



SMOG CHECK ADVISORY

Official Publication of the California Department of Consumer Affairs/Bureau of Automotive Repair

September 1999

COUNTDOWN TO FEBRUARY 2000

In February 2000, the state is required to submit a program evaluation report to the United States Environmental Protection Agency (USEPA) on the progress of California's Enhanced Smog Check Program.

The report, which is being jointly prepared by the Department of Consumer Affairs/Bureau of Automotive Repair and the Air Resources Board (ARB), will show how effective the program has been at achieving the reduced emissions promised in the State Implementation Plan (SIP). The SIP was submitted to the USEPA in response to federal requirements contained in the Clean Air Act Amendments of 1990. The SIP was approved by the USEPA on February 7, 1997.

Under the SIP, California described a unique smog-reduction plan using Acceleration Simulation Mode (ASM) testing at a network of privately owned and operated Smog Check stations by trained technicians. BAR engineers also proposed the design of a state-of-the-art Emissions Inspection System (EIS) that included:

- ❖ A BAR-97 Analyzer capable of five-gas testing.
- ❖ Software to electronically transfer emissions inspection and repair data, as well as other pertinent data, into a central database in real time.
- ❖ A dynamometer, a treadmill-like device that allows technicians to test vehicles at speeds that simulate on-road driving.

California's plan differed significantly

from the federal vision which called for IM240 testing conducted at a network of centralized, government-run Test-Only facilities. While California's plan was more complex in its design and implementation, state officials wanted to offer California's millions of drivers the most convenient choices to get their vehicles tested and repaired. Moreover, they wanted to continue to offer the auto repair industry the opportunity to perform Smog Check services for California motorists.

However, USEPA believes — and the state's Smog Check data have shown — that Test and Repair stations are more likely to pass vehicles belonging to regular customers when they would otherwise require repair. As a result, the USEPA wanted to discount by 50 percent emission

See **COUNTDOWN**, page 8

Program Evaluation Puts Stations Under Scrutiny

Data collection and other activities necessary to develop an evaluation of all elements of California's unique Enhanced Smog Check Program are currently underway, putting Smog Check stations under heavy scrutiny. Results of the evaluation will be submitted in a report to the United States Environmental Protection Agency (USEPA) in February 2000.

"Our Enhanced Smog Check Program is nearly implemented, and the evaluation will give USEPA its first opportunity to compare our performance with what we promised in our State Implementation Plan (SIP)," said Acting BAR Chief Patrick Dorais. "That means that the performance by Smog Check stations and technicians over the next few months will be especially critical."

As a result, BAR's major enforcement efforts will be aimed primarily at Test-Only and Gross Polluter Certification (GPC) stations. That means continued undercover runs, Quality Assurance (QA) inspections, and zero tolerance for clean-piping or any other fraudulent activity, according to

BAR's Manager of Smog Check Enforcement, Mike Vanderlaan.

"Both GPC and Test-Only stations will continue to be scrutinized until we have a near perfect operation," said Vanderlaan. "Our strongest argument to show USEPA that this program will produce the reduced emissions we said it would is a solid performance by GPC and Test-Only stations."

Through BAR's enforcement actions and QA inspections, a total of 52 GPC stations have received citations and have been removed from the pilot program. Likewise, 40 Test-Only stations have received citations.

Dorais and Vanderlaan added that stations have everything to gain and nothing to lose by doing near-perfect inspections and repairs. The tools are in place, and the necessary training to do proper inspections and complete repairs has been concluded. It is now time to perform.

"We (the industry and BAR) need to strive toward 100 percent correct inspections and repairs," Dorais said. ❖

Gas Audits on BAR-97 Analyzers Underway Statewide

Gas audits underway statewide on BAR-97 Emission Inspection Systems (EIS) will show how well stations are maintaining their equipment, according to BAR's Engineering Branch Manager David Amlin.

Under the direction of BAR's Smog Check Enforcement Manager Mike Vanderlaan, the gas audits are a part of BAR's Quality Assurance program and consist of a 16-point procedure using four different concentrations of gases called "low," "mid-1," "mid-2," and "high." If measurements from a combination of the four gases are greater than the percentage that represents the standard, then the unit will fail the gas audit.

However, before the gas audit measurement can be performed, BAR field representatives will be checking the following elements of the BAR-97 EIS:

- ❖ *Sample Hose* — must not be altered, damaged, or broken.
- ❖ *Probe Assembly* — must not be cracked, damaged, or broken.

- ❖ *Filters* — should not be excessively dirty or missing.
- ❖ *Calibration Gas* — must not be empty or have the wrong values.
- ❖ *Zero Air Calibration* — must be from a certified gas supplier.
- ❖ *Leak Check* — must pass the calibration leak check.

The gas audit failures will be divided into marginal and critical categories.

"If any aspect of the gas audit inspection reveals that the BAR-97 is critically out of specification, we may initiate an immediate lockout until the deficiencies are corrected," Vanderlaan said.

But when the audit results in a marginal failure, stations are being given seven days to contact their BAR-97 manufacturer and correct any deficiencies.

"As soon as the problems are corrected, stations are required to fax to their local BAR field representative a copy of the repair invoice from the manufacturer as proof that the deficiency has been repaired," he added. Failure to correct the deficiency within seven days may result in a lockout of the equipment. ❖

Normal Operating Temperature Key to Proper ASM Testing

Health and Safety Code Section 44012(b) states that the Smog Check inspection performed at licensed stations shall ensure that:

"Motor vehicles are preconditioned to ensure representative and stabilized operation of the vehicle's emission control system."

Under the Enhanced Smog Check Program, this statement means that before starting an Acceleration Simulation Test (ASM) test, technicians must verify that vehicles are at "normal operating temperature." Allowing an engine to reach normal operating temperature before beginning the ASM test will ensure that the fuel control systems are operating in closed loop within the first few seconds of testing.

Two simple ways to verify that a vehicle is at normal operating temperature are 1) to check the coolant temperature gauge or 2) to confirm that the upper radiator hose is hot and pressurized. Technicians should also verify that the ignition switch has not been turned off for at least two to three minutes. After these verifications, begin the test.

