SMOG CHECK REFERENCE GUIDE

(Revised 8-2012)

State and Consumer Services Agency
DEPARTMENT OF CONSUMER AFFAIRS

BAR

Bureau of Automotive Repair

BUREAU OF AUTOMOTIVE REPAIR

PREFACE

This reference guide consists of three sections:

Section I Program Description: General program and administrative requirements for licensed stations, licensed inspectors, and licensed technicians. Section I also includes information for miscellaneous inspection scenarios.

Section II Repair and Retest: Information for licensed technicians conducting repairs in all program areas, Change of Ownership, Basic, and Enhanced areas.

Section III BAR Referee: Information about Referee test services.

This Smog Check Reference Guide is intended to serve as a reference for Licensed Smog Check Stations, Licensed Inspectors and Licensed Smog Check Technicians. It does not contain all information needed to operate as a Smog Check station or to conduct a Smog Check Inspection. For more information on specific Smog Check inspection procedures, refer to the Smog Check Inspection Procedures Manual.

Periodically, supplemental bulletins may be distributed by the Bureau of Automotive Repair containing information about changes in laws, regulations or other material contained in this reference guide. Such supplements should be kept with this reference guide for easy access.

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Written suggestions for improvement to this reference guide are welcomed. They should be directed to the Bureau of Automotive Repair at the above address, or via the Smog Check website, www.smogcheck.ca.gov.

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Smog Check Reference Guide

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General Information

1.1.0 Overview

In response to amendments of the Federal Clean Air Act, Assembly Bill 2018 was passed by the legislature and signed into law in 1994. This legislation required loaded mode emissions testing for vehicles registered in areas of the state that have not achieved federal air quality standards ("Enhanced Areas"). The state's less polluted areas (Basic and Change of Ownership Areas) continued to use a two speed idle emissions test mode.

In 2010, Assembly Bill 2289 was signed into to law. This legislation modernizes the program by employing a new OBDII focused inspection for 2000 model-year and newer vehicles. Implementation of the OBDII focused inspection is planned to begin mid 2013.

General Information

1.1.1 Program Areas

The Smog Check program divides the state into three areas determined by the air quality in the designated area. These areas, **Enhanced**, **Basic**, and **Change of Ownership**, may require different vehicle inspections, inspection equipment and technician licenses. Generally, the area in which a station is located determines the required station license type and the station test equipment requirements. Likewise, the area in which a vehicle is registered designates what type of inspection applies.

Smog Check certification is required in all program areas when an affected vehicle changes ownership, with the exception of gasoline vehicles 4 or less model-years old. Certification is also required in all areas when a vehicle is initially registered California.

Enhanced Areas: These areas do not meet federal or state air quality standards for ozone and carbon monoxide. Biennial Smog Check inspections are required in these areas, in addition to the change of ownership and initial registration inspection requirement. Additionally, a portion of the vehicles in Enhanced Areas must receive biennial Smog Check at a STAR certified Test Only station or a STAR certified Test and Repair station. (The STAR program becomes effective January 1, 2013. The Test Only and Gold Shield programs remain in affect through December 31, 2012). In order to measure NOx emissions, most enhanced area vehicles are subject to a dynamometer loaded mode emissions test.*

Basic Areas: Basic areas are less polluted then Enhanced Areas; however, due to their marginal air quality, biennial inspections are required. Basic Area vehicles are subject to a two speed idle test.* Loaded mode tests are not required in basic areas.

Change of Ownership Areas: These more rural areas of the state require Smog Check certification only when an affected vehicle changes ownership (with the exception of gasoline vehicles 4 or less model-years old), or is initially registered in California. Vehicles registered in the Change of Ownership Areas are subject to a two speed idle emissions test.

Some counties are solely in one program area while other counties may have portions in two or three program areas. The Smog Check website includes a “zip code based station locator” that can be used to determine program area requirement information www.smogcheck.ca.gov.

*A new OBDII focused test is planned for mid 2013. This test will replace the emissions tests on 2000 model-year and newer vehicles; some exceptions will apply.

General Information

1.1.2 Smog Check Information / Smog Check Website

In addition to this reference guide, BAR uses several methods to provide stations, inspectors and technicians with the latest Smog Check information. These methods include: The Smog Check Website, Smog Check & Auto Repair News (periodic), direct mailers (as needed), and BAR ET Blasts (as needed). The website contains information about program changes and standard information regarding the Smog Check program, including but not limited to:

- BAR certified emissions test equipment;
- Auto Repair & Smog Check News and BAR ET Blasts;
- BAR approved emissions test equipment replacement parts;
- Laws and Regulations;
- Station & technician licensing applications forms;
- Limited vehicle Smog Check history;
- A link to the Air Resources Board's approved/exempted aftermarket parts website;
- On Board Diagnostics.

Smog Check website address: www.smogcheck.ca.gov Select the **Industry** tab to access the above information.

1.1.3 Smog Check Laws and Regulations

The laws and regulations pertaining to the Smog Check program are available in booklet form and on the Smog Check website. You may obtain a copy of the laws and regulations booklet and an accompanying CD version from your local BAR field office or from the BAR mail room. Send written requests to:

Bureau of Automotive Repair Mail Room
Publication Request
10949 North Mather Blvd.
Rancho Cordova, CA 95670

Applicable Laws:

Business & Professions Code (B&P); Health & Safety Code (H&S); Vehicle Code (VC). Civil Code (CC); Family Code (FC); Insurance Code (IC); Penal Code (PC); Revenue and Taxation (R&T) Code.). These laws are typically expressed in the following manner: H§S 44011.

Applicable Regulations:

Title 16 of the California Code of Regulations (CCR). These regulations are typically expressed in the following manner: CCR § 3340.10(a).

For information regarding regulations, visit the Office of Administrative Law's website at www.oal.ca.gov .

General Information

1.1.4 Affected Vehicles

Gasoline- 1976 model-year and newer vehicles powered solely or in combination by:

- Gasoline
- Propane;
- Natural gas;
- Methanol/ethanol.

Diesel- 1998 model-year and newer vehicles with GVWRs 14,000 pounds and less powered solely or in combination by:

- Diesel
- Propane;
- Natural gas;
- Methanol/ethanol.

VC 4000.1, 4000.2, 4000.3, H&S 44011, CCR 3340.5, 3340.42

1.1.5 Exempted Vehicles

- Gasoline vehicles 1975 model-year and older;
- Gasoline vehicles 6 or less model-years old are exempt from the biennial inspection;
- Gasoline vehicles 4 or less model-years old are exempt from inspection upon change of ownership;
- Diesel vehicles 1997 model-year and older;
- Diesel vehicles with a GVWR of 14,001 and more;
- Vehicles powered solely by electricity;
- Two-cylinder or less;
- Two-stroke (two cycle) engines, excluding rotary engines;
- Motorcycles.

Until further notice:

- CNG, LNG or LPG vehicles with a GVWR of 14,001 and more ;
- Hybrid Vehicles.

H&S 44011, 44011(a)(6), VC 4000.1, CCR 3340.5, 3340.42

General Information

1.1.6 Rejected Vehicles

A Smog Check inspector can reject a vehicle for testing if he or she determines that the vehicle is unsafe or not in an operable condition adequate for testing.

Examples:

- Excessive fluid leaks in the engine, transmission or fuel system;
- Engine overheating or excessively noisy;
- Unsafe drive axle tire or wheel (dynamometer test only).

H&S § 44012 (h)

1.1.7 Transfer of Ownership

In addition to the biennial requirement, a certificate of compliance is required whenever a vehicle changes ownership except in the following circumstances:

- Vehicle is 4 or less model-years old. Example: In 2012, model years 2012, 2011, 2010, and 2009 are not subject to inspection upon transfer of ownership.
- Vehicle has had a Smog Check certificate in connection with registration renewal, and the transfer has occurred within 90 days of registration renewal.
- Vehicle is being transferred between a person's spouse, child, grandchild, parent, grandparent or sibling.
- Vehicle registered to a sole proprietorship is transferred to the proprietor as owner.
- Vehicle is transferred between companies whose principal business is leasing vehicles and there is no change in the lessee or operator of the vehicle, or between the lessor and the person who has been, for at least one year, the lessee's operator of the vehicle.
- Vehicle is transferred between the lessor and lessee and there is no change in the lessee or operator of the vehicle.
- When an additional individual is added to title.

VC 4000.1

General Information

1.1.8 Directed Vehicles

BAR directs a portion of the Enhanced Area fleet to STAR certified stations. (Both licensed Test Only stations and licensed Test and Repair stations may qualify for STAR certification). Currently, these *directed vehicles* fall under two categories:

- High Emitter Profile. The High Emitter Profile (HEP) is a statistical model used to identify vehicles more likely then others to fail a Smog Check inspection. Vehicles identified by the HEP must receive certification at a STAR certified Test Only station or STAR certified Test and Repair station.

- 2% Random Sample. For program evaluation purposes, 2% of the vehicles in Enhanced Areas are randomly selected for certification at a STAR Test Only station or STAR Test and Repair station.

Directed vehicles can only receive Smog Check certification from STAR Test Only or STAR Test and Repair stations. Ordinary Test Only and Repair Test and Repair stations may perform the needed repairs but must refer the vehicle back to a STAR certified station for Smog Check certification. When applicable, a *directed vehicle* may also be certified by a Referee facility. (For more information about STAR station certification, see section 1.2.4).

Note: The STAR program becomes effective January, 1 2013. The Test Only and Gold Shield programs for *directed vehicles* remain in effect through December 31, 2012.

H&S § 44010.5, § 44014.7, § 44024.5, CCR § 3392.2, § 3340.41 (e)

1.1.9 Gross Polluters

A *gross polluter* is a vehicle with tailpipe emissions exceeding the gross polluter exhaust emissions standards prescribed in CCR § 3340.42.

- A vehicle identified as a *gross polluter* may only receive certification from a STAR Test Only station, a STAR Test and Repair station or, when applicable, a Referee facility. (For more information about STAR station certification, see section 1.2.4).

- With the exception of government agency vehicles and permanently registered fleet vehicles, gross polluting vehicles may be eligible for the Consumer Assistance Program (CAP) or a repair cost waiver. (See section 1.9.0 for more information).

Note: The STAR program becomes effective January, 1 2013. The Test Only and Gold Shield programs for *gross polluter* vehicles remain in effect through December 31, 2012.

H&S § 39032.5, § 44014.2, § 44019, § 44020, CCR § 3340.41 (e), 3340.42,

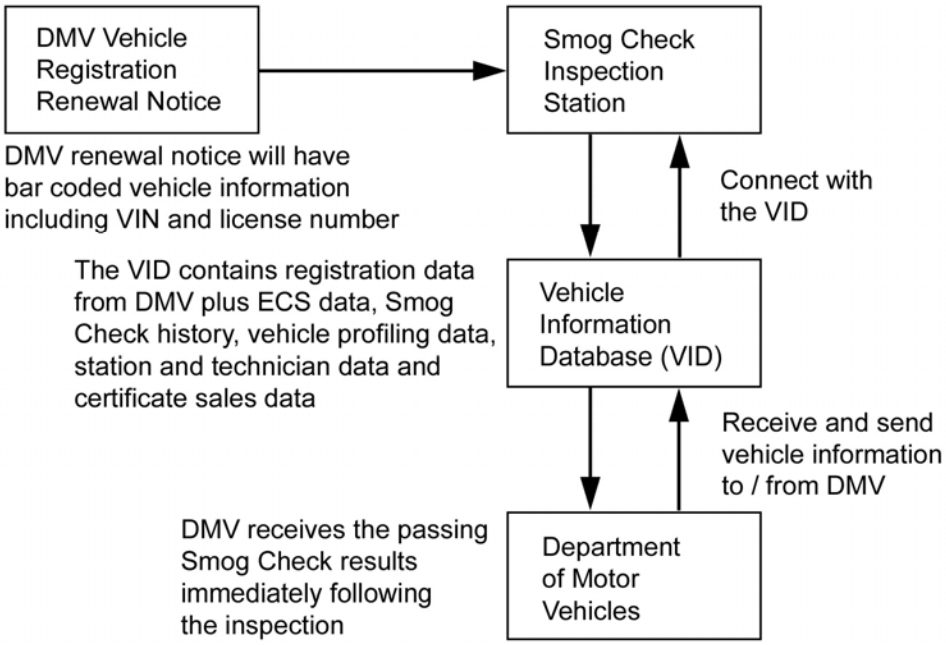
General Information

1.1.10 Electronic Transmission Network

The Electronic Transmission (ET) Network enables the emissions inspection systems to automatically connect to the Vehicle Information Database (VID) and allows stations to issue electronic certificates. Vehicle certification information is sent to the VID, which updates DMV records. The printed Vehicle Inspection Report provides the customer with inspection results and also serves as proof that a Smog Check certificate was sent to DMV. Other ET functions include:

- Automatic upload of vehicle information. When connected to the VID, many vehicle data fields in the Emission Inspection System automatically fill, saving time and reducing error;
- Immediate update of Smog Check certificates and test information;
- Immediate update of technician information;
- Timely access to critical management and enforcement data;
- Electronic access to emissions testing and vehicle information.

