

Future Testing of Pre-OBD II Vehicles

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Bureau of Automotive Repair

Introduction

- BAR's Sunset Bill (AB 1263) includes several provisions, including:
 - Authorizing BAR to establish a contracted testing network for model year (MY) 1995 and older (pre-OBD II) vehicles
 - Must be competitively bid
 - May include subcontracted licensed Smog Check stations
 - Authorizing BAR to begin testing MY1996-1999 vehicles using the BAR Onboard Diagnostic Inspection System (BAR-OIS)

Considerations (1 of 2)

- Although the population of older vehicles (MY 1976 -1995) is relatively small (654,098), it is still a large part of the Smog Check emissions inventory
- Continued testing of this population of vehicles is critical to meeting State Implementation Plan (SIP) commitments for reducing pollution
- Shifting the testing of MY 1996 -1999 vehicles to the BAR-OIS without establishing an alternative testing network would:
 - Provide less incentive for STAR stations to maintain BAR-97 equipment
 - Exacerbate challenges for owners of older vehicles seeking BAR-97 inspections
 - Increase pressure to exempt this population of vehicles from Smog Check
 - SB 712 and AB 1368

Considerations (2 of 2)

- Establishing a contracted network and shifting the testing of MY 1996 - 1999 vehicles may benefit consumers and the Smog Check industry
 - Improved air quality
 - Controlled BAR-97 testing costs
 - Creates a mechanism to ensure adequate program area coverage for BAR-97 testing
 - Removes burdensome BAR-97 equipment requirements for STAR stations who no longer wish to continue BAR-97 testing
 - Increases the population of vehicles that can be tested on the OIS
 - Allows a pathway for existing high performing stations to continue BAR-97 testing

Today's Discussion

- Seeking input on if, or when, a contracted network should be established
 - Implementation is likely a two-year process
 - Data driven decisions
 - Outcome of pending legislation
- Review of proposed data collection methodology
- Review of data and metrics collected to date
- Discuss any additional data and metrics that should be considered

Data Collection Methodology (1 of 3)

- The price of a BAR-97 and OIS inspection
 - BAR telephone survey of 50+ stations in four different geographic areas
 - Southern California, Central Valley, Bay Area, Sacramento Metro
- Smog Check stations' desire to continue BAR-97 testing if MY 1996-1999 vehicles are moved to the BAR-OIS
 - BAR ET Blast to all Smog Check stations that includes a voluntary survey

Data Collection Methodology (2 of 3)

- BAR-97 vendors willingness/ability to maintain BAR-97 equipment
 - Meetings with existing BAR-97 equipment providers
 - Discuss ways to align desired outcomes and ensure adequate service levels
- BAR-97 test volume of STAR and non-STAR stations
 - Stations with less than one test per day
 - Stations with less than one test per week
 - Stations with more than two tests per day

Data Collection Methodology (3 of 3)

- Population of older vehicles
 - MY 1976-1995 (Pre-OBD II)
 - MY 1996-1999 (OBD II)
- Contribution of older vehicles to the emissions inventory
 - Report using CARB's Emission FACtor (EMFAC) projections
- Release a Request for Information (RFI) to potential bidders
 - Estimate of program implementation and operations costs
 - Factors that could increase inspection costs
 - Analysis of program costs from other states with contracted inspection networks

Price Survey – OIS and BAR-97

- Survey Results
 - Median price of an OIS inspection statewide is \$60
 - Highest price reported is \$110
 - Median price of a BAR-97 inspection statewide is \$95
 - Highest price reported is \$208
- Other Observations
 - Median price for both OIS and BAR-97 across the four geographic regions surveyed is within 10%

ET Blast Survey – STAR Stations

- Total Responses - 575
 - Would you continue to maintain a BAR-97 EIS if it was not required for STAR certification?
 - 56% Yes (324 responses)
 - 44% No (251 responses)
 - Would your station be interested in joining an inspection network as a subcontractor to a BAR contracted vendor? This would be the only way for your station to continue to inspect model-year 1976-1995 vehicles.
 - 65% Yes (376 responses)
 - 35% No (199 responses)