If the vehicle is not at normal operating temperature, there is also a simple remedy: let the engine idle until it reaches normal operating temperature. Since the first 90 seconds of the 5015 mode of the ASM test is designed to allow properly functioning catalytic converters to adequately warm up, it is acceptable — prior to starting the ASM test — to let the engine idle until it reaches normal operating temperature. However, it is not proper inspection procedure to run the engine at high RPM before starting the ASM test or to go to the extreme of driving a vehicle around the block ten times.

More information on normal operating temperature will appear in the next version of the Smog Check manual, which is expected to be distributed in early October. ❖

Sign Up to Sponsor Automotive Career Education Day '99

Auto repair shop owners and managers are being asked by local educators to sponsor the Fourth Annual Automotive Career Education Day designated as October 27, 1999, in a proclamation issued last month by Governor Davis.

"This national event is designed to inform students and their educators about the benefits of a career in the automotive service, collision repair, and heavy-duty repair industries," said Acting BAR Chief Patrick Dorais. "As part of the celebration, a Satellite Career Fair is being made available at no charge to schools."

Presented by the Coordination Committee for Automotive Repair (CCAR), the

event will feature a satellite downlink of a 15-minute career video with Indy 500 driver Michael Andretti. The video will provide important information about careers in the automotive repair industry and make the ACED '99 Student Resource Manual available.

More than 150,000 students at over 3,500 middle, secondary, and post-secondary public and private schools nationwide are expected to participate in the Career Fair. Registered participants also will receive a four-color poster to promote the event.

For more information, contact CCAR toll-free at (888) 476-5465, or visit their website at www.ccar-greenlink.org. ❖

“Fix-to-Pass” Not Good Enough for Customers or Clean Air

A quick “fix-to-pass” repair is not good enough to meet the needs of customers or California’s clean air goals.

Data show that the majority of properly maintained and repaired vehicles have emissions that are five to eight times cleaner than vehicles that just barely pass a Smog Check. Although there is slack in the system to prevent “false failures,” it is clear that a lot of unnecessary pollution occurs when cars are repaired only to pass the test.

“If we can convince more technicians to provide complete repairs, California will avoid the extra emissions from those vehicles that barely pass,” said BAR’s Manager of Engineering David Amlin. “The owners of those vehicles will probably see better fuel economy and driveability as well.”

Currently, about 30 percent of vehicles repaired at Test and Repair stations fail their pretest at a Test-Only station. That figure corresponds to data obtained from the Enhanced Smog Check Prototype conducted in Sacramento in 1996.

“If a vehicle won’t pass when it is retested shortly after receiving an emissions test for repair verification, it has obviously not been properly repaired,” Amlin added.

Moreover, if no “after-repairs” test is performed, there is no consumer assurance that the vehicle has been properly repaired and that it will pass at a Test-Only station.

By design, both the BAR-97 and the BAR-90ET fail only vehicles that are clearly out of the range of emissions which could be described as operating properly. For example, a car showing some wear but otherwise properly maintained may have twice the emissions of an “average” vehicle and still pass the test.

Stations Must Ensure Y2K Compliance

Smog Check operators using BAR-90 equipment are urged to contact their equipment manufacturers immediately to assess their readiness for the Year 2000.

“In the April edition of the *Smog Check Advisory*, we told stations to check with their equipment manufacturers to determine if their equipment is Y2K compliant,” said Acting BAR Chief Patrick Dorais. “With the new year just a few more months away, that advice is even more urgent.”

Dorais said that if station owners find that their BAR-90 equipment is not Y2K compliant, they do not have to purchase new BAR-97 analyzers to continue operations after January 1, 2000. “Alternatives include purchasing their equipment vendor’s latest BAR-90 software upgrades that will bring analyzers into Y2K compliance,” he added.

However, prior to making any purchases, station operators should request that their equipment vendor perform a physical Y2K assessment to ensure that their BAR-90 has no significant Y2K

compliance issues or to identify potential Y2K problems and recommend cost-effective fixes that will make the equipment compliant. Another option would be to obtain a letter from the equipment vendor certifying that the station’s specific BAR-90 equipment is Y2K ready.

While Smog Check shop owners are not required to invest in new BAR-97 equipment, Smog Check operators must at least upgrade or otherwise ensure that their BAR-90 analyzers are Y2K compliant, or those analyzers will be prohibited from performing Smog Checks. On July 1, 1999, BAR “locked out” noncompliant analyzers from communicating with the Vehicle Information Database (VID).

“Those analyzers will continue to be locked out of the VID until we have verified that the equipment has been upgraded,” Dorais said.

If station operators have questions or need additional information, they may call the Department of Consumer Affairs toll-free hotline at (800) 952-5210. ❖

“While most Smog Check technicians understand the relationships between driveability and emissions and usually attempt to repair a vehicle to specifications, here are some reasons why BAR believes complete repairs are often not performed,” Amlin said.

Incomplete diagnosis

- ❖ Although trouble-shooting trees that clearly explain and illustrate diagnostic procedures have been in the repair manuals for years, some technicians take a superficial fix-to-pass approach to repairs. They have a tradition of “throwing parts” at the problem.
- ❖ Many “experienced” technicians believe they can recognize symptoms, know the vehicle’s character, and recommend a repair without performing a complete diagnosis.

(Guess-type repairs may allow the car to pass, but they do not totally fix the problem.)

- ❖ The shop owner or manager will demand a job be completed within a span of time inadequate for a complete diagnosis.
- ❖ Vehicles that have bad sensors may have highly variable emissions. Performing a comprehensive diagnostic procedure can ferret out bad sensors.

Comprehensive diagnosis is being used by contemporary technicians and is being taught by popular automotive training schools. The concept is also used in BAR’s Enhanced Emissions Failure Diagnostic Procedures

See **Fix-to-Pass**, page 5

ARB Enforcing Smoke Inspection Program on Heavy-Duty Fleets

Owners with California-based fleets are now required to have annual smoke opacity tests on heavy-duty, diesel-powered vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 6,000 lbs.

The Air Resources Board (ARB) implemented the program on July 1, 1998, and will require California-based fleets to comply with the following Periodic Smoke Inspection Program (PSIP) requirements by October 1, 1999:

- ❖ Complete annual test with an ARB-approved smoke opacity meter on all heavy-duty, diesel-powered vehicles, except those with engines four years old or newer, or those used exclusively for personal use such as motor homes.
- ❖ Conduct smoke opacity tests according to SAEJ1667 test procedure designated by the Society of Automotive Engineers (SAE), a snap idle test done in neutral, available from ARB upon request.

