that is provided such emission control system is approved pursuant to Rule 203 – Permit to Operate,~~ in writing, by the Executive Officer for reducing

emissions of VOC. The Executive Officer shall approve such emission control system only if the VOC emissions resulting from the use of non-compliant automotive coatings will be reduced to a level equivalent to or lower than that which would have been achieved by the compliance with the terms of paragraph (d)(1). The required efficiency of an emission control system at which an equivalent or greater level of VOC emission reduction will be achieved shall be calculated by the following equation:

$$C.E. = \left[1 - \left\{ \frac{(VOC_{LWc})}{(VOC_{LWn,Max})} \times \frac{1 - (VOC_{LWn,Max}/D_{n,Max})}{1 - (VOC_{LWc}/D_c)} \right\} \right] \times 100$$

Where:

- C.E. = Control Efficiency, percent
- VOC_{LWc} = VOC Limit of Rule 1151, less water and less exempt compounds, pursuant to paragraph (d)(1).
- $VOC_{LWn,Max}$ = Maximum VOC content of non-compliant automotive coating used in conjunction with a control device, less water and exempt compounds.
- $D_{n,Max}$ = Density of VOC solvent, reducer, or thinner contained in the non-compliant automotive coating containing the maximum VOC.
- D_c = Density of corresponding VOC solvent, reducer, or thinner used in the compliant automotive coating system = 880 g/L.

(B) Alternative Emission Control Plan

A person may comply with the provisions of paragraph (d)(1) by means of an Alternative Emissions Control Plan, pursuant to Rule 108 – Alternative Emissions Control Plans.

~~(5)~~(4) Exempt Compounds

A person shall not manufacture, sell, offer for sale, distribute for use in the District, or apply any automotive coating which contains any Group II Exempt Compounds as defined in Rule 102.

~~(6)~~(5) Carcinogenic Materials

A person shall not manufacture ~~the~~automotive coatings for use in the SCAQMD in which cadmium or hexavalent chromium was introduced as a pigment or as an agent to impart any property or characteristic to the automotive coatings during manufacturing, distribution, or use of the applicable automotive coatings.

~~(7)~~(6) Transfer Efficiency

(A) A person shall not apply automotive coatings to any motor vehicle, mobile equipment or any associated parts or components to a motor vehicle or mobile equipment except by the use of one of the following methods:

- (i) electrostatic application, or
- (ii) high-volume, low-pressure (HVLP) spray, or
- (iii) brush, dip, or roller, or
- (iv) Spray gun application, provided the owner or operator demonstrates that the spray gun meets the HVLP definition in paragraph (c)(17) in design and use. A satisfactory demonstration must be based on the manufacturer's published technical material on the design of the spray gun and by a demonstration of the operation of the spray gun using an air pressure tip gauge from the manufacturer of the spray gun.
- (v) Any such other automotive coating application methods as are demonstrated, in accordance with the provisions of subparagraph (h)(1)(EF), to be capable of achieving equivalent or better transfer efficiency than the automotive coating application method listed in clause (d)(6)(A)(ii), and for which provided written approval is obtained of from the Executive Officer has been obtained prior to use.

(B) A person shall not apply any automotive coatings by any of the methods listed in subparagraph (d)(6)(A) unless the automotive coating is applied with properly operating equipment, operated according to procedures recommended by the manufacturer and in compliance with applicable permit conditions, if any.

~~(8)~~(7) Solvent Cleaning, Storage and Disposal of VOC-Containing Materials

Solvent cleaning of application equipment, parts, products, tools, machinery, equipment, general work areas, and the storage and disposal of VOC-containing materials used in cleaning operations shall be carried out pursuant to SCAQMD Rule 1171 – Solvent Cleaning Operations.

(e) Prohibition of Possession, Specification and Sale

(1) ~~No~~ For the purpose of this rule, no person that applies automotive coatings subject to this rule shall ~~posses~~ possess any automotive coating that is not in compliance with requirements of paragraph (d)(1), unless one or more of the following conditions apply:

(A) The automotive coating is located for use at a facility that utilizes an approved emission control device pursuant to subparagraph (d)(43)(A); and the coating meets the limits specified in permit conditions.

(B) The automotive coating is located for use at a facility that operates in compliance with an approved Alternative Emissions Control Plan pursuant to subparagraph (d)(43)(B), and the automotive coating is specified in the plan.

(C) The automotive coating is located for use at a training center and the automotive coating is used for educational purposes, provided that the VOC emissions from automotive coatings not meeting the VOC limits of paragraph (d)(1) do not exceed twelve (12) pounds per day.

(D) The automotive topcoat coating is located for use at a prototype motor vehicle manufacturing facility and the automotive coating is supplied by an assembly-line motor vehicle manufacturer specifically for use in the refinishing of a prototype motor vehicle, provided that the VOC emissions from all automotive coatings not meeting the VOC limits of paragraph (d)(1) do not exceed twenty-one (21) pounds per day and 930 pounds in any one calendar year.

(2) ~~No~~ For the purpose of this rule, no person shall solicit from, specify, or require any other person to use in the District any automotive coating which, when applied as supplied or thinned or reduced according to the manufacturer's recommendation for application, does not meet the:

(A) ~~applicable~~ Applicable VOC limits required by paragraph (d)(1) for the specific application unless:

Rule 1151–Appendix A(Cont.)(Effective July 1, 2008)Proposed Amended September 5, 2014)

- (i) The automotive coating is located at a facility that utilizes an approved emission control device pursuant to subparagraph (d)(43)(A), and the automotive coating meets the limits specified in permit conditions; or,
 - (ii) The automotive coating is ~~coating is~~ located at a facility that operates in compliance with an approved Alternative Emissions Control Plan pursuant to subparagraph (d)(43)(B), and the automotive coating is specified in the plan; or
 - (~~iii~~) ~~the~~ The automotive coating is specifically exempt pursuant to subdivision (ij) of this rule.
- (B) ~~the~~ The requirements of paragraphs (d)(54) and (d)(65).
- (3) ~~No~~ For the purpose of this rule, no person shall ~~offer for sale, sell, supply, sell, offer for sale, market, blend, package, repackage~~ or distribute ~~for use in the District~~ any automotive coating for use within the District subject to the provisions in this rule which, when applied as supplied or thinned or reduced according to the manufacturer's recommendation for application, does not meet the:
- (A) Applicable VOC limits required by paragraph (d)(1) for the specific application, unless:
 - (i) The automotive coating is ~~located for use~~ at a facility that utilizes an approved emission control device pursuant to subparagraph (d)(43)(A), and the coating meets the limits specified in permit conditions; or,
 - (ii) The automotive coating is specifically exempt under subdivision (ij) of this rule; or,
 - (iii) The automotive coating is ~~coating is located for use~~ at a facility that operates in ~~compliance~~ accordance with an approved Alternative Emissions Control Plan pursuant to subparagraph (d)(43)(B), and the automotive coating is specified in the plan; and,
 - (iv) The person that ~~offers for supplies, sells, offers for sale, markets, blends, packages, repackages~~ sale or distributes the automotive coating keeps the following records for at least five years and makes them available to the Executive Officer upon request:

- (I) Automotive coating ~~Coating~~—name and manufacturer;
 - (II) Application method as recommended;
 - (III) Automotive coating ~~Coating~~ category and mix ratio specific to the automotive coating;
 - (IV) VOC content of the automotive coating;
 - (V) Documentation such as manufacturer specification sheets, material safety data sheets, technical data sheets, or any other air quality data sheets that demonstrate that the material is intended for use as a-an automotive coating;
 - (VI) Current manufacturer specification sheets, material safety data sheets, technical data sheets, or air quality data sheets, which list the VOC content of each ready-to-spray automotive coating (based on the manufacturer’s stated mix ratio) and automotive coating components and VOC content of each solvent; and
 - (VII) Purchase records identifying the automotive coating category, name, and volume of automotive coatings; and.
 - (VIII) ~~The~~ In addition, for sale to an end-user, the name and address of the person purchasing-receiving the automotive coating, a statement of the basis an acknowledgement warranting that the sale to an end-user purchase-will comply with this paragraph, including if use is for outside the District, and acknowledgement by the purchaser that this statement is correct.
- (B) ~~or does not meet the~~ The requirements of paragraphs (d)(~~54~~) and (d)(~~65~~).
- (4) ~~No~~ For the purpose of this rule, no person shall solicit from, specify, require, offer for sale-to, sell-to, or distribute to any other person for use in the District any automotive coating application equipment which does not meet the requirements of subparagraph (d)(~~76~~)(A).

- (5) ~~No~~ For the purpose of this rule, no person shall offer for sale, sell, supply, market, offer for sale or distribute an HVLP spray gun for use within the SCAQMD unless the person offering for sale, selling, marketing or distributing the HVLP spray gun for use within the SCAQMD provides accurate information to the spray gun recipient on the maximum inlet air pressure to the spray gun which would result in a maximum air pressure of 10 pounds per square inch gauge (psig) air pressure measured dynamically at the center of the air cap and at the air horns based on the manufacturer's published technical material on the design of the spray application equipment and by a demonstration of the operation of the spray application equipment using an air pressure tip gauge from the manufacturer of the gun. The information shall either be permanently marked on the gun, or provided on the company's letterhead or in the form of technical literature which clearly identifies the spray gun manufacturer, the ~~salesperson~~seller, or the distributor.
- (6) ~~The~~ For the purpose of this rule, the requirements of paragraphs (e)(1), (e)(2), (e)(3), ~~(e)(4) or (e)(45)~~ or (e)(4) shall apply to all written or oral agreements executed and entered into under the terms of which an automotive coating or an automotive coating application equipment shall be used at any location within the District.
- (f) Recordkeeping Requirements
- (1) Recordkeeping for VOC Emissions
- Records of automotive coating usage shall be maintained pursuant to SCAQMD Rule 109 – Recordkeeping for Volatile Organic Compound Emissions, and shall at a minimum include the following information:
- (A) Material name and manufacturer;
 - (B) Application method;
 - (C) Automotive coating ~~Coating~~-category and mix ratio specific to the coating;
 - (D) ~~VOC actual~~Actual VOC and regulatory VOC, for the automotive coating;
 - (E) Documentation such as manufacturer specification sheets, material safety data sheets, technical data sheets, or any other air quality data sheets that indicate the material is intended for use as an automotive coating or solvent;

- (F) Current manufacturer specification sheets, material safety data sheets, technical data sheets, or air quality data sheets, which list the ~~VOC~~ actual VOC for coatings and ~~VOC~~ regulatory VOC, for ~~coatings of each~~ ready-to-spray automotive coating (based on the manufacturer's stated mix ratio), ~~and~~ automotive coating components, and the VOC content of for each solvent; and,
 - (G) Purchase records identifying the automotive coating category, name, and the total volume of all coatings and solvents used.
- (2) Recordkeeping Requirements for Emission Control System
- Any person using an emission control system shall maintain daily records of key system operating parameters which will demonstrate continuous operation and compliance of the emission control system during periods of VOC emission producing activities. "Key system operating parameters" are those parameters necessary to ensure or document compliance with subparagraph (d)(3)(A), including, but not limited to, temperatures, pressure drops, and air flow rates.
- (g) Administrative Requirements for Automotive Coating Manufacturers
- (1) Compliance Statement Requirement
- For each individual automotive coating, automotive coating component, and ready to spray mixture (based on the manufacturers stated mix ratio), the manufacturer shall include the following information on a product data sheet, or an equivalent medium:
- (A) The actual VOC and regulatory VOC for automotive coatings (in grams per liter);
 - (B) The weight percentage of volatiles, water, and exempt compounds; and,
 - (C) The density of the material (in grams per liter).
- (2) Labeling Requirements
- (A) The manufacturer of ~~automobile~~ automotive coatings or automotive coating components, including hardeners, with the exception of solvents such as reducers and thinners, shall include on all containers the applicable use automotive coating category~~category(ies)~~, and the ~~VOC~~ actual VOC and regulatory VOC for content, coatings, as supplied (in grams of VOC per liter

of material) and in grams of VOC per liter of material, less water and exempt compounds).

- (B) The manufacturer of solvents, including reducers and thinners, subject to this rule shall include on all containers the actual VOC content–for solvents, as supplied (in grams of VOC per liter of material).

(h) Test Methods

(1) Methods of Analysis

For the purpose of this rule, the following test methods shall be used:

(A) VOC Content of Automotive Coatings

(i) United States Environmental Protection Agency (“U.S. EPA”) Reference Test Method 24, (Determination of Volatile Matter Content, Water Content, Volume Solids and Weight Solids of Surface Coatings, Code of Federal Regulations, Title 40 Code of Federal Regulations, Part 60, Appendix A). The exempt compounds’ content shall be determined by South Coast Air Quality Management District (SCAQMD) Laboratory Test Method 303 (Determination of Exempt Compounds) contained in the SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual; or SCAQMD Method 304 [Determination of Volatile Organic Compounds (VOCs) in Various Materials] contained in the SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual.

(ii) SCAQMD Method 304 [Determination of Volatile Organic Compounds (VOCs) in Various Materials] contained in the SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual.

(B) Exempt Perfluorocarbon Compounds

~~The following classes of compounds: cyclic, branched, or linear, completely fluorinated alkanes; cyclic, branched, or linear, completely fluorinated ethers with no unsaturations; cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations; and sulfur containing perfluorocarbons with no~~

~~unsaturations and with sulfur bonds only to carbon and fluorine,~~

The following classes of compounds:

cyclic, branched, or linear, completely fluorinated alkanes;

cyclic, branched, or linear, completely fluorinated ethers with
no unsaturations;

cyclic, branched, or linear, completely fluorinated tertiary
amines with no unsaturations; and

sulfur-containing perfluorocarbons with no unsaturations and
with sulfur bonds only to carbon and fluorine,

shall be analyzed as exempt compounds for compliance with paragraph (d)(1), only at such time as manufacturers specify which individual compounds are used in the formulation of the automotive coatings and identify the test methods, which have been approved by the U.S. EPA, CARB and the ~~District~~ SCAQMD prior to such analysis, that can be used to quantify the amounts of each exempt compound.

(C) Determination of Iridescent Particles in Metallic/Iridescent Coatings

The metal and silicon content of metallic/iridescent coatings shall be determined by SCAQMD Method 311 (Determination of Percent Metal in Metallic Coatings by Spectrographic Method) contained in the SCAQMD "Laboratory Method of Analysis for Enforcement Samples" manual.

(D) Acid Content in Pretreatment Automotive Coatings

The acid content of pretreatment automotive coatings shall be determined by ASTM Test Method D1613-06 (2012) (Acidity in Volatile Solvents and Chemical Intermediates Used in Paint, Varnish, Lacquer, and related products).

(E) Reflectance of Anti-Glare Safety Automotive Coatings

The reflectance of anti-glare safety automotive coatings shall be ~~measured~~ determined by ASTM Test Method D-523-08 (Specular Gloss).

(F) Transfer Efficiency

The transfer efficiency of alternative automotive coating application methods, as defined by clause (d)(76)(A)(iii), shall be determined in accordance with the SCAQMD method "Spray

Equipment Transfer Efficiency Test Procedure for Equipment User, May 24, 1989," and SCAQMD "Guidelines for Demonstrating Equivalency With District Approved Transfer Efficiency Spray Gun September 26, 2002."

(G) Equivalent Test Methods

Other test methods determined to be equivalent ~~after review by the staffs of the District~~by the Executive Officer, CARB, and the U.S. EPA, and approved in writing by the ~~District~~Executive Officer may also be used ~~for methods of analysis~~.

(2) Determination of Efficiency of Emission Control Systems

(A) The efficiency of the collection device of an emission control system as specified in subparagraph (d)(43)(A) shall be determined by the methods specified ~~in clauses (h)(2)(A)(i), (h)(2)(A)(ii), or (h)(2)(A)(iii) below:~~

- (i) U.S. EPA method cited in 55 Federal Register (FR) 26865, June 29, 1990; or
- (ii) SCAQMD's "Protocol for Determination of Volatile Organic Compounds (VOC) Capture Efficiency"; or
- (iii) ~~any~~Any other method approved by the ~~United States Environmental Protection Agency~~U.S. EPA, the ~~California Air Resources Board~~CARB, and the District Executive Officer.

