



## Engines that run in place need a hose on the tailpipe plus room ventilation. A CO sensor on the wall does not replace the hose.

Original Masterbuild PE packet from Daily Code Talk on 2024 IMC 502.14. Confirm the adopted edition. Distinct from 404 enclosed-garage ventilation and 502.16 gaseous-fuel repair. This is not a shop design.

☐ **IMC 403 ventilation plus source-capture connected to the tailpipe where engines idle, diagnose, or run on a dyno in place**  
A ceiling fan over a running engine is not source capture.

☐ **Exceptions are narrow.**  
Electric-vehicle-only spaces. One- and two-family dwellings. Engines that run only long enough to move the vehicle in or out. A 20-minute scan-tool session is not move-in/move-out.

☐ **Do not dump the hose into the return plenum. Do not call a 404 garage CO system “source capture.”**  
Show hose drops, which bays they serve, and outdoor discharge. If the shop is EV-only, say so on the drawings.

### The fail we see first

Four service bays, one wall fan, no hoses. Idling for diagnostics is run-in-place. CNG/hydrogen bays still follow 502.16 on top of this.

What to send: how many bays idle engines in place, whether any hose drops exist, fuel type, and photos of the shop ceiling.

## Send the comments. Not the County guideline.

Folio (does it start with 30?), process or UP number, and the comments PDF. Masterbuild will say which row is actually open.

[masterbuildconsulting.com/send/](https://masterbuildconsulting.com/send/)

+1 (786) 398-6940 · Calendly: 30-minute scoping call

*Masterbuild provides engineering services under a written scope. Not a shop design. Confirm adopted 502.14. This is not legal advice.*