- ❖ Meet applicable opacity standards of 55 percent for pre-1991 engines and 40 percent for 1991 and newer engines.
- ❖ Repair and bring into compliance all heavy-duty, diesel-powered vehicles determined to be out of compliance.
- ❖ Maintain for at least two years, records of opacity tests, repair information, and post-repair opacity tests for each vehicle.

ARB has authority to audit all heavy-duty, diesel-powered inspection records at owner/operator-designated fleet locations and to test vehicles for compliance. ARB is currently conducting the audits and will implement them on an enforcement basis by October 1, 1999.

In addition to the PSIP, ARB randomly administers the Heavy-Duty Vehicle Inspection Program (HDVIP) at roadside CHP truck inspection facilities and resumed enforcement activities on that mandatory program last year after SAEJ1667 standards were set.

Both programs are designed to reduce excessive smoke emissions from heavy-duty vehicles, and are required under California Health and Safety Code Sections 44011.6 and 43701(a). Additionally, Title 13, Section 2180 and Section 2190 et seq. of the California Code of Regulations specify the test procedures, standards, and applicable penalties for non-compliance.

Fleet maintenance personnel are encouraged to attend California Council on Diesel Education and Technology (CCDET) training programs, which are offered through an educational partnership cosponsored by government, private industry, and the California community colleges. The programs offer training on how to comply with the two smoke-testing programs.

For more information on the programs, contact ARB offices in Northern California at (916) 322-7061 or in Southern California at (626) 450-6161, or visit ARB's website at www.arb.ca.gov. ❖

THE BOTTOM LINE

%

108	Cut score on the current and new Smog Check technician exam.
78.5	Percent of technicians passed EA Smog Check exam in August 1999.
10,390	Technicians completed BAR-97 8-hour Transition Training.
7,046	Technicians completed the BAR-97 20-Hour Update Training (of approximately 8,600 EA technicians that will need it by June 30, 2000).
8,825	Advanced (EA) technicians licensed (as of August 1).
4,471	Basic (EB) Area technicians licensed (as of August 1).
1,954	Gold Shield Guaranteed Repair (GSGR) stations statewide (as of August 1).
4,974	Test & Repair stations statewide (as of August 1).
333	Test-Only stations statewide (as of August 1).
452	Test-Only lanes statewide (as of August 1).
98	Repair Assistance Program (RAP) stations participating (as of July 31).
780	Repair Assistance Program (RAP) vehicles repaired (as of July 31).
614	Vehicle Retirement Program (VRP) vehicles retired (as of July 31).
357.28	Estimated tons of emissions reduced per year under VRP (as of July 31).

@

#

Computerized Technician Testing Set To Begin Next Year

Computerized Smog Check technician testing will officially begin on February 1, 2000, under the administration of Experior, BAR's new examination vendor, according to BAR's Standards and Training Branch Manager George Adelsperger.

To take the Smog Check technician test before the changeover, technicians must send completed license applications, along with applicable documents and appropriate fees, to the Department of Consumer Affairs Licensing Division, postmarked no later than October 9, 1999.

In addition, applications will be accepted in BAR field offices until October 8, 1999, and will be accepted over the

counter at the BAR Licensing Division until 5 p.m. on Friday, October 15, 1999. Applications may be hand-delivered or sent by overnight carrier to:

Licensing Division
400 R Street, Suite 3080
Sacramento, CA 95814

Applications postmarked after October 9, 1999, or received over the counter at the Licensing Division after October 15, will be processed and sent to Experior. Experior will notify applicants of their test eligibility and begin scheduling exams in late December in time to begin administering the computerized Smog Check technician exams on February 1, 2000.

"We are working to make this changeover as accommodating to technicians as possible," Adelsperger said. "Technicians may choose which method of submitting their application is most suitable for them." ❖



"Fix-to-Pass" *continued from page 3*

document, which is used in the state's Advanced Emissions Diagnostics Training Course. Also, Quality Assurance audits by BAR's Smog Check Enforcement teams are currently testing technicians' diagnostic skills.

Consumer pressure for quick and inexpensive repairs

Most shops do not sell diagnosis as effectively as they sell parts. It's easier to mark up an already-expensive part and make a profit on it. Diagnostic time is harder to sell. Properly accounting for possible diagnostic time in the estimate allows technicians to spend enough time to do the job right the first time. Shops can benefit from additional repair income if they receive customer authorization to properly complete the necessary repairs.

Public awareness is still a key tool for reaching a win-win situation. Shops need to develop techniques to explain to a consumer that spending more money to fix the car correctly, rather than just enough to pass, will save money in the long run. Potential incentives are fuel economy and driveability.

Fear of overselling repairs

Some technicians are concerned that the shop could be charged with "overselling" if they give a customer a \$400 estimate to perform a comprehensive repair, but someone else fixed the vehicle to pass for only \$200. This fear can be overcome by providing the customer with a comprehensive description of the repair in the estimate, detailing the diagnostic outcome, and providing a reference for why the part(s) needed replacement to repair the vehicle properly.

Technicians should also keep in mind that although the vehicle may have barely passed in their shop, it may not pass the official test, pass at a Test-Only station, or pass months later during a change-of-ownership inspection.

"A comprehensive repair that brings the emissions down to the 'average passing emissions' level as indicated on the Vehicle Inspection Report (VIR) provides some assurance that the consumer will not be upset with a station's repairs at some point in the near future," Amlin pointed out.

Moreover, partial repairs are really not an option. Section 44014.5(i) of the Health and Safety Code (referring specifically to Gross Polluters) states: "... Simply passing the emissions test shall not be a sufficient condition for receiving a certificate of compliance. A certificate of compliance shall only be issued to a vehicle that does not have any defects with its emission control system or any defects that could lead to damage of its emission control system..."