(B) The efficiency of the control device of an emission control system as specified in subparagraph (d)(43)(A) and the VOC content in the control device exhaust gases, measured and calculated as carbon, shall be determined by USEPA Test Methods 25, 25A, or SCAQMD Method 25.1 (Determination of Total Gaseous Non-Methane Organic Emissions as Carbon) as applicable. U.S. EPA Test Method 18, or CARB Method 422 shall be used to determine emissions of exempt compounds.

(3) Multiple Test Methods

When more than one test method or set of test methods are specified for any testing, a violation of any requirement ~~of this rule~~of this rule documentation established by any one of the specified test methods or set of test methods shall constitute a violation of the rule.

(i) Rule 442 Applicability

Any automotive coating, automotive coating operation or facility which is exempt pursuant to subdivision (j) from all or a portion of the VOC limits of subdivision (d) shall comply with the provisions of Rule 442 – Usage of Solvents.

(j) Exemptions

(1) This rule shall not apply to:

(A) Any automotive coating applied to motor vehicles or mobile equipment, or their associated parts and components, during manufacture on an assembly line that are subject to Rule 1115 - Motor Vehicle Assembly Line Coating Operations;

(B) Any automotive coating that is expressly offered for sale, sold, or manufactured for use outside of the District or that is for shipment to other manufacturers for reformulation or repackaging;

(C) Any aerosol coating product; and

(D) Any automotive coating that is ~~sold~~, supplied, sold, or offered for sale, marketed, manufactured, blended, packaged or repackaged for use in the District in 0.5 fluid ounces or smaller containers.

(2) The requirements of paragraph (d)(1) shall not apply to automotive coatings applied for educational purposes at automotive coating training centers, which are owned and operated by automotive coating manufacturers, provided that the VOC emissions emitted at a automotive coating training center from automotive coatings not complying with paragraph (d)(1) ~~does~~ do not exceed twelve (12) pounds per day.

(3) The requirements of paragraph (d)(1) shall not apply to automotive coatings supplied by an assembly-line motor vehicle manufacturer for use by a prototype motor vehicle manufacturing facility in the finishing of a prototype motor vehicle, provided that the VOC emissions at the prototype motor vehicle manufacturing facility from such topcoats ~~does~~ do not exceed 21 pounds in a calendar day and 930 pounds in a calendar year.

~~(4) Color and clear coatings that are manufactured prior to the effective date of July 1, 2008, that have a VOC content above the limit specified in Table A of paragraph (d)(1), but not above the applicable limit on the date of manufacture may be possessed, sold, supplied, offered for sale, or applied up to December 31, 2008.~~

- (4) The requirements of subparagraph (d)(6)(A) shall not apply to automotive graphic arts operations, truck bed liner coatings, or underbody coatings.

ATTACHMENT F

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

FINAL STAFF REPORT

**Proposed Amended Rule 1151 - Motor Vehicle And Mobile Equipment Non-Assembly
Line Coating Operations**

September 2014

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**RULE 1151 – MOTOR VEHICLE AND MOBILE EQUIPMENT NON-ASSEMBLY LINE
COATING OPERATIONS**

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations - is a source specific rule that was adopted to reduce Volatile Organic Compound (VOC) emissions, toxic air contaminants, stratospheric ozone-depleting compounds, and global-warming compound emissions from automotive coating operations performed on motor vehicles, mobile equipment and associated parts or components for motor vehicles and mobile equipment.

The prior amendment to the rule was on December 2, 2005, which effectively split Rule 1151 into two parts with two subsequent effective dates for compliance. The first part of Rule 1151, the original rule, became effective on December 2, 2005, and remained in effect through June 30, 2008. The second part of Rule 1151, identified as Appendix A to the rule, became effective on July 1, 2008, superseding and making obsolete the first part of the rule. The two part structure of Rule 1151 currently contains 18 pages of obsolete language immediately followed by 16 pages of currently effective rule language, Appendix A. This structure continues to cause confusion to the regulated community.

The proposed amendment seeks to make administrative changes to the rule to enhance the understanding of current applicable rule requirements by removing obsolete rule language and making minor revisions and editorial corrections. The proposed amendment also adds new definitions to promote clarity and consistency, and further aligns the transfer efficiency equivalency section with the state Suggested Control Measure (SCM). This staff proposal is administrative in nature and will not affect the current VOC limits or existing work practices. It is not expected to yield additional VOC reductions or increases. No socioeconomic impacts are anticipated from this proposal.

**RULE 1151 – MOTOR VEHICLE AND MOBILE EQUIPMENT NON-ASSEMBLY LINE
COATING OPERATIONS**

CHAPTER 1: BACKGROUND ON PROPOSED AMENDED RULE 1151

- o INTRODUCTION
- o REGULATORY HISTORY
- o AFFECTED FACILITIES
- o PROCESS DESCRIPTION
- o SPRAY GUN TECHNOLOGY AND TRANSFER EFFICIENCY
REQUIREMENTS

INTRODUCTION

Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations - is a source specific rule that was adopted to reduce Volatile Organic Compound (VOC) emissions, toxic air contaminants, stratospheric ozone-depleting compounds, and global-warming compound emissions from automotive coating operations performed on motor vehicles, mobile equipment and associated parts or components for motor vehicles and mobile equipment.

REGULATORY HISTORY

Rule 1151 was adopted on July 8, 1988, and has been subsequently amended twelve times. The most recent amendment was on December 2, 2005, which incorporated portions of the 2003 AQMP Control Measure CTS-10 and portions of the state Suggested Control Measure (SCM). The amendment included reductions in VOC limits for certain coating categories, a prohibition of possession, an exemption for Tertiary Butyl Acetate (TBAC) as a VOC for formulated coatings, except for color and clear coatings, and modified certain categories such as combining Group I and Group II vehicles, combining all primer subcategories into a general primer category, and eliminating the specialty coating category. The 2005 amendment revised Rule 1151 into a two part rule based on effective dates. The first part of Rule 1151 was effective from December 2, 2005, through June 30, 2008. The second part of Rule 1151, identified as “Appendix A” to the rule, became effective on July 1, 2008, thus superseding the first part of Rule 1151. The two part structure of Rule 1151 currently contains 18 pages of obsolete language immediately followed by 16 pages of currently effective rule language, Appendix A. This structure continues to cause confusion to the regulated community.

AFFECTED INDUSTRIES

Rule 1151 is applicable to any person who supplies, sells, offers for sale, manufactures, or distributes any automotive coating or associated solvent for use within the District, as well as any person who uses, applies, or solicits the use or application of any automotive coating or associated solvent within the District. To determine how many facilities are affected by Rule 1151, staff researched the ~~Class~~ Clean Air Support System (Class) database using Standard Industrial Classification code (SIC) 7532 - Top, Body, and Upholstery Repair Shops and Paint Shops as the search criteria. The CLASS database contains 1,079 Rule 1151 facilities. This database identifies required air permits which are typically for paint spray booths. Table 1 - Permit And Percentage Distribution shows the distribution of these facilities in the four county areas. At a recent meeting with the California Autobody Association (CAA), representatives reported to staff that there are approximately 7,000 active body shops in California, statewide, with approximately 3,150 of those facilities in the southern California area, as estimated based on population. Staff believes the difference between the SCAQMD identified number of facilities and CCA’s estimation reflects the presence of facilities that conduct auto body repair work but without a paint spray booth and facilities that may not be exclusively conducting auto

body and paint operations such as car dealerships, fleet operators, and truck body builders, that do not fall under SIC code 7532.

TABLE 1 – FACILITIES AND PERCENTAGE DISTRIBUTION

| COUNTY | ACTIVE FACILITIES (CLASS) | PERCENTAGE |
|-----------------------|---------------------------|------------|
| Los Angeles County | 700 | 65% |
| Orange County | 196 | 18% |
| Riverside County | 83 | 8% |
| San Bernardino County | 100 | 9% |
| AQMD Jurisdiction | 1,079 | 100% |

PROCESS DESCRIPTION

Rule 1151 is applicable to all automotive and mobile equipment (such as trains, railcars and truck trailers) refinishing operations that are not a part of a motor vehicle assembly line coating operation. Rule 1151 should not be confused with Rule 1115 - Motor Vehicle Assembly Line Coating Operations which is applicable to all assembly line coating operations conducted during the manufacturing of new motor vehicles [with the exception of facilities subject instead to Rule 1132 – Further Control Of VOC Emissions From High-Emitting Spray Booth Facilities, which applies to larger operations, e.g. Toyota Auto Body California (TABC)].

Automotive refinishing products are used during the repair process to address damage during manufacture, transit or during the service life of the vehicle, and are also used in the restoration, color change and customization of the vehicle as well. Automotive coatings are used in automotive refinishing operations to form a film that serves to beautify, preserve, repair or protect the surface of a motor vehicle, mobile equipment or associated parts and components. Automotive refinishing can be grouped into five broad categories: auto body repair/paint shops, production auto body paint shops, new car dealer repair/paint shops, fleet operators repair/paint shops, and truck body-builders.

Automotive refinishing is typically performed on vehicles that have sustained exterior body damage by conditions such as road hazards or collision. Many damaged vehicles are repaired by a process known as spot repair or for larger afflicted areas, panel repair. Spot repairs can be as small as a door ding and panel repairs are typically larger areas that may require a complete panel replacement, such as a front fender or a door. Less common refinishing operations may include a complete repainting of the entire vehicle, to either renew weathered paint, complete a color change, an automotive restoration, or vehicle customization. The process for the repair

work for a damaged vehicle would include the physical repair of the damaged area, such as dent removal, application of body fillers, conditioning of substrate for subsequent coatings, and the application of an undercoat followed by the topcoat(s).

Automotive refinishing coatings are typically grouped into two different classes, undercoats and topcoats. Undercoats primarily prepare the substrate for subsequent coatings. Undercoats include adhesion promoters for plastic parts, pretreatment coatings for bare metal surface etching, and primers, primer sealers, primer surfacers, and weld-through primers which are used to undercoat the surface prior to application of the topcoat(s). Top coats are typically applied onto prepared primed surfaces and include single-stage coatings, color and clear coat coating systems, and multi-color coatings. Uniform finish coatings are used for blending a spot repair into the surrounding areas for proper color match. Other coating types include underbody coatings which are used on the underside of the exterior body such as inner fender-well and chassis paint which is typically used on floor boards and frame rails. Bed liner coatings are used to coat the bed of pick-up trucks but have also been used as underbody coatings due to their higher resistance to damage.

After a motor vehicle, mobile equipment or associated parts and components have been refinished, the coating will need to cure. Non-assembly line coating operations may use several methods to achieve curing including air dry, forced air dry, infrared heat lamps or a forced air heater. The assembly line coating operations use ovens that thermally cure the coating, a method that cannot be accomplished by non-assembly line coating operations due to the damage the heat would cause to plastic parts such as headlights, tail lights, instrument panels and gauges, cloth or leather interior materials, and rubber parts such as weather-stripping and tires.

When the repainted motor vehicle, mobile equipment or associated parts and components have fully cured, the final stage in automotive refinishing entails detailed sanding of the new finish (in some cases), polishing the finish and reassembly of any components that were removed from the vehicle to facilitate access to the body work. The vehicle is then cleaned, waxed and detailed in preparation for the final presentation for the customer.

SPRAY GUN TECHNOLOGY AND TRANSFER EFFICIENCY REQUIREMENTS

Spray guns are the preferred application equipment used by the automotive coatings industry to apply automotive coatings. The typical spray gun is a pistol shaped device that employs a trigger lever to release the compressed air source to atomize the automotive coating into a sprayable material. The spray gun typically comes in two different coating feed systems. The gravity feed, where a paint cup is fixed on top of the spray gun allows the coating to feed down via gravity to the gun body where the coating is then atomized with supplied compressed air. The second type of spray gun is the siphon feed, or suction feed, where the paint cup is fixed below the gun body and, when ready to spray, the compressed air source is forced through the gun body and creates a

venturi effect thus drawing the paint from the paint cup. The spray gun has relatively few working parts: a trigger lever, which activates the spray gun for spray painting; a fluid needle, which restricts the flow of the coating through the spray gun; a fluid orifice, where the coating is expelled from the spray gun to atmosphere; and, an air cap, which typically has two air horns, one on each side of the fluid orifice, thus allowing compressed air to directly impact the coating material stream expelled from the fluid orifice to form the desired fan spray pattern. The mixing of the compressed air and coating is known as atomization. Paint spray guns have been in use since the early 1920s to spray finishes on a multitude of substrates including automobiles. High Volume, Low Pressure spray equipment or HVLP came to the forefront in regulated areas due to its ability to transfer more atomized coating onto the substrate than what went to atmosphere. When comparing conventional spray technology to HVLP technology, ~~when using a the~~ conventional spray gun; results in approximately one third of the atomized coating goes onto the substrate and two thirds goes to atmosphere. When spraying with a HVLP technology, two thirds of the atomized coating goes onto the substrate and one third of the atomized coating goes to atmosphere. The substrate that is spray coated is also a factor as a large flat surface will absorb more of a sprayed coating compared to a wrought iron gate which consists of multiple round bars with open space between the bars. Overspray is the sprayed coating that does not land on the substrate but rather becomes entrained in the air where the solvents readily evaporate and add to the already polluted air of southern California.

Prior to 1924, automobiles were hand painted by using a brush to apply shellacs and varnishes. The shellacs and varnishes were time consuming to apply and it was difficult to completely brush out all the brush marks before the finish dried. Nitrocellulose lacquer was later introduced for automotive finishes however, the nitrocellulose lacquer also dried too quickly for hand applications. A new application process was introduced, air atomized spray guns, which could spray the nitrocellulose coatings on a vehicle about 10 times faster than hand application and it produced a higher quality finish. Today there are several technologies for spray application and they are discussed below.

Conventional

Conventional spray guns are high pressure, high volume technology and are still manufactured by industry and are sold in areas where strict air pollution rules have not been implemented. This spray gun technology will not meet the transfer efficiency requirements for SCAQMD and are not compliant for use to spray automotive coatings under the purview of SCAQMD Rule 1151.

Electrostatic Spray Application

Electrostatic spray application is another method of coating application where an electrostatic attraction is created between the part to be coated and the paint particles. This process is similar to powder coating and requires specialized application equipment. The electrostatic application

is facilitated by inducting an electric charge into the liquid paint prior to spraying the paint onto a grounded object using a spray gun specific to electrostatic application. The high transfer efficiency of this system, up to 98% claimed by some manufacturers, is accomplished by the attraction of paint particles to the surface of the grounded object. Manufacturers claim that the charged paint particles can actually change direction in mid air, even up to 180 degrees, before attracting to a grounded object. ~~A typical use~~ Typical uses for electrostatic application are new replacement automotive body panels such as replacement fenders, hoods, truck lids and patch panels.

High Volume Low Pressure (HVLP)

HVLP spray guns are the staple of spray guns and were created to meet the transfer efficiency requirements of governmental agencies, including the SCAQMD. HVLP spray guns can meet the high transfer efficiency requirement and operate at less than 10 psi at the air cap. HVLP spray guns are used in the South Coast Air Basin to spray coatings for a multitude of categories including automotive coatings, metal coatings, wood coatings, industrial coatings and marine coatings.

Low Volume Low Pressure (LVLP)

LVLP spray guns are a subset of non-conventional spray guns and may be used in the spraying of automotive coatings provided they meet the transfer efficiency requirements as stipulated identified in Rule 1151 clause (d)(6)(A)(iv) or clause (d)(6)(A)(v). LVLP offers an alternative to HVLP because they have less air flow requirements and can be used with a smaller compressor. This makes LVLP appealing for mobile painters and applicators that use a small air compressor. Manufacturers of LVLP spray guns state that LVLP can operate at less than 10 psi at the air cap and achieve transfer efficiencies equivalent to HVLP application. The working speed of LVLP is not as fast as HVLP spray guns.