The ET network is operated by a private contractor who charges the station a fee for each test record transmitted to the VID.



Electronic Transmission Flow Chart

General Information

1.1.11 Smog Check Certificate Purchases

Smog Check certificates may be ordered through the Emissions Inspection System (EIS), or purchased by mail. To order certificates through the EIS, the station must sign up with the ET contractor to obtain an Automated Clearing House (ACH) electronic debit account. The ACH debit transaction is the banking process that allows the station to authorize a debit of the station's bank account to purchase certificates electronically through the EIS.

For more information contact the ET contractor at (866) 966-7664.

For stations that do not elect to purchase certificates electronically using the ACH, certificates can be purchased by mail. An order form is available on the smog check website (www.smogcheck.ca.gov) and should be mailed with a check to:

Bureau of Automotive Repair
Department of Consumer Affairs
Attention: Cashiering Services
1625 North Market St, Ste 100
Sacramento, CA 95834

Station Definitions

1.2.0 Test Only Stations

Test Only stations are licensed to conduct Smog Check inspections only.

<u>No repairs</u> or diagnoses can be performed on vehicles at a Test Only station, except for those minor repairs listed below. There shall be no charge to the customer for these minor repairs.

- Minor repairs of components damaged by station personnel during the inspection at the station;
- Minor repair that is necessary for the safe operation of the vehicle while at the station;
- Minor repairs, such as the reconnection of hoses or vacuum lines.

BAR directs a portion of the enhanced area fleet to STAR certified stations for inspection and certification. In addition, identified *gross polluters* can only receive certification from a STAR certifed station, or BAR Referee. See Section 1.2.4 for more information about STAR station certification requirements.

Test Only stations are not limited to testing *directed* or *gross polluter* vehicles. Any vehicle owner may choose to have their vehicle inspected at a Test Only station.

<u>Note:</u> The STAR program becomes effective January 1, 2013. The Test-Only and Gold Shield programs for *directed* and *gross polluter* vehicles remain in effect through December 31, 2012.

Test Only stations shall make available to each customer a BAR prepared list of stations in their area licensed to perform Smog Check related repairs. The station locator tool linked from the main page of the Smog Check website serves as this list. Stations may refer the motorist to the website station locator or they may download the information and make it available at the station. Test Only stations shall not refer a vehicle owner to a particular automotive repair dealer or provider of Smog Check repair services.

H&S § 44010.5, § 44014.2, §, CCR § 3340.16, § 3340.41

1.2.1 Repair Only Stations

Repair Only stations are licensed to diagnose and repair vehicles in the Smog Check program. Repair Only stations **do not** perform official Smog Check inspections.

A Repair Only station is not obligated to accept a vehicle for repair if the station, as a matter of policy, chooses not to repair certain types, makes or models of vehicles, or certain types of inspection failures.

A Repair Only station shall only accept a vehicle for repair if the station has the necessary equipment, tools, personnel, diagnostic and repair materials to repair that vehicle, if not, the vehicle shall not be accepted for repair.

CCR § 3340.16.4

1.2.2 Test and Repair Stations

Test and Repair stations are licensed to conduct inspections and, when needed, diagnose, adjust and repair vehicles subject to Smog Check.

Vehicles directed to STAR stations may not be tested for certification at an ordinary Test and Repair station.

STAR Station Certification - Effective January 1, 2013

In addition to ordinary Smog Check inspection and repair services, STAR station certification allows Test and Repair stations to:

- Issue certificates to identified *gross polluters*,
- Perform initial inspections and issue certificates to *directed vehicles*,
- Perform state subsidized repair, and

See section 1.2.4 for information about STAR station certification. For more information about *directed vehicles* and identified *gross polluters*, see sections 1.1.8 and 1.1.9 respectively.

H&S § 44014, § 44014.2, § 44032, CCR § 3392.2.1 § 3392.3.1, § 3392.5.1, § 3392.6.1

1.2.3 State Referee

The State Referee provides special test services, including unique services not performed in conventional Smog Check stations. For more information, see Section III.

H&S § 44014, § 44017.4

Station Definitions

1.2.4 STAR Station Certification

Stations consistently meeting a high standard for quality inspections may qualify for the STAR certification program. With STAR certification, both Test Only stations and Test and Repair stations can inspect and certify *directed vehicles* and vehicles identified as *gross polluters*. STAR certified Test and Repair stations also provide state subsidized repair through the Consumer Assistance Program. See sections 1.1.8, 1.1.9 and 1.9.0 for more information about *directed vehicles, identified gross polluters*, and the Consumer Assistance Program.

STAR certified stations are not limited to testing *directed* or *gross polluter* vehicles. Any vehicle owner may choose to have their vehicle inspected at a STAR certified station. Furthermore, STAR certified Test and Repair stations are not limited to repairs performed under the Consumer Assistance Program.

STAR Station Eligibility Requirements:

A licensed Smog Check station seeking STAR certification shall meet all of the following eligibility requirements from the date the application is received by the Bureau of Automotive Repair (BAR):

1. The station must not have had its STAR certification invalidated within the most recent six month period.

2. Stations must meet Follow-up Pass Rate (FPR) requirements over the prior six-month evaluation period as reported on July 1st and January 1st by the Bureau:
   A. Smog Check technicians employed at the station must have FPR scores greater than or equal to 0.4.
   B. If a station employs technicians without FPR scores, the station FPR score cannot be less than 0.4.

3. The station's Similar Vehicle Failure Rate (SVFR) over the preceding calendar quarter (e.g. Jan., Feb., Mar.) must meet or exceed 75% of the industry-wide failure rate for similar vehicles, as calculated quarterly by the Bureau.

4. The stations in Enhanced Smog Check Program areas must not have Gear Shifting Incidents on more than 2% of the vehicles certified in the preceding calendar quarter, as calculated by the Bureau. Gear Shift Incidents are inspections where the engine RPM during an ASM test is elevated to an extent suggesting that the vehicle was placed in the incorrect gear during the test.

5. The station must have fewer than two Excessive Test Deviations in the preceding calendar quarter, as calculated by the Bureau. Excessive Test Deviations occur under the following circumstances:
   A. Timing Test: A station's rate in Enhanced Smog Check Program areas for failing to perform the ignition timing test on vehicles that should have been tested is greater than average for stations inspecting similar vehicles.
   B. Fuel Cap Test: The station's rate for failing to perform the fuel cap pressure test on vehicles that should have been tested is greater than average for stations inspecting similar vehicles.

Station Definitions

1.2.4 STAR Station Certification continued…

C. Low Pressure Fuel Evaporative Test (LPFET): The station's rate for failing to perform the LPFET on vehicles that should have been tested is greater than average for stations inspecting similar vehicles.
D. OBDII Test: The station's rate for failing to perform the OBDII functional test on vehicles that should have been tested is greater than average for stations inspecting similar vehicles.
E. OBDII Readiness: The station's rate for certifying vehicles during an initial test with the maximum allowable number of unset OBDII readiness monitors is greater than average for stations inspecting similar vehicles.
F. ASM Inspection Restart: The station's rate for restarting ASM inspections is greater than average for stations inspecting similar vehicles.
G. Inspection Abort: The station's rate for aborting inspections is greater than average for stations inspecting similar vehicles on the same brand of the Emissions Inspection System.

6. The station must not have been issued any inspection-based citations pursuant to section 44050 of the Health and Safety Code within the preceding one-year period, nor employ technicians who have been issued any citations pursuant to section 44050 of the Health and Safety Code within the preceding one-year period.

7. The current or any previous registration or license of the station owner, manager or licensed Smog Check technician employed by the station must not have been issued an order of suspension, a probationary order, or any other disciplinary order within the preceding three-year period.

8. The station owner, manager and licensed Smog Check technicians or other employees of the station:
   A. Must not have been convicted of a crime within the preceding three-year period that is substantially related to the duties of a licensed Automotive Repair Dealer, Smog Check station, or Smog Check technician.
   B. Must not be serving a probationary period as a result of any such criminal proceeding.
   C. Must not have been found liable in a civil proceeding, excluding small claims matters, within the preceding three-year period, for acts or omissions that are substantially related to the duties of a licensed Automotive Repair Dealer, Smog Check station, or Smog Check technician.

9. The station must not have engaged in any conduct that would be cause for discipline of the station's Automotive Repair Dealer registration or Smog Check station license.

10. The station must be in compliance with all of the following:
    A. Licensure and license posting requirements
    B. Signage requirements
    C. Estimate, repair order, invoice and record keeping requirements
    D. Possession of all required manuals and publications
    E. Possession of all required tools and equipment in proper working order

The application for STAR certification provides the essential qualification criteria. You may download an application from the Smog Check website (www.smogcheck.ca.gov), or you may request one from BAR's Licensing Unit at (916) 403-8477 or (866) 806-8509.

CCR § 3392.3.1

Station Licensing Requirements

1.3.0 Station Licensing Procedures

An Automotive Repair Dealer (ARD) registered with BAR may be licensed as a Test Only, Repair Only, or Test and Repair Smog Check station, in part, by satisfying the following requirements:

- Submit a completed application and station license fee to BAR;
- Employ at least one licensed inspector and/or technician, appropriate for the station type;
- Have on site the inspection and repair equipment specified in CCR §3340.16, §3340.16.4, and § 3340.16.5, as applicable to the station type. Sections 1.4.0 - 1.4.4 lists required equipment;
- Pass a BAR inspection of the station satisfying the criteria established for licensed stations.

STAR certification may be granted to stations that apply and meet eligibility standards. For more information, see section 1.2.4.

No person shall operate a smog check station unless a license to do so has been issued by the department.

CCR 3340.10, 3340.15, 3340.16, 3340.16.4, 3340.16.5.

1.3.1 License Duration

A station license will be granted for one year from the last day of the month in which the license is issued unless renewed, suspended, rescinded or terminated by operation of law. The bureau may advance the expiration date to correspond with the automotive repair dealer registration expiration date.

CCR § 3340.10

1.3.2 License Fees

Station license fee:

- The annual license fee is $100;
- If a renewal license fee is submitted or postmarked after the date of license expiration, a $50 delinquency fee will be added to the $100 renewal fee.

CCR § 3340.10

Station Licensing Requirements

1.3.3 Replacement License

Replacement License Requirements:

- **Change of Address or Business Name.** Contact the BAR Licensing Unit for the appropriate forms in the event of a change of name or address of a licensee (not the result of a change of ownership). No fee will be required.

- **Change of Ownership.** In the event of a change of ownership, (adding or deleting partners, incorporating, etc.) new applications must be submitted to BAR for all BAR issued licenses. Appropriate fees must accompany the new license applications.

- **Lost, Destroyed or Mutilated License.** In the event a license is lost, destroyed or mutilated, contact the BAR Licensing Unit for instruction. Any lost license that is later found shall be returned to BAR.

The BAR Licensing Unit may be contacted at (916) 403-8477 or toll free at (866) 860-8509

You may request forms from your local BAR field office or, or you may download them from the Smog Check website, www.smogcheck.ca.gov.

No person shall operate a smog check station unless a license to do so has been issued by the department.

CCR § 3340.10

1.3.4 Stations Ceasing to Operate

A station shall cease performing the functions of a licensed station when its license has expired, or has been surrendered, suspended or revoked. In these cases, the Smog Check sign must be immediately removed or covered.

If a station no longer employs a Smog Check inspector and/or technician (as applicable), the Smog Check sign must be immediately removed or covered. If the station does not employ a Smog Check inspector and/or technician (as applicable) within 60 days, the station shall surrender its license to BAR.

CCR § 3340.23

Equipment Requirements

1.4.0 Basic Area Test Only Station

Basic Area Test Only stations are required to have the test equipment, basic hand tools and emission control system application manuals necessary to conduct the Smog Check inspection. All of the required equipment must be on the premises in good working order and properly calibrated.

The required equipment for a Basic Area Test Only Station includes, but is not limited to:

- A BAR-certified Emission Inspection System - dynamometer not required;
- An ignition timing light which measures ignition advance;
- A hand vacuum pump and a vacuum gauge;
- The basic hand tools necessary to inspect vehicle ignition, fuel delivery, and emission control systems;
- A device capable of retrieving trouble codes from vehicles with on-board computers, along with instructions on how to extract codes, and definitions of codes found;
- The most currently available BAR manuals and bulletins;
- The most currently available emission control system application information as contained in any nationally distributed and periodically updated manuals that address emission control systems applications; vacuum routing diagrams for all vehicles being tested; electronic component location manuals; and specifications for those functional test prescribed by BAR; and
- A BAR certified Low-Pressure Fuel Evaporative test (LPFET) system.

CCR § 3340.16

Equipment Requirements

1.4.1 Enhanced Area Test Only Station

Enhanced Area Test Only stations shall possess all of the equipment and materials specified for the Basic Area Test Only stations, with the exception of the trouble code device. In addition, Enhanced Area Test Only stations must have a BAR certified Emissions Inspection System which includes dynamometer, and a tire pressure gauge.

