



# SMOG CHECK ADVISORY

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

November 1997

## Smog Check Program Legislation to Take Effect Jan. 1, 1998

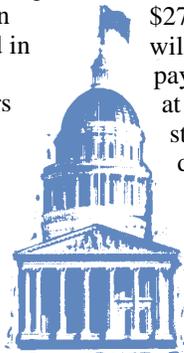
A three-bill package from the Assembly and one Senate bill recently signed by the Governor will restrict the number of vehicles subject to biennial Smog Check testing, provide assistance to low-income motorists, simplify retesting for Gross Polluters, and assess civil penalties for fraud, effective January 1, 1998.

Under the three-bill package, which included AB 57 (Escutia), AB 208 (Migden), and AB 1492 (Baugh), owners of new vehicles are exempt from biennial Smog Check testing until their fifth year of operation. In addition, the law permits piloting and development of criteria to exempt any older, low-emitting motor vehicle from biennial testing.

Under the lone Senate bill, SB 42 (Kopp), 1973 and older vehicles are also exempt from the Smog Check program, and in the year 2003, vehicles 30 years old and older will be exempt.

Exemption of new vehicles was recommended by the Inspection and Maintenance Review Committee (IMRC) as a result of data showing that over 99 percent of these cars pass their Smog Check tests in their first four years. Excluding them will not have an adverse affect on the state's clean air goals.

A one-time Economic Hardship Extension for low-income motorists whose vehicles have failed a Smog Check and have at least \$250 in repair bills was also authorized in the legislative package. To encourage cost-effective repairs while achieving maximum air quality benefits, low-income motorists will also be offered repair assistance funded by the Smog Impact Fee currently assessed on out-of-state vehicles when they enter California. Eligible low-



## TWO-STEP PROCESS TO INITIALIZE BAR-97 SYSTEMS ANNOUNCED

BAR has developed a two-step process to initialize BAR-97 Emissions Inspection Systems (EISs) for the December 1, 1997, roll-out and for the March 1, 1998 full Acceleration Simulation Mode (ASM) testing start date.

Only those stations that have installed a BAR-97 EIS unit, which includes the dynamometer, a digital storage oscilloscope, and whose technicians have completed the 8-hour BAR-97 Transition Training Course, will be initialized. All Smog Check stations in Enhanced Areas that have not installed the required BAR-97 EIS equipment package will be unable to use the BAR-90 to access the Vehicle Identification Database (VID) starting one minute after midnight December 1, 1997, unless they meet one of the three following exceptions:

- they have a manufacturer's guarantee dated no later than October 15, 1997, that the BAR-97 would be installed by the December 1, 1997, deadline, *and* the manufacturer has failed to meet that commitment, including failing to have certified software;
- they have a verifiable contractor-caused installation defect; or
- the BAR-97 has a configuration

income motorists, those defined as having incomes at or below 175 percent of the federal poverty level (about \$27,000 annually for a family of four), will be required to make a \$250 co-payment toward repairs to be performed at a Gold Shield Guaranteed Repair station. Details of this program will be developed over the next several months. The new law also allows civil penalties ranging from \$150 to \$1,000 to be assessed against anyone who attempts to fraudulently obtain a Repair Cost Waiver or Economic Hardship Extension.

problem that prevents the equipment from being used.

Stations that meet any of the exceptions should contact their local BAR field office. If the exception is confirmed through correspondence or a visit to the station, BAR field staff will have the ability to immediately reactivate the shop's existing BAR-90ET system.

During the three-month BAR-97 phase-in, specially designed interim BAR-97 software will operate the EIS units as BAR-90ETs until they are upgraded to full BAR-97 EIS status. As a result, manufacturers will set up the BAR-97 cabinet with the currently approved BAR-90ET software, and BAR field staff will initialize the units electronically by phone modem. EIS manufacturers will contact BAR when the BAR-97s containing the interim software are

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### KEY ACTION DATES

#### BAR-97 Emission Inspection System (EIS)

**1997**

**December 1** Smog Check stations in Enhanced Areas complete installation of BAR-97 EIS.

**1998**

**March 1** BAR-97 EIS in Enhanced Areas goes on-line; only BAR-97 tests accepted in Enhanced Areas.

As part of the package, Gross Polluters will no longer be required to undergo annual Smog Check inspections at a Test-Only Station, allowing a repaired GP that has its repairs verified at a Test-Only Station to remain in its normal biennial Smog Check cycle. Additionally, Gross Polluters will be eligible for Repair Cost Waivers and Economic Hardship Extensions, which currently are issued only after emissions on those vehicles have been brought below gross-polluting levels.

# Certification Status of BAR-97 EIS Equipment

Here's how BAR defines its certification terms:

## PROVISIONAL COMPONENT APPROVAL

Applicable only to dynamometers and analyzers/sensors. Subject to final approval when integrated into a complete BAR-97 EIS.