Low Volume Medium Pressure (LVMP)

LVMP spray guns are a subset of the non-conventional spray guns and may be used in the spraying of automotive coatings provided the requirements in Rule 1151 clause (d)(6)(A)(v) for transfer efficiency are met including achieving equivalent or better transfer efficiency to HVLP using the test method protocols prescribed in Rule 1151 to determine transfer efficiency, and obtaining written approval from the Executive Officer prior to use.

Reduced Pressure (RP)

RP spray guns are a subset of non-conventional spray guns and may be used in the spraying of automotive coatings provided the requirements in Rule 1151 clause (d)(6)(A)(v) for transfer efficiency are met including achieving equivalent or better transfer efficiency to HVLP using the test method protocols prescribed in Rule 1151 to determine transfer efficiency, and obtaining written approval from the Executive Officer prior to use. RP spray guns also use smaller air

compressors because they need less air flow requirements than HVLP spray guns which makes RP attractive for mobile painters. RP can be an alternative to HVLP and has a fast working speed comparable to HVLP guns.

Pressure Fed (PF)

PF spray guns are unique as compared to the other types of spray guns in that they are equipped with auxiliary containers used for holding larger quantities of coating product. PF spray guns can be used in the spraying of automotive coatings provided all the requirements in Rule 1151 clause (d)(6)(A)(v) for transfer efficiency are met including achieving equivalent or better transfer efficiency to HVLP using the test method protocols prescribed in Rule 1151 to determine transfer efficiency, and obtaining written approval from the Executive Officer prior to use.

New Conventional (NC)

Staff has identified an additional subset of conventional spray guns being marketed as New Conventional (NC) which appears to be new technology. Manufacturers of such spray guns claim the NC spray guns offer the same wide pattern (spray) as the old conventional spray guns but have better transfer efficiency, and have the ability to spray thick fluids. This technology could be used for spraying automotive coatings but only if the spray gun meets all the requirements in Rule 1151 clause (d)(6)(A)(v) for transfer efficiency including achieving equivalent or better transfer efficiency to HVLP using the test method protocols prescribed in Rule 1151 to determine transfer efficiency, and obtaining written approval from the Executive Officer prior to use.

Transfer Efficiency Requirements

Rule 1151 has transfer efficiency requirements for applying an automotive coating to non-assembly line coating operations to a motor vehicle, mobile equipment, or their associated parts and components. The transfer efficiency requirement for spray application is use of electrostatic, HVLP spray equipment, and other spray guns that meet the HVLP definition of definition of paragraph (c)(17) in design and use. Demonstration must be based on the manufacturer's published technical material on the design of the spray gun and by demonstration of the operation of the spray gun using an air pressure tip gauge from the manufacturer of the spray gun [See clause (d)(6)(A)(iv)].

Brush and roller coating are applied directly from the paint brush bristles or the roller to the substrate and have a very high coating to substrate transfer efficiency. Dip coatings are simply a container filled with paint where an object is dipped into the coating which also provides a very high coating to substrate transfer efficiency. Brush, roller and dip coating processes are proposed to be included as compliant transfer efficiency processes as specified in clause

(d)(6)(A)(iii) of the transfer efficiency requirements in order to be to be consistent with the Coating Application Methods provision in the state Suggested Control Measure.

In addition, Rule 1151 provides for two test methods for spray guns that do not meet the HVLP definition in design and use to determine if such spray guns can meet the transfer efficiency requirements, SCAQMD method “Spray Equipment Transfer Efficiency Test Procedure for Equipment User, May 24, 1989” and SCAQMD “Guidelines for Demonstrating Equivalency With District Approved Transfer Efficiency Spray Gun September 26, 2002” [See clause (h)(1)(F)]. Any spray gun used in the SCAQMD jurisdiction must meet the criteria for these test methods to qualify as a compliant transfer efficient spray gun for use in the SCAQMD jurisdiction.

Automotive Graphic Arts Operations and ~~Brush, Roller, Dip~~

Automotive Graphic Arts Operations include artistic designs such as scenic murals, custom lettering, and other custom paint effects such as tablecloth lace designs, scallops, flames, and multi-hued designs typically used on customized vehicles. Pinstriping is a custom paint technique that can be used to separate different colors or to just add custom pin-thin design graphics to a vehicle. These paint tricks are performed with a multitude of application methods such as modified paint brushes, specialized dagger style brushes specific to pinstriping, and various types of roller applications. In some cases, custom painters may even use a sponge to achieve a desired effect. ~~Dip coatings are simply a container filled with paint that an object is dipped into to receive its coating.~~ Automotive graphic arts operations are proposed to be exempt under paragraph (j)(4) from the transfer efficiency requirements in order to be consistent with the Coating Application Methods provision in the state Suggested Control Measure.

Truck Bed Liner and Underbody Coatings

Truck bed liner and underbody coatings are thicker viscosity coatings that may require specialized application equipment for application. Truck bed liner coatings are typically rubberized coatings that are sprayed into the truck bed cavity to protect the cavity of pick-up trucks from scrapes and scratches when hauling cargo. Underbody coatings are typically “rubberized asphaltic” coatings and are used for sound deadening or corrosion protection and are typically applied to areas such as wheel wells, the inside of door panels or fenders, the underside of a truck or hood or the underside of the vehicle itself. Truck bed liner and underbody coatings are also being proposed to be exempt under paragraph (j)(4) from the transfer efficiency requirements in order to be to be consistent with the Coating Application Methods provision in the state Suggested Control Measure.

**RULE 1151 – MOTOR VEHICLE AND MOBILE EQUIPMENT NON-ASSEMBLY LINE
COATING OPERATIONS**

CHAPTER 2: SUMMARY OF PROPOSED AMENDED RULE 1151

- o OVERVIEW: PROPOSED AMENDMENT TO RULE 1151
- o REMOVE OBSOLETE RULE LANGUAGE
- o SUBDIVISION (A) PURPOSE
- o SUBDIVISION (B) APPLICABILITY
- o SUBDIVISION (C) DEFINITIONS
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- o SUBDIVISION (H) TEST METHODS
- o SUBDIVISION (I) RULE 442 APPLICABILITY
- o SUBDIVISION (J) EXEMPTIONS

OVERVIEW: PROPOSED AMENDMENT TO RULE 1151

Proposed Amended Rule (PAR) 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations is a source specific rule that regulates the automotive coating industry through limiting various automotive coating categories with prescribed VOC content limits and through the implementation of work practices. In an effort to enhance the understanding of current applicable rule requirements, the proposed amendment seeks to make administrative changes to the rule by removing obsolete rule language, and by making minor revisions and editorial corrections. The proposed amendment also adds new definitions to promote clarity and consistency, and further aligns the transfer efficiency equivalency requirements with the state Suggested Control Measure (SCM). This staff proposal is administrative in nature and will not affect the current VOC limits or work practices impacted by the rule.

The December 2, 2005 amendment effectively split Rule 1151 into two parts with two subsequent effective dates for compliance. The first part of Rule 1151, the original rule, became effective on December 2, 2005 and remained in effect through June 30, 2008. The second part of Rule 1151, identified as Appendix A, became effective on July 1, 2008 and superseded the first part of the rule, which is now obsolete.

REMOVE OBSOLETE RULE LANGUAGE

Staff recognizes that the two part structure of the existing rule is rather cumbersome and has often been confusing to the regulated community. The current version of Rule 1151 requires familiarity with the rule structure in general and requires diligence in reading since the first part of the rule is comprised of 18 pages of obsolete rule language immediately followed by 16 more pages of Appendix A, which is the operative portion of the rule. The current format may result in the reader referring to the VOC content limits in the first part of the rule instead of the more stringent VOC content limits in Appendix A. This could result in potential compliance issues with selection of appropriate coatings. Staff is proposing to delete the obsolete portion of Rule 1151 and retain the currently applicable Appendix A language. Additionally, staff intends to make minor revisions to the purpose, applicability, rule definitions, table of standards formatting, requirements, and other subdivisions of the current rule language and include clarifications and editorial corrections as necessary. The proposed rule amendment is outlined below, identified by rule subdivision.

SUBDIVISION (A) PURPOSE

Staff is proposing to make minor revisions to this paragraph to improve the clarity of the purpose of the rule and by adding the additional text “*associated parts and components.*”

“The purpose of this rule is to ~~limit~~ reduce volatile organic compound (VOC) emissions, toxic air contaminants, stratospheric ozone-depleting compounds, and global-warming compound emissions from automotive coatings operations associated with the coating of applications onto motor vehicles, ~~and~~ mobile equipment, and associated parts and components.”

SUBDIVISION (B) APPLICABILITY

Staff is proposing to make minor revisions to this paragraph to improve clarity.

“This rule is applicable to any person who supplies, sells, offers for sale, markets, manufactures, blends, packages, repackages, possesses or distributes any automotive coating ~~or associated solvent~~ or associated solvent for use within the District, as well as any person who uses, applies, or solicits; the use or application of any automotive coating or associated solvent within the District.”

SUBDIVISION (C) DEFINITIONS

Subdivision (c) contains the definitions to Rule 1151 and this proposed amendment includes three types of revisions: three new definitions are being proposed to be added to promote clarity and consistency; edits and corrections are being proposed to certain existing definitions to improve clarity; and, three unnecessary definitions are being proposed for deletion.

Proposed new definitions to be added to Rule 1151

The following new definitions are proposed to address automotive graphic arts operations, make a reference to Rule 1171 – Solvent Cleaning Operations to be consistent with other SCAQMD rules and to address stakeholder inquiries related to appropriate categorization of weld-through primers as a defined primer.

“(7) AUTOMOTIVE GRAPHIC ARTS OPERATION means the application of logos, letters, designs, numbers, or graphics to a painted surface by brush, roller or airbrush.”

“(25) SOLVENT CLEANING OPERATIONS is as defined in rule 1171 – Solvent Cleaning Operations.”

“(33) WELD-THROUGH PRIMER means an automotive coating designed and labeled exclusively to provide a bridging or conducting effect for corrosion protection following welding.”

Proposed revisions to existing Definitions

The proposed amendment adds new definitions to promote clarity and consistency. Revisions are proposed for a number of existing definitions:

- (1) *ADHESION PROMOTER means ~~a~~ any automotive coating, which is specifically labeled and formulated to be applied to uncoated plastic surfaces to facilitate bonding of subsequent automotive coatings, and on which, a subsequent automotive coating is applied.*

- (2) *AEROSOL COATING PRODUCT means a pressurized coating product containing pigments or resins that dispenses product ingredients by means of a propellant, and is packaged in a disposable can for hand-held application, or for use in specialized equipment for ground traffic/marketing applications.*
- (4) *ASSOCIATED PARTS AND COMPONENTS means structures, devices, pieces, modules, sections, assemblies, subassemblies, or elements of any motor vehicles or mobile equipment that are designed to be a part of any motor vehicles or mobile equipment but which are not attached to any motor vehicles or mobile equipment at the time of the application of an automotive coating to such ~~the~~ structure, device, piece, module, section, assembly, subassembly, or element. ~~The~~ Associated parts and components ~~definition does~~ do not include circuit boards.*
- (5) *AUTOMOTIVE COATING means any coating ~~or coating component~~ used or recommended for use in motor vehicles, ~~or~~ mobile equipment or associated parts and components in refinishing, service, maintenance, repair, restoration, or modification, except metal plating activities. Any reference to automotive refinishing or automotive coating ~~made by a person on the container or in product literature constitutes a recommendation for use in motor vehicle,~~ ~~or~~ mobile equipment and associated parts and components refinishing.*
- (6) *AUTOMOTIVE COATING COMPONENT means any portion of a coating, including, but not limited to, a reducer or thinner, toner, hardener, and additive, which is recommended ~~by any person to distributors or end users~~ for use in an automotive coating, or which is used in an automotive coating. The raw materials used to produce the components are not considered automotive coating components.*
- ~~(10)~~(9) *CLEAR COATING means any automotive coating that ~~contains no pigments~~ is formulated with materials that do not impart color and is specifically labeled and formulated for application over a color coating or clear coating.*
- ~~(12)~~(11) *COLOR COATING means any pigmented automotive coating, excluding automotive adhesion promoters, primers, and multi-color coatings, that requires a subsequent clear coating and which is applied over primer, ~~or~~ adhesion promoter or color coating. Color coatings include metallic/iridescent color coatings.*
- ~~(13)~~(12) *ELECTROSTATIC SPRAY APPLICATION means any method of spray application of automotive coatings where an electrostatic attraction is created between the part to be coated and the paint particles.*

The proposed amended language for definitions #~~14~~15 and #~~15~~16 are shown below in part, less equations-language. There are no changes to either equation.

~~(16)~~(15) *GRAMS OF VOC PER LITER OF COATING LESS WATER AND LESS EXEMPT COMPOUNDS, OR REGULATORY VOC, is the weight of voc per combined volume of voc and coating solids and shall be calculated by the following equation:*

~~(17)~~(16) *GRAMS OF VOC PER LITER OF MATERIAL, OR ACTUAL VOC, is the weight of VOC per volume of material and shall be calculated by the following equation:*

The following revisions are proposed for the remainder of the existing definitions:

~~(18)~~(17) *HIGH-VOLUME, LOW-PRESSURE (HVLP) means spray application equipment designed to atomize 100 percent by air pressure only and is operated between 0.1 and 10 pounds per square inch, gauge, (psig) air atomizing pressure measured dynamically at the center of the air cap and at the air horns.*

~~(19)~~(18) *METALLIC/IRIDESCENT COLOR COATING means any automotive coating that contains more than 0.042 pounds per gallon (5 grams per liter) of metal or iridescent particles as applied, where such particles are visible in the dried film.*

~~(21)~~(20) *MOTOR VEHICLE means any self-propelled vehicle, including, but not limited to, motorcycles, passenger cars, light-duty trucks and vans, medium-duty and heavy duty vehicles as defined in Section 1900, Title 13, of the California Administrative Code. Additional examples include, but are not limited to, buses, golf carts, ~~vans,~~ ~~motoreycles,~~ tanks, and armored personnel carriers.*

~~(22)~~(21) *MULTI-COLOR COATING means any automotive coating that exhibits more than one color in the dried film after a single application, is packaged in a single container, and hides surface defects on areas of heavy use, and which is applied over a primer or adhesion promoter.*

~~(23)~~(22) *PRETREATMENT COATING means any automotive coating that contains a minimum of one-half (0.5) percent acid by weight and not more than 16 percent solids by weight necessary to provide surface etching and that is specifically labeled and formulated for application directly to bare metal surfaces to provide corrosion resistance and adhesion.*

~~(24)~~(23) *PRIMER means any automotive coating, ~~which~~ that is specifically labeled and formulated for application to a substrate to provide 1) a bond between the substrate*

and subsequent coats, 2) corrosion resistance, 3) a smooth substrate surface, or 4) resistance to penetration of subsequent coats, and on which a subsequent coating is applied. Primers may be pigmented and include weld-through primers.

- (25)(24) *SINGLE-STAGE COATING* means any pigmented automotive coating, (excluding automotive adhesion promoters, primers and multi-color coatings) specifically labeled and formulated for application without a subsequent clear coat coating and applied over primer, adhesion promoters, or color coating. Single-stage coatings include single-stage metallic/iridescent coatings.
- (26) *SPOT REPAIR* means repair of an area on a motor vehicle, ~~piece of~~ mobile equipment, or associated parts or components of less than ~~1~~ one square foot (929 square centimeters).
- (27) *TEMPORARY PROTECTIVE COATING* means any automotive coating ~~which is~~ specifically labeled and formulated for the purpose of temporarily protecting areas from overspray or mechanical damage.
- (28) *TRANSFER EFFICIENCY* means the amount of coating solids adhering to the object being coated divided by the total amount of automotive coating solids sprayed, expressed as a percentage.
- (29) *TRUCK BED LINER COATING* means any automotive coating, excluding color, multi-color, and single stage coatings, specifically labeled and formulated for application to a truck bed to protect it from surface abrasion.
- (30) *UNDERBODY COATING* means any automotive coating specifically labeled and formulated for application to wheel wells, the inside of door panels or fenders, the underside of a trunk or hood, or the underside of the motor vehicle.
- (31) *UNIFORM FINISH COATING* means any automotive coating specifically labeled and formulated for application to the area around a spot repair for the purpose of blending a repaired area's color or clear coat to match the appearance of an adjacent area's existing coating.