CCR § 3340.16 and § 3340.16.5.

1.4.2 Basic Area Test and Repair Station

In addition to the equipment requirements for Basic Area Test Only stations, Test and Repair stations operating in Basic Areas must possess engine diagnostic equipment and repair tools capable of diagnosing and repairing engine ignition systems, fuel systems, emission control systems, computer engine control systems, and other related components for each vehicle type that the station diagnoses and repairs.

The required equipment for a Basic Area Test and Repair station includes:

- An ignition analyzer/oscilloscope;
- A compression tester;
- A tachometer / dwell meter;
- A fuel pressure gauge capable of measuring the fuel pressure of carbureted and fuel injected vehicles;
- A propane enrichment kit;
- An ammeter capable of measuring amps and milliamps;
- A high impedance digital volt/ohmmeter;
- The hand tools necessary to adjust, maintain, and repair vehicle ignition, fuel delivery, and emission control systems;
- Diagnostic and repair information for all vehicles being tested and repaired. Such information may be in printed or electronic form and may be nationally distributed and periodically updated references that contain repair and emission procedures. These references must be up to date and include current model year supplements for automobile emission control systems. Electronic references shall be provided in printed form upon request from the bureau;
- Automotive computer diagnostic and repair manuals;
- Electronic component location manuals; and
- An OBDII compliant diagnostic scan tool (enhanced).

CCR § 3340.16, § 334016.5

Equipment Requirements

1.4.3 Enhanced Area Test and Repair Station

Enhanced Area Test and Repair stations must possess the following equipment in addition to the equipment required for Basic Area Test and Repair stations.

- A BAR-certified Emissions Inspection System, which includes dynamometer;
- A Digital Storage Oscilloscope (Graphing Multi-meter); and
- A Tire Pressure Gauge.

CCR § 3340.16.5

1.4.4 Repair Only Station

A Smog Check Repair Only station operating in any program area shall have the equipment, materials, and engine diagnostic equipment and repair tools that are capable of diagnosing and repairing engine ignition systems, fuel systems, emission control systems, computer engine control systems, and other related components for each vehicle that the station diagnoses and repairs. The equipment or repair tools may be separate units, or part of a multi-functional unit.

At a minimum, the station shall have the following materials, tools, and equipment:

- An ignition analyzer/oscilloscope (not required at diesel only repair stations);
- A compression tester;
- A tachometer/dwell meter (not required at diesel only repair stations);
- A fuel pressure gauge capable of measuring the higher pressures of fuel-injected vehicles;
- A propane enrichment kit (not required at diesel only repair stations);
- An ammeter capable of measuring amps and milliamps;
- A high impedance digital volt/ohmmeter;
- Hand tools necessary to adjust, maintain, and repair vehicular ignition, fuel delivery, and emission control systems;
- Diagnostic and repair information for all vehicles being tested and repaired. Such information may be in printed or electronic form and may be nationally distributed and periodically updated references that contain repair and emission procedures. These references must be up to date and include current model year supplements for automobile emission control systems. Electronic references shall be provided in printed form upon request from the bureau;
- Automotive computer diagnostic and repair manuals;
- Electronic component location manuals;
- An OBDII compliant diagnostic scan tool with enhanced capabilities.
- A Digital Storage Oscilloscope (Graphing Multi-meter);
- Tire pressure gauge.

CCR § 3340.16.4

Equipment Maintenance

1.5.0 Emission Inspection System Calibration & Maintenance

The Emission Inspection System (EIS) and Low Pressure Fuel Evaporative Tester (LPFET) shall be maintained and calibrated in accordance with the applicable BAR equipment specifications and manufacturer's standards. All test equipment shall use the most current software and hardware updates required by BAR.

Modifications to the EIS are not permitted; including:

- Changing the sample hose length or material;
- Modification of the exhaust probe design/configuration;
- Installation of extra sample filters;
- Modifications to the tachometer pickup;
- Use of unapproved calibration gas, including zero air (calibration gases must be BAR approved).

Always follow the manufacturer's maintenance recommendations. The following maintenance suggestions should help reduce analyzer malfunction and downtime.

- **Sample Hose -** Check the hose for damage regularly; do not allow the probe to draw dirt/debris from the floor; avoid running over the hose; and periodically remove the hose from the analyzer and blow it out with filtered compressed air.
- **Filters/Bowls -** Check and, if necessary, replace the filter/bowls regularly. The filters should be clean and free from excessive moisture at all times. Some filters may be washed and reused; in most cases, they should be replaced. Check with your EIS manufacturer and/or the system operator's manual. Lack of regular maintenance can cause damage to the analyzer pumps and bench.
- **Computer Cooling Fan Filters -** Regularly service the ventilation filter for the system's computer. Often these filters can be cleaned and reused. Check the operator's manual for specific procedures.

CCR § 3340.17, § 3340.16

Equipment Maintenance

1.5.1 Diagnostic and Repair Equipment

All diagnostic and repair equipment shall be maintained in good working condition.

CCR § 3340.17 (c)

1.5.2 Emissions Inspection System Location

The emissions inspection system (EIS) shall only be used within a building and shall not be used in an environment that would subject it to excessive heat, cold, dust or moisture. Refer to the EIS operator's manual for acceptable operating conditions.

The EIS shall not be used outside the station building, but may be connected to a large vehicle located outside the building when being tested in a BAR-approved work area.

CCR § 3340.17 (d)

1.5.3 Gas Calibration

The EIS shall be calibrated only with applicable BAR-approved gases, including zero air bottles or generators.

CCR § 3340.18 (e)

1.5.4 Internal Access

Only BAR-authorized representatives or authorized manufacturer representatives shall have internal access to the EIS for service or inspection (including dyne controller).

CCR § 3340.17 (f)

1.5.5 Phone Line Connection

Each EIS must be connected to an individual telephone line meeting the following requirements:

- The EIS must be connected to a standard, single-party business telephone line;
- The connection must not be used for any other purpose (no phones, no credit card authorization, no Low Pressure Fuel Evaporative Tester, etc.);
- The phone line must not be connected to more than one EIS;
- The phone line must not have call waiting or any other special feature which would interfere with the EIS operation (phones, credit card checkers, etc.);and
- The phone line shall be connected to the EIS at all times.

CCR § 3340.16.6

Licensed Inspector and Repair Technician Requirements

1.6.0 Inspector and Repair Technician Requirements

Each Smog Check station must employ at least one licensed inspector and/or repair technician, who is licensed for the station license type. A licensed inspector and/or technician must be present during all hours the station is open for the business of performing Smog Check test and/or repairs, as applicable.

- Licensed inspectors employed at Test Only stations are permitted to inspect vehicles only. No adjustments, repairs or diagnosis, except for minor repairs, as discussed in section 1.2.0.

- Licensed inspectors employed at Test and Repair stations are permitted to inspect vehicles only. Smog Check related adjustments, diagnosis and repairs must be performed by a licensed Smog Check Repair technician. Smog Check certification restrictions apply to *directed vehicles* and vehicles identified as *gross polluters;* see sections 1.1.8 and 1.1.9.

H&S § 44014, CCR § 3340.15, § 3340.28

Licensed Inspector and Technician Requirements

1.6.1 Standards of Practice

A licensed inspector and technician works with government and the public to clean California's air. To meet this need, licensed inspectors and technicians are expected to conduct themselves in an ethical and professional manner and do each of the following, when applicable, and within the scope of their license and the type of station where employed:

- Understand the fundamentals of vehicle engines and emission controls;
- Determine the type of Smog Check inspection required;
- Identify vehicles that must be inspected by a STAR certified station, and, when applicable, inform the customer about services provided by the Referee;
- Identify each vehicle by year, make, model and certification type;
- Understand and, as needed, use inspection, diagnostic, and repair reference materials to determine required emission control equipment and vacuum hose routings;
- Determine what emission control equipment is required on a vehicle, evaluate the condition of the required equipment, and accurately report the condition;
- Operate Smog Check test equipment and diagnostic and repair equipment;
- Perform complete and accurate visual, functional and emission tests on the wide variety of vehicles subject to Smog Check inspection;
- Review and interpret test results and explain them to customers;
- Evaluate test results and diagnostic information to determine causes of failure;
- Effectively diagnose and repair problems;
- Know and follow the requirements for customer authorization, estimates, invoices, and record keeping;
- Explain to a customer the benefits of Smog Check, as well as explain the benefits of their vehicle's emission controls;
- Understand and communicate to motorists the options available through the Consumer Assistance Program and Repair Cost Waivers.

Licensed Inspector and Technician Requirements

1.6.2 Smog Check Inspector

Duties: A Smog Check Inspector license allows an individual to inspect and certify vehicles subject to Smog Check inspection throughout California. A Smog Check Inspector may not perform Smog Check related diagnoses and/or repairs. All official Smog Check inspections must be completed by a licensed Inspector in a licensed Test Only or Test and Repair station.

Qualifications: To become licensed as a Smog Check Inspector, an individual must pass a state administered examination. Examination applicants first must successfully complete Level 1 and Level 2 training, as applicable.

- *Level 1 Training - Engine and Emission Controls Fundamentals*

  Level 1 Training is required for Inspector candidates with little or no experience.* This training provides students with the knowledge of engine and emission control systems necessary to conduct accurate smog inspections. Successful completion includes the ability to demonstrate minimum levels of competency related to engine and emission control systems. The training is a minimum of 68 hours and must be completed at a BAR-certified school.

  *Experienced candidates may skip Level 1 training if they: Possess ASE A6, A8 and L1 certification; or possess an AA/AS degree or Certificate in automotive technology and have 1 year experience; or have 2 years experience and have completed BAR specified training.

- *Level 2 Training - Smog Check Procedures*

  Level 2 Training must be completed by all Inspector license applicants. This training covers the program rules, regulations and procedures. Successful completion includes the ability to demonstrate minimum levels of competency related vehicle inspections. The training is a minimum of 28 hours and must be completed at a BAR-certified school.

License Renewal: Applicants for license renewal must meet the following Update Training requirements:

- *Update Training* - Applicants for license renewal must provide proof that they have successfully completed 4 hours of BAR certified update training within the last two years.

H&S 44031.5 (e), CCR § 3340.28

Licensed Inspector and Technician Requirements

1.6.4 Smog Check Repair Technician

Duties: A Smog Check Repair Technician license allows and individual to diagnose and repair vehicles subject to Smog Check inspection throughout California. All Smog Check repairs must be completed by licensed Repair Technicians in licensed Test and Repair or Repair Only stations.

Qualifications: To become licensed as a Smog Check Repair Technician, an individual must pass a state examination. Examination applicants must meet one of following four criteria:

1) Possess certification in the categories of Electrical/Electronic Systems (A6), Engine Performance (A8) and Advanced Engine Performance Specialist (L1) from the National Institute for Automotive Service Excellence; or

2) Possess an Associate of Arts or Associate of Science degree or higher in Automotive Technology from a state accredited or recognized college, public school, or trade school, <u>and</u> have one year automotive repair experience in the engine performance area; or

3) Possess a certificate in automotive technology from a state accredited or recognized college, public school, or trade school with a minimum of 720 hours of course work that includes at least 280 hours in the engine performance area, <u>and</u> have one year of automotive repair experience in the engine performance area; or

4) Have a minimum of two years of automotive repair experience in the engine performance area, <u>and</u> successfully complete BAR Specified Diagnostic and Repair Training within the last five years.

License Renewal: Applicants for license renewal must meet the following requirements:

Certification - Possess a valid certification in the categories of Electrical/Electronic Systems (A6), Engine Performance (A8) and Advanced Engine Performance Specialist (L1) from the National Institute for Automotive Service Excellence (ASE);* and

Update Training- Provide proof of successful completion of 16 hours of update training from a BAR-certified training institution within the last two years.

*ASE Certification is not required for renewal applicants who have successfully completed the BAR Specified Diagnostic and Repair Training within the last five years.

H&S § 44031.5, CCR § 3340.28

Licensed Technician Requirements

1.6.6 License Expiration Date

An inspector and technician license shall expire on the last day of the month in which the second birthday occurs after the date of issuance of the license. Initial expiration dates are calculated from the date the BAR is notified that an applicant has passed the licensing examination. Once a license has been issued that expires in the birth month, subsequent renewal licenses will expire on the last day of the birth month, two years later.

A technician whose license has expired shall immediately cease to inspect, test, or repair failed vehicles.