"Of course, air, spark, and fuel control must be considered a part of the emission control system in modern vehicles," Amlin said. "All of these elements are part of a complete repair and should not be ignored just to get a fix that will disappear just as quickly as it was made." ❖



SNAPSHOT

Here are the Smog Check testing statistics for the months of June and July 1999. Because of a computing error, the repair cost data for June as reported in the August Smog Check Advisory was incorrect. The corrected numbers are listed below. As always, the data includes Acceleration Simulation Mode (ASM) and Two-Speed Idle (TSI) tests and certificates issued for all tests performed. The remaining data is for first tests.

	JUNE	JULY
<i>Program Volume</i>		
Tests Conducted	1,003,969 *	985,512 *
Vehicles Tested	853,016	831,655
Vehicles Failed	86,648	88,300
Certificates Issued	871,987	849,852
<i>Type of Failure</i>		
Tailpipe:	63,587 (7.5%)	64,719 (7.7%)
Gross Polluters	20,432 (2.4%)**	21,347 (2.6%)**
Visual	18,218 (2.1%)	18,545 (2.2%)
Functional	41,213 (4.8%)	43,026 (5.2%)
<i>Failure by Station Type</i>		
Test & Repair	35,180 (7.1%)	36,433 (7.6%)
GSGR	17,147 (9.2%)	17,291 (9.5%)
GPC	6,254 (9.1%)	6,387 (9.5%)
Test-Only	27,475 (27.5%)	27,639 (27.1%)
High Emitter Profile (HEP)	39.2%	38.7%
Random 2%	21.4%	21.0%
Walk-Ins	16.5%	16.1%
<i>Consumer Assistance/Referee Centers</i>		
Tests	1,654	1,439
Cost Waivers Issued	107	96
Hardship Extensions Issued	130	92
<i>Average Reported Repair Costs</i>		
Vehicles Repaired	56,780	57,280
Average Cost (statewide)	\$ 115 ***	\$114
Test & Repair Stations	\$ 98 ***	\$95
GSGR Stations	\$ 106 ***	\$107
GPC Stations	\$ 173 ***	\$178
Enhanced Areas	\$ 114 ***	\$116
Non-Enhanced Areas	\$ 119 ***	\$111

* Includes multiple tests on same vehicle.

** Subset of tailpipe failures.

*** Corrected numbers. Reported incorrectly in the August edition because of a computing error.

What the SNAPSHOT Numbers Tell Us

Using the numbers we have been publishing in the "SNAPSHOT" column, here is what we are learning about the performance of Smog Check stations and technicians. You can use the information to track your progress. As part of the Enhanced Smog Check Program analysis, current station and technician performance is compared to data collected from a variety of sources:

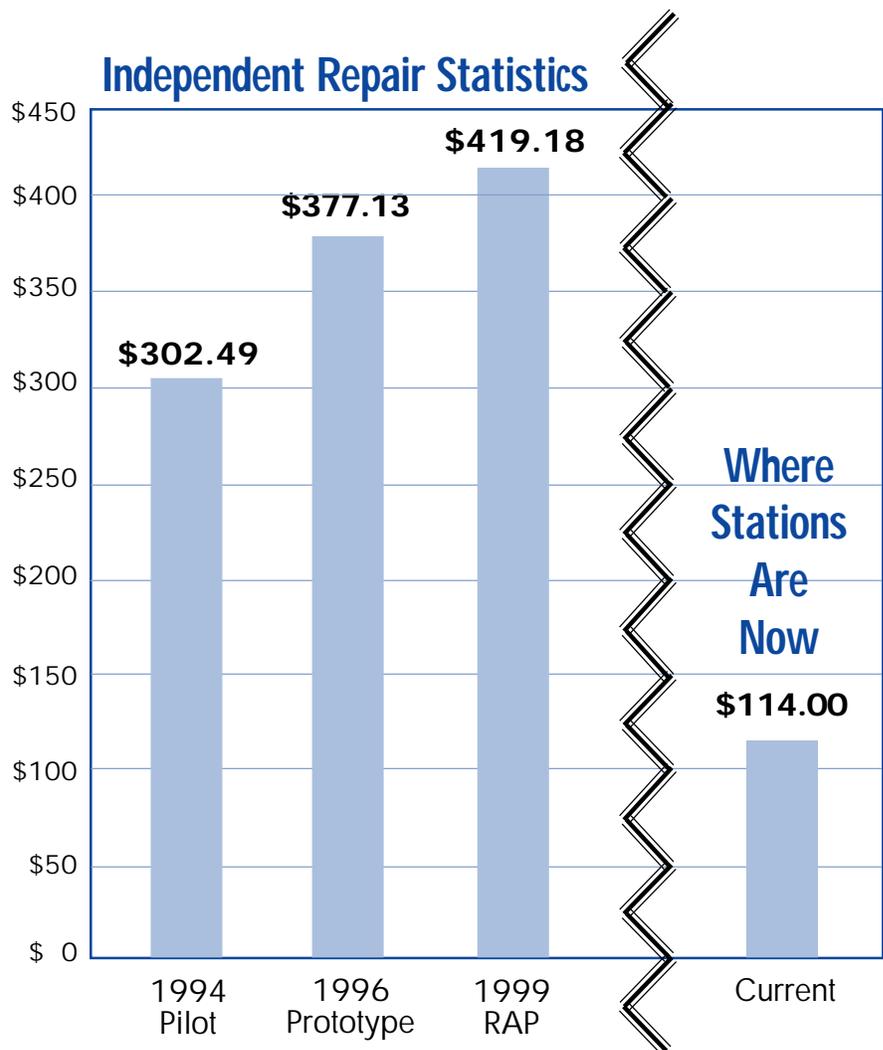
- ❖ **1994 Pilot Program** — a joint BAR/ARB loaded-mode vehicle emissions repair study that collected and analyzed data on the types of repairs that would be necessary in an Enhanced Smog Check Program.
- ❖ **1996 Prototype Enhanced Program** — a group of 11 Sacramento-based auto repair shops that pioneered the use of loaded-mode testing, diagnostic procedures and equipment, and provided detailed repair data and analysis.
- ❖ **Repair Assistance Program (RAP)** — BAR's Repair Assistance Program that pays for emissions-related repairs when vehicles fail a biennial Smog Check, after an initial copayment by consumers of \$75. Detailed repair data and analysis are required before payment to the participating Smog Check stations is made.