Rule 1151 includes an allowance for tertiary butyl acetate (TBAC) for automotive coating formulations in which TBAC is considered a non-VOC except for color coatings and clear coatings. The December 2, 2005 amendment to Rule 1151 included a requirement for a technical assessment on the use of TBAC as a non-VOC by July 1, 2007. However, staff did not find any automotive coatings that contained TBAC to conduct the review and staff continues to

~~review~~evaluate the issue. Staff recently received correspondence from the Office of Environmental Health Hazards Assessment (OEHHA) indicating that they intend to complete their toxicity review for TBAC towards the end of 2014 or spring 2015. Staff proposes to incorporate OEHHA findings as part of the technical assessment for Rule 1151 with a revised completion date of December 31, 2016, provided there are automotive coatings that contain TBAC available to conduct the assessment:

~~(33)~~(32) *VOLATILE ORGANIC COMPOUND (VOC) is as defined in Rule 102-Definition of TERMS. For the purpose of this rule, tertiary butyl acetate (TBAC) is not a VOC when used in automotive coatings other than color coatings and clear coatings.*

“The Executive Officer shall conduct a technical assessment on the use of TBAC as a non-VOC by ~~July 1, 2007~~December 31, 2016. In conducting the technical assessment, the Executive Officer shall consider all information available to the SCAQMD on TBAC including, toxicity, carcinogenic and health risk assessment studies. The Executive Office shall report to the Governing Board as to the appropriateness of maintaining TBAC as a non-VOC.”

Definitions to be deleted from Rule 1151

There are three definitions in the current rule that are proposed for deletion. Definition #9, Cleaning Operations, is proposed to be deleted in favor of definition #24, Solvent Cleaning Operations (moved to maintain alphabetical ordering). The Solvent Cleaning Operations is a definition contained within many coating rules and it will be proposed for inclusion to Rule 1151 as well for consistency.

Staff proposes to delete the current definition of CLEANING OPERATIONS in paragraph (c)(9) and replace it with SOLVENT CLEANING OPERATIONS as paragraph (c)(25).

~~(9) — CLEANING OPERATIONS means the removal of loosely held uncured adhesives, inks, coatings, or contaminants, including, but not limited to, dirt, soil, or grease, from motor vehicles, mobile equipment, associated parts and components, substrates, parts, products, tools, machinery, equipment, or general work areas.~~

The second and third definitions, #8 and #32, are not necessary to keep in the rule. These definitions are not used in other SCAQMD coating rules therefore staff proposes to remove these definitions for consistency.

~~(8) — CARB means the California Air Resources Board.~~

~~(32) — U.S. EPA means the United States Environmental Protection Agency.~~

SUBDIVISION (D) REQUIREMENTS

In an effort to enhance the understanding of current applicable rule requirements, the proposed amendment seeks to make administrative changes to the rule by removing obsolete rule language, and making minor revisions and editorial corrections.

Paragraph (d)(1)

“A person shall not apply any automotive coating to a motor vehicle, mobile equipment, or associated parts or components, of a motor vehicle or mobile equipment that have a contains VOC content in excess of the limits contained in Table A of this paragraph in excess of the limits specified in the Table of Standards below. Compliance with the applicable VOC content limits shall be based on VOC content, including any VOC-material added to the original automotive coating supplied by the manufacturer, less water and exempt compounds, as applied, to the vehicle, mobile equipment or parts and components less water and exempt compounds.”

VOC Content Limit Compliance Table

The current version of Rule 1151 contains a table in subdivision (d) under the heading of “Table A – Coating Categories and VOC limits.” This table shows obsolete VOC limits for several coating categories typically used in automotive coating operations. Staff proposes to reformat the table and show only the current VOC content limits.

TABLE OF STANDARDS

| <u>VOC CONTENT LIMITS</u> | | |
|--|-----------------------------|----------------------|
| <u>Grams per Liter of Coating, Less Water and Less Exempt Compounds</u> | | |
| <u>AUTOMOTIVE COATING CATEGORIES</u> | <u>Current Limit</u> | |
| | <u>g/L</u> | <u>Lb/Gal</u> |
| <u>Adhesion Promoter</u> | <u>540</u> | <u>4.5</u> |
| <u>Clear Coating</u> | <u>250</u> | <u>2.1</u> |
| <u>Color Coating</u> | <u>420</u> | <u>3.5</u> |
| <u>Multi-Color Coating</u> | <u>680</u> | <u>5.7</u> |
| <u>Pretreatment Coating</u> | <u>660</u> | <u>5.5</u> |
| <u>Primer</u> | <u>250</u> | <u>2.1</u> |
| <u>Single-Stage Coating</u> | <u>340</u> | <u>2.8</u> |
| <u>Temporary Protective Coating</u> | <u>60</u> | <u>0.5</u> |
| <u>Truck Bed Liner Coating</u> | <u>310</u> | <u>2.6</u> |
| <u>Underbody Coating</u> | <u>430</u> | <u>3.6</u> |
| <u>Uniform Finishing Coating</u> | <u>540</u> | <u>4.5</u> |
| <u>Any Other Coating Type</u> | <u>250</u> | <u>2.1</u> |

Paragraph (d)(2) – Most Restrictive VOC Limit

Staff is proposing to make minor revisions by differentiating “coatings” as “automotive coatings” and making editorial corrections.

“If any representation ~~on~~ or information on the container of any automotive coating, or any label or sticker affixed to the container, or in any sales, advertising, or technical literature ~~supplied by a person~~ that indicates that the automotive coating meets the definition of or is recommended for use for more than one of the automotive coating categories listed in paragraph (d)(1), then the lowest VOC content limit shall apply.”

Paragraph (d)(3) - VOC Limits Compliance Dates

Paragraph (d)(3) contains a compliance date requirement that has expired. Staff proposes to remove the obsolete rule language and renumber the subsequent paragraphs in subdivision (d).

VOC Limits Compliance Dates

~~The VOC limits in effect as of December 2, 2005 shall be applicable until superseded by the VOC limits and effective dates in Table A of paragraph (d)(1).~~

“Paragraph (d)(3) – Alternative Compliance”(A) Emission Control System

“A person may comply with the provisions of paragraph (d)(1), by using an approved emission control system, consisting of collection and control devices, ~~that is provided such emission control system is~~ has been approved pursuant to Rule 203 – Permit to Operate, in writing, by the Executive Officer for reducing emissions of VOC. The Executive Officer shall approve such emission control system only if the VOC emissions resulting from the use of non-compliant automotive coatings will be reduced to a level equivalent to or lower than that which would have been achieved by the compliance with the terms of paragraph (d)(1). [...]

$VOC_{LWn,Max}$ = Maximum VOC content of non-compliant automotive coating used in conjunction with a control device, less water and exempt compounds.

$D_{n,Max}$ = Density of VOC solvent, reducer, or thinner contained in the non-compliant automotive coating containing the maximum VOC.

D_c = Density of corresponding VOC solvent, reducer, or thinner used in the compliant automotive coating system = 880 g/L.

Paragraph (d)(4) – Exempt Compounds

“A person shall not manufacture, sell, offer for sale, distribute for use in the District, or apply any automotive coating which contains any Group II Exempt Compounds as defined in Rule 102.”

Paragraph (d)(5) – Carcinogenic Materials

“A person shall not manufacture ~~the~~ automotive coatings for use in the SCAQMD in which cadmium or hexavalent chromium was introduced as a pigment or as an agent to impart any property or characteristic to the automotive coatings during manufacturing, distribution, or use of the applicable automotive coatings.”

Paragraph (d)(6) – Transfer Efficiency

Staff is proposing to augment the current language in paragraph (d)(6) by including the term “automotive coatings” and including additional language for “application of automotive coatings to a motor vehicle, mobile equipment or any associated parts or components to a motor vehicle or mobile equipment”. In addition, staff is also proposing new language to address the current HVLP requirements for spray guns that are used to apply automotive coatings.

- (A) *A person shall not apply automotive coatings to any motor vehicle, mobile equipment or any associated parts or components to a motor vehicle or mobile equipment except by the use of one of the following methods:*
- (i) *electrostatic application, or*
 - (ii) *high-volume, low-pressure (HVLP) spray, or*
 - (iii) *brush, dip, or roller, or*
 - (iv) *Spray gun application, provided the owner or operator demonstrates that the spray gun meets the HVLP definition in paragraph (c)(17) in design and use. A satisfactory demonstration must be based on the manufacturer’s published technical material on the design of the spray gun and by a demonstration of the operation of the spray gun using an air pressure tip gauge from the manufacturer of the spray gun.*
 - (iiiiv) *Any such other automotive coating application methods as ~~are~~ demonstrated, in accordance with the provisions of subparagraph (h)(1)(~~EF~~), to be capable of achieving equivalent or better transfer efficiency than the automotive coating application method listed in clause (d)(6)(A)(ii), ~~and for which~~ provided written approval is obtained of from the Executive Officer has been obtained prior to use.*
- (B) *A person shall not apply any automotive coatings by any of the methods listed in subparagraph (d)(6)(A) unless the automotive coating is applied with properly operating equipment, operated according to procedures recommended by the manufacturer and in compliance with applicable permit conditions, if any.”*

SUBDIVISION (E) PROHIBITION OF POSSESSION, SPECIFICATION AND SALE

Staff is proposing to make minor revisions to following subdivision by differentiating coatings as automotive coatings and making editorial corrections.

Paragraph (e)(1)

“For the purpose of this rule, no person that applies automotive coatings subject to this rule shall ~~posses~~ possess any automotive coating that is not in compliance with requirements of paragraph (d)(1), unless one or more of the following conditions apply:”

- (A) The automotive coating is ~~located~~ for use at a facility that utilizes an approved emission control device pursuant to subparagraph (d)(~~43~~)(A), and the coating meets the limits specified in permit conditions.*
- (B) The automotive coating is ~~located~~ for use at a facility that operates in compliance with an approved Alternative Emissions Control Plan pursuant to subparagraph (d)(~~43~~)(B), and the automotive coating is specified in the plan.*
- (C) The automotive coating is ~~located~~ for use at a training center and the automotive coating is used for educational purposes, provided that the VOC emissions from automotive coatings not meeting the VOC limits of paragraph (d)(1) do not exceed twelve (12) pounds per day.*
- (D) “The automotive ~~type~~ coating is ~~located~~ for use at a prototype motor vehicle manufacturing facility and the automotive coating is supplied by an assembly-line motor vehicle manufacturer specifically for use in the refinishing of a prototype motor vehicle, provided that the VOC emissions from all automotive coatings not meeting the VOC limits of paragraph (d)(1) do not exceed twenty-one (21) pounds per day and 930 pounds in any one calendar year.”*

Paragraph (e)(2)

“(2) For the purpose of this rule, no person shall solicit from, specify, or require any other person to use in the District any automotive coating which, when applied as supplied or thinned or reduced according to the manufacturer's recommendation for application, does not meet the:”

Subparagraph (e)(2)(A)

“~~applicable~~ Applicable VOC limits required by paragraph (d)(1) for the specific application unless:”

Clause (e)(2)(A)(i)

“(i) The automotive coating is located at a facility that utilizes an approved emission control device pursuant to subparagraph (d)(43)(A), and the automotive coating meets the limits specified in permit conditions; or,”

Clause (e)(2)(A)(ii)

“(ii) The automotive coating is ~~coating~~ is located at a facility that operates in compliance with an approved Alternative Emissions Control Plan pursuant to subparagraph (d)(43)(B), and the automotive coating is specified in the plan; or”

Clause (e)(2)(A)(iii)

“(iii) ~~the~~ The automotive coating is specifically exempt pursuant to subdivision (ij) of this rule.”

Subparagraph (e)(2)(B)

~~the~~ The requirements of paragraphs (d)(54) and (d)(65).”

Paragraph (e)(3)

~~No~~ For the purpose of this rule, no person shall supply, sell, offer for sale, market, blend, package, repackage or distribute for use in the District any automotive coating for use within the District subject to the provisions in this rule which, when applied as supplied or thinned or reduced according to the manufacturer's recommendation for application, does not meet the:”

Clause (e)(3)(A)(i)

“~~The automotive coating is located for use~~ The automotive coating is located for use at a facility that utilizes an approved emission control device pursuant to subparagraph (d)(43)(A), and the coating meets the limits specified in permit conditions; or,”

Clause (e)(3)(A)(ii)

“~~The automotive coating is specifically exempt under subdivision (ij) of this rule; or,~~”

Clause (e)(3)(A)(iii)

“~~The automotive coating is ~~coating is located for use~~ at a facility that operates in ~~compliance~~ accordance with an approved Alternative Emissions Control Plan pursuant to subparagraph (d)(43)(B), and the automotive coating is specified in the plan; and,~~”

Clause (e)(3)(A)(iv)

“~~The person that offers for supplies, sells, offers for sale, markets, blends, packages, repackages sale or distributes the automotive coating keeps the following records for at least five years and makes them available to the Executive Officer upon request:~~”

Subclause (e)(3)(A)(iv)(I)

“Automotive coating ~~Coating~~-name and manufacturer;”

Subclause (e)(3)(A)(iv)(II)

“Application method as recommended;”

Subclause (e)(3)(A)(iv)(III)

“Automotive coating ~~Coating~~-category and mix ratio specific to the automotive coating;”

Subclause (e)(3)(A)(iv)(IV)

“VOC content of the automotive coating;”

Subclause (e)(3)(A)(iv)(V)

“Documentation such as manufacturer specification sheets, material safety data sheets, technical data sheets, or any other air quality data sheets that demonstrate that the material is intended for use as ~~an~~ automotive coating;”

Subclause (e)(3)(A)(iv)(VI)

“Current manufacturer specification sheets, material safety data sheets, technical data sheets, or air quality data sheets, which list the VOC content of each ready-to-spray automotive coating (based on the manufacturer’s stated mix ratio) and automotive coating components and VOC content of each solvent;”

Subclause (e)(3)(A)(iv)(VII)

“Purchase records identifying the automotive coating category, name, and volume of automotive coatings; and”

Subclause (e)(3)(A)(iv)(VIII)

“~~The~~ In addition, for sale to an end-user, the name and address of the person ~~purchasing~~ receiving the automotive coating, a statement of the basis an acknowledgement warranting that the sale to an end-user ~~purchase~~ will comply with this paragraph, including if use is for outside the District, and acknowledgement by the purchaser that this statement is correct.”

Subparagraph (e)(3)(B)

“~~or does not meet the~~ The requirements of paragraphs (d)(~~54~~) and (d)(~~65~~).”

Paragraph (e)(4)

~~“No~~*For the purpose of this rule, no person shall solicit from, specify, require, offer for sale to, sell to, or distribute to any other person for use in the District any automotive coating application equipment which does not meet the requirements of subparagraph (d)(76)(A).”*

Paragraph (e)(5)

Staff is proposing to add clarifying language to the prohibition of sale requirements for HVLP guns by specifically identifying that the required information to be provided with the sale shall be based on published technical material on the design and demonstration of the air pressure. The demonstration is a requirement for the manufacturer in preparing the required information distributed in conjunction with a sale – it is not intended as a field demonstration prior to each individual HVLP gun sale.