CCR § 3340.29, § 3340.30

1.6.7 Additional Information for Licensed Inspectors and Technicians

Change of Employment: A licensee must notify BAR in writing within two weeks of any change of employment. CCR § 3340.30

License Renewal: Approximately 90-120 days prior to the license expiration, BAR will send the licensee a courtesy renewal notice to the address on file. The licensees are responsible for submitting a timely (prior to expiration) and complete renewal even if he or she did not receive a courtesy renewal notice. If you have not received your renewal notice, you may obtain one from the Smog Check website, or you may contact the BAR Licensing Unit- (916) 403-8477. CCR § 3340.29

Expired License: A licensed inspector or technician, whose license has expired, shall immediately cease to inspect, test, diagnose or repair vehicles pursuant to the requirements of the Smog Check program. CCR § 3340.29

Replacement License: A licensed inspector or technician whose license is lost, destroyed, mutilated or stolen may request a replacement (duplicate) license from BAR's license examination contractor. A form is located on the Smog Check website (www.smogcheck.ca.gov) or, technicians may contact the BAR Licensing Unit to obtain the form (916) 404-8477.

Copy of License: A licensed inspector or technician may obtain a copy (duplicate) of their wall license to post in a second place of employment. Technicians may request a duplicate license from BAR's license examination contractor. A request form is located on the Smog Check website (www.smogcheck.ca.gov) or, licensees may contact the BAR Licensing Unit to obtain the form (916) 403-8477.

Licensed Technician Requirements

1.6.8 Suspension and Revocation of Licenses

BAR may suspend or revoke the license of, or pursue other legal action against, a licensee, if the licensee (inspector, technician and / or station):

- Fraudulently certifies vehicles or participates in the fraudulent inspection of vehicles. A fraudulent inspection includes, but is not limited to, all of the following:

  1. Clean piping;

  2. Tampering with a vehicle emission control system or emission inspection system;

  3. Tampering with a vehicle in a manner that would cause the vehicle to falsely pass or falsely fail an inspection.

- Knowingly and willfully resists, delays, or obstructs any employee of the bureau or (when applicable) any employee of the quality assurance contractor of the bureau in carrying out the lawful performance of his or her duties; or

- Falsely or fraudulently issues or obtains a certificate of compliance;

H&S § 44072.10 (c), § 44072.10 (d), CCR § 3340.24

Station Operation

1.7.0 Work Area

Testing and repairing of vehicles must be performed in a work area of the station that has been approved by BAR during the station licensing inspection. Other work may be performed in the approved area, as desired. Except for heavy duty vehicles, the work area shall be within a building and shall be large enough to accommodate the type of vehicle being serviced.

In the case of the testing and repair of heavy-duty vehicles, the work area need not be in a building. However, the EIS used at the station must only be used within a building.

The work area shall be kept clean and orderly.

CCR § 3340.15

1.7.1 Licensed Inspector and/or Technician Required

An appropriately licensed inspector and/or technician shall be present during all hours the station is open for the business of inspecting and/or repairing vehicles pursuant to the Smog Check program, as applicable.

CCR § 3340.15 (b)

1.7.2 License Display

As applicable, licenses for the station, inspector, and/or repair technician shall be:

- Posted prominently under glass or other transparent material;
- Located in an area frequented by customers.

CCR § 3340.15, § 3351.3

Station Operation

1.7.3 Posting of Prices

The station shall post conspicuously in an area frequented by customers a list of prices for the specific activities for which it is licensed.

- Posted prices shall include the price charged for inspections, re-inspection, if any, and any other associated charges.
- The station shall post any additional charges such as prices for vans and/or heavy duty vehicles, if such prices differ from passenger car inspection prices.
- The hourly labor charge for repairs shall be posted, if the station imposes an hourly charge for repairs.
- The price of a Smog Check certificate shall be posted separately from the price of the inspection and re-inspection, if any. Note: Customers shall be charged the same price for certificates as that paid by the station. Sales tax does not apply to the sale of the certificate.

CCR § 3340.15, § 3340.35

1.7.4 Records

The station shall make, keep secure, and have available for inspection upon request by BAR, or its representative, legible records showing the station's transactions as a licensee for a period of not less than three years after completion of any transaction to which the records refer.

All records shall be open for reasonable inspection and/or reproduction by BAR or its representative for a period of not less than three years. Station records required to be maintained shall include copies of:

- Repair orders relating to inspections, and repair activities;
- Vehicle Inspection Reports; and
- Records of all certificates in stock and/or issued.

The above listed station records shall be maintained in such a manner that the records for each transaction are kept together, to facilitate access to records by BAR or its representative.

CCR § 3340.15 (f)

Customer Privacy - The California Civil Code § 1798.81 requires that records containing customer information be destroyed or modified to make them unreadable when discarded.

Station Operation

1.7.5 Smog Check Signs

Smog Check Sign - All licensed stations shall display in public view a Smog Check sign that meets the following specifications:

- The Smog Check sign shall be 24 inches in width by 30 inches in height;
- The sign shall be made of 0.040 aluminum or steel; and
- The design and content of the Smog Check sign shall be supplied by BAR via a camera ready format. For more information, refer to the smog check website (www.smogcheck.ca.gov).

Station Service Signs - Separate service signs shall be posted for Test Only stations, Repair Only stations, STAR certified stations, and stations that only inspect and/or repair heavy duty vehicles, and stations that do not inspect heavy duty vehicles.

The service signs shall meet the specifications in BAR regulations and be securely fastened to, or immediately below, the required Smog Check station signs.

Repair Cost Limit Sign - Each Smog Check station shall display a BAR provided cost limit sign conspicuously in an area frequented by customers.

H&S § 44017.3, CCR § 3340.22, 3340.22.1, 3340.22.2, 3392.3.1

1.7.6 Unlicensed Activity

Smog Check tests and repairs must only be performed by a licensed technician in a licensed Test and Repair station.

H&S § 44014, § 44032

Station Operation

1.7.7 Availability to the Public / Full Service to Customers

Licensed Smog Check stations must be open and available to the general public for Smog Check services. Stations may not discriminate based on race, color, sex, religion, ancestry, disability, marital status, or national origin.

Limited Service - Test and Repair Station- Before conducting the initial inspection, stations shall disclose to the customer orally and in writing (on the estimate) any of the following:

- A Test and Repair station does not have the adequate equipment, personnel, tools or reference materials to repair the vehicle, should the vehicle fail its inspection.
- A Test and Repair station, as matter of policy, does not repair certain types, makes or models of vehicles.
- A Test and Repair station, as matter of policy, does not repair certain types of vehicle inspection failures.

Limited Service - Repair Only Station

- A Repair Only station shall only accept a vehicle for repair if the station has the necessary equipment, tools, personnel, diagnostic and repair materials to repair that vehicle, if not, the vehicle shall not be accepted for repair.
- A Repair Only station is not obligated to accept a vehicle for repair if the station, as a matter of policy, chooses not to repair certain types, makes or models of vehicles, or certain types of inspection failures.

CCR § 3340.15 (a), § 3340.16.4, § 3340.16.5, B&P 125.6

1.7.8 Sublet Inspection and Repair

A Licensed Smog Check station cannot sublet Smog Check inspections or repairs required as part of the Smog Check program. Some exceptions apply. See section 2.1.6.for more information.

Station Audits

1.8.0 BAR Station Audits

BAR may visit stations to evaluate the effectiveness of tests and/or repairs made to vehicles subject to Smog Check inspection. Station audits may include but not limited to:

- Audit emission analyzer accuracy, including operation of BAR code reader and/or dynamometer;
- Review the station's certificate records and smog inspection and/or repair invoices;
- Verify that inspection procedures and repair standards are being followed by observing Smog Check inspections and/or repairs being performed;
- Verify that the correct BAR approved calibration gases are being used;
- Conduct a visual inspection of the EIS condition;
- Collect and verify data from the EIS;
- Verify that the required signs and licenses are posted properly;
- Inspect required test equipment and reference material.

H&S§ 44035 (b), CCR § 3340.15(h), 3340.10 (d)

Repair Assistance, Cost Waivers

1.9.0 Consumer Assistance Program

The Consumer Assistance Program (CAP) offers two options to assist motorists whose vehicles fail biennial Smog Check inspections:

Repair Assistance: Eligible low income motorists can receive up to $500 in emissions related repairs. Eligible motorists must take their vehicle to a STAR certified Test and Repair station to receive CAP subsidized repairs.

Low Income Eligibility- Motorists whose household income is at or below 225% of the federal poverty guidelines can qualify for repair assistance. For the latest information, refer to the Smog Check website (www.smogcheck.ca.gov) or contact the CAP administration office at (866) 272-9642.

Vehicle Retirement: Any motorists whose vehicles meet the eligibility requirements can receive $1,000 to retire their vehicle. Low income motorists whose vehicles meet the eligibility requirements may receive $1,500 to retire their vehicle.

On-Cycle- Motorists whose vehicle is due for biennial inspection may opt to retire their vehicle rather than repair a Smog Check failure; OR

Off-Cycle- Motorists whose vehicle is <u>not</u> due for biennial inspection may opt to retire their vehicle. A Smog Check inspection is not required.

Eligibility requirements for both on-cycle and off- cycle retirement are contained in the CAP application.

<u>Motorists interested in CAP must apply and qualify for repair assistance or vehicle retirement.</u> A motorist may obtain a CAP application from the Smog Check website www.smogcheck.ca.gov, by calling the DCA Consumer Information Center (800) 952-5210, or by calling the CAP administration office at (866) 272-9642.

<u>Licensed Test and Repair stations interested in performing CAP subsidized repairs must obtain STAR certification</u>**.** The application for STAR certification details the station qualification criteria. You may download an application from the Smog Check website (www.smogcheck.ca.gov), or you may request one from BAR's Licensing Unit at (916) 403-8477.

CCR § 3392.2, 3394.1, 3394.6

Repair Assistance, Cost Waivers

1.9.1 Repair Cost Waivers

California law limits the amount of money required to be spent on repairs needed to pass a biennial Smog Check inspection to $450. In general, a customer may qualify for a repair cost waiver if their vehicle fails to meet the biennial Smog Check standards after the customer has spent a minimum of $450 on repairs at a Smog Check station. **Some exceptions apply for Visible Smoke Test failures; see Visible Smoke Test information on the next page.**

The repair cost waiver postpones the Smog Check certificate requirement for up to two years beginning on the due date of vehicle registration renewal. A vehicle that receives a waiver must be fully repaired by the next biennial Smog Check inspection requirement or title transfer. Of course, the customer can choose to repair the vehicle so that it passes the inspection and forgo the repair cost waiver option.

A repair cost waiver can only be issued by a Referee facility.

Repair cost waivers do not apply to:

- Vehicles that received a cost waiver for any previous biennial inspection. (A vehicle cannot be issued more then one waiver under the same ownership and must be repaired before change of ownership. After changing ownership, the new owner may be eligible for another waiver);
- Vehicles with tampered emission control equipment. (A repair cost waiver can only be issued after all tampered systems have been repaired);
- Vehicles that are undergoing transfer of ownership;
- Initial registration of a direct import (grey market) vehicle, a vehicle previously registered outside the state, a dismantled/salvaged vehicle, a vehicle with an engine change, an alternate fuel vehicle, a specially constructed vehicle (SPCNS);
- Vehicles that fail the Visible Smoke Test and the owners' income exceed 225% of the federal poverty guidelines.

Repair Assistance, Cost Waivers

1.9.1 Repair Cost Waivers continued…

Visible Smoke Test

A repair cost waiver is only available to a motorist whose vehicle fails the **Visible Smoke Test** and the following conditions are met:

- Low Income - The motor vehicle owner has a household income that meets the CAP low income eligibility standard.
- Moderate Income - The vehicle owner has a household income greater than the limit for CAP low income eligibility, but less than or equal to 225% of the federal Poverty Guidelines.
- Moderate Income - The motor vehicle owner is not receiving any form of public assistance from any agency.
- The motor vehicle owner's household income has been verified in accordance with paragraph (2) of subsection (b) of Section 3394.6.
- The motor vehicle's required emissions control equipment is not missing and has not been rendered partially inoperative or inoperative as a result of tampering.

Note: Customers may be eligible for the Consumer Assistance Program (CAP) discussed in section 1.9.0. Always inform customers about CAP options before beginning diagnosis and repair.

H&S § 44015, § 44017, CCR § 3340.43, 3394.6

Customer Authorization

1.10.0 Estimate Preparation

A written estimate must be provided in accordance with the Automotive Repair Act before the inspection and/or repair can be conducted.

- An inspection estimate provided by a Test and Repair station shall contain a notice that informs the customer that they may choose another station for needed repairs and subsequent inspections.
- No licensed Smog Check station shall require, as a condition of performing the test, that any needed repairs or adjustment be done by the person, or at the facility of the person, performing the test.

A booklet entitled "Write It Right" is available from BAR to assist in understanding the preparation of written estimates and work orders. Write It Right is available on the Smog Check website at (www.smogcheck.ca.gov) or you may contact your local BAR field office to obtain a copy.

BP § 9884.9, H&S § 44033 (c), CCR § 3353

Stations Unable to Make Certain Repairs

Before conducting the initial inspection, stations shall disclose to the customer both orally and in writing (on the estimate) any of the following:

- A Test and Repair Station does not have the adequate equipment, personnel, tools or reference materials to repair the vehicle, should the vehicle fail its inspection.
- A Test and Repair Station, as matter of policy, does not repair certain types, makes, or models of vehicles.
- A Test and Repair Station, as matter of policy, does not repair certain types of vehicle inspection failures.