Average Repair Costs (July 1999)

Look at the SNAPSHOT column and the average repair cost numbers reported in July by station type. They show that the average statewide repair cost is \$114. Test and Repair stations have the lowest reported repair cost at \$95, while GPC stations have the highest at \$178. The column also shows that average repair costs in the Enhanced Areas of the state are \$116, and the average in Non-Enhanced Areas is \$111.

Analysis

Compare the July numbers with the repair costs in the graph above for the (1) 1994 Pilot Program — with average repair costs of \$302.49, (2) the 1996



Prototype Program — with average repair costs of \$377.13, and (3) BAR's current Repair Assistance Program (RAP) — with average repair costs of \$419.18.

Interpretation

Stations are expected to meet nearly the same performance as the Pilot, Prototype, and RAP programs. The significant difference in average repair costs at Smog Check stations indicates that thorough and complete repairs required by the Enhanced Smog Check Program are not being made (see "Fix-to-Pass" story on page 3). Complete repairs were made in both the Pilot and Prototype programs and are currently being made more consistently at the state's RAP stations, also shown in the accompanying graph.

While repair costs are not the only indicator of complete repairs, the nature and type of repairs that were made during the Pilot and Prototype programs, and those being made at RAP stations, suggest that the average costs for complete repairs are significantly higher than those currently being reported by Smog Check stations. ❖

Next month: Taking a statistical look at vehicle failure rates.

COUNTDOWN *continued from page 1*

reductions achieved in states using a decentralized Test and Repair network. During negotiations in 1994, auto repair industry leaders objected and said that the industry would do a good job and that the data they produced would speak for itself.

After five years and a continuing, phased-in implementation process, the moment of truth about the California Enhanced Smog Check Program and the auto repair industry has nearly arrived. In the next several months, BAR staff will work intensely to collect data and evaluate the effectiveness of the program and then in February report its findings to the USEPA.

Between now and February, this column will be dedicated to helping stations and technicians measure their own performance and to letting them know where improvements can be made to strengthen California's report card to the USEPA.

Key Data Points

Repair Cost Data. Reporting of this data has been lacking by some stations but is improving as a result of BAR's Quality Assurance Program. Without repair cost data, the auto repair industry does not

get credit for its completed repairs, and an accurate report cannot be submitted to the USEPA. Pre-inspection modes in both the BAR-97 and BAR-90 systems, when used as *required* by state law (SB 1754, Statutes of 1998), will help capture repair costs and emission reductions achieved when consumers request a pre-inspection on their vehicles before having an official Smog Check inspection performed.

Overall Vehicle Failure Rate. As reported in the August edition of the *Smog Check Advisory*, only 13 percent of vehicles in the Enhanced Areas of the state failed their inspections in May 1999. This is three percent less than the number of vehicles failed in 1996 under the less stringent BAR-90 Smog Check Program. Obviously, pre-inspections are partly responsible. But, the BAR-97 has a "Q-mode," which must be used when performing pre-inspections. But, more important, the failure rates at Test-Only stations are beginning to support the concept that separation of the test function from repairs for the highest emitting vehicles results in better identification of vehicles needing repair.

Functional Test Failure Rate. Stations are reporting only five percent of vehicles

failing the functional test. BAR's random roadside tests, however, show a nearly 20-percent failure rate for the functional portion of the Smog Check inspection, including fuel cap testing. This disparity in the data leads BAR to believe that stations and technicians are not following inspection procedures that would identify vehicles with specified nonfunctional emission control systems. ❖



1999

Calendar of Coming Events

September

"Thank You For Not Smogging" Newspaper in Education Public Service Announcement Winners Announced

24 Deadline to register for Automotive Service Excellence (ASE) testing.

October

National Car Care Month

Healthy Lung Month — American Lung Association

11 State Holiday — Columbus Day

15 Deadline to submit technician license application to DCA in order to test by December 5, 1999 (see related story, page 5)

22-24 Automotive Service Council (ASC) 1999 Annual Convention — San Diego

27 Automotive Career Education Day

November

4, 9, 11 Automotive Service Excellence (ASE) Tests

BAR Executive Staff Moves to Systems Parkway Offices

Effective September 1, 1999, BAR's executive staff relocated to 10240 Systems Parkway near Rancho Cordova, a Sacramento suburb, and now shares office space with the Enforcement Division executive staff.

"This relocation enhances communication among BAR staff and increases our ability to better serve our customers," said Acting BAR Chief Patrick Dorais. "It also provides a unified structure and will result in management efficiencies."

The new telephone number for BAR's Executive Office is (916) 255-4565. In addition to Dorais, Acting Deputy Chief Richard Mundy, Program Analyst Miriam Townsend, Staff Analyst Vicki Ausmus, and Executive Assistant Lynn Forsyth have moved to the Systems Parkway location.

BAR's Engineering, Smog Check Operations, Smog Check Enforcement, Consumer Protection Operations, and Standards and Training Branch have occupied the same Systems Parkway building for more than 10 years. ❖