~~“No~~*For the purpose of this rule, no person shall offer for sale, sell, supply, market, offer for sale or distribute an HVLP spray gun for use within the SCAQMD unless the person offering for sale, selling, marketing or distributing the HVLP spray gun for use within the SCAQMD provides accurate information to the spray gun recipient on the maximum inlet air pressure to the spray gun which would result in a maximum air pressure of 10 pounds per square inch gauge (psig) air pressure measured dynamically at the center of the air cap and at the air horns based on the manufacturer’s published technical material on the design of the spray application equipment and by a demonstration of the operation of the spray application equipment using an air pressure tip gauge from the manufacturer of the gun. The information shall either be permanently marked on the gun, or provided on the company's letterhead or in the form of technical literature which clearly identifies the spray gun manufacturer, the salesperson, seller, or the distributor.”*

Paragraph (e)(6)

~~“The~~*For the purpose of this rule, the requirements of paragraphs (e)(1), (e)(2), (e)(3), ~~(e)(4)~~ or ~~(e)(45)~~ or (e)(4) shall apply to all written or oral agreements executed and entered into under the terms of which an automotive coating or an automotive coating application equipment shall be used at any location within the District.”*

SUBDIVISION (F) RECORDKEEPING REQUIREMENTS

Staff intends to clarify the recordkeeping requirements for automotive coatings that are formulated with TBAC. The proposed definition for VOC allows TBAC in the formulation of non-color and non-clear coatings where TBAC is considered a non-VOC when determining the VOC of the coating for compliance purposes with subparagraph (d)(1). This gives automotive coating manufacturers the ability to formulate non-color and non-clear coatings using TBAC to meet the VOC requirements in the proposed Table of Standards in paragraph (d)(1). Staff is proposing to make minor revisions to the following paragraph as follows:

Paragraph (f)(1) Recordkeeping For VOC Emissions

“(1) Recordkeeping for VOC Emissions

Records of automotive coating usage shall be maintained pursuant to SCAQMD Rule 109 – Recordkeeping for Volatile Organic Compound Emissions, and shall at a minimum include the following information:”

- “(C) ~~Automotive coating~~ Coating category and mix ratio specific to the coating;*
- (D) ~~VOC-actual~~ Actual VOC and regulatory VOC, for the automotive coating;*
- (E) Documentation such as manufacturer specification sheets, material safety data sheets, technical data sheets, or any other air quality data sheets that demonstrate that the material is intended for use as ~~an~~ automotive coating or solvent;*
- (F) Current manufacturer specification sheets, material safety data sheets, technical data sheets, or air quality data sheets, which list the actual VOC ~~actual for coatings~~ and ~~VOC-regulatory VOC, for coatings~~ of each ready-to-spray automotive coating (based on the manufacturer’s stated mix ratio), ~~and~~ automotive coating components used and the VOC content ~~of~~ for each solvent used; and,*
- (G) Purchase records identifying the automotive coating category, name, and the total volume of all coatings and solvents used.”*

SUBDIVISION (G) ADMINISTRATIVE REQUIREMENTS

Staff is proposing to make minor revisions to following subdivision by differentiating coatings as automotive coatings and making editorial corrections.

Subdivision (g) – Add Automotive to Coating Manufacturer

“(g) Administrative Requirements for Automotive Coating Manufacturers”

Paragraph (g)(1) – Compliance Statement Requirement

“For each individual automotive coating, automotive coating component, and ready to spray mixture (based on the manufacturers stated mix ratio), the manufacturer shall include the following information on a product data sheet, or an equivalent medium:

- (A) The actual VOC and regulatory VOC for automotive coatings (in grams per liter);”*

Paragraph (g)(2) – Labeling Requirements

“(A) The manufacturer of ~~automobile~~ automotive coatings or automotive coating components, including hardeners, with the exception of solvents such as reducers and thinners, shall include on all containers the applicable use automotive coating category(ies), and the ~~VOC-actual~~ VOC and regulatory VOC, for ~~coatings~~, as supplied (in grams of VOC per liter of material) and in grams of VOC per liter of material, less water and less exempt compounds.”

“(B) *The manufacturer of solvents, including reducers and thinners, subject to this rule shall include on all containers the actual VOC content for solvents, as supplied (in grams of VOC per liter of material).*”

SUBDIVISION (H) TEST METHODS

Staff is proposing to make minor revisions to following subdivision by differentiating coatings as automotive coatings and making editorial corrections.

Subparagraph (h)(1)(A)

Add the word “automotive” to “coatings”: “*VOC Content of Automotive Coatings*”

Clause (h)(1)(A)(i)

“(i) *United States Environmental Protection Agency (“U.S. EPA”) Reference Test Method 24, (Determination of Volatile Matter Content, Water Content, Volume Solids and Weight Solids of Surface Coatings, Code of Federal Regulations, Title 40 Code of Federal Regulations, Part 60, Appendix A). The exempt compounds’ content shall be determined by South Coast Air Quality Management District (SCAQMD) Laboratory Test Method 303 (Determination of Exempt Compounds) contained in the SCAQMD “Laboratory Method of Analysis for Enforcement Samples” manual; or SCAQMD Method 304 [Determination of Volatile Organic Compounds (VOC’s) in various materials] contained in the SCAQMD “Laboratory Methods of Analysis for Enforcement Samples” manual.*”

Staff will be moving reference to test method, SCAQMD Method 304 as a new clause,

(h)(1)(A)(ii):

“(ii) *SCAQMD Method 304 [Determination of Volatile Organic Compounds (VOCs) in Various Materials] contained in the SCAQMD “Laboratory Method of Analysis for Enforcement Samples” manual.*”

Subparagraph (h)(1)(B) – Exempt Perfluorocarbon Compounds.

Staff proposes to reformat this rule language to provide the list of classes of compounds in a semi-bullet format consistent with other SCAQMD rules.

The following classes of compounds: cyclic, branched, or linear, completely fluorinated alkanes; cyclic, branched, or linear, completely fluorinated ethers with no unsaturations; cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations; and sulfur containing perfluorocarbons with no unsaturations and with sulfur bonds only to carbon and fluorine,

“The following classes of compounds:

cyclic, branched, or linear, completely fluorinated alkanes;
cyclic, branched, or linear, completely fluorinated ethers with no unsaturations;
cyclic, branched, or linear, completely fluorinated tertiary amines with no unsaturations;
and
sulfur-containing perfluorocarbons with no unsaturations and with sulfur bonds only to carbon and fluorine.

shall be analyzed as exempt compounds for compliance with paragraph (d)(1), only at such time as manufacturers specify which individual compounds are used in the formulation of the automotive coatings and identify the test methods, which have been approved by the U.S. EPA, CARB and the ~~District~~ SCAQMD prior to such analysis, that can be used to quantify the amounts of each exempt compound.”

Subparagraph (h)(1)(D) – Add Automotive to Pretreatment Coatings.

“(h)(1)(D) - Acid Content in Pretreatment Automotive Coatings”

“The acid content of pretreatment automotive coatings shall be determined by ASTM Test Method D1613-06 (2012) (Acidity in Volatile Solvents and Chemical Intermediates Used in Paint, Varnish, Lacquer, and related products.”

Subparagraph (h)(1)(E) – Add Automotive to Coatings and be more specific on test method.

“Subparagraph (h)(1)(E) - Reflectance of Anti-Glare Safety Automotive Coatings”

“The reflectance of anti-glare automotive safety coatings shall be ~~measured~~ determined by ASTM Test Method D-523-08 (Specular Gloss).”

Subparagraph (h)(1)(F) – Transfer Efficiency

“The transfer efficiency of alternative automotive coating application methods, as defined by clause (d)(76)(A)(~~iii~~), shall be determined in accordance with the SCAQMD method "Spray Equipment Transfer Efficiency Test Procedure for Equipment User, May 24, 1989," and SCAQMD "Guidelines for Demonstrating Equivalency With District Approved Transfer Efficiency Spray Gun September 26, 2002.”

Subparagraph (h)(1)(G) - Equivalent Test Methods

“Other test methods determined to be equivalent ~~after review by the staffs of the District~~ by the Executive Officer, CARB, and the U.S. EPA, and approved in writing by the ~~District~~ Executive Officer may also be used for methods of analysis.”

Subparagraph (h)(2)(A) – Determination of Efficiency of Emission Control System

“The efficiency of the collection device of an emission control system as specified in subparagraph (d)(43)(A) shall be determined by the methods specified ~~in clauses (h)(2)(A)(i), (h)(2)(A)(ii), or (h)(2)(A)(iii).~~ below.”

Clause (h)(2)(A)(iii)

~~“any~~ *Any other method approved by the United States Environmental Protection Agency U.S. EPA, the California Air Resources Board CARB, and the District Executive Officer.”*

Subparagraph (h)(2)(B)

“The efficiency of the control device of an emission control system as specified in subparagraph (d)(43)(A) and the VOC content in the control device exhaust gases, measured and calculated as carbon, shall be determined by USEPA Test Methods 25, 25A, or SCAQMD Method 25.1 (Determination of Total Gaseous Non-Methane Organic Emissions as Carbon) as applicable. U.S. EPA Test Method 18, or CARB Method 422 shall be used to determine emissions of exempt compounds.”

Paragraph (h)(3) - Multiple Test Methods

“When more than one test method or set of test methods are specified for any testing, a violation of any requirement ~~of this rule~~ of this rule ~~documentation~~ established by any one of the specified test methods or set of test methods shall constitute a violation of the rule.”

SUBDIVISION (I) - RULE 442 APPLICABILITY

Staff is proposing to add a new subdivision to the rule to include Rule 1151 - Usage of Solvents to make Rule 1151 consistent with the other Regulation XI rules that already include Rule 442 applicability language. The new rule language will be under subdivision (i) which will replace the exemptions subdivision (i), and the exemptions subdivision then becomes subdivision (j).

The new rule language is as follows:

“Rule 442 Applicability

Any automotive coating, automotive coating operation or facility which is exempt pursuant to subdivision (j) from all or a portion of the VOC limits of subdivision (d) shall comply with the provisions of Rule 442 – Usage of Solvents.”

SUBDIVISION (J) EXEMPTIONS

Staff is proposing the following editorial clarifications to the exemptions to the rule requirements to improve clarity.

“Paragraph (j)(1) – This rule shall not apply to:”

- (A) *Any automotive coating applied to motor vehicles or mobile equipment, or their associated parts and components, during manufacture on an assembly line that ~~are~~is subject to Rule 1115 – Motor Vehicle Assembly Line Coating Operations;”*

- “(C) *Any aerosol coating product; and*
- (D) *Any coating that is ~~sold, supplied, sold, or~~ offered for sale, marketed manufactured, blended, packaged or repackaged for use in the District in 0.5 fluid ounces or smaller containers.”*

Paragraph (j)(2):

- “(2) *The requirements of paragraph (d)(1) shall not apply to automotive coatings applied for educational purposes at automotive coating training centers, which are owned and operated by automotive coating manufacturers, provided that the VOC emissions emitted at a automotive coating training center from automotive coatings not complying with paragraph (d)(1) ~~does~~do not exceed twelve (12) pounds per day.”*

Paragraph (j)(3):

- “(3) *The requirements of paragraph (d)(1) shall not apply to automotive coatings supplied by an assembly-line motor vehicle manufacturer for use by a prototype motor vehicle manufacturing facility in the finishing of a prototype motor vehicle, provided that the VOC emissions at the prototype motor vehicle manufacturing facility from such topcoats ~~does~~do not exceed 21 pounds in a calendar day and 930 pounds in a calendar year.*

Paragraph (j)(4) – Exemptions

Paragraph (i)(4) (current rule) contains a compliance date requirement for color and clear coatings that has expired. Staff proposes to remove the obsolete rule language.

~~“(j)(4) — Color and clear coatings that are manufactured prior to the effective date of July 1, 2008, that have a VOC content above the limit specified in Table A of paragraph (d)(1), but not above the applicable limit on the date of manufacture may be possessed, sold, supplied, offered for sale, or applied up to December 31, 2008.”~~

Staff has received ongoing questions about whether or not custom graphics such as pin-striping, murals and other special effects type painting are compliant with the transfer efficiency requirements of Rule 1151. Staff reviewed the transfer efficiency requirements of the SCM and proposes to align the requirements by adding a new definition for automotive graphic arts operations and then exempt automotive graphic arts operations, truck bed liner coating operations and underbody coating operations from the transfer efficiency requirements of subparagraph (d)(6)(A) as follows:

“(j)(4) The requirements of subparagraph (d)(6)(A) shall not apply to automotive graphic arts operations, truck bed liner coatings or underbody coatings.”

**RULE 1151 – MOTOR VEHICLE AND MOBILE EQUIPMENT NON-ASSEMBLY LINE
COATING OPERATIONS**

CHAPTER 3: IMPACT ASSESSMENT OF PROPOSED AMENDED RULE 1151

- o EMISSION IMPACT ASSESSMENT
- o COST ANALYSIS
- o INCREMENTAL COST-EFFECTIVENESS
- o CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
- o SOCIOECONOMIC IMPACT ASSESSMENT
- o DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY CODE
40727
- o COMPARATIVE ANALYSIS
- o DRAFT CONCLUSIONS AND RECOMMENDATIONS
- o PUBLIC COMMENTS AND RESPONSES

EMISSION IMPACT ASSESSMENT

Staff does not anticipate any emissions reductions or increases since the proposed amendment does not change any VOC content limits or standards and is administrative in nature.

COST ANALYSIS

The proposed amendment to Rule 1151 is not expected to have a net cost impact since industry will be able to continue business as usual and operate their equipment subject to Proposed Amended Rule 1151 in a similar manner to the current rule.

INCREMENTAL COST-EFFECTIVENESS

Under Health and Safety Code § 40920.6, the SCAQMD is required to perform an incremental cost analysis when adopting a Best Available Retrofit Control Technology (BARCT) rule or feasible measure required by the California Clean Air Act. To perform this analysis, the SCAQMD must (1) identify one or more control options achieving the emission reduction objectives for the proposed rule, (2) determine the cost effectiveness for each option, and (3) calculate the incremental cost effectiveness for each option. To determine incremental costs, the SCAQMD must “calculate the difference in the dollar costs divided by the difference in the emission reduction potentials between each progressively more stringent potential control option as compared to the next less expensive control option.” Staff reviewed the (October 20, 2005) state ~~control measure~~ Suggested Control Measure along with other current standards throughout the state and determined that PAR 1151 represents BARCT for Motor Vehicle And Mobile Equipment Non-Assembly Line Coating Operations because there are no other more stringent limits available. PAR 1151 will not result in emission reductions and therefore no incremental cost analysis is required under Health and Safety Code § 40920.6.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The SCAQMD has reviewed the proposed project pursuant to CEQA Guidelines §15002 (k)(1) - General Concepts, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The SCAQMD has determined that that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment, and is therefore, exempt pursuant to CEQA Guidelines §15061 - Review for Exemption, paragraph (b)(3) – “general rule” exemption.

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §15062 - Notice of Exemption. If the proposed project is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

SOCIOECONOMIC IMPACT ASSESSMENT

The proposed amendments codify existing practices at Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations that are subject to Rule 1151. As such, there will be no additional costs or other socioeconomic impacts.

DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY CODE 40727

The draft findings include necessity, authority, clarity, consistency, non-duplication and reference, as defined in Health and Safety Code Section §40727. The draft findings are as follows:

Necessity - The AQMD Governing Board finds and determines that Proposed Amended Rule 1151, Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, is necessary to enhance readability and provide clarity of rule language.

Authority - The AQMD Governing Board obtains its authority to adopt, amend or repeal rules and regulations from Health and Safety Code §§ 40000, 40001, and 40440.

Clarity - The AQMD Governing Board finds and determines that Proposed Amended Rule 1151 is written and displayed so that the meaning can be easily understood by persons directly affected by it.

Consistency – The AQMD Governing Board finds and determines that Rule 1151 is in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or federal or state regulations.

Non-Duplication – The AQMD Governing Board has determined that Rule 1151 does not impose the same requirement as any existing state or federal regulation, and the proposed amendment is necessary and proper to execute the powers and duties granted to, and imposed upon, the AQMD.

Reference - In adopting this proposed amendment, the AQMD Governing Board references the following statutes which AQMD hereby implements, interprets or makes specific: Health and Safety Code Sections 40001 and 40440.

COMPARATIVE ANALYSIS

California Health and Safety Code Section 40727.2 requires the comparative analysis with any federal or other AQMD rules that apply to the same equipment or source type as the proposed amendments. There are no federal requirements for these small emitting types of equipmentsources.