CCR § 3340.16.5

1.10.1 Station Obligations

Licensed Smog Check stations are expected to conduct themselves in an ethical manner consistent with the laws and regulations governing the inspection and repair of vehicles subject to Smog Check. In part, this includes:

- Providing motorists with complete estimates for inspections and, when applicable, diagnosis and repairs;
- Informing motorists of applicable program options, such as the repair cost waiver, Consumer Assistance Program, and Referee services;
- Informing motorists of possible emissions warranty coverage for defective emissions related components. (For more information, see section 2.2.0);
- Only requiring services and repairs consistent with vehicle manufacturer standards or nationally recognized industry practices.

Miscellaneous Inspection Scenarios

1.11.0 Garaged Outside Program Area

If a vehicle is registered in the Enhanced Area, but is garaged in a Basic Area, it must undergo an Enhanced Area inspection. Exceptions apply to fleet vehicles. See section 1.11.3 for fleet information.

H&S § 44011(b)

1.11.1 Motor Homes

Motor homes are often built using chassis and engines of earlier model years than the completed coaches (bodies). Motor home emission control requirements are determined by the chassis/engine model year, even though DMV registers the vehicle by the model year of the coach. The EIS provides for a three year separation between the coach and chassis model years.

In Enhanced Areas, the ASM test requirement applies only to motor homes under 8501 GVWR - CCR § 3340.42

If the motor home is equipped with a BAR Referee Label, see Section III.

1.11.2 Specially Constructed (SPCNS) Vehicles or Kit Cars

Vehicle Code 580 – "A "specially constructed vehicle" is a vehicle which is built for private use, not for resale, and is not constructed by a licensed manufacturer or remanufacturer. A specially constructed vehicle may be built from (1) a kit; (2) new or used, or a combination of new and used, parts; or (3) a vehicle reported for dismantling …. when reconstructed, does not resemble the original make of the vehicle dismantled. A specially constructed vehicle is not a vehicle which has been repaired or restored to its original design by replacing parts."

SPCNS vehicles must be equipped with a BAR Referee Label. The Referee label provides needed engine and emission control information.

- If the vehicle has a BAR Referee Label, use the emission control requirements listed on the label.
- If the vehicle does not have a BAR Referee Label, it must be inspected by a state Referee facility.

For information about BAR Referee labels, see section III.

H&S §44017.4

Miscellaneous Inspection Scenarios

1.11.3 Fleet Vehicles

Government Fleet: Smog Check inspection requirements apply to government fleet vehicles. To help verify compliance, government fleets are required to submit an annual inspection report (Annual Reporting Transmittal - Form 79-21) to the BAR Fleet Operations Unit.

Government fleets are issued a BAR identification number known as a "BAR file number". Unless the fleet representative requests a certificate of compliance, the BAR file number is required when inspecting a government fleet vehicle.

- **Certificate Not Required** - A biennial certificate of compliance is not required for a government fleet vehicle. Select "G" or "government" as the vehicle type; this will cause the EIS to ask for the BAR file number, thereby preventing a certificate of compliance from being issued. **No certificate is issued and no certificate fee shall be charged**.

- **Request for Certificate**- A government agency may request an inspection without a BAR file number, or may request a certificate of compliance for title transfer purposes. In these cases, do not select "government" as the vehicle type. Proceed with the inspection as you would for any other vehicle. If the vehicle passes, a Smog Check certificate will be issued. The certificate fee applies in the same manner as a non-government vehicle.

- **License Plate -** If a government vehicle displays an "E" at the beginning of the license plate, do not enter the "E." Some government license plate numbers or assigned vehicle IDs may exceed seven digits. In these cases, enter the last seven digits of the number.

Government fleet vehicles are not eligible for repair cost waivers or consumer assistance.

Private Fleets: Private fleet inspection facilities must be licensed as a fleet Smog Check station and must employ licensed Smog Check technicians to conduct inspections and repair. Private fleet vehicles are subject to the test type applicable to the program area in which the vehicle is garaged and operated. Example: If a fleet vehicle is registered to an office in an enhanced area, but the vehicle is garaged and operated in a basic area, a basic area inspection would apply.

Private fleet vehicles are not eligible for repair cost waivers or consumer assistance.

If you have any questions regarding the fleet vehicle smog inspections, please contact BAR's Fleet Operations Unit at (916) 403-0313

H&S § 44011(a) (7), § 44019, § 44020

Miscellaneous Inspection Scenarios

1.11.4 Military Personnel Vehicles

Federal law requires a Smog Check inspection for vehicles not registered in California but are owned and operated by non-resident military personnel on active duty in California. This requirement is independently enforced by each military base. Generally, military personnel must obtain a passing vehicle inspection report before a base access sticker can be issued; a certificate of compliance may not be required. The emissions inspection system provides inspection prompts for inspecting military personnel owned vehicles. Following these prompts will prevent the issuance of a certificate.

Federal Clean Air Act § 118

1.11.5 Clearance of Enforcement Documents

When a customer requests certification of a motor vehicle for correction of a violation noted on an enforcement form/citation, the Smog Check station shall certify (per citation requirements) that the correction has been made. In conjunction with such certification, the licensed technician shall conduct a Smog Check inspection and issue a certificate of compliance, provided the vehicle passes the Smog Check inspection.

CCR§ 3340.36

1.11.6 Smog Check Difficulties

If a licensed technician encounters a problem not addressed in this reference guide, contact the closest BAR field office.

If you need additional help regarding the Smog Check program, contact DCA/BAR at 800-952-5210 or refer to BAR's website at www.smogcheck.ca.gov.

Smog Check Reference Guide SECTION II

Sub-Section	Page
Vehicle Repair	1
Vehicle Warranty	5

Not Applicable to Test Only Stations

Vehicle Repair

2.1.0 Repair General Overview

- In accordance with the B&P § 9884.9 and CCR § 3353, provide the customer an estimate for the specific work needed to diagnose and repair the inspection failure. For more information, see section 2.1.1.

- The repair cost waiver applies to emissions, visual and functional test failures, unless the failure is due to tampered emission controls. For information about the repair cost waiver, see section 1.9.1.

- Diagnosis and repair must be performed in accordance with industry standard procedures. See repair standard described in section 2.1.2.

- In accordance with B&P § 9884.8 and CCR § 3356, provide the customer an invoice detailing the diagnosis and repair(s) performed.

2.1.1 Repair Estimate

In accordance with B&P § 9884.9 and CCR § 3353, prepare an estimate for the specific work needed to bring the vehicle into compliance. As applicable, list the repairs necessary to bring the vehicle into compliance, including the causes of visual, functional, and emission failures. The estimate must include price for labor and parts.

The repair invoice must itemize the diagnoses, repair(s) and parts. General statements such as “tune-up”, “low emissions service”, “scope and adjust”, are not acceptable. Listed items must be specific i.e. replace O_2 sensor, set timing and RPM to manufacturer specifications, etc. When applicable, describe the on-board system fault code and the related system.

CCR § 3340.41.3, § 3356

An informational booklet called “Write It Right” is available to assist you in the preparation of estimates and invoices. Refer to the Smog Check web site (www.smogcheck.ca.gov) or contact your local BAR office to obtain a copy.

Vehicle Repair

2.1.2 Repair Standards

California Code of Regulations, Title 16, Chapter 33, § 3340.41(d) defines repair standards as follows:

"The specifications and procedures required by Section 44016 of the Health and Safety Code shall be the vehicle manufacturer's recommended procedures for the emission diagnosis and repair procedures or the emission diagnosis and repair procedures found in industry-standard reference manuals and periodicals published by nationally recognized repair information providers. Smog Check stations and Smog Check technicians shall, at a minimum, follow the applicable specifications and procedures when diagnosing defects or performing repairs for vehicles that fail a Smog Check test."

2.1.3 Pre-Repair Verification

Before proceeding with a Smog Check failure diagnosis and repair, a technician should consider the following:

- What do the inspection reports and, if applicable, repair records reveal about the failure?
- Have any conditions changed since the Smog Check inspection?
- What input can the motorist provide about the Smog Check failure? Has the motorist noticed any poor running conditions, fuel mileage drop, misfire, etc.
- Does your station have the tools, equipment, reference material, and expertise necessary to repair this type of vehicle?

Note: If you find that the VIR is inaccurate or conditions have changed since the inspection, conduct another inspection (after an estimate is provided and the customer's authorization is obtained) or, as applicable, advise the motorist that another inspection should be performed.

Vehicle Repair

2.1.4 Priority of Repairs

A repair cost waiver cannot be issued for a vehicle with tampered emission control equipment, regardless of the repair costs. Therefore, correcting tampered emission controls should be completed before proceeding to emissions or functional test failures, if any.

1. **Tampers:** Tampered emission control systems must be restored to operate as designed by the manufacturer. The repair cost waiver does not apply to the repair of tampered emission control systems.
2. **Emissions / Functional**: When repairing failed vehicles, remember that the program goal is to most effectively reduce vehicle emissions.

A customer may choose to authorize or decline any repair, and may choose to have the repairs performed by any licensed Test and Repair station, or Repair Only station.

See section 1.9.1 for repair cost limit information.

H&S § 44015, § 44017(d).

2.1.5 "Non Smog Check" Repair Dealers

Automotive repair dealers that are not Licensed Smog Check Repair Only or Test and Repair stations are prohibited from performing Smog Check related diagnoses and repairs.

H&S § 44014 (a), 44032

2.1.6 Sublet Repair

A Licensed Smog Check station cannot sublet Smog Check inspections or repairs required as part of the Smog Check program, except for the following:

- Repairs of a vehicle's exhaust systems which are normally performed by muffler shops, provided that the malfunction is previously diagnosed by the specific station authorized by the customer to perform the vehicle repairs.
- Repairs of individual components that have been previously diagnosed as defective and removed by the specific station authorized by the customer to perform the vehicle repairs.
- Repairs of diesel-powered vehicles.
- Repairs to a vehicle's transmission.
- Corrections to the vehicle's on-board computer systems' software provided that that the malfunction has been previously diagnosed by the specific station originally authorized by the customer to perform repairs to the vehicle.

If sublet repair is necessary, the station must obtain authorization from the customer for the sublet work. Upon the customer's request, the station must inform the customer of the location in which any sublet repair work will be performed. The station who obtained the original authorization is responsible for the sublet repair in the same manner as if the station or his or her employees had actually done the repair.

B&P §9884.9, CCR §3340.15 (i), §3359

Vehicle Repair

2.1.7 Owner Repairs

Owners of vehicles that fail a Smog Check inspection may repair their vehicles themselves.

2.1.8 EIS Manual Testing Mode

The EIS incorporates manual testing modes, which, in part, can be used in diagnoses of emission failures. The manual testing modes include:

- Emissions gas analyzer;
- Technician selected steady load (dyno only);
- ASM Diagnostic test (dyno only);
- Structured test drive (dyno only);
- Free-form test drive (dyno only).

Note: During a Smog Check inspection, the EIS compensates for sample dilution caused by small exhaust system leaks etc. However, this “Dilution Correction Factor” (DCF) may affect your gas analysis when diagnosing emission failures in manual mode. The EIS manual mode allows you to turn the DCF on and off. When diagnosing an emission failure, consider taking a reading with the DCF off and on. If the readings are much different, there may be an exhaust system leak.

Vehicle Warranty

2.2.0 Emission Control System Warranty

Manufacturers of vehicles certified for sale in the USA are required by law to warrant that their emission control components will remain free from defects throughout the warranty period. California and Federal emissions warranties vary. **The warranty information provided in this reference guide is not intended to be all-inclusive. The warranties may vary from vehicle to vehicle and technicians should always refer to the warranty for each vehicle to determine applicable coverage.**

Inform the consumer if you find a defect that may be covered under warranty. The customer can choose to take the car to the new car dealer for repair.

2.2.1 Warranty Repair Requirements

Like any Smog Check related emissions repair, warranty emission repairs resulting from a Smog Check inspection failure must be conducted by a licensed Smog Check Test and Repair Station.

H&S § 44014

Vehicle Warranty

2.2.3 California 3/50 Warranty

The emissions warranty requirements for 1990 and newer model year California certified light and medium duty vehicles are:

- Manufacturers must warrant the emission control systems of each vehicle to be free from defects in material and workmanship for 3 years/50,000 miles (3/50), whichever comes first; and

Manufacturers must warrant that the vehicle will pass any Smog Check inspection during the first 3 years/50,000 miles. This means that any component failures or Smog Check inspection failures during the first 3 years or 50,000 miles must be repaired under warranty free of charge unless there is abuse, neglect, or tampering (as defined in the warranty) that affects the failure. **Note: Always refer to the warranty for each vehicle to determine applicable coverage**.

CCR § 2037

2.2.4 California 7/70 Warranty

In general, the 7/70 warranty extends the warranty coverage beyond 3 years or 50,000 miles to 7 years or 70,000 miles for "high-priced" emission controls.

