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# 2019 SMOG CHECK PERFORMANCE REPORTS

DEPARTMENT OF CONSUMER AFFAIRS



Bureau of Automotive Repair

GREG COBURN  
ENGINEERING AND RESEARCH BRANCH  
BAR ADVISORY GROUP MEETING  
JULY 18, 2019

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# ANNUAL REPORTING REQUIREMENTS

- Smog Check Performance Report (SCPR) (H&S §44024.5(b))
  - Analysis of roadside failure rates
  - Independent review of 2018 SCPR by Saint Malo Solutions
  - On BAR's website at [www.bar.ca.gov](http://www.bar.ca.gov)
- U.S. EPA Annual Report (I/M Rule §51.366)
  - Analyses of failure rates, number of retests, vehicles not certified after initial failure, etc.
  - CARB submits to USEPA July 31, 2019

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# SUMMARY OF FINDINGS

- Analysis of 2017-18 roadside testing data, Smog Check inspection data, and related information presented, discussed and/or cited in this report leads BAR to conclude the following:
- Model year 2000-06 OIS tested vehicles tended to fail (for OBD) in the 2017-18 roadside sample at a similar but slightly lower rate than vehicles receiving an EIS tailpipe inspection at the same vehicle age in the 2003-06 roadside sample.
- A coordinated surveillance/enforcement intervention, real-time certificate blocking with Referee direction, and new software tools to detect fraud, have had success in reducing fraud in the Smog Check Program. Continued efforts will be required to maintain the benefits and maximize the effectiveness of the Smog Check Program.

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# SUMMARY OF FINDINGS (CONTINUED)

- In roadside testing of model year 2000 and newer vehicles previously certified at a STAR station, each FPR drop of 0.4 points increased the odds of roadside failure by a factor of about 1.6, whereas for non-STAR stations, the odds increased by 2.4. For consumers, this means that certification by a STAR station will typically provide the greatest assurance that their vehicles' emissions control systems are operating properly.
- Based on an updated methodology, BAR and CARB staff estimate that in calendar year 2018, Smog Check could have additionally provided emission reductions on the order of 60 to 70 tons per day of reactive organic gases and oxides of nitrogen (ROG + NO<sub>x</sub>) from model year 1976 to 2012 light- and medium-duty gasoline vehicles if all Smog Check stations operated as “high-performing” stations.

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# QUESTIONS AND COMMENTS

Submit questions and/or comments to:

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