DRAFT CONCLUSIONS AND RECOMMENDATIONS

Staff recommends that Rule 1151 - Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations be amended as proposed.

PUBLIC COMMENTS AND RESPONSES

The public comments and staff responses shown below are from the May 28, 2014, public workshop and from the comment letters that were received from May 28, 2014, through June 6, 2014.

Responses to comments from the public workshop

The following comments were made during the public workshop and staff responses to those comments are shown below.

Comment #1:

The proposed rule language for the purpose of the rule [subdivision (a)] now focuses on the supplier. The focus should remain on the operation and not move to the supplier.

Response:

Staff disagrees that the purpose of the rule changed focus and believes the revisions to the purpose section of the rule [subdivision (a)] reflects current implementation of the rule. The rule's purpose is to reduce volatile organic compound emissions, toxic air contaminants, stratospheric ozone-depleting compounds, and global-warming compound emissions from automotive coating applications performed on motor vehicles, mobile equipment, and associated parts and components.

Comment #2:

The CARB Consumer Products definition for Aerosol Coating Product and Weld-Through Primers should be used in Rule 1151.

Response:

After consultation and concurrence from CARB staff, staff has revised the proposed language to be consistent with the Consumer Products Regulation.

Comment #3:

The inclusion of "Associated Parts and Components" appears to be overly broad and may loop in many coatings that otherwise would not normally be considered to be part of an auto refinishing operation, such as the reflective lens coating on a headlight.

Response:

Staff revised the language for the Associated Parts And Components definition by designating “coatings” as “automotive coatings” to clarify that the scope of the requirement does not extend to original equipment manufacturer (OEM) applications.

Comment #4:

The Clear Coating definition should accommodate materials that don’t impart color that manufacturers loosely refer to as “pigments”, even though they are not technically pigments. Examples include flattening agents and nanopigments.

Response:

Staff agrees and has revised the definition for clear coatings as suggested.

Comment #5:

The commenter recommends removal of Low Volume, Low Pressure (LVLP) definition and all references to LVLP from the proposed amended rule. The commenter said this could open a loop hole and bring many offshore so-called LVLP PSGs to southern California. There is no way to conduct third party testing on LVLP spray guns since they are predominantly turbine. The introduction of LVLP technology as an acceptable method has downstream effects on literature, training, etc. SATA has a “reduced pressure” gun (exceeds the 10 psig, but has an approved equivalency). SATA would prefer the District maintain the requirement for equipment testing rather than add LVLP as an acceptable method. Introducing a new method could create a loophole that other gun manufacturers could use to produce guns that may not meet the transfer efficiency requirements of the rule, but take advantage of either improperly marketed equipment or equipment that would be difficult to test. The commenter inquired if LVLP was a branded name and wanted to know where the name came from.

Response:

LVLP has been around for long time and both CARB and U.S. EPA have been using the “LVLP” designation for spray guns for many years. Nonetheless, based on the comment, staff has removed the LVLP definition from the originally proposed amended rule, and included a discussion of LVLP and several other spray gun variants in the staff report. LVLP spray guns must meet the transfer efficiency requirements in clause (d)(6)(A)(iv) or (d)(6)(A)(v) in order to be considered compliant with Proposed Amended Rule 1151.

Comment #6:

The last sentence in the definition for the Single-Stage Coating definition should be stricken. The single-stage coating definition does not appear limited enough to exclude various specialty coatings that do not use a subsequent clear coat (example: underbody coating). Combined with the more restrictive limit, these specialty coatings would be subject to the single stage coating limit.

Response:

Staff revised the definition by designating “coatings” as “automotive coatings” and clarifying that these coatings are specifically labeled and formulated for application without a subsequent clear coating and are applied over primer, adhesion promoter, or a color coating. Staff believes that it is relevant to the definition to keep single-stage metallic/iridescent coatings and will retain the last sentence in the definition.

Comment #7:

A copy of the 2007 TBAC technical assessment that was due on July 1, 2007 as shown in the December 2, 2005 amendment should be distributed as part of the proposed amendment.

Response:

The technical assessment that was due on July 1, 2007, pursuant to the definition for VOC [paragraph (c)(33)] was not conducted because tertiary butyl acetate containing products were not and still are not used for automotive refinishing uses. CEQA staff conducted an offsite analysis on TBAC as part of the 2005 amendment and found the estimated carcinogenic risk to be five in one million, which is lower than the significance threshold of 10 in one million for CEQA. The December 2, 2005 amendment to Rule 1151 included a requirement for a technical assessment on the use of TBAC as a non-VOC by July 1, 2007. However, staff did not find any automotive coatings that contained TBAC to conduct the review and staff continues to review the issue. Staff proposes to incorporate another technical assessment for Rule 1151 with a revised completion date of December 31, 2016, provided there are automotive coatings that contain TBAC available to conduct the assessment.

Comment #8:

If no one is using TBAC why not just remove it from the rule entirely.

Response:

The allowance for TBAC was set in place to provide formulation options to facilitate achievement of VOC content limits and meet consumer demands in a flexible manner. See also response to comment #7.

Comment #9:

(d)(1) refers to VOC content limit, “...including any VOC material...”. Because the VOC content is dependent on as applied, which includes both VOC containing materials and non-VOC containing materials, the term “VOC material” should be changed to “material”.

Response:

Staff agrees and paragraph (d)(1) has been revised accordingly.

Comment #10:

The first sentence in paragraph (d)(2) reads, in part, “If any representation on information...” but it should be changed to read “If any representation ~~on~~ of information...”. In addition, the text “supplied by a person” should be removed from the paragraph because it is not necessary.

Response:

Staff incorporated the following revision into paragraph (d)(2) “If any representation ~~on~~ or information...”. Replace the word “on” with the word “or”. The text “supplied by a person” has been removed.

Comment #11:

The transfer efficiency methods in paragraph (d)(6) should be consistent with other Regulation XI rules and include roller and brush methods. Hand application (brush, roller, wipe) should be included as part of the compliant methods under the transfer efficiency section (especially for components, which can be dip coated or coated with a hand wipe).

Response:

Staff referred to the state Suggested Control Measure (SCM) and found that brush, dip, or roller application methods were listed as suggested coating application methods. Therefore, staff will include brush, dip and roller application methods to paragraph (d)(6) transfer efficiency to further align with the SCM.

Comment #12:

The proposed language for HVLP flow rates is too high. Actual spray gun performance represents much lower flow rates for HVLP spray guns. Field verification would be challenging.

Response:

The flow rate values have been removed from the proposed amended HVLP definition. If the spray gun manufacturer can demonstrate that a pressure feed spray gun can meet the transfer efficiency requirement pursuant to Rule 1151 Paragraph (h)(1)(F) or (h)(1)(G) and these type spray guns operate with a air atomization pressure of no more than 10 pounds per square inch at the center of the air cap and at the air horns, they would be an acceptable spray gun to apply automotive coatings.

Comment #13:

Recordkeeping under (e)(3)(A) would be difficult for upstream distributors and manufacturers for tracking coating use as compared to “intended for use” or “specified” or “marketed for use”, and the words “as recommended” should be added to (e)(3)(A)(iv)(II) for additional clarity. In addition, the requirement to maintain documentation that “a material is a coating” is unclear, and the “documentation” itself required for subparagraph (e)(3)(A)(iv)(V) and (f)(1)(E) is also

unclear. A distributor removed from the final sale to an end user may not know or realize that the requirements in (e)(3)(A)(iv)(VIII) apply to them.

Response:

The documentation that a material is a coating is to confirm the material was intended for use as an automotive coating. Documentation could include the technical data sheets or the MSDS. Subclause (e)(3)(A)(iv)(V) and subparagraph (f)(1)(E) has been expanded to refer to manufacturer specification sheets, material safety data sheets, technical data sheets or any other air quality data sheets that demonstrate that the material is intended for use as an automotive coating. The requirements of (e)(3)(A)(iv)(VIII) has been updated to limit the applicability to sale to an end user. Staff has also incorporated the additional clarifying language related to “intended for use” and “for use” as indicated by your comment.

Comment #14:

(e)(3)(A)(i) should be changed from “The automotive coating is located at a ...” to “The automotive coating is located for use at a...”. In addition for (e)(3)(A)(iii) the proposed rule language shows “The automotive coating is located at a ...” which should be changed to “The automotive coating is located for use at a...”. The words “as recommended” should be added to (e)(3)(A)(iv)(II) for additional clarity.

Response:

Staff has included the suggested revision to the proposed amended rule.

Comment #15:

The wording of paragraph (g)(2)(A) referring to components can include thinners, reducers, and other solvents, although solvents are not defined in the rule. In addition, components do not have a coating category. The labeling requirement under (g)(2)(A) for automotive coating components to include the applicable use coating categories may be too exhaustive for thinners or reducers (which are defined as components).

Response:

In follow up discussions in regard to this topic, staff revised the rule language in subparagraph (g)(2)(A) and proposes to add new language to exclude solvents such as reducers and thinners from the labeling requirements for identifying automotive coatings or automotive coating component categories.

Responses to comments after the public workshop

The following comments were made after the public workshop prior to the June 6, 2014, deadline and staff responses to those comments are shown below.

Comment #16 {Institute for Research and Technical Assistance}:

I am writing with comments on the proposed changes to Rule 1151 “Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations.” I am Director of the Institute for Research and Technical Assistance (IRTA), an environmental technical nonprofit organization that develops and demonstrates low-VOC, low toxicity alternatives, primarily in solvent applications. Rule 1151 has included an exemption for tertiary-butyl acetate (TBAC) from VOC regulations for many years.

TBAC forms a metabolite, tert-butyl alcohol (TBA), which is a carcinogen. Several years ago, the Hazard Evaluation System and Information Service (HESIS) calculated the risk to workers using TBAC at the current Occupational Safety and Health Administration (OSHA) PEL of 200 ppm and provided the results to the California Air Resources Board (CARB). IRTA supplied the calculation to the District staff during an earlier proposed modification for SCAQMD Rule 1107. The values show that the risk posed to workers when the TBAC level is at the PEL is estimated at between 74,000 in one million and 380,000 in one million. The District also has information from the Office of Environmental Health Hazard Assessment (OEHHA) stating that OEHHA stands by a toxicity evaluation they conducted in 2006 for CARB that concluded TBAC should be considered a potential human carcinogen.

SCAQMD Rule 1168 “Adhesive and Sealant Applications” is currently being amended by staff. The rule originally included a proposed exemption for TBAC from VOC regulations. Based on the recent information from OEHHA and the SCAQMD CEQA staff’s risk calculations for on-site workers, off-site workers and surrounding community members, the proposed exemption was removed from the rule. The risk values demonstrated that TBAC poses a high risk in all cases.

In 2005, when Rule 1151 was last amended, the rule included a requirement that the District staff perform a technology assessment in 2007 to reassess the risk from TBAC and to determine if the exemption was still needed. I am requesting a copy of that assessment. The technology assessment that was conducted in 2007 may not have taken into account the OEHHA evaluation of TBAC that was available at the time. At this stage, given OEHHA’s recent letter reaffirming toxicity of TBAC and the fact that use of the chemical in any application poses a high risk, the District should remove the exemption in Rule 1151 during this amendment process.

The exemption in Rule 1151 applies only to auto body primers and the District staff has indicated over the last few years that no or very few suppliers rely on TBAC in their coatings. Since this is the case, there are clearly non-TBAC primers available to the industry and they are apparently widely used. This further demonstrates there is no need for the exemption.

The District's mission is to protect public health. The exemption for TBAC in Rule 1151 clearly does not protect the health of workers who use it or off-site workers and community members who are in the vicinity of the operations. I am requesting that the District eliminate the exemption from the rule.

Response:

During the rulemaking efforts for the December 2, 2005 rule amendment, CEQA Staff conducted an offsite analysis on TBAC and found the estimated carcinogenic risk to be five in one million, which is lower than the significance threshold of 10 in one million for CEQA. Staff provided a limited use for tertiary Butyl Acetate (TBAC) for the primer category however at that time no known TBAC containing primers had been identified. The December 2, 2005 amendment for Rule 1151 considered TBAC to be a VOC only for color and clear coatings. The purpose of this amendment is administrative; it entails the removal of the obsolete rule language in the first part of the rule that sunset on June 30, 2008 and clarifications to the existing rule language in Appendix A, which continues as the effective portion of the rule.

The technical assessment was to have been conducted by July 1, 2007. However, staff did not find any coatings that were formulated with TBAC in order to conduct the assessment. Staff plans to conduct a future technical assessment on the continued use of TBAC in automotive coatings, with the excluded exception of color and clearing coatings. Staff recently received correspondence from the Office of Environmental Health Hazards Assessment (OEHHA) indicating that they intend to complete their toxicity review for TBAC towards the end of 2014 or early 2015. Staff proposes to incorporate OEHHA findings as part of the technical assessment for Rule 1151 with a revised completion date of December 31, 2016, provided there are automotive coatings that contain TBAC available to conduct the assessment.

Comment #17 {DeVilbiss Automotive Finishes}:

Thank you for sending me copies of PAR-1151. I have reviewed the proposed changes and have one area I would like to offer some input. In the definition section, you have added additional info for HVLP.

HIGH-VOLUME, LOW-PRESSURE (HVLP) means spray application equipment that has a typical volume flow rate between 30 to 200 cubic feet per minute (cfm), and is designed to atomize 100% by air pressure only and operated between 0.1 and 10 pounds per square inch, gauge, (psig) air atomizing pressure measured dynamically at the center of the air cap and at the air horns.

In this definition, you state that HVLP typical air flow is between 30 to 200 cubic feet per minute (CFM). From my experience, this is air flow rate is extremely high. I have reviewed some of our test data for various HVLP spray guns, both ones that we manufacture, as well as some of our

competitors, and have listed this info below. In general, full size HVLP guns have an air flow rate between 10 and 20 SCFM and touch HVLP guns have a flow rate between 5 and 10 SCFM. I have seen some HVLP set ups use up to 25 SCFM in the past, but anything more than this starts to be a lot of air, and most compressors in the body shops would have a problem of maintaining the necessary air pressure to maintain the performance.

Perhaps you have pulled this air flow range from manufacturer's data that make HVLP guns that are supplied by air turbines, not shop compressed air. Many years ago, when DeVilbiss had an HVLP gun that was supplied by an air turbine, I discovered that many of the manufacturers of air turbines had very misleading technical data. They would list the maximum pressure and the maximum air flow the air turbine is capable of producing. These ended up being 2 points on a graph, the maximum air flow was at zero pressure, and the maximum pressure was a zero air flow. The only gun listed below that I have test data on that is supplied by an air turbine was the Accuspray 10G. As you can see from this, they are in the typical 10 to 20 SCFM air flow range.

Also, you give the units as cubic feet per minute (CFM). When measuring air flow through a spray gun all air flow should be corrected to standard temperature and pressure. The units are then SCFM.

I would recommend that the air flow rate for HVLP be changed in the definition of HVLP. 10 to 20 SCFM would be typical for most full size spray guns. I believe that the definition of LVLP would still be valid, as they typically have less air flow than HVLP.

Response:

Staff has revisited the initially proposed new language and proposes to maintain just one compliance parameter based on the dynamic air pressure measured at the center of the air cap and at the air horns. Staff reviewed several HVLP spray guns and found the volume flow rates typically vary between 10 and 15 standard cubic feet per minute (scfm) and has removed the volume flow rate values from the proposed amended rule definition. Additionally, Staff has removed the proposed definition for Low Volume, Low Pressure (LVLP) from the proposed amended rule and has provided a detailed discussion of LVLP, Reduced Pressure and Pressure fed spray guns in the Staff Report and the transfer efficiency requirements based on the dynamic air pressure measured at the center of the air cap and at the air horns.

Comment #18 {SATA GmbH & Co, KG}:

Proposed new definition of "HVLP" atomization technology – as per § (c)(17):

At present, the term "HVLP" is only defined by one parameter, namely dynamic air cap PRESSURE of max. 10 psi. With the proposed new definition of the term "HVLP", a SECOND, ADDITIONAL, parameter would be added, i.e. the AIR FLOW RANGE between 30 to 200 cfm.