## CONDITIONAL CERTIFICATE OF APPROVAL

Requires specified conditions to be corrected and/or completed prior to full certification.

BAR-97 Manufacturer	Dynamometer	Analyzer*	BAR-90 ET Software w/BAR-97 Platform**	Complete BAR-97 EIS
<b>ESP</b>	5/5/97: Provisional Component Approval, Mustang Dyno Model #MD-ASM-97.	9/19/97: Provisional Component Approval for BAR-97 Model #FICS 4000.	9/10/97: Conditional Certificate of Approval for their BAR-90ET w/ BAR-97 platform, Model # System One 4000.  <i>Must pass 3 wks. of Beta testing (began 10/10/97).</i>	Preliminary BAR-97 software under review.
<b>Snap-On/Sun</b>	3/25/97: Provisional Component Approval for their Maha Dyno Model #ASM-AF; received UL Approval 9/8/97.  10/9/97: Provisional Component Approval for their Maha Dyno, Model #ASM-BF (UL Approval 9/21/97).	10/10/97: Revised Provisional Component approval for their BAR-97 (SIS-905TAS) Model #EEE111A.	10/15/97: Beta testing successful; Certificate of Approval for their BAR-90ET (SIS-905TAS) w/ BAR-97 platform, Model #EEEE111A.  — OK to perform "Official" BAR90-ET Smog Check upon Manufacturer/BAR initialization.	Preliminary BAR-97 software under review.
<b>Snap-On/JBC</b>	9/26/97: Provisional Component Approval for their Real Time "LAD" Dyno.	10/10/97: Provisional Component Approval for their "John Bean" Model #EEEE117A.		Preliminary BAR-97 software under review.
<b>SPX</b>	2/3/97: Provisional Component Approval for Clayton Dyno, Model #20-1100.  10/3/97 Clayton's low profile Dyno, Model #1302 for testing.	8/6/97: Provisional Component Approval for their BAR-97 Model #S54311.	10/3/97: Beta testing successful; Certificate of Approval issued for their BAR-90ET w/ BAR-97 platform, Model #S54311.  — OK to perform "Official" BAR90-ET Smog Check upon Manufacturer/BAR initialization.	10/21/97: complete BAR-97 software submitted for review and integration testing.
<b>Unidyne</b>	8/22/97: Provisional Component Approval for their Maxwell Dyno, Model #4503	10/20/97: Analyzer received, testing pending, awaiting submittal of documentation.		Preliminary BAR-97 software under review.
<b>Worldwide</b>	2/3/97: Provisional Component Approval for Clayton Dyno, Model #20-1100.  10/3/97: Clayton's low profile Dyno, Model #1304, delivered for testing.	Currently testing their "EIS 5000" with its Sensors bench.		Preliminary BAR-97 software under review.

\* As a condition of approval for all Manufacturers, the NO sensor must be modified to pass BAR-97 Specifications, submitted for testing and retrofitted without cost to purchaser.

\*\*These are **NOT** BAR-97 certified units. These systems are authorized to perform official BAR-90ET tests only, even though the hardware consists of BAR-97 cabinet analyzer and sampling system, computer and modem.

## All-Wheel-Drive And Full-Time Traction Control Vehicles Exempt From ASM Testing

**N**on-disengageable all-wheel drive (AWD) and full-time traction control (TC) vehicles will be exempt from ASM testing in Enhanced Areas, but will continue to be subject to two-speed idle testing, according to BAR Chief Marty Keller.

The vehicles are being exempt from ASM testing because they cannot be tested on the two-wheel-drive dynamometers currently required as part of the BAR-97 Emissions Inspection System (EIS). Since TC vehicles sense the difference in speeds between wheels and slow the fastest-spinning wheels either through braking or fuel-system controls, the automatic vehicle controls would prevent the test from being successfully completed.

Likewise, AWD vehicles continually transfer power to all four wheels and there is no mechanism to switch to two-wheel drive. If technicians attempt to conduct an ASM test on an AWD vehicle using a two-wheel-drive dynamometer, power would be applied to the two wheels not on the dynamometer rollers, which would prevent the test and could pose a safety hazard to the technician.

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### *"INITIALIZE" from page 1*

delivered, and the initialization will be conducted.

Since BAR cannot transfer smog certificates from a BAR-90 test analyzer system to a BAR-97 EIS unit, stations will be given credits or refunds for certificates that remain in their BAR-90 units.

Once BAR-97 EIS software and equipment packages are fully certified, manufacturers will install the upgraded software and equipment at all the existing Enhanced Smog Check stations as well as in those units in production. When the upgrades are completed, manufacturers will notify BAR representatives, who will begin making inspections at individual stations to initialize the complete BAR-97 EIS units, which will make them fully capable of conducting both two-speed idle tests and the full ASM tests. •••

"It makes good economic sense at this time to exempt these vehicles from ASM testing," Keller said. "Requiring ASM testing of AWD and TC vehicles would require some shops to purchase a more expensive four-wheel drive dynamometer, and the increased costs would not justify the reduction in air pollution that would be achieved by subjecting these vehicles to an ASM test. Further, AB 1492 exempts vehicles newer than 5 years old from the Smog Check program; many AWD and TC vehicles are less than 5 years old."

If technicians can identify AWD and TC vehicles without attempting a test, they should send those vehicles to the Referee immediately, who will confirm the AWD or TC identification, "tag" the vehicle in the Vehicle Identification Database (VID), and then perform a two-speed idle test on it.

If the technician attempts the test, but finds the vehicle cannot be tested, he or she should send the vehicle to the Referee, who will tag and perform a two-speed idle test on it. If it passes, the Referee will issue a certificate. If it fails, however, the owner must make repairs and may return to any licensed Smog Check station for a certificate. Biennial testing of these "tagged" vehicles may be performed at any licensed Smog Check station.

It is expected to take a two-year biennial cycle to identify and tag all the 1995 and older AWD and TC vehicles, which currently number less than 200,000 in California's Enhanced Areas. However, the number is expected to grow significantly through the year 2002. •••



## Test-Only Centers To Begin Receiving BAR Referrals

**T**here are currently 21 Test-Only stations with 45 testing lanes open and operating in the Enhanced Areas of the state, according to Rocky Carlisle, BAR's Test-Only Program Coordinator.

With that many lanes available, BAR expects to begin directing 3 percent of motorists in Los Angeles and Sacramento counties to those stations in the mid-November registration renewal notices, he added. As Test-Only station capacity builds, BAR will direct motorists to Test-Only Stations in those counties and other Enhanced Area locations in the state until the 15 percent required by state and federal law is met.

"All of the Test-Only Stations locations are listed on BAR's Web Page, and motorists will receive the Department of Consumer Affairs' toll-free number to call for the locations near them with their renewal notice," Carlisle said. "We believe this phased-in approach will ensure consumer convenience and enough Test-Only Stations to meet the demand." •••

## Training Center Agrees To Stop Training Without BAR Certification

**C**alifornia Technical Training Centers, Inc. and its owner, Larry Qualls, recently agreed to pay \$10,100 in civil penalties and \$4,900 in investigation costs as part of a stipulated settlement filed in Tulare County Superior Court.

BAR brought the case against the Training Center after it issued CACC completion documents for students

trained at a non-certified facility located in Fresno rather than training the students at its BAR-certified training facility in Tulare.

The Center also agreed to stop providing training in the Clean Air Car Course (CACC) without BAR certification, and to stop using non-certified instructors to provide CACC training.



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BAR FIELD OFFICE PHONE NUMBERS

- Bakersfield ..... (805) 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 ..... (209) 445-5015 South El Monte (818) 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) Test-Only/Referee Scheduling Center (800) 622-7733

DCA Hotline (800) 952-5210

The Bottom Line

- 108 Cut score on the new Form P smog exam
70.89 percent of technicians (448) who passed Smog Check exam in September
72.95 Percent of technicians (383) who passed Smog Check exam in August
1 million Number of visits to the DCA/BAR Web site as of Sept. 4
684 CREW consumer interventions through September 18
570 Vehicles repaired as a result of CREW interventions
83 Percent success rate for CREW
1,552 Gold Shield Guaranteed Repair station certificate letters issued as of September 19
21 Test-Only Stations operating in Enhanced Areas as of Oct. 16, 1997
45 Number of lanes available in Enhanced Areas at Test-Only Stations

Little Scoops...

- Many training institutions (with the list growing rapidly) are currently certified to provide the 8-hour BAR-97 Transition training (dyno safety and operation and vehicle inspection) and the 20-hour Advanced training (loaded-mode diagnostics). Look for the list on the newly redesigned BAR Web Page at www.smogcheck.ca.gov or www.smogcheck.org or call toll-free 800-952-5210 for a copy of the list
Be advised that "multi-position" smog test software for the BAR-97 is not included in the BAR-97 Specification at this time. To incorporate that type of software in the future, regulations would need to be adopted, BAR-97 Specifications revised and software certified.
Remember that systems sold as BAR-90ET software with BAR-97 platform are only authorized to perform official BAR-90ET tests. To perform official BAR-97 tests, those units must be BAR-certified, updated by the manufacturer, and initialized by BAR field offices.
Smog Check Station owners are reminded that they are required to have their dynamometers installed in accordance with BAR regulations and specifications as outlined in the October 1997 Smog Check Advisory.