SMOG CHECK STATION CITATIONS



FACILITY NAME	ADDRESS	CITY	ZIP	LEVEL	ARD NUMBER	CITATION NUMBER	ASSESS AMOUNT	ASSESS DATE	DATE MAILED
Jim's Mobil Auto Lab & Fuel	847 West Highland Avenue	San Bernardino	92405	3	AJ 142270	C-98-283	\$1,500	7/12/99	12/30/97
Purfect Auto Service #64	2323 South Azusa Avenue	West Covina	91792	2	AA 192691	C-99-380	\$750	7/23/99	4/08/99
* Alondra Smog & Auto Repair	9519 Alondra Blvd.	Bellflower	90706	1	AL 163618	C-99-401	\$250	7/15/99	4/21/99
Montecito Auto Care	6598 Montecito Blvd.	Santa Rosa	95409	1	AD 183396	C-99-457	\$250	7/28/99	5/05/99
Chon's Shell Service	1866 Lincoln Blvd.	Santa Monica	90404	2	AG 064292	C-99-465	\$750	7/02/99	5/17/99
Auto Chek Center Inc.	2702 North Grand Avenue	Santa Ana	92705	1	AC 124008	C-99-471	\$250	7/23/99	5/18/99
** Econo Lube N Tune #33	395 North Brea Blvd.	Brea	92621	1	AD 183482	C-99-473	\$250	7/16/99	5/18/99
Quick Check Smog Check	17242 Gothard, Unit A	Huntington	92647	1	AJ 201632	C-99-475	\$250	7/15/99	5/18/99
California Smog Check Center	425 C Street	Chula Vista	91910	1	AK 202052	C-99-487	\$250	7/12/99	5/21/99
Jessie's Smog Test Only	5616 Gage Avenue #1	Bell Garden	90201	1	AJ 201754	C-99-493	\$250	7/02/99	5/21/99
Speedy Smog	1206 North Gaffey #A	San Pedro	90731	1	AE 166589	C-99-497	\$250	7/06/99	5/21/99
Steve Martin Chevron	299 E & Mackinac	Burney	96013	2	AC 146014	C-99-501	\$750	7/19/99	5/25/99
* Luis Auto Repair	4007 Baldwin Avenue #7	El Monte	91731	1	AF 184378	C-99-503	\$250	7/21/99	5/28/99
* Star Auto Repair	9220 Dowdy Drive #F	San Diego	92126	1	AC 165743	C-99-505	\$250	7/06/99	5/28/99
** Tune Craft #3	4435 Ingraham Street	San Diego	92109	1	AK 060578	C-99-507	\$250	7/02/99	6/02/99
*** Savi Tire & Auto Center	22945 Savi Ranch	Yorba Linda	92687	1	AD 183172	C-99-511	\$250	7/22/99	6/02/99
*** Mission Viejo Chevron Service	27742 Crown Valley	Mission Viejo	92691	1	AM 083577	C-99-513	\$250	7/20/99	6/02/99
*** OK Shell Service	3125 East Orangethorpe Ave.	Anaheim	92806	1	AH 134461	C-99-515	\$250	7/14/99	6/02/99
*** Laguna Hills Shell	23971 El Toro Road	Laguna Hills	92653	1	AF 200186	C-99-517	\$250	7/14/99	6/02/99
15-Minute Smog Check	520 South Harbor Blvd.	Fullerton	92832	1	AM 202689	C-99-519	\$250	7/26/99	6/02/99
Gregg's Mission Viejo Mobile	23002 Alicia Parkway	Mission Viejo	92692	1	AH 155302	C-99-521	\$250	7/02/99	6/02/99
Redondo Auto Care	2700 West Artesia Blvd.	Redondo Beach	90278	1	AK 191350	C-99-527	\$250	7/23/99	6/02/99
* Smog Pros	1161 South Main	Fallbrook	92028	2	AH 190374	C-99-530	\$750	7/26/99	6/07/99
* Halsey's Auto Service	27565 Sierra Highway	Canyon Country	91351	1	AA 107035	C-99-532	\$250	7/26/99	6/02/99
Broadway Texaco	7180 Broadway	Lemon Grove	91945	1	AH 201089	C-99-534	\$250	7/01/99	6/02/99
*** Phil's Auto Clinic	111 North Soboba Street	Hemet	92544	1	AE 146637	C-99-546	\$250	7/23/99	6/15/99
Smogs Yes	1000 West Florida Avenue	Hemet	92543	1	AE 189083	C-99-548	\$250	7/26/99	6/15/99
I Smog & Saved	33575 Yucaipa Blvd.	Yucaipa	92399	1	AM 164042	C-99-550	\$250	7/15/99	6/15/99
M & G Automotive	3524 West Ball Road	Anaheim	92804	1	AJ 155948	C-99-554	\$250	7/26/99	6/17/99
** Newport Center Chevron	1550 Jamboree Road	Newport Beach	92660	1	AA 115156	C-99-558	\$250	7/20/99	6/15/99
* Ralph's Chevron Service	313 West Orangethorpe Ave.	Placentia	92670	1	AE 078754	C-99-562	\$250	7/26/99	6/17/99
* Corona Del Mar Chevron	2546 East Coast Highway	Corona Del Mar	92625	1	AD 193924	C-99-564	\$250	7/20/99	6/17/99
M J Auto Center	2210 Lincoln Avenue	Anaheim	92801	1	AM 202925	C-99-568	\$250	7/24/99	6/15/99
Purfect Auto Service	2519 South Main Street	Santa Ana	92707	1	AE 183730	C-99-574	\$250	7/16/99	6/15/99
Primo Auto Smog	3201 A South Main Street	Santa Ana	92707	1	AH 200986	C-99-576	\$250	7/30/99	6/15/99
* Auburn Auto Service Center	13155 Lincoln Way	Auburn	95603	1	AE 183621	C-99-578	\$250	7/02/99	6/23/99
Madonna Road Shell	204 Madonna Road	San Luis Obispo	93405	1	AL 186418	C-99-580	\$250	7/19/99	2/23/99
** Jamy Auto Repair	327 East Valley Blvd.	San Gabriel	91776	1	AM 144045	C-99-586	\$250	7/28/99	6/28/99
** West Torrance Shell	20305 Anza Avenue	Torrance	90503	1	AD 193904	C-99-590	\$250	7/23/99	6/28/99
Master's Auto Smog	9403 East Artesia Blvd..	Bellflower	90706	1	AB 182331	C-99-594	\$250	7/27/99	6/28/99
Super Smog Center	2603 Merced	El Monte	91733	1	AH 201071	C-99-596	\$250	7/30/99	6/28/99
Butch's 76 Service Center	794 West Shaw Avenue	Clovis	93612	1	AK 039820	C-99-608	\$250	7/12/99	6/30/99
College Shell	1778 East Shaw	Fresno	93710	1	AA 203191	C-99-610	\$250	7/14/99	6/30/99
Immanuel Auto	817 East Holt Blvd.	Ontario	91764	1	AC 198678	C-99-614	\$250	7/23/99	7/02/99
Smog Stop	1155 North Grove	Ontario	91764	1	AB 198164	C-99-618	\$250	7/22/99	7/02/99
Arco Smog Express	4702 Riverside Drive	Chino	91710	1	AH 168251	C-99-620	\$250	7/27/99	7/02/99
** Bob's Union 76	300 South Atlantic Blvd.	Los Angeles	90022	1	AA 122543	C-99-638	\$250	7/29/99	7/09/99
** Tony's Super Tune Ups	5929 East Olympic Blvd.	Los Angeles	90022	1	AH 148486	C-99-640	\$250	7/28/99	7/09/99
San Luis Auto Center	550 South Glendora Avenue	West Covina	91790	1	AG 133378	C-99-646	\$250	7/28/99	7/09/99

* Stations that have had their Gold Shield Guaranteed Repair (GSGR) certification withdrawn.