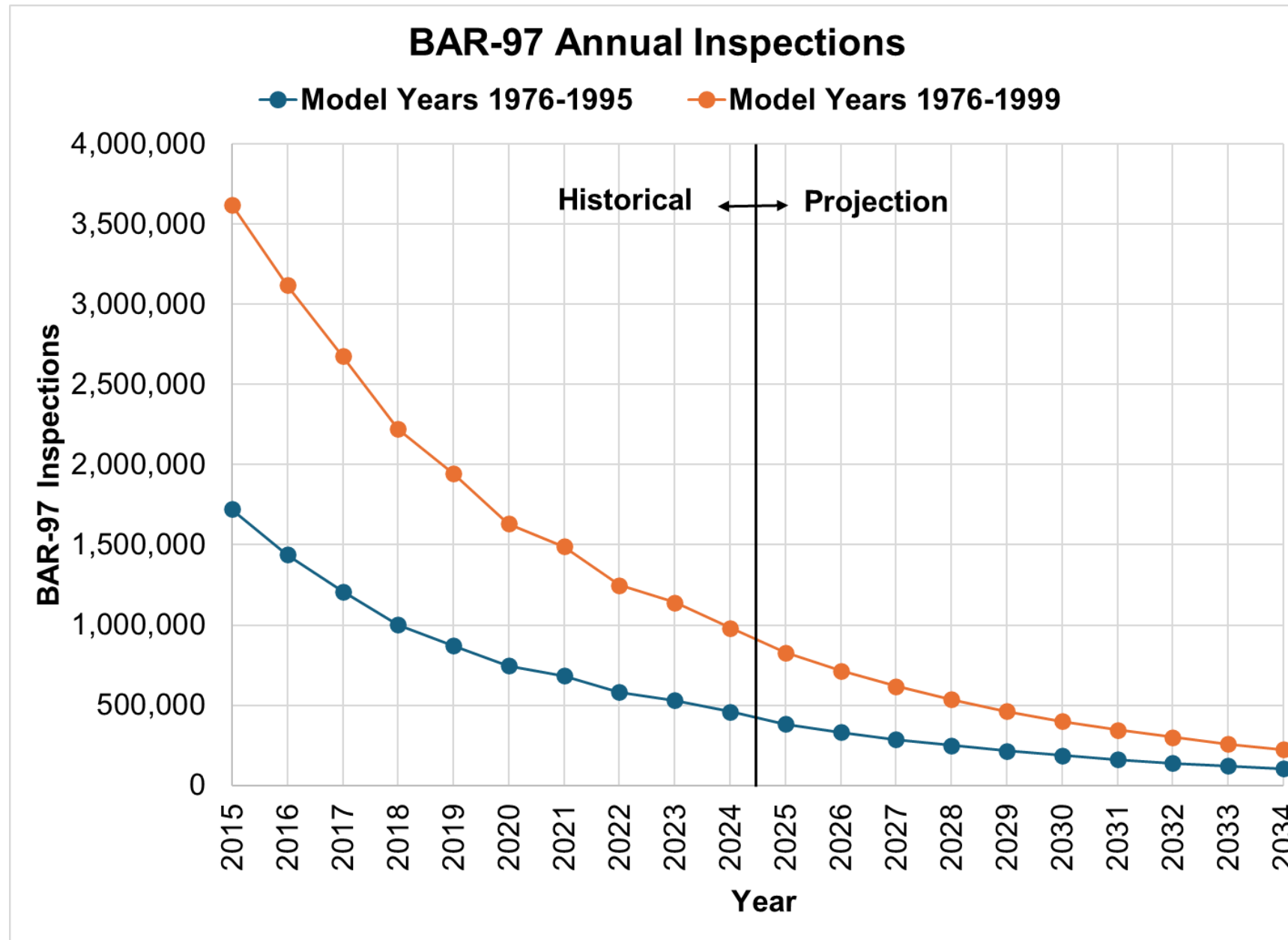
ET Blast Survey – Non-STAR Stations

- Total Responses - 664
 - Would your station be interested in joining an inspection network as a subcontractor to a BAR contracted vendor? This would be the only way for your station to continue to inspect model-year 1976-1995 vehicles.
 - 59% Yes (391 responses)
 - 41% No (273 responses)