For 1990-2005 model-year vehicles, "high-priced" parts are those with an estimated replacement cost above $300. For 2006 model year and newer vehicles, high price parts are those with an estimated replacement cost above $480. The $300 and $480 replacement costs represent parts and labor and are identified by the vehicle manufacturer at the time of new vehicle certification.

Any repairs of failures not covered by the 3/50 and/or 7/70 warranty are the responsibility of the motorist and would be subject to the Smog Check repair cost waiver requirements. **Note: Always refer to the warranty for each vehicle to determine applicable coverage**.

CCR § 2037

2.2.5 Federal 2/24 and 8/80 Warranties

The federal emissions warranty applies to 1995 and newer light duty vehicles. The warranty covers the cost of repairs that are needed to correct a Smog Check failure for the first 2 years or 24,000 miles. Some major emissions components (catalytic converters, electronic control unit/computer) are covered for the first 8 years or 80,000 miles. Heavy-duty vehicle warranty terms may be different. **Note: Always refer to the warranty for each vehicle to determine applicable coverage**.

Vehicle Warranty

2.2.6 Independent Repair Dealer

The consumer can voluntarily choose to have an independent shop complete the repair of a warranted part rather than return the vehicle to the factory-authorized dealer. Vehicle manufacturers almost always require that warranty repairs be performed at factory-authorized dealers, except in case of emergency. **In all circumstances, refer to the warranty for each vehicle to determine applicable coverage**.

If the customer chooses to authorize potential warranty repair, consider the following actions:

- Ask the customer to sign a statement such as: **I have been advised of possible California or federal emissions warranty coverage and agree to have (shop name) complete the repairs.**

- Return the failed part(s) to the customer, who may choose to claim reimbursement from a factory-authorized dealer, if the part is covered by warranty.

- Advise the customer to keep all repair receipts.

Smog Check Reference Guide

SECTION III

Sub-Section	Page
Referee Inspection Services	1
Referee Appointments	2
Referee Label	2

Referee Services

3.1.0 Referee Inspection Services

In general, the BAR Referee provides services to accommodate unusual Smog Check circumstances not common to ordinary vehicles or stations. Referee inspection services can apply in the following circumstances:

- The motorist feels that his or her vehicle was tested and / or repaired improperly, which resulted in a Smog Check failure;
- The motorist may be eligible for a repair cost waiver (Section 1.9.1);
- A motorist is unable to locate a required emission control part and may qualify for a limited parts exemption.
- The vehicle cannot be inspected by a licensed station due to OEM operating characteristics or design of the vehicle;
- The vehicle's engine has been changed with a non-replacement engine and is not equipped with a BAR Referee Label;
- The vehicle is a kit car (SPCNS) and is not equipped with a BAR Referee Label;
- The vehicle appears **not** to have been originally manufactured to California or USEPA requirements. These vehicles are considered grey market or direct import vehicles and include some Canadian and most Mexican market vehicles;
- Verification of a vehicle converted to operate on electricity only. Additional information regarding electric vehicles is located in Appendix F;
- Verification that an alternative fuel conversion system has been properly installed on a vehicle. Additional information regarding alternative fueled vehicles is located in Appendix F;
- Clearance of a law enforcement citation for excessive exhaust noise;
- Clearance of law enforcement citation for modified emission controls;
- The vehicle is exempt, but received a "Smog Certificate Required" statement on the DMV registration renewal notice. The Referee can provide exempt vehicle verification to resolve situation with DMV.

H&S § 44014, § 44017.4, § 44036, VC § 27150.2

Referee Services

3.1.1 Referee Appointments

To make an appointment, motorists may contact the Referee's scheduling center at 800-622-7733. An inspection cost may apply.

- If the vehicle is going to the Referee for a cost waiver, the customer should have the following documents, as applicable:

  a. Initial VIR;
  b. After-repair VIR;
  c. Copy of the repair order indicating the cause of the excess emissions;
  d. Repair receipts and the estimated costs of repairs;
  e. CAP documents, when applicable;

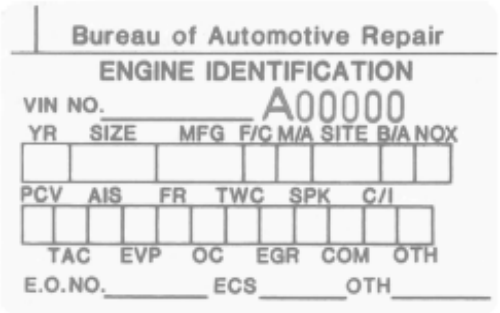
3.1.2 BAR Referee Label

The BAR Referee Label serves as the emissions control "under-hood" label, providing emission control information for SPCNS, grey market vehicles, vehicles with engine changes, alternative fueled vehicles, and, as needed, other vehicles with unusual configurations. The Referee Label is typically, but not always, affixed to the left front door post. In some cases, the label may be located under the hood.

See the next page for examples of acceptable Referee labels.

Referee Services

Examples of Acceptable BAR Referee Labels
(All labels must include a serial number)



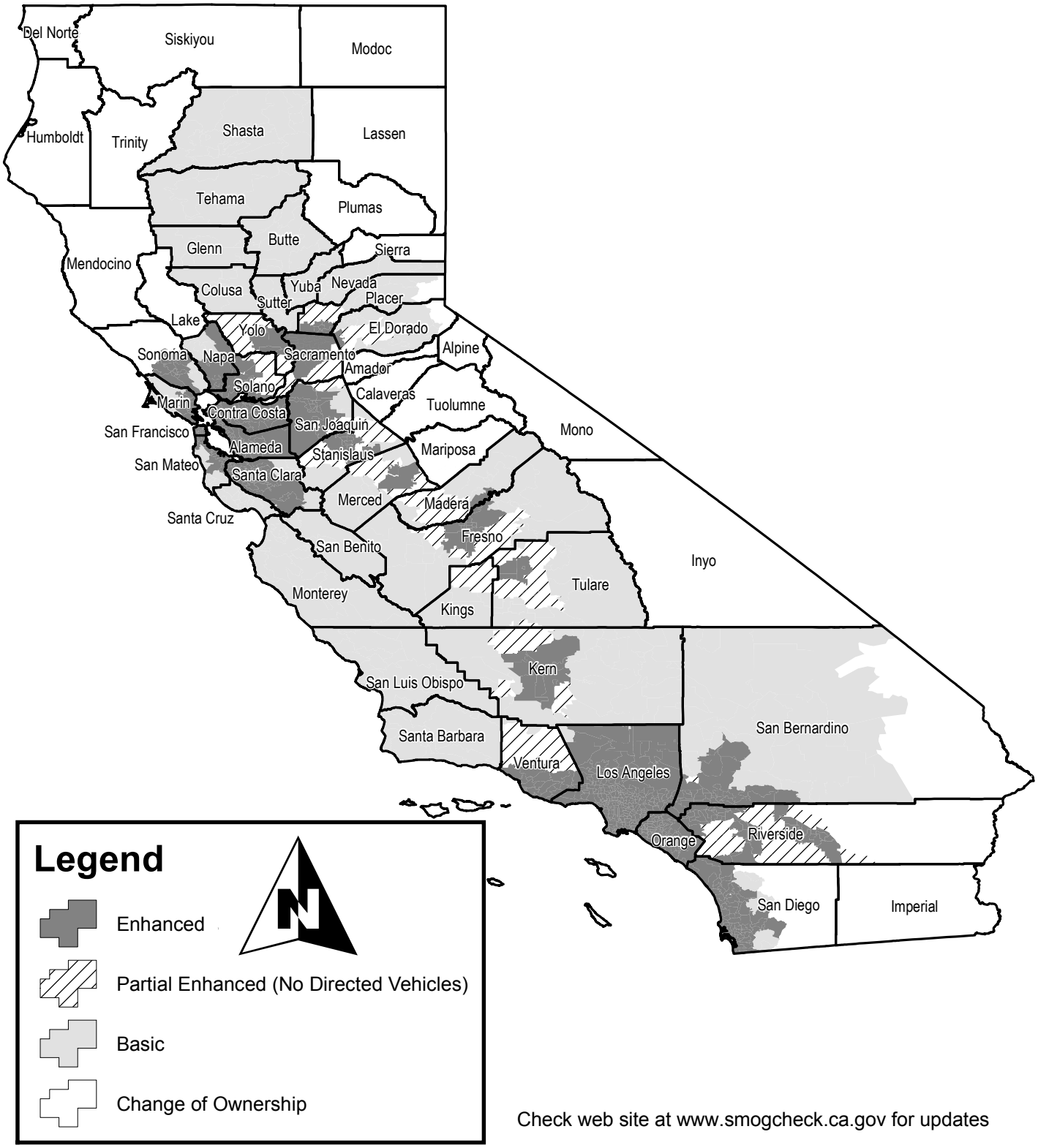
F/C = Federal or California certified
SITE = Referee site
NO_x = NO_x retrofit
TAC = Thermostatic Air Cleaner
EVP = Fuel Evaporative System
OC = Oxidation Catalytic Convertor
EGR = Exhaust Gas Recirculation System
COM = Computer Controlled
OTH = Other

PCV = Positive Crankcase Ventilation
AIS = Air Injection System
FR = Fill Pipe Restrictor
EGR = Exhaust Gas Recirculation
CCO = Computer Controlled
O2 = Oxygen Sensor

TAC = Thermostatic Air Cleaner
EVP = Fuel Evaporative System
CAT = Catalytic Converter
SPK = Spark Control
MIL = Malfunction Indicator Lamp

APPENDIX A

Areas of California Affected by the Smog Check Program



Check web site at www.smogcheck.ca.gov for updates

APPENDIX B
Definitions and Abbreviations List

Advanced Emission Specialist Technician- A Smog Check technician license class allowed to work in all program areas.

ARD - Automotive Repair Dealer

ASM - Acceleration Simulation Mode, dynamometer test.

BAR - Bureau of Automotive Repair

Basic Area Technician - A Smog Check technician license class allowed to work in the Basic Program area.

Referee – BAR Referee is a state contractor that provides special test services for unusual Smog Check circumstances.

CAP - Consumer Assistance Program

CARB - California Air Resources Board

CACC - Clean Air Car Course

CCR - California Code of Regulations

CO - Carbon Monoxide: A colorless, odorless and deadly gas that results from a lack of oxygen when hydrocarbons are burned.

Computer Controlled Vehicle - A vehicle equipped with a computerized emission/engine management system.

DCF - Dilution Correction Factor.

Directed Vehicle - A vehicle restricted to Smog Check inspection and certification at a Test Only station or Gold Shield station.

Dual Fuel Vehicle - A motor vehicle that is equipped to operate on gasoline and another fuel such as liquefied petroleum gas, CNG or liquefied natural gas.

ECS Label - Manufacturer underhood Emission Control System Label.

Emission Control System - For the purposes of a Smog Check inspection, an emission control system is an emission related component, or a combination of components operating together as a system.

EIS - Emission Inspection System

Engine Change - An engine change is the installation of an engine that is different from the one that was originally installed in the vehicle, and does not qualify as a "replacement engine."

Gold Shield Station - A licensed Test and Repair station that is certified to participate in a special Gold Shield program. Gold Shield certification requires increased eligibility and station performance standards. With Gold Shield certification, a test and repair station can perform state subsidized repairs and inspect and certify directed vehicles and vehicles identified as gross polluters.

Grey Market Vehicle - Vehicles that were manufactured for sale outside the U.S. and imported into the United States.

Gross Polluter - A vehicle that exceeds the gross polluter exhaust emission standards set forth in CCR § 3342.

GVWR - Gross Vehicle Weight Rating: The vehicle manufacturer's maximum weight rating for a vehicle (vehicle, load, passengers).

HC - Hydrocarbons: Harmful tailpipe emissions made up of unburned fuel. Hydrocarbons are a key element in forming photochemical Smog.

HEP - High Emitter Profile Database used to select most directed vehicles.

Intern Technician - Smog Check technician license class (EI License prefix) permitted to perform repairs to failed vehicles throughout the state under the supervision of an Advanced Emission Specialist Technician or Basic Area.

LPFET - Low-Pressure Fuel Evaporative Testing.

Motor Home - A motor vehicle designated by DMV as a motor home originally designed or permanently altered, and equipped for human habitation or camping purposes. A motor vehicle to which a camper has been temporarily attached is not a motor home.

N/A - Not Applicable. Emission controls system is not applicable to the vehicle under test.

OBD - On Board Diagnostics - Refers to the self test capability of a vehicle's on board computer systems.

OEM - Original Equipment Manufacturer

O2 - Oxygen: A colorless, odorless gas that makes up about 20 percent of the earth's atmosphere and is necessary for fuel combustion.

Referee Facility - A Referee Facility is a state-contracted vehicle emissions test facility that provides certain Smog Check services for motorists. A Referee Facility is authorized to offer specialized inspection services that are beyond the scope of California's licensed Smog Check stations.