First consequence: ALL currently existing HVLP SPRAY GUNS used in the collision repair industry would become ILLEGAL, If the new “HVLP” definition came into force. Why? – Because all current HVLP spray guns are operated with max. 15 cfm or less.

Second consequence: Spray guns complying with the new “HVLP” definition would be afflicted by a dramatically reduced “Transfer Efficiency (TE) leading to MUCH HIGHER AIR POLLUTION. Why? – Because the much higher air flow will lead to much higher overspray and consequently to that much lower TE.

Third consequence: ALL collision repair paint materials currently available in the market can no longer be applied with spray guns complying with the new “HVLP” definition. Why? – Because the application will be extremely dry leading to totally unacceptable, absolutely non-sellable finishes, due to the high air flow volume.

Fourth consequence: ALL technical data sheets (TDS) of the paint industry and ALL training manuals / training procedures / training certificates of the paint industry as well as of education bodies such as I-CAR would become obsolete from one day to the next. Why? – Because ALL documentation and procedures will not be in compliance with new “HVLP” term and consequently would have to be adapted in the next step.

Addition of “LVLP” atomization technology complementing the new definition of “HVLP” atomization technology – as per § (c)(18)”

A newly introduced “LVLP” atomization technology as per proposed definition, i.e. dynamic air cap pressure of max. 10 psi and an air flow range of 13.5 to 130 cfm (i.e. 45% to 65% of the above 30 to 200 cfm) would WIDELY OVERLAP with the air flow range of the new “HVLP” definition.

First consequence: As soon as any “LVLP” labeled gun is operated with more than 15 cfm air flow, ALL of the above mentioned four consequences will also become effective.

Second consequence: MOST of the current HVLP spray guns would become illegal. Why? – Because MOST of the current HVLP spray guns are operated with an air flow which is lower than 13.5 cfm.

Approval of use of non- “HVLP” and non- “LVLP” spray guns as they are defined by the new proposed RULE 1151 legislation - see § (d)(6)(A)(iv)

Based on the new proposed RULE 1151 legislation, there are currently NO HVLP SPRAY GUNS available on the market which can be used as a benchmark for the SCAQMD approval process as currently existing and known.

First consequence: There is NO POSSIBILITY to OBTAIN APPROVAL FOR COMPLIANT GUNS anymore.

Second consequence: ALL existing COMPLIANT SPRAY GUNS will become ILLEGAL, as ALL existing APPROVALS will become INVALID.

Conclusions:

The proposed amendments will cause undue burdens and incalculable risks for
the painters
the bodyshops
the paint manufacturers
the spray gun manufacturers
and SCAQMD as rule-executing and monitoring body.

The proposed amendments will not improve but – on the contrary – will negatively impact on the environmental protection, due to higher, not lower pollution.

The proposed amendments will not only affect the SCAQMD mandated area, but ALL other mandated areas, counties and states in the USA as well as the national 6H EPA RULE, with the SCAQMD approvals being the reference for all other approval processes.

The proposed amendments will also obsolete the current definition of terms “HVLP” and “Transfer Efficiency” as currently being used as an official standard terms on a WORLDWIDE basis for almost 26 years.

Response:

Please see response to Comment #17.

Comment #19 (a) & (b) {SATA GmbH & Co, KG}:

SATA recommendations in regard to spray guns and coating application:

The current regulations of RULE 1151 in regard to spray guns and coating application must basically remain unchanged – as it is an accepted applicable and proven standard in the collision repair industry – with two exceptions:

- a. The exemptions as listed in (i)(1) should be amended with an additional section (C):
SPOT REPAIR [as defined in (b)(41)].

Reason: The material consumption and the level of pollution created by overspray depend primarily on the size of the spot repair area with almost no influence from the spray gun employed.

- b. The exemptions as listed in (i)(1) should be amended with an additional section (D):
PRESSURE FED SPRAY GUNS FOR COMMERCIAL VEHICLES.

Reason: The material consumption and the level of pollution created by overspray depend primarily on the spraying distance. In addition, there is no affordable and practically working device available to monitor and control the material flow pressure on the gun during application. These issues are the very reason why it has not been possible to approve any pressure fed spray gun according to § (e)(4)(A)(iii).

Response (a):

Eliminating the transfer efficiency requirement for all spot repair operations would be considered backsliding on emissions reductions. ~~Both the EPA and CARB have legislation requiring air pollution control districts and the air quality management districts to require HVLP application equipment for air atomization for all automotive coatings products.~~ The EPA's Control Techniques Guidelines for Automobile and Light-Duty Truck Assembly Coatings and CARB's the state Suggested Control Measure both recommend that the air pollution control districts and air quality management districts require transfer efficiency requirements for spray application equipment for all automotive coating products. Rule 1151 has had the HVLP requirement for spray guns as far back as the December 9, 1994 amendment. Spot repair and panel repair operations are the bulk of automotive collision repair work in the South Coast Air Basin and this is where the bulk of the VOCs are generated by each automotive collision repair shop. Staff believes that regulating spot repair operations by requiring high transfer efficient processes is necessary for ongoing VOC reductions.

Response (b):

Staff disagrees because exempting pressure fed spray guns for the transfer efficiency requirements that are used for larger scale commercial vehicles like buses, tractor truck and trailers and railcars would be considered backsliding on VOC emission reductions. For the reasons explained in staff response (a), staff believes the transfer efficiency requirement for pressure fed spray guns is necessary for VOC reductions. Furthermore, Rule 1151 has required HVLP as far back as the December 9, 1994 amendment when staff introduced HVLP as a significant strategy in the reduction of VOC emission sources in the South Coast Air Basin.

Comment #20 {American Coatings Association}:

Since this rule is administrative in nature our comments on the proposed changes are in line with this stated purpose. Since the OEHHA review of TBAC is still underway, we agree with SCAQMD that this is not the appropriate time to discuss expanding or restricting the existing exemption. If SCAQMD intends to expand the scope of the rule to include additional coating categories we respectfully request that the established "Cavity Wax" category be considered.

Response:

Staff does not intend to expand the scope of the rule to include additional coating categories as part of this amendment, which is primarily administrative and aimed principally to remove obsolete

language and rule clarification. Staff amended Rule 1151 on December 2, 2005, to implement the state Suggested Control Measure (SCM) for automotive coatings. The EPA issued their Control Techniques Guidelines (CTG) for automobile and light duty truck assembly coatings in September 2008. In that CTG, the EPA provided suggested VOC content limits for several miscellaneous coatings which include cavity wax. However, these are suggested VOC content limits for automobile and light duty truck assembly coatings, which are conducted in automobile and light duty truck manufacturing facilities. Rule 1151 does not apply to automobile and light duty truck assembly operations; Rule 1115 – Motor Vehicle Assembly Line Coating Operations specifically applies to this type operation. Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations applies to the industry that repairs such vehicle after they have been sold by the manufacturers. Staff believes that the underbody coating category effectively captures cavity wax type applications and allows a VOC content limit of no more than 430 grams per liter [3.6 pounds per gallon] of VOC.

Comment #21 {American Coatings Association}:

In section (a) Purpose, the change from "...from coatings operations associated with the coating of motor vehicles...." to "...from coating applications on motor vehicles..." changes the applicability of the rule from the coating operation to the coating itself. Historically, SCAQMD Rule 1151 has applied to the use of coatings in an auto body shop. This change places the requirements of Rule 1151 on the manufacturer of the coating. Although, manufacturers of auto refinish coatings often provide training to ensure proper use, it is impossible to ensure these products are used as instructed, as body shops are independent from the coatings manufacturer.

ACA requests that SCAQMD retain the current language "...from coatings operations associated with the coatings of motor vehicles..." in the purpose section.

Response:

Please see response to Comment #1.

Comment #22 {American Coatings Association}:

ACA suggests that SCAQMD align the definition of Aerosol Coating Product with the CARB Aerosol Products Regulation definition.

Response:

The proposed language has been updated to reflect the updated definition in the consumer products regulation.

Comment #23 {American Coatings Association}:

ACA believes that the proposed changes to the automotive coating definition expand the scope of the rule and are inconsistent with the state SCM for automotive coatings. For example,

termining an automotive coating “any material” could expand the rule to include products that are applied and “form a film” but are removed (e.g. car wax). The choice of word “material” could be confusing since other jurisdictions (including Sacramento Metropolitan Air Quality Management District) have a separate category of “vehicle materials” that include cavity wax, gasket sealer, deadener, and lubricating wax. In order to remain consistent with CARB and avoid confusion with other jurisdictions ACA suggests that the current definition of “automotive coating” remain intact.

Response:

The word material has been removed from the proposed definition for “Automotive Coating”, consistent with the SCM.

Comment #24 {American Coatings Association}:

A clear coating may contain pigments, but the pigments do not impart color. Therefore, ACA recommends that the definition be revised to read as follows:

“CLEAR COATING means any automotive coating that contains no pigments that impart color that is specifically labeled and formulated for application over a color coating or clear coating.”

Response:

Staff had several discussions with stakeholders, including CARB, over the issue that a clear coating may have pigments that do not impart color. Staff believes that the added language that the clear coating may have pigments that do not impart color does not change the meaning of the definition. Therefore staff has revised the proposed language accordingly.

Comment #25 {American Coatings Association}:

The definition of single-stage coating is extremely broad and given the “most restrictive VOC limit” requirement the definition should be amended to exclude coatings that may meet the definition of a “single-stage coating” but are properly classified under another coating category. ACA recommends the definition of single stage coating read as follows:

“SINGLE STAGE COATING means any pigmented automotive coating, excluding, for example, primers, multi-color coatings, and any coatings specifically covered by a defined coating category.”

Response:

Based on discussions with CARB, staff has revised the proposed amended definition for single-stage coating as follows:

“SINGLE-STAGE COATING means any pigmented automotive coating, excluding automotive adhesion promoters, primers and multi-color coatings, specifically labeled and formulated for

application without a subsequent clear coating and are applied over primer, adhesion promoter, or a color coating. Single-stage coatings include single-stage metallic/iridescent coatings.”

Comment #26 {American Coatings Association}:

ACA suggests that SCAQMD align the definition of Weld-Through Primer with the CARB Aerosol Products rule definition.

Response:

Based on discussions with CARB, staff believes that the definition for Weld-Through Primer from the CARB Aerosol Products Regulation is applicable. However, consistent with other comments concerning applicability, staff proposes to qualify weld-through primers as those that are used as an automotive coating.

Comment #27 {American Coatings Association}:

ACA suggests that the following language be added to section (d)(1):

“...Compliance with the applicable VOC content limits shall be based on VOC content, including any VOC material or non-VOC material (e.g. solids) added to the original automotive coating supplied by the manufacturer, less water and exempt compounds, as applied to the motor vehicle, mobile equipment or associated parts or component.”

Response:

Please see response to Comment #9.

Comment #28 {American Coatings Association}:

Due to complexities in the distribution chain it is unlikely that a coating manufacturer sells automotive coating products directly to the end user (auto body shop). Consequently, the seller is not aware of a multitude of provisions that must be met to be in compliance with Rule 1151, notably the application method (see section (e)(3)(A)(vi)(II)). ACA also suggests changing the language in section (e)(3)(A)(i) & (iii)“...located in a facility...” to “...for use at a facility...” ACA would like clarification in the rule language regarding what type(s) of documentation would satisfy section (e)(3)(A)(iv)(V).

Response:

The requirements of subparagraph (e)(3)(A) only apply to sales of materials intended for use in the District that do not meet the VOC content limits of the rule. Sales of compliant material into the District for use in the District are not subject to subparagraph (e)(3)(A). Consistent with other SCAQMD VOC rules, the seller is responsible for validating compliant sales, including compliant sales to end-users, of otherwise non-compliant materials into the District for use in the District. Please also see response to Comment #13.

Comment #29 {American Coatings Association}:

ACA suggests that section (g)(2)(A) be amended to read as follows:

“The manufacturer of automotive coatings or automotive coating components shall include on all containers the applicable use category(ies), and the actual and regulatory VOC for automotive coatings, as supplied (in grams per liter), except solvents, and hardeners. Additionally, Section (g)(2)(B) should be amended to include hardeners.

Response:

Staff agrees that subparagraph (g)(2)(A) could benefit from additional clarity and will specifically identify the applicable use category(ies) as applicable use automotive category. The revised rule language is as follows: “The manufacturer of automotive coatings or automotive coating components including hardeners, with the exception of solvents such as reducers and thinners, shall include on all containers the applicable use automotive coating category, and the actual VOC and regulatory VOC content, as supplied (in grams of VOC per liter of material and in grams of VOC per liter of material, less water and exempt compounds)”.

Comment #30 {American Coatings Association}:

If SCAQMD intends to expand the scope of the rule to include additional coating categories, ACA respectfully requests that the established “Cavity Wax” category be considered. While the product may meet the definition of an Underbody Coating because the product is used in/on these areas it is not an Underbody Coating. Underbody coatings are meant to resist mechanical abrasion as the vehicle is used. Cavity Wax, on the other hand, provides corrosion protection to the main parts of the vehicle. The level of corrosion protection cavity wax provides is needed to restore a vehicle to its original factory condition.

It is important to note that although a vehicle may be operated in California today (in this case in SCAQMD), it may not be there for the life of its operation. Corrosion protection is not only critical for outer panels (fenders and doors) but is also important for structural members that have been replaced. Failure to properly protect internal sections of welded steel panels subjects them to corrosion, which may compromise structure and safety. This is an issue of passenger safety and maintaining corrosion protection even if the car leaves California for another jurisdiction.

There are aerosol versions of this product covered by the Aerosol Coatings Rule currently available in California. The aerosol version of the product does not provide adequate coverage for the hard to reach parts of the vehicle that require this type of protection. The aerosol product does not provide a 360 degree pattern that the liquid product does. The tool used with the liquid product allows the product to cover hard to reach places in the vehicle like frame rails, which are imperative to safety. The tool is a long thin hose that can get to hard to reach places of the

vehicle and provide a large enough volume to provide corrosion protection. The aerosol version cannot do this.

Response:

Please see response to comment #20.

Responses to additional comments after the public workshop

The following additional comments were submitted following the June 6, 2014 deadline and staff responses to those comments are shown below.

Comment #31 :

After reading the Rule 1151, version 9, and an intensive discussion with SATA's independent importer in the US (Dan Am, Spring Valley) we do have some comments and suggestions for changes in regard to the amended § (c)17, (d)(6)(A) and (d)(6)(A).

A. Page 4, § (c)17 (as presently amended)

High-Volume, Low-Pressure (HVLP means spray application equipment designed to atomize 100% by air pressure only and is operated between 0.1 and 10 pounds per square inch, gauge, (psig) air atomizing pressure measured dynamically at the center of the air cap and ~~at~~ between the air horns.

The attached picture shows a test air cap with gauges in the center of the air cap as well in one of the horns very close to the horn air outlet bore to measure the internal air cap pressure in the center as well in the horns (test air cap commercial available in the market). If the gauge would be positioned **between** the horns as amended, than this gauge would be located in the center of the air cap also. With such kind of test air cap nobody would be able to measure the internal air cap horn pressure. The gauge have to be still located **at** the horn.

Therefore this §(c)17 should be remain as before valid and should read: (...) atomizing pressure measured dynamically at the center of the air cap and ~~at-between~~ the air horns.

Response:

Staff agrees and will revise the definition to show "...measured dynamically at the center of the air cap and at the air horns."

B. Page 10, § (d)(6)(A) (as presently amended)

A person shall not apply automotive coatings to any motor vehicle, mobile equipment or any associated parts or components to a motor vehicle or mobile equipment except by the use of one of the following methods:

(ii) high-volume, low pressure (HVLP) spray, or

(iv) Spray gun application, provided the owner or operator demonstrates that the spray gun meets the HVLP definition in § (c)(17) in design and use. A satisfactory demonstration must be based on the manufacturer's published technical material on the design of the spray gun and by a

demonstration of the operation of the spray gun using an air pressure tip gauge from the manufacturer of the spray gun.

As in (iv) there is no definition for the air pressure tip gauges (where the gauges have to be positioned at the air cap) and the demonstration for meeting the HVLP requirements have to be done in accordance to §(c)17, we suggest that such kind of air pressure tip gauge have to have a gauge in the center as well **at** the horns of the air cap like in the attached picture.

Response:

See response to Comment #31A.

C. Page 14, §(d)(6)(A) (as presently amended)

~~Ne~~ For the purpose of this rule, no person shall offer for sale, sell, supply, market, offer for sale or distribute an HVLP spray gun for use within the SCAQMD unless the person is offering for sale, selling, marketing or distributing the HVLP spray gun for use within the SCAQMD provides accurate information to the spray gun recipient on the maximum inlet air pressure to the spray gun which would result in a maximum air pressure of 10 pounds per square inch gauge (psig) air pressure measured dynamically at the center of the air cap and between the air horns based on the manufacturer`s published technical material on the design of the spray application equipment and by a demonstration of the operation of the spray equipment using an air pressure tip gauge from the manufacturer of the gun. The information shall either be permanently marked on the gun, or provided on the company`s letterhead or in the form technical literature which clearly identifies the spray gun manufacturer, the sales person or the distributor.

In §(e)(3)(B)(5) it is mentioned, the air pressure measured dynamically **between** the air horns like in § (c)17. Like § (c)17 ~~between~~ have to be deleted and **at** the horns have to be added in this § in the same manner like in (c)17.

It has to be clarified that, (...) and by a demonstration of the operation of the spray equipment using an air pressure tip gauge from the manufacturer of the gun. (...), have to be done only via the sales or offering persons of the spray gun manufacturer or spray gun dealers but not with the end users e.g. painters or body shop owners. If each individual purchase of a spray gun have to be guided with a test air cap, that would bring up a very high economic burden for the painters or body shop owners. It would be a waste of money, as for testing all guns of a body shop there would be need of only one test air cap and not of multiple test air caps.

Response:

See response to Comment #31A.

D. Page 20, §(j)(4)(as presently amended)

The requirements of subparagraph (d)(6)(A) shall not apply to any automotive graphic arts operation.

As already suggested in our comments dated June 5th, 2014, this paragraph should extended to spot repair as well (spot repair, see (c)(26)). **Reason:** The material consumption and the level of possible pollution created by overspray depend primarily on the size of the spot repair area with

almost no influence from the spray gun being employed. Therefore this paragraph should be amended as below:

The requirements of subparagraph (d)(6)(A) shall not apply to any automotive graphic arts operation **and any spot repair**.

Response:

Both the EPA Control Techniques Guidelines (CTG) and state Suggested Control Measure (SCM) contain the transfer efficiency requirement which does not include an exception for spot repair. The SCAQMD is required to be at least as stringent as CARB and EPA but can never be less stringent. In addition, the applicability to spot repair is a part of the existing rule requirements and relaxation of the requirement would be considered to be backsliding. However, staff has also reviewed the allowances for truck bed liners and underbody coatings and has extended the exemption from transfer efficiency, consistent with the SCM.

Comment #32 {Sherwin-Williams}:

These comments are organized in the same manner as the proposed rule and are based on a comparison of my comments on the previous draft proposed rule to the current draft.

A. Definitions

Definitions 5 and 7, automotive coating and clear coating, have been revised, consistent with my recommendations.

Definitions 15 and 16 have been revised, adding the terms “regulatory VOC” and “actual VOC”, which are used elsewhere in the rule and thus, it is helpful to have the terms defined. However, it was my understanding from the initial discussions for amending Rule 1113, that the District may be going away from the term “regulatory VOC.”

Response:

Those preliminary discussions for Rule 1113 – Architectural Coatings are simply considerations until the Board adopts amendments, and specifically include a possible regulatory standard based on “Material VOC” in place of “Regulatory VOC”. This may be a consideration in future rule making associated with Rule 1151.

B. I noted that the definition for LVLP, low volume, low vapor pressure, application equipment has been removed. Also, the definition for HVLP has been changed and no longer refers to a specific volume: do these two changes still allow the use of LVLP equipment, since no specific volume is defined for HVLP?

Response:

LVLP is discussed in detail in the staff report. SCAQMD will consider equivalency (to HVLP) for HVLP variants such as LVLP and LVMP provided these variants meet all the transfer efficiency requirements in Rule 1151. Please also see response to comment #17.

C. Definition 24 – single stage coating – has been revised and I believe it is now acceptable since it specifies that these coatings are applied over adhesion promoters, primers, or color coatings.

Thus, there should not be overlap with truck bed liners, underbody coatings, or uniform finish coatings. I am uncertain whether there is overlap with multicolor coatings.

Response:

Staff intends to keep the existing language “Single-stage coatings include single-stage metallic/iridescent coatings” in the definition for Single-stage Coatings to be consistent with CARB’s Suggested Control Measure which also includes this language.

- D.** Noting that another technical assessment on the use of tBAC is proposed with a completion date of December 31, 2016, the question of whether there will be any additional information by then arises. Perhaps a later date might be more appropriate to insure the data is complete?

Response:

Staff anticipates an update from OEHHA by the end of this year in regard to significant toxic risk for TBAC. Staff will then determine an appropriate course of action to the finding which may include extending date of technical assessment.

- E.** The changes to the definition of weld-through primer are not acceptable. It is my understanding that weld-through primers are applied prior to welding, as the previous definition indicated. I recommend either return to the previous definition, or include in the definition the concept that these coating are applied prior to welding.

Response:

Staff discussed the previous definition for “Weld-Through Primers” with several stakeholders during the May 28, 2014, public workshop for PAR 1151. The stakeholders requested PAR 1151 use the same definition for “Weld-Through Primers” as the CARB Aerosol Product Regulation. In subsequent discussions with CARB staff, SCAQMD rules staff and CARB staff concluded that the definition used for “Weld-Through Primers” in the CARB Aerosol Product Regulation was appropriate for use in PAR 1151.

F. Requirements

The revision to section (d)(1) is acceptable, with one minor edit to the last sentence: instead of this statement:

“Compliance with the applicable VOC content limits shall be based on VOC content, including any material added to the original automotive coating supplied by the manufacturer, less water and exempt compounds, as applied to the motor vehicle, mobile equipment or associated parts and components.”

It would make more sense to say

“Compliance with the applicable VOC content limits shall be based on VOC content, including any material added to the original automotive coating supplied by the manufacturer, as applied to the motor vehicle, mobile equipment or associated parts and components, less water and exempt compounds.”

Or even

“Compliance with the applicable VOC content limits shall be based on VOC content, including any material added to the original automotive coating supplied by the manufacturer, as applied, less water and exempt compounds.”

Response:

The following suggested revision has been incorporated into the proposed amended rule:

“Compliance with the applicable VOC content limits shall be based on VOC content, including any material added to the original automotive coating supplied by the manufacturer, as applied, less water and exempt compounds.”

G. Section (d) (2) - Most restrictive Limit

Section (d) (2) provides the restriction that when a coating meets more than one definition or is recommended to fit more than one coating category, then the lower limit listed must apply. However, there are certain exceptions which may be needed: pretreatment coatings and weld-through primers seem to meet the definition for primers [that is, they provide corrosion resistance]: are either of these defined coatings supposed to meet 250 g/l limit for primers?

Response:

Pretreatment primers are required to be specifically labeled and formulated for application directly to bare metal surfaces to provide corrosion resistance and adhesion. “Weld-through Primers”, although having a stand-alone definition, for the purposes of this rule are considered to be a subset of the “Primer” category and subject to the Primer VOC content limit. If a material is specifically labeled and formulated for both pretreatment and non-pretreatment primer use, it would be subject to the more restrictive limit. Staff does not believe that pretreatment primers would be labeled and formulated for use as a non-pretreatment primer.

H. Section (d) (4) – Exempt Compounds

Section (d) (4) needs to be amended to specify automotive coatings. This can be accomplished as shown below:

“A person shall not manufacture, sell, offer for sale, distribute for use in the District, or apply any automotive coating which contains any Group II Exempt Compounds as defined in Rule 102.”

Response:

Staff has included the suggested revision to the proposed amended rule.

I. Section (e) (3) (A) – Prohibition of Sale of Noncompliant Coatings

Section (e) (3) (A) (iv) (VIII) prohibits the sale of noncompliant coatings unless certain provisions are met. Subpart (iv) (VIII) provides the requirements when sale is to an end user. It requires the name and address of the person receiving the noncompliant automotive coating and the basis upon which the sale is being made, and a statement that the statement made by the end user about this basis is correct. This paragraph could be clarified by removing the supply and distribution concepts: it should be sufficient to simply cover “for sale to end users.” [In addition, receiving was spelled incorrectly.]

Response:

Staff has included the suggested revision to the proposed amended rule.

J. Section (f) (1) (E) – Recordkeeping

Section (f) (1) (E) covers recordkeeping and still requires we provide documentation that demonstrates the material is an automotive coating. The documentation listed may state that a coating is an automotive coating, or may imply it by the directions for use. However, such

documentation will not really demonstrate that a coating is an automotive coating. Perhaps changing the word “demonstrate” to “states” would clarify the meaning of this paragraph, as follows:

“Documentation such as manufacturer specification sheets, material safety data sheets, technical data sheets, or any other air quality data sheets that demonstrate indicate that the material is intended for use as an automotive coating or solvent”

Response:

Staff has included the suggested revision to the proposed amended rule.

Comment #33 {American Coatings Association}:

A. In the Clear Coating definition, it makes no sense to put a clear over a clear. By changing the definition to a “base” coating, you now could put this over a primer which is not necessarily considered a color coating. ACA recommends the following change:

“CLEAR COATING means any automotive coating that contains no pigments is formulated with materials that do not impart color and is specifically labeled and formulated for application over a color coating or ~~clear~~ base coating.”

Response:

Other stakeholders also had concerns that a clear coat wasn’t meant to be applied over a clear coat with the possible exception of applying a clear over a properly prepared weathered clear coat for restoration purposes. Staff revised the definition for clear coating as follows:

“CLEAR COATING means any automotive coating that is formulated with materials that do not impart color and is specifically labeled and formulated for application over a color coating or clear coating.”

Staff believes the current definition for a clear coating captures the intent of what a clear coating is used for. The original definition for “Clear Coating” in Rule 1151 was mirrored from ~~CARB’s State~~ the state Suggested Control Measure, as approved by their Board on October 20, 2005, and since then all the other Air Pollution Control Districts and Air Quality Management Districts in the state of California have been using the same or similar definition.

B. Under the definition of VOC, TBAC is not a VOC when used in automotive coatings other than color coatings and clear coatings. However, under the proposed recordkeeping requirements (f)(1)(D) VOC, actual and regulatory, for the automotive coating, for the purposes of recordkeeping, TBAC shall be considered a VOC **for any automotive coating** and TBAC shall be included in the VOC, actual and regulatory, for the automotive coating. The way this is phrased, it would bring primers, and all other categories back into treating TBAC as a VOC. ACA recommends the following change:

*“...TBAC shall be considered a VOC for any automotive ~~coating~~ **refinish color coating and clear coating** and TBAC shall be included in the VOC, actual and regulatory, for the automotive ~~coating~~ **refinish color coating and clear coating.**”*

Response:

Staff has removed the recordkeeping requirement for TBAC as a VOC to subparagraph (f)(1)(D) of the proposed amended rule based on a follow-up review of EPA's evaluation for the 2005 amendment to the rule.

- C. Also in the recordkeeping section, under prohibition of sale (see page 13), ACA noted that recordkeeping is being expanded from "...the person that offers for sale, or distributes..." to "...the person that supplies, sells, offers for sale, markets, blends, *repackages*, or distributes..." This could impact distribution down the entire supply chain. In particular, inclusion of the term "repackages" could draw in toll processors who might be hired to fill small containers from bulk packages supplied by a coating manufacturer. In that case the toll company would likely be operating under an air permit and their operation is not dependent on whether the product to be repackaged is refinish, deco, AIM, etc. Unless such an operation is "selling" directly to customers (wholesalers or body shops) which is unlikely, they are simply a toll processor and should not be covered under the refinish rule.

Response:

Please see response to Comment #28.

REFERENCES

SCAQMD Staff Report, Proposed Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations, December 2005

Websites:

DeVilbiss Automotive Refinishing

<http://www.autorefinishDeVilbiss.com/aboutus.aspx>

Sata GmbH & Co., KG

<http://www.sata.com/index.php?id=rppistolen&L=11>

Sharpe

<http://www.sharpe1.com/sharpe/sharpe.nsf/Page/RAZOR+LVLP>

Spray Gun World

<http://www.spraygunworld.com/products/DeVilbiss/Compacts/CompactCViPOutifts.html>

Spray Painting

http://en.wikipedia.org/wiki/Spray_painting

The History of Spray guns

<http://www.bodyshopbusiness.com/issue/article.aspx?contentid+4109>

Electrostatic Paint Application

<http://spraygunindustry.com/Information2/Electro%20Static/Electrostatic%20Start.html>

<http://www.hppindustrialsales.com/pages/accessa.asp>



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • <http://www.aqmd.gov>

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: PROPOSED AMENDED RULE 1151 – MOTOR VEHICLE AND MOBILE EQUIPMENT NON-ASSEMBLY LINE COATING OPERATIONS

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (SCAQMD) is the Lead Agency and has prepared a Notice of Exemption for the project identified above.

The SCAQMD has reviewed the proposed project pursuant to CEQA Guidelines §15002 (k)(1) - General Concepts, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The SCAQMD has determined that that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment, and is therefore, exempt pursuant to CEQA Guidelines §15061 - Review for Exemption, paragraph (b)(3) – “general rule” exemption.

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §15062 - Notice of Exemption. If the project is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

Any questions regarding this Notice of Exemption should be sent to Barbara Radlein (c/o Planning, Rule Development and Area Sources) at the above address. Ms. Radlein can also be reached at (909) 396-2716. Mr. Don Hopps is also available at (909) 396-2334 to answer any questions regarding the proposed amended rule.

Date: August 13, 2014

Signature: 

Michael Krause
Program Supervisor, CEQA Section
Planning, Rules, and Area Sources

NOTICE OF EXEMPTION

To: County Clerks
Counties of Los Angeles, Orange,
Riverside and San Bernardino

From: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Project Title:

Proposed Amended Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations

Project Location:

South Coast Air Quality Management District: the four-county South Coast Air Basin (Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties) and the Riverside County portion of the Mojave Desert Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project:

The proposed amendments to Rule 1151 seek to make administrative changes by removing obsolete rule language and making minor revisions and editorial corrections. The proposed amendments will also add new definitions for the following terms: automotive graphic arts operation; solvent cleaning; and, weld-through primer. In addition, the proposed amendments will revise the transfer efficiency equivalency section and add an exemption from the transfer efficiency requirements for automotive graphic arts operations, truck bed liner coatings, and underbody coatings. Finally, the proposed amendments to Rule 1151 would update existing definitions, and include other minor changes for clarity and consistency throughout the rule.

Public Agency Approving Project:

South Coast Air Quality Management District

Agency Carrying Out Project:

South Coast Air Quality Management District

Exempt Status:

CEQA Guidelines §15002 (k)(1) – General Concepts

CEQA Guidelines §15061 (b)(3) – Review for Exemption

Reasons why project is exempt:

The SCAQMD has reviewed the proposed amendments to Rule 1151 pursuant to CEQA Guidelines §15002 (k)(1) - General Concepts, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The SCAQMD has determined that that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment, and is therefore, exempt pursuant to CEQA Guidelines §15061 - Review for Exemption, paragraph (b)(3) – “general rule” exemption.

Project Approval Date:

SCAQMD Governing Board Hearing: September 5, 2014, 9:00 a.m.; SCAQMD Headquarters

CEQA Contact Person:

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Date Received for Filing: _____

Signature: _____

(To be signed upon project approval)

Michael Krause, Program Supervisor
Planning, Rule Development & Area
Sources