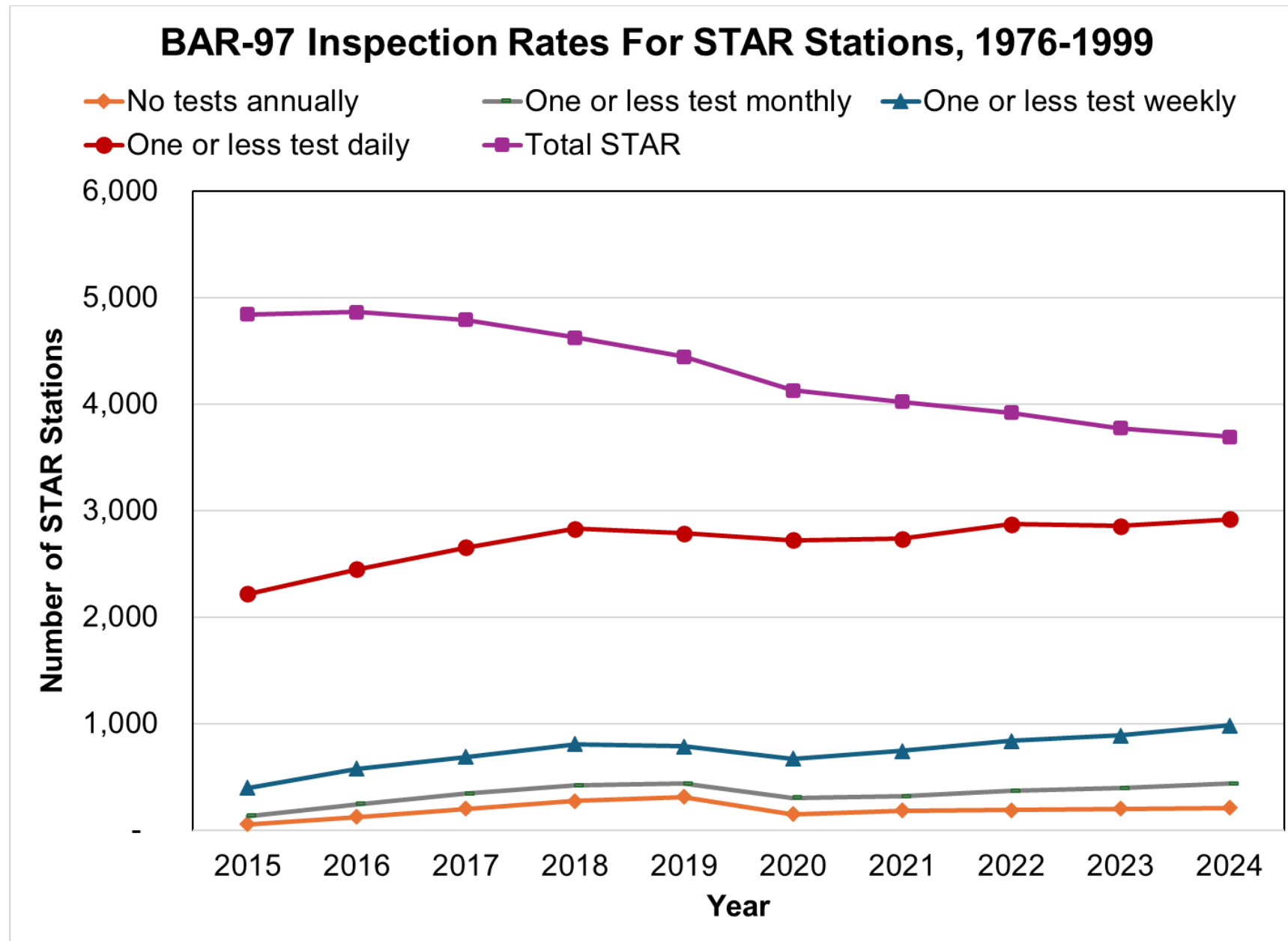
Equipment Manufacturer Feedback

- Meetings held with current BAR-97 vendors
- All current BAR-97 vendors are committed to continuing to support BAR-97 equipment