Referee Label - A label used to provide engine and emission control information for unusual vehicles and or emission control configurations. These include, SPCNS, grey market vehicles, vehicles with engine changes. Referee labels are affixed by the BAR Referee.

Replacement Engine - A replacement engine is defined as follows:

1. A new, rebuilt, remanufactured, or used engine of the same make, number of cylinders, and engine family as the original engine with the original emission controls reinstalled;

   or

2. An engine which matches a configuration offered by the manufacturer for that year, make and model of vehicle, and the appropriate emission controls for the installed engine, and chassis components are present and connected.

SPCNS - Specially Constructed Vehicle
Vehicle Code 580 – "A "specially constructed vehicle" is a vehicle which is built for private use, not for resale, and is not constructed by a licensed manufacturer or remanufacturer. A specially constructed vehicle may be built from (1) a kit; (2) new or used, or a combination of new and used, parts; or (3) a vehicle reported for dismantling …. when reconstructed, does not resemble the original make of the vehicle dismantled. A specially constructed vehicle is not a vehicle which has been repaired or restored to its original design by replacing parts

Supervising Technician - A licensed test and repair technician that supervises repairs done by an Intern Technician.

Tampered - Any emission control component which is missing, modified or disconnected.

Test and Repair Station - A station licensed by BAR to conduct inspections and, when needed, diagnose, adjust and repair failed vehicles.

Test Only Station - A station licensed by BAR to conduct inspections only. Test Only stations may perform initial inspections of directed vehicles.

USEPA - United States Environmental Protection Agency

VID - Vehicle Information Database

VID Match -The process that successfully links or matches the vehicle information entered into the EIS to the corresponding VID records.

VIR - Vehicle Inspection Report

VIN - Vehicle Identification Number

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APPENDIX C
List of Bureau of Automotive Repair Field Offices

Bakersfield
3331 North Sillect, Ave
Bakersfield, CA 93308
(661) 335-7400

Culver City
6035 Bristol Parkway
Culver City, CA 90230
(310) 410-0024

Fresno
4152 W. Swift Ave, Suite 104
Fresno, CA 93722
(559) 445-5015

Fleet Operations (Headquarters)
10240 Systems Parkway
Sacramento, CA 95827
(916) 403-0318

Placentia
701 Kimberly Ave, Suite 120
Placentia, CA 92870
(714) 961-7940
Richmond

3260 Blume Drive, Suite 340
Richmond, CA 94806
(510) 243-9410
Riverside

1450 Iowa Ave, Suite 150
Riverside, CA 92507
(951) 782-4250

Sacramento
10949 N Mather Blvd.
Rancho Cordova, CA 95670
(916) 403-8080

San Diego / Oceanside
16855 W. Bernardo Dr., Suite112
San Diego, CA 92127
(858) 716-1025

San Jose
1361 S. Winchester Blvd., Suite 206
San Jose, CA 95128
(408) 277-1860

South El Monte
1180 Durfee Ave., Suite 120
South El Monte, CA 91733
(626) 575-6934

South San Francisco
395 Oyster Point Blvd., Suite 102
S. San Francisco, CA 94080
(650) 827-2074

Valencia
27202 Turnberry Lane, Suite 250
Valencia, CA 91355
(661) 702-6600

General Information (800) 952-5210

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APPENDIX D

Important Telephone Numbers and Web Sites

California Air Resources Board
(800) 242-4450 www.arb.ca.gov

California Air Resources Board aftermarket parts website
www.arb.ca.gov/msprog/aftermkt/aftermkt.htm

Consumer Assistance Program
(Repair Assistance / Vehicle Retirement)
(866) 272-9642, (916) 403-8780

Department of Consumer Affairs Website
www.dca.ca.gov

Emission Parts Location Center
(800) 622-7733

ET Contractor
(SGS TESTCOM)
(866) 966-7664

Fleet Information
(916) 403-0318

General Information
(Consumer Information Center)
(800) 952-5210

Legislative Counsel (legislative information) website
www.leginfo.ca.gov

Licensing Questions
(BAR Licensing Unit)
(916) 403-8477

Office of Administrative Law website
www.oal.ca.gov

Publication Ordering
(BAR Mail Room)
(916) 403-8472

Referee Scheduling Center
(800) 622-7733

Smog Check Website
www.smogcheck.ca.gov

Inspector/Technician Access Code Changes
Please contact your local field office.
A list of the field offices and their telephone numbers is located in Appendix D.

Please direct technical or informational questions to your local BAR field office.
A list of the field offices and their telephone numbers is located in Appendix D.

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APPENDIX E
Engine Change Guidelines

Replacement Engines

A replacement engine is defined as follows:

1. A new, rebuilt, remanufactured, or used engine of the same make, number of cylinders, and engine family as the original engine with the original emission controls reinstalled;

   or

2. An engine which matches a configuration offered by the manufacturer for that year, make and model of vehicle, and the appropriate emission controls for the installed engine, and chassis components are present and connected.

Vehicles with "replacement engines" should be inspected by licensed Smog Check stations and not be sent to the State Referee.

Example: A 1982 Chevrolet Camaro was originally equipped with a 3.8 L engine. It now has a new 5.7 L Chevrolet engine installed.

Action: The emission control systems application manual shows that a 1982 Camaro also came from the factory with a 5.7 L engine. The car has all the required emission control systems installed for a 1982 Camaro with a 5.7 L engine. The car would be tested by the technician as though the 5.7 L engine was factory installed.

All the required emission control equipment for a 1982 Camaro with a 5.7 L engine must be installed and connected.

Engine Changes

Section 3362.1 of Title 16 of the California Code of Regulations states: "An Automotive Repair Dealer shall not make any motor vehicle engine change which degrades the effectiveness of a vehicle's emission control system. Nor shall said dealer, in the process of rebuilding the original engine or while installing a replacement engine, effect changes that would degrade the effectiveness of the original emission control system and/or components thereof."

An engine change is defined as follows:

An "engine change" is the installation of an engine that is different from the one which was originally installed in the vehicle and does not qualify as a "replacement engine".

The following ensures the provisions of CCR 3362.1 are met.

- The installed engine and emission controls (for an exhaust-controlled vehicle) must be the year of the vehicle or newer, and certified to the same or a more stringent new vehicle certification standard.

- Do not mix engine and vehicle classifications that degrade the emissions certification standards. For example, a heavy-duty engine cannot be installed in a light-duty exhaust controlled chassis even if they are the same displacement. Non-emissions controlled power plants such as industrial or "off-road use only" engines may not be installed in any exhaust-controlled vehicle.

- The installed engine and host chassis must retain all of their original emission control equipment. Diesel to gasoline conversions must have all gasoline engine and chassis emission control systems installed

- No internal or external engine modifications (cams, pistons, etc.) may be performed unless the parts/systems are ARB exempted or are EPA certified for use on the installed engine.

- If a computer-controlled engine is installed in a non-computerized vehicle, the MIL "Check Engine" light, OEM diagnostic link, and all sensors, switches, and wiring harnesses needed to make the system fully functional must be installed. The computer control systems must operate correctly.

Example: A 1980 Datsun pickup was originally equipped with a 2.0 liter four-cylinder engine. It now has a V-6 engine installed from a 1993 Chevrolet S-10 pickup

Action: If the vehicle is equipped with a BAR Referee Label, Smog Check stations can inspect the vehicle using the emission control system information listed on the label.

If the vehicle does not have a BAR label, refer the customer to the BAR Referee. The Referee will make a determination of the correct emission control equipment and install a corresponding BAR Referee Label. Thereafter, a licensed Smog Check station can inspect the vehicle in accordance with the equipment listed on the label.

APPENDIX F
Alternative Fuel Powered Vehicles

APPROVED ALTERNATIVE FUEL CONVERSION SYSTEMS

LPG, CNG and LNG introduction

The Air Resources Board requires manufacturers of Liquefied Petroleum Gas (LPG), Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) conversion systems to obtain approval of these systems before they can be legally sold or installed on California vehicles. Approved systems must be installed in accordance with the manufacturer's installation instructions.

Contact the Air Resources Board at 1-800-242-4450, for additional conversion information and approved systems or check their web site at www.arb.ca.gov/msprog/aftermkt/aftermkt.htm

Additional Alternative Fuel Regulations

Beginning with the 1994 model-year, alternative fuel retrofit manufacturers are required to abide by new regulations. In addition to previous requirements, alternative fuel conversion systems will be required to:

- Be certified uniquely to engine families;
- Demonstrate durability equal to the converted vehicle;
- Be subject to in-use compliance testing;
- Be inspected by a Referee Center prior to possession by the owner (all vehicles retrofitted after 1/1/94).

These regulations ensure that the alternative fuel retrofit systems will maintain their emission levels through out the life of the converted vehicle.

Electric vehicle introduction

The Air Resources Board certifies electric vehicle conversion kits. A conversion kit is designed to convert a vehicle to solely operate on electricity and be classified as a low emission vehicle. Low emission vehicles may be eligible for a state income tax credit.

Methanol/ethanol vehicles

Vehicles should be ARB and/or EPA certified vehicles. Use the underhood label to determine the required emission controls.

These vehicles are subject to Smog Check inspection.

Vehicle classes

For the purposes of this Appendix, vehicle classes are defined as follows:

"Passenger Car" (PC) - any motor vehicle designed primarily for transportation of persons and having a design capacity of 12 persons or less.

"Light-duty Trucks" (LDT) - any motor vehicle rated at 6,000 lbs. GVW or less which is designed primarily for purposes of transportation of property or is a derivative of such vehicle, or is available with special features enabling off-street or off-highway operation and use.

"Medium-duty Vehicles" (MDV) - any pre-1995 heavy-duty vehicle having a manufacturer's GVW rating of 8,500 pounds or less, or any 1995 and later model year heavy-duty vehicle having a GVW of 14,000 pounds or less, or any low emission vehicle having a GVW greater than 6000 lbs but less than 14,000 pounds. Manufacturers may elect to certify pre-1995 vehicles up to 10,000 pounds as medium-duty vehicles.

"Heavy-duty Vehicles" (HDV) - any motor vehicle having a manufacturer's GVWR greater than 6,000 pounds, excluding: light-duty trucks and 1978 and later medium-duty vehicles and 1995 and later vehicles less than 14,000 GVWR. Manufacturers may elect to certify pre-1995 vehicles up to 10,000 pounds as medium-duty vehicles.

LPG/CNG/LNG allowed modifications

The following modifications are allowed to the vehicle's emission control system when approved LPG, CNG and LNG conversion systems are installed.

1. The heated air intake may be removed.

2. The original air cleaner may be removed and replaced by a new one compatible with the alternative fuel conversion system.

3. The carbon canister may be removed on dedicated LPG, CNG and LNG fueled conversions.

Other modifications may be allowed. To verify any further modifications for specific systems, contact:

California Air Resources Board
1-800-242-4450 or www.arb.ca.gov

Fuel conversion abbreviations

Abbreviations of fuel conversion type are as follows:

DF: Dual Fuel - Designed to operate on either gasoline or an alternative fuel

Electric: Vehicle designed to operate only by electrical power

Hybrid Electric: Designed to operate on electricity and an auxiliary power source

LPG: Liquefied petroleum gas

CNG: compressed natural gas

LNG: liquefied natural gas

VV: variable venturi carburetor

FI: fuel injected

TWC-CL: three-way catalyst with closed loop

H&S § 43006, CCR Title 13

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APPENDIX G
Aftermarket Parts Verification Guidelines
Gasoline and Diesel

Introduction

Aftermarket parts fall into four categories:

- Replacement Parts
- Consolidated Parts
- Modified Parts
- Add-on Parts

In general, Modified Parts and Add-on Parts require California Air Resources Board (CARB) exemption through an Executive Order (EO). Replacement Parts and Consolidated Parts do not require exemption. For more information, see the definitions below.

California Vehicle Code (VC) section 27156, in part, prohibits modifications to emission control devices or systems without CARB exemption. For the Smog Check inspection, not all parts that require CARB exemption will be verified during the inspection.

The Miscellaneous Guidelines and Categories I and II, contained in this appendix, provide Smog Check criteria for aftermarket parts and emission control modifications. For the purposes of a Smog Check inspection, only those parts listed in Category II require verification of an EO exemption by CARB. These guidelines are intended to provide guidance for technicians conducting Smog Check inspections only; they are not requirements for part manufacturers or dealers.

CARB Definitions of Aftermarket Parts

Replacement Part

"Replacement part" means any aftermarket part intended to replace an original equipment emissions-related part and which is functionally identical to the original equipment part in all respects which in any way affect emissions (including durability) or a consolidated part.

California Code of Regulations (CCR) Title 13 § 1900 (b) (20)

Replacement parts do not require a CARB exemption to be installed on vehicles in California.

Examples include replacement air filter elements, spark plugs, spark plug wires, distributor caps, chromed valve covers, replacement EGR valves, and replacement carburetors. (Note: A replacement EGR valve or carburetor must be specified as replacement, by the part manufacturer, for the vehicle on which it is installed).

CARB Definitions of Aftermarket Parts

Consolidated Part

"Consolidated part" means a part which is designed to replace a group of original equipment parts and which is functionally identical of those original parts in all respects which in any way affect emissions (including durability). A consolidated part may qualify as replacement part.

CCR Title 13 § 1900 (b) (2)

Consolidated parts do not require a CARB exemption to be installed on vehicles in California.

For example, a parts manufacturer markets a replacement EGR assembly that consolidates the valve and backpressure transducer that were originally two separate components. A manufacturer may also consolidate part numbers to make a parts application more universal.

Modified Part

"Modified part" means any aftermarket part intended to replace an original equipment emission-related part and which is not functionally identical to the original equipment part in all respects which in any way affect emissions, excluding consolidated parts.

CCR Title 13 § 1900 (b) (13)

Examples: Camshafts, carburetors and fuel injection components, cylinder heads, engine management components and adjustable camshaft gears.

For inspection information, see Miscellaneous Guidelines and Categories I and II in this document.

Add-on Part

"Add-on part" means any aftermarket part which is not a modified part or a replacement part. For the purposes of a Smog Check inspection, add-on parts that could adversely affect the effectiveness of the vehicle emission controls must have a CARB exemption

CCR Title 13 § 1900 (b) (1)

Examples: Add-on turbocharger and nitrous oxide kits.

For inspection information, see Miscellaneous Guidelines and Categories I and II in this document.

Miscellaneous Guidelines

Carburetors (Gasoline Only)

A replacement carburetor is acceptable on an emission controlled vehicle, provided the manufacturer specifies that the carburetor is an emissions compatible replacement for the original. A carburetor shown in the manufacturer's catalog as "Not Street Legal in California", “For Off-Road Use Only”, or similar language, is not acceptable on an exhaust emission controlled vehicle.

For the purposes of a Smog Check inspection, the following carburetor conversions must have an exemption from CARB:

- Replacing a 2 barrel carburetor with a 4 barrel when there was no 4 barrel carburetor option for that model year, model and engine size;

- Replacing a single carburetor with multiple carburetors, which were not an option for that model year, model and engine size;

- The carburetor does not make provision for all the required emission controls;

- The carburetor is replaced with an aftermarket fuel injection system.

Exhaust Headers

Aftermarket exhaust headers (tubular exhaust manifolds) are acceptable on non-catalyst vehicles as long as all required emission controls are functioning and connected - no EO number required. Aftermarket headers for catalyst vehicles must be CARB approved.

Note: Most headers manufactured before 1988 do not have a CARB EO number affixed.

Be aware that some vehicles are factory equipped with tubular exhaust manifolds.

Intake Manifolds

For the purposes of a Smog Check inspection, an intake manifold that includes provisions for the OEM emission controls (EGR, TAC, carburetor, thermal switches, choke stove, exhaust cross-over etc.) is acceptable. The manifold must be marketed by the manufacturer as designed for street use on emission controlled vehicles.

Miscellaneous Guidelines

Non-Original Equipment Catalytic Converters (Gasoline Only - All diesel exhaust gas aftertreatment systems, including catalysts must meet original equipment specifications).

Catalytic Converters Installed Before January 1, 2009

New aftermarket catalytic converters and certified used catalytic converters can be identified by a permanent stamp or label on the shell of the converter. The label/stamp should be in the following U.S. EPA format:

T/CA/MC XXXX YYYY

T: Either "N" (for new aftermarket converters), or "U" (for certified used converters). This character will sometimes be omitted on new aftermarket converters.
CA: Indicates that the converter has been CARB approved
MC: A two character code for the converter manufacturer (see table below)
XXXX: The converter's part or series number. The number may be longer than 4 digits
YYYY: The date of manufacture. The first two digits indicate the month, and the last two the year.

If the vehicle is OBD II equipped, the converter stamp or label should also include either an "OBD II" or "OBD 2" designation.

The following circumstances indicate that the converter's application is <u>not</u> correct:

- The converter stamp or label does not include the "CA" designation.
- The vehicle is OBD II equipped, but the converter stamp or label does not indicate "OBD II" or "OBD 2".
- A certified used converter is installed with a date of manufacture/date of certification testing after June 30, 2008, or there is other evidence that the converter was installed after this date.
- A new aftermarket converter with the above label format is installed with a date of manufacture after December 2008, or there is other evidence that the converter was installed after this date.

The table on the next page lists valid manufacturer codes for California.

Miscellaneous Guidelines

Non-Original Equipment Catalytic Converters (Gasoline Only) continued…

Catalyst Manufacturer identification codes:

Code	Manufacturer	Code	Manufacturer
AD	Advanced Car Specialties Ltd (RiteCat).	**ES**	ESW America, Inc.
AE	The Automotive Edge (Hermoff)	**ET**	Emico Technologies, Inc.
AT	AirTek, Inc. (Catco)	**LP**	LaPointe Exhaust System Equipment
BN	Brown Recycling & Manufacturing, Inc.	**MC**	Miller Catalyzer Corp
BO	Bosal Mexico SA DECV	**MM**	Maremont
CE	Car Sound Exhaust System, Inc. (Magnaflow)	**PA**	Perfection Auto Prod. Corp
CT	Valina, Inc. (CarTex)	**PP**	Products For Power
CV	Cateran Pty Ltd.	**TA**	Walker Manufacturing
EM	Eastern Manufacturing, Inc.	**TD**	TRI-D Industries Inc.
EQ	Equipo Industrial Automotriz S.A. de C.V.	**TP**	Tested Products (DEC)

Catalytic Converters Installed After January 1, 2009

All catalytic converters installed on or after January 1, 2009, must meet more stringent requirements. Each catalytic converter must be labeled with a CARB EO number. The converter label format is as follows:

D-XXX-XX
YYYYYY
ZZZZ

D-XXX-XX: This is the ARB EO number for the catalytic converter's exemption.
YYYYYY: The part number for the converter (assigned by the manufacturer)
ZZZZ: The date of manufacture. The first two digits indicate the month, and the last two the year.

The EO number can be used to obtain information about the approval status of the catalytic converter on CARB's Web site in the same manner that aftermarket add-on and performance parts can be looked up.

Certified used catalytic converters are no longer legal for sale or installation in California.

Category I

Not necessary to check for CARB exemption

For the purposes of a Smog Check inspection, the following parts and emission control changes are acceptable **provided that all of the required emission controls are connected and functioning**. When conducting a Smog Check inspection, it is not necessary to check for a CARB Executive Order for the following:

- Any emissions related part marketed by the parts manufacturer as a replacement for the original equipment. (Parts identified by the manufacturer as "Not Street Legal in CA" or for "Off Road Use Only" or similar language, are not acceptable);
- Air conditioner cut-out systems;
- Gasoline- Changes to non-thermostatically controlled air cleaner assemblies for 1995 model-year and older vehicles. (Note: Crankcase and EVAP emission controls must remain closed). See Category II for requirements for 1996 model-year and newer vehicles equipped with non-thermostatically controlled air cleaners;
- Diesel- Changes to air cleaner assemblies;
- Diesel- "Air horn" intakes;
- Anti-theft systems (Primary ignition system changes related to anti-theft systems, including engine start and shut off controls);
- Exhaust system modifications on vehicles not equipped with exhaust after-treatment systems. (Note: Emission-related items connected to the exhaust such as EGR systems, turbos, sensors, etc. must remain connected and functional);
- Exhaust system modifications made after or "down stream" of the last emission control device, "CAT Back".
- Diesel- Exhaust brakes;
- Fuel filters or separators;
- Diesel- Auxiliary fuel tanks;
- Governors;

Category I Continued…

Not necessary to check for CARB exemption

- Headers on non-catalyst vehicles;
- Heat stoves for headers;
- Ignition bridges and coil modifications;
- Gasoline- Intercoolers for original equipment (OE) turbochargers. (Note: Diesel Intercoolers are in Category II and do require verification of CARB exemption);
- Oil separators and filters;
- Any intake manifold that includes provisions for the OE emission controls (EGR, TAC, carburetor, thermal switches, choke stove, exhaust cross-over etc.) The manifold must be marketed by the manufacturer for street use on emission controlled vehicles;
- A 4-barrel intake manifold used with the OE (or acceptable equivalent) 2-barrel carburetor as long as the required emission controls are installed and functioning;
- Minor configuration changes to air injection rails;
- Minor configuration changes to ECS hoses and tubes. For example, the installation of universal replacement hose in place of a preformed hose;
- Throttle lockout systems;
- Under carburetor screens;
- Water injection - vapor and steam.

Category II

Parts that require verification of CARB exemption.

For the purposes of a Smog Check inspection, the parts and modifications listed below are only acceptable with a CARB Executive Order. CARB grants exemptions by way of Executive Order (EO). Each EO is assigned a specific identification number that can be used to verify proper application. Parts manufacturers are required to label the parts with the applicable EO number. Check the part manufacturer catalog and/or the CARB EO listings for proper application.

The CARB EO listings and additional information or clarification about aftermarket parts can be found on the CARB website at: http://www.arb.ca.gov/msprog/aftermkt/aftermkt.htm, or by calling CARB at (800) 242-4450.

The EO listings may also provide information about modifications that are necessary and acceptable for installation of the particular part, kit or system.

When conducting a Smog Check inspection, it is necessary to check for a CARB EO for the following:

- Any add-on or modified aftermarket emission related part not otherwise addressed in the Miscellaneous Guidelines or Category I;
- Adjustable Camshaft Gears;
- Air flow sensor modifications;
- Alternative fuel conversions;
- Carburetors not marketed as emission replacements;
- Catalytic Converters -see the Miscellaneous Guidelines for more information);
- EGR system modifications;
- Electronic control units Electronic control units (ECUs) Including variable or alternate tuning devices (“PROMs”, “Chips”, “Tuners”, “Pods”, “Power Modules)”; or devices that modify inputs or outputs to the ECU, including “inline” devices that plug into the ECU, the wiring, or the OBD connector; or any other “signal conditioners”.
- Engine modifications, engine performance kits (multiple parts sold as one kit);
- Exhaust headers, Crossover Pipes, Heat Risers, and Intake Manifolds, not addressed in Category I;
- Fuel injection systems modifications (including add-on parts or modifications, such as, adjustable fuel pressure regulators);
- Ignition system modifications;
- Diesel- Intercooler/charge air cooler modifications
- Superchargers (including add-on parts);
- Gasoline- Thermostatically controlled air cleaner modifications;
- Gasoline- Beginning with 1996 model-year vehicles, all air cleaner modifications, including those on non-TAC systems;
- Turbochargers (add-on or modified parts, including all related controls, waste gates);
- Nitrous oxide injection systems;
- Propane injection systems;
- Methanol injection systems;
- Hydrogen injection systems.

Quick Reference

Aftermarket Parts for Diesel-PoweredVehicles[1]

System	Component	No Verification of CARB EO Required During Inspection[2]	Requires Verification of CARB EO During Inspection[3]
Computer Management	**Variable or Alternate Tuning Devices - "Power Modules," "PROMs," "Chips," "Tuners," "Pods," "Power Modules" or any device that modifies inputs or outputs to the ECU (including "inline" devices that plug into the ECU, wiring harness, or the OBD connector, signal conditioners)**		**X**
Induction System	**Air Cleaners**	**X**	
	"Air Horn" Intakes	**X**	
	Intake Manifolds (modifications)		**X**
	Air Flow Sensor (modifications)		**X**
	EGR/CDR system (modifications)		**X**
	Turbochargers (add-on or modified parts including all related controls, i.e. waste gates, compressors).		**X**
	Intercoolers (modifications)		**X**
	Supercharger		**X**
Fuel System	**Auxiliary Fuel Tank(s)**	**X**	
	Injectors (modifications)		**X**
	Injection Pump (modifications)		**X**
	Fuel Pump - Lift pump	**X**	
	Added Fuel Filters / Separators	**X**	
	Added or Alternative Fuel Modifications		**X**
	Added or Alternate Injection Modifications Including: Propane, Methanol, Hydrogen, Nitrous Oxide.		**X**
Exhaust System	**Exhaust Gas Aftertreatment Controls: catalysts, traps, filters, sensors, dosing systems, etc. (modifications)**		**X**
	General Exhaust System Changes For Vehicles Not Equipped With Aftertreatment Emission Controls (must have provisions for any stock sensors and/or emission control components).	**X**	
	Exhaust System Changes. Changes After The Last Emission Control Component, "CAT Back".	**X**	
	Exhaust Brake Systems	**X**	

[1] Please check Category II of Appendix G for more details and a comprehensive list of equipment and criteria that cause a Smog Check failure.

[2] CARB may require an EO for these parts but inspection and verification of an EO is not required during a Smog Check inspection.

[3] Replacement parts do not require an EO. However, Add-on or Modified parts do require an EO and they must be verified during a Smog Check inspection. See pages G-1 and G-2 of Appendix G for the definitions of Replacement, Add-on and Modified parts.

Bureau of Automotive Repair
10240 Systems Parkway
Sacramento, CA 95827