



# SMOG CHECK ADVISORY

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

July 1997

## EIS Sales:

### *Promises, Promises . . . Get Them in Writing*

**S**ales of BAR-97 Emission Inspection Systems (EIS) are in full swing, and there will be a lot of promises made, but equipment buyers are urged to get them in writing to avoid disappointments later.

Manufacturers are required to provide a disclosure statement to customers before they sign contracts to purchase BAR-97 EIS equipment. The disclosure statement must include at least the following:

- ▲ the estimated cost of installing any BAR-required software update.
- ▲ any upgrade offered and installed must be covered by at least a one-year warranty.
- ▲ BAR certification of the EIS equipment indicates the system meets requirements and is authorized to perform Smog Check tests, but that BAR is not responsible for any damage caused by the BAR-97.
- ▲ manufacturers are required to refund the depreciated value of the BAR-97 if they fail to provide a warranty and the required description.

Customers are required to sign the statement and initial each item that was disclosed to them, according to Kathy

Runkle, BAR's Equipment Certification Team Coordinator.

"The disclosure statement provides significant protection for Smog Check station owners, and we urge them to use it," Runkle said.

Here are some tips on how to protect yourself when manufacturers ask you to sign contracts. Before you sign:

- ▲ The contract should be in writing with all terms clearly spelled out.
- ▲ Read the contract carefully, don't be rushed into signing, and perhaps take it home overnight to give yourself time to understand it. Discuss any important or complex issues with your attorney.
- ▲ If a salesperson has made oral promises that are not written in the contract, insist that they be written in the contract whether the contract is preprinted or not. It's okay if the inserted changes are handwritten.
- ▲ Review what the contract says, if anything, about your rights to cancel the contract after it is signed and your rights to return a defective EIS to the manufacturer after it is delivered to you.

### KEY ACTION DATES

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

1997

**September 1** BAR-97 EIS beta testing begins at GSGR stations in Enhanced Areas

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

1998

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

- ▲ Consult your attorney regarding any uncertainties about the contract, the advisability of changing the terms of the contract, and the advisability of signing any contract before the equipment is certified.

In addition, here are some items BAR-97 EIS buyers may want manufacturers' representatives to specify *in writing in the contract* before signing it:

- ▲ what your warranty will cover, especially if your equipment is being delivered before it has been certified by BAR.
- ▲ how and when your unit will be updated to a fully-certified unit, if you must pay extra for the update, and how long it will take them to correct problems that may arise.
- ▲ exact dates for delivery and installation of the dynamometer, cabinet and analyzer, and training on the dyno and analyzer.
- ▲ how and when restitution or refunds will be provided in the event the unit does not become fully-certified, or dates and services are not provided as promised.
- ▲ whether the sales price includes dynamometer installation, free upgrades for units not yet certified, and other related equipment and services.

### **What's the Difference?**

*To clarify the differences, a few definitions of the BAR-97 equipment are in order.*

**BAR-90ET.** *This is the current equipment that all Smog Check stations are using. Beginning March 1, 1998, only Basic and Change of Ownership areas may use this equipment.*

**BAR-90ET with BAR-97 Platform.** *For stations in Enhanced Areas, this is an interim piece of equipment that some manufacturers will be offering. It contains a BAR-97 cabinet, 5-gas analyzer, sampling system, computer, and modem. If purchased, it may be used now with the BAR-90ET software, but it must be upgraded later to become a complete BAR-97 EIS (please refer to Table on page 2 for certification status).*

**BAR-97 EIS.** *This is the complete Smog Check testing system that will be used in Smog Check stations in Enhanced Areas of the state only, beginning December 1, 1997 (ASM testing will begin March 1, 1998). It includes everything that comes with the BAR-97 Platform, but what makes it complete is that it also includes a dynamometer, fan, BAR-97 software, fuel cap tester and, most importantly, has been certified for use by the BAR.*

## Terms Helpful to Know Before Signing Purchase Contracts

### Definition of BAR-97 Equipment Certification Process

Prior to signing any agreements to purchase BAR-97 equipment, smog station owners should understand the definition of BAR's certification process and terms. The chart below gives you an update of where the various pieces of equipment are in the certification process as of July 1.

Here are the definitions of key terms BAR uses to describe its certification process:

**Provisional BAR Component Approval:** applies only to dynamometers

and analyzers/sensors, and is granted as "provisional" until equipment is capable of being integrated into a full EIS system.

**Provisional BAR System Approval:** granted when the EIS has passed most of the requirements for BAR certification, but some small corrections must still be made.

**Conditional Certificate of Approval:** requires specified conditions to be corrected and/or completed prior to BAR certification.

**BAR Certification:** granted when all components are integrated into a full and complete Emissions Inspection System (EIS), and all (beta-site) tests have been passed successfully.

**BAR Aftermarket Parts Approval:** applies to aftermarket parts such as probes, sample hoses, filters, bar code scanners, and tachometers and is granted when items can be integrated into an EIS.

### Certification Status of BAR-97 Equipment, July 1, 1997

BAR-97 Manufacturer	Dynamometer	Five-Gas Analyzer	BAR-90 ET Software (with BAR-97 Platform)	Complete BAR-97 EIS
ESP	5/5/97—Provisional Component Approval for their Mustang Dyno, Model # MD-ASM-97	Currently testing their Sensors Bench	Currently testing their BAR-90ET with BAR-97 platform	Certification not yet granted
Snap-On	3/25/97—Provisional Component Approval for their Maha Dyno, Model # ASM-AF	Currently testing their Sensors Bench	4/21/97 Conditional Certificate of Approval for their BAR-90ET (SIS-905 TAS) with BAR-97 Platform, Model #EEEE111A	Certification not yet granted
SPX	2/3/97—Provisional Component Approval for their Clayton Dyno, Model # 20-1100	Currently testing their Horiba Bench	Currently testing their BAR-90ET with BAR-97 platform	Certification not yet granted
Unidyne	Currently testing	Currently testing	Not yet submitted	Certification not yet granted
Worldwide	2/3/97—Provisional Component Approval for their Clayton Dyno, Model # 20-1100	Not yet submitted	Not yet submitted	Certification not yet granted

### Issues & Answers

The Issues & Answers column is designed to be a place for individuals to ask questions about topics that are of general interest to the auto repair industry and those interested in the Smog Check II program. BAR staff will research the answers to your questions and publish them here. You are encouraged to submit your questions to: Smog Check Advisory, P. O. Box 188978, Sacramento, CA 95818. All questions must be accompanied by a name, address and telephone number, and will be verified before publication. Your name will be withheld unless otherwise indicated. Questions will be answered and published on a space available basis.

—The Editors

**Q.** Would you please tell me the current testing procedure for my 1969 Porsche 911S in order to obtain a smog certificate? I've been told that the testing procedure is being reviewed and that it may be different that it was a year ago.

—Gary Griffiths, Santa Cruz

**A.** You are right. BAR found that 1968-74 Porsche 911 and 912 models, 1970-71 914/6 models, and 1966-67 imported model vehicles equipped with air-cooled engines, multiple carburetors or mechanical fuel injection, are unable to meet

the 2500 rpm emissions standards due to the original design of the vehicle's emissions control system. As a result, BAR has issued a special directive (see May 1997 edition of the *Smog Check Advisory*) allowing those vehicles to be issued smog certificates even if they fail at the 2500 rpm standard. Your 1969 911S is one of those vehicles.

However, your vehicle must still pass the tailpipe idle test, and then be referred to a Referee Center because only the Referee can issue a certificate for these vehicles.

## Helping Collector and Specialty Car Owners Pass Smog Check

**B**AR field representatives, the Smog Check Inspection Manual, Referee Centers and BAR's Parts Locator Service are important resources for technicians who have customers with collector or specialty cars that have to be Smog Checked.

Some cars have components replaced with aftermarket parts, such as intake manifolds. Others have components, like superchargers. The Smog Check Inspection Manual should be the first stop to research aftermarket parts. In addition, page 60 outlines a general procedure to follow, and Appendix K contains detailed information about parts that need an Air Resources Board (ARB) Executive Order to pass a Smog Check. Moreover, there are about 70 pages of detailed information about specific parts, according to George Adelsperger, manager of BAR's Manuals and Publications Unit.

When an emissions control system needs repair or replacement, some parts can be tough to find. The Parts Locator

Service is also available to help technicians and consumers find the required parts they need. The Parts Locator keeps lists of suppliers who carry emissions system parts. Callers are given the names of three or four suppliers. If none of those suppliers have the necessary part, a "Limited Parts Exemption" is issued, and the consumer makes an appointment with a Referee Center for a Smog Check. A new exemption must be sought each time a Smog Check certification is needed.

When information is not in the inspection manual, BAR field representatives can help guide motorists to manufacturers and other information, if necessary, or provide other support to help the motorist through the process.