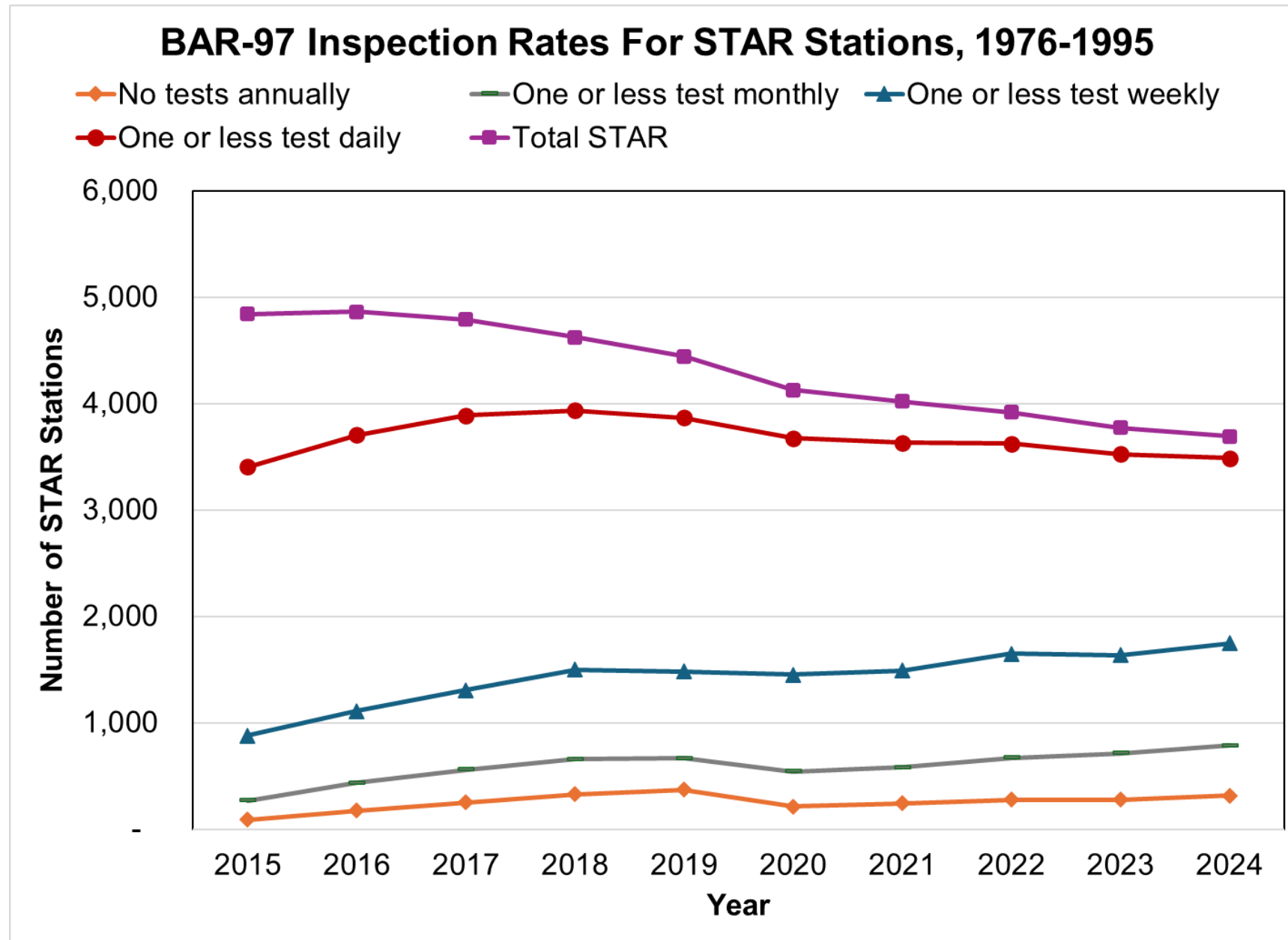
BAR-97 Test Volume



BAR-97 Test Volume (MY 1976-1999)



BAR-97 Test Volume (MY 1976-1995)



BAR-97 Test Volume by Station – Q4 2024

	Model Years 1976 - 1999		
	<u>STAR</u>	<u>Non-STAR</u>	<u>Total</u>
Stations that performed one or less BAR-97 test weekly	1,044	1,931	2,975
Stations that performed one or less BAR-97 test daily	2,860	2,128	4,988
Stations that performed two or more BAR-97 tests daily	631	64	695
Total number of stations	3,491	2,192	5,683

Population of Older Vehicles – Q4 2024

<u>Model Year Group</u>	<u>Number of Vehicles</u>	<u>Percent of Total</u>
1976-1995	654,098	45%
1996-1999	789,196	55%
Total	1,443,294	100%

Emissions Inventory Contributions

Year	ROG+NOx (tons per day)				Percent by Model Year Groups			
	1976 - 1995	1996 - 1999	2000+	Total	1976 - 1995	1996 - 1999	2000+	Total
2015	193.34	142.36	313.07	648.76	30%	22%	48%	100%
2016	169.90	132.81	314.29	617.00	28%	22%	51%	100%
2017	140.96	116.14	309.21	566.31	25%	21%	55%	100%
2018	120.16	102.84	300.10	523.11	23%	20%	57%	100%
2019	102.33	91.24	289.97	483.55	21%	19%	60%	100%