** Stations that have had their Gross Polluter Certification (GPC) Pilot authority withdrawn.

*** Stations that have had their GPC and Repair Assistance Program (RAP) authority withdrawn.

Disciplinary Actions

Northern California

UNDER THE HOOD YEA WE DO BRAKES TOO—Sacramento

Jeff A. Chandler, Owner

Order: ARD registration revoked.

Further ordered to reimburse BAR \$25,168.79 for cost of investigation and enforcement. (04/02/99)

R & W UNOCAL—San Francisco

Raymond Wong, Owner, Richard Yip Seid, Technician

Order: ARD registration revoked, stayed, placed on three years' probation, and ordered to report to BAR as directed.

Smog Check station license revoked, stayed, placed on three years' probation, and a 15-day suspension. Further ordered to report to BAR as directed, and reimburse BAR \$4,400 for cost of investigation. Smog Check Technician certificate issued to Richard Yip Seid revoked, stayed, and placed on three years' probation. Further ordered to report to BAR as directed and successfully complete Bureau-approved, 120-hour "Clean Air Car Course." (04/14/99)

D & J'S AUTOMOTIVE REPAIR—Caruthers

Dolores Don Cortez, Partner; Josie

Quintero Cortez, Partner

Order: Smog Check station license revoked. ARD registration revoked, stayed, and placed on three years' probation. Further ordered to report to BAR as directed, and reimburse BAR \$5,000 for cost of investigation and enforcement. (04/14/99)

BENNETT AUTOMOTIVE—

Hayward

Paul C. Bennett, Owner

Order: ARD registration permanently invalidated; Smog Check station license revoked. (05/11/99)

BRIDGE STREET CHEVRON—

Yuba City

Anthony Virk, Partner; Upender Rekhi, Partner

Order: ARD registration, Smog Check station license, Official Brake station license, and Lamp station license revoked. (5/18/99)

HEFFLEY'S SERVICE

STATION, INC.—Yuba City

Delano R. Heffley, President

Daren Heffley, Technician

Order: ARD registration, Smog Check station license, Official Brake station license, and Official Lamp station license revoked. Daren Heffley: Basic Area Technician license revoked. (5/18/99)

A-1 AUTOMOTIVE—San Jose

Sang Dae Chun, Owner/Technician

Tuan Anh Pham, Technician

Order: ARD registration permanently invalidated; Smog Check station license revoked; and Basic Area Technician license revoked. Tuan Anh Pham - Enhanced Area Technician license revoked. Further ordered to reimburse BAR \$1,918.20 for cost of investigation and prosecution. (05/21/99)

BAY AUTOMOTIVE SERVICE—

Watsonville

Robert Padilla Gomez, Partner/

Technician; Marie Elena Gomez, Partner

Order: ARD registration, Smog Check station license, and Basic Area Technician license revoked. (05/26/99)

MADERA SMOG & TUNE—

Madera

Pat Burriell, Owner/Technician

David Dean Hench/Technician

Order: ARD registration probation revoked and permanently invalidated. Smog Check station license probation revoked and re-imposed revocation. Advanced Emission Specialist Technician license, issued to Pat Burriell, probation revoked and re-imposed revocation. Advanced Emission Specialist Technician license, issued to David Dean Hench, revoked. (05/26/99)

CAMPBELLS AUTO REPAIR—

Oroville

Lenn Campbell, Partner; Kathy Louise

Campbell, Partner

Order: ARD registration and Smog Check station license revoked. (05/27/99)

JERRY'S CHEVRON—Hanford

Jerry D. Brock, Owner

Order: Smog Check Station license revoked. ARD registration revoked and invalidated, stayed, and placed on three years' probation. Further ordered to reimburse BAR \$2,000 for cost of investigation, and report to BAR as directed. (05/27/99)

Southern California

SAN DIEGO AUTO MART—

Calexico

Daniel C. Ramirez, Owner

Order: Smog Check station license revoked, stayed, placed on three years' probation, and a 60-day suspension. Further ordered to report to BAR as directed. ARD registration permanently invalidated, stayed, and placed on three years' probation. Further ordered to report to BAR as directed, and reimburse BAR \$3,441.75 for cost of investigation and enforcement. (04/13/99)

TONY SASOS CHEVRON

SERVICE—Northridge

Tony Saso, Owner

Order: ARD registration revoked, stayed, and placed on three years' probation. Further ordered to report to BAR as directed, and reimburse BAR \$2,225 for cost of investigation. Smog Check station license revoked. (04/30/99)

A1 SMOG INSPECTION

CENTER—Los Angeles/Compton

Chong Ho Yi, aka John Brave Lee,

Owner

Order: ARD registration (Los Angeles) and Smog Check station license (Los Angeles) revoked. Smog Check station license (Compton) revoked. ARD registration (Compton) revoked, stayed, and placed on five years' probation. Further ordered to report to BAR as directed, and reimburse BAR \$25,687.64 for costs of investigation and prosecution. (05/05/99)

MOHAMED SELEM—Long Beach

Order: Advanced Emission Specialist Technician license revoked. (05/05/99)

**FJK 786 AUTO, INC., dba
PURRFECT AUTO SERVICE**

#58—San Bernardino

Fazal Jivani, President

Kraig Lee Nagle, Technician

Order: ARD registration permanently invalidated, and Smog Check station license revoked. Further ordered to reimburse BAR \$13,033.31. Kraig Lee Nagle - Advanced Emission Specialist Technician license revoked, stayed, placed on three years' probation; ordered to report to BAR as directed; and, successfully complete a BAR-certified training course in diagnosis and repair of emission systems failures and engine performance. (05/05/99)

**K LUBE SMOG & AUTO
SERVICE—Santee**

Othman A. Yousif, Owner/Technician

Order: ARD registration revoked, stayed, and placed on two years' probation with a 60-day suspension; ordered to report to BAR as directed and reimburse BAR \$4,680. Smog Check station license revoked, stayed, and placed on two years' suspension with 60-day suspension; must report to BAR as directed. Advanced Emissions Specialist Technician license revoked, stayed, and placed on two years' probation with a 60-day suspension; successfully complete a BAR-certified training course in diagnosis and repair of emission systems failures and engine performance; and, report to BAR as directed. (05/05/99)

SUNSHINE AUTO REPAIR—

San Diego

Duc Loi Nguyen, Owner/Technician

Order: ARD registration and Smog Check station license revoked. Advanced Emissions Specialist Technician license revoked, stayed, and placed on three years' probation. Further ordered to report to BAR as directed, and successfully complete a BAR-certified training course in diagnosis and repair of emission systems failures and engine performance. (05/05/99)

LAKEVIEW AUTO SERVICE—

Lake Elsinore

Larry Thomas Mitchell, Owner

Order: ARD registration license revoked, stayed, and placed on five years' probation. Smog Check station license revoked, stayed, placed on five years' probation, and a 30-day suspension. Further ordered to reimburse BAR \$3,018 cost of investigation and enforcement, and report to BAR as directed. (05/11/99)

DAVID DIETZ—Sun City

Order: Advanced Emission Specialist Technician license revoked, stayed, placed on five years' probation, a 90-day suspension, and further ordered to report to BAR as directed. (05/12/99)

**P & D AUTO, INC., dba ECONO
LUBE N TUNE—Bakersfield**

Rasoul G. Paykar, President

Order: ARD registration permanently invalidated, and Smog Check station license revoked. Ordered to reimburse BAR \$19,714.07 for costs of investigation and prosecution. (05/11/99)

GAR SMOG—Gardena

George U. Amescua, Owner/Technician

Order: ARD registration temporarily invalidated for 180 days, and Smog Check station license and Enhanced Technician license suspended for 180 days; 160 days of temporary invalidation and suspension stayed, and placed on two years' probation. Further ordered to report to BAR as directed, and reimburse BAR \$6,615.52 for costs of investigation and enforcement. (05/13/99)

JOSEPH ARTHUR BOOT—

Bakersfield

Order: Advanced Emission Specialist Technician license revoked. (05/20/99)

ALL STAR AUTO REPAIR—Colton

Denny Wayne Chastain, Partner; Mary Karen Chastain, Partner

Order: ARD registration and Smog Check station license revoked. (05/27/99)

CHOS AUTOMOTIVE—Montebello

Pyong Hyon Cho, Owner/Technician

Order: Smog Check station license and Advanced Emission Specialist Technician license revoked. ARD registration revoked, stayed, and placed on five years' probation. Further ordered to report to BAR as directed, and reimburse BAR \$2,643.25 for legal costs. (05/27/99)

HANMI AUTO CENTER—

San Diego

Duk Moo Han, Owner

Order: ARD registration and Smog Check station license revoked. (05/27/99)

**CHULA VISTA SMOG & TUNE
UP—Chula Vista**Angel Valenzuela Herrera, Owner/
Technician

Order: ARD registration revoked, stayed, and placed on five years' probation. Smog Check station license, and Advanced Emission Specialist Technician license revoked, stayed, and placed on five years' probation with a 60-day suspension. Further ordered to report to BAR as directed, and reimburse BAR \$5,047.44 for cost of investigation. (05/28/99)





State of California
Gray Davis, Governor

California Department
of Consumer Affairs
Kathleen Hamilton, Director

Bureau of Automotive Repair
Patrick Dorais, Acting Chief
10240 Systems Parkway
Sacramento, CA 95827

BAR FIELD OFFICE PHONE NUMBERS

- Bakersfield (661) 833-6304
 - Riverside (909) 782-4250
 - Canoga Park (818) 596-4400
 - Sacramento (916) 255-4200
 - Culver City (310) 410-0024
 - San Jose (408) 277-1860
 - Fresno (559) 445-5015
 - South El Monte (626) 575-6934
 - Fullerton (714) 680-7851
 - Hayward (510) 785-1961
 - Oceanside (760) 439-0942
 - DCA Cashiering (916) 322-7002
 - DCA Licensing (916) 322-4010
 - ET Help Desk (916) 255-4476
 - MCI (800) 731-SMOG
- (Then press 5 for technical support)*

**Consumer Assistance and
Referee Center ... (800) 622-7733**

DCA HOTLINE (800) 952-5210

Bulk Rate
U.S. Postage
PAID
Oakland, CA
Permit No. 2101

Little Scoops...

- ❖ It looks like good news for the BAR-97 Test Analyzers... the data being collected on the analyzers is showing that they are Year 2000 (Y2K) compliant (see story about BAR-90 compliance on page 3).
- ❖ The Vehicle Information Database (VID), electronic certificate transfers, and other functions are all passing Y2K compliance tests.
- ❖ Revisions to Test-Only station regulations are currently being developed. Look for public hearing dates sometime in the near future.
- ❖ Seven-day notices are being issued to stations that need BAR-90 and BAR-97 equipment repairs. If the repairs aren't made within the seven-day notice period, the analyzers will be locked out (see related story about gas audits on page 2).
- ❖ New exams for Brake & Lamp Adjusters are being developed, so there will be no exams given between December 5, 1999, and May 2000. In the meantime, existing Brake & Lamp Adjusters may renew licenses without retesting.

Those wishing to become licensed as Brake & Lamp Adjusters before May 2000 must submit an application with a postmark date no later than October 9, 1999, to the Department of Consumer Affairs Licensing Division. Applications also will be accepted in BAR field offices until October 8, 1999 (see related story with instructions for hand delivery and overnight carrier on page 5.)
- ❖ An updated version of the *Smog Check Manual* is under development and is expected to be available this fall.
- ❖ Automotive Service Excellence (ASE) has asked us to remind shop owners and technicians that it has a 24-hour, automated toll-free number at (877) 273-8324 with information on registration and test preparation materials. It also announced that ASE technicians and employers can now access the ASE website at www.asecert.org and register for upcoming tests online from the home page. Test preparation guides, with task lists and sample questions for review and study, can also be downloaded from the site.