2020	84.80	73.04	266.73	424.57	20%	17%	63%	100%
2021	77.88	66.31	275.09	419.28	19%	16%	66%	100%
2022	66.52	56.43	266.64	389.59	17%	14%	68%	100%
2023	57.75	47.98	257.07	362.80	16%	13%	71%	100%
2024	50.18	40.85	246.14	337.16	15%	12%	73%	100%
2025	44.13	34.89	235.41	314.42	14%	11%	75%	100%
2026	39.02	30.11	225.96	295.09	13%	10%	77%	100%
2027	34.70	26.08	216.52	277.29	13%	9%	78%	100%
2028	31.03	22.80	207.95	261.79	12%	9%	79%	100%
2029	27.46	20.07	199.13	246.65	11%	8%	81%	100%
2030	24.09	17.74	191.83	233.66	10%	8%	82%	100%
2031	20.85	15.83	185.53	222.20	9%	7%	83%	100%
2032	17.97	14.16	180.59	212.72	8%	7%	85%	100%
2033	15.42	12.74	176.21	204.37	8%	6%	86%	100%
2034	12.82	11.58	171.90	196.31	7%	6%	88%	100%

Data source: EMFAC2021 (v1.0.2) Emissions Inventory.

Note: ROG includes exhaust and evaporative emissions. Motorhomes are not included.

Other Considerations

- Are there any other factors that should be considered prior to implementing a contracted inspection network for older vehicles?
 - Pending Legislation
 - SB 712
 - AB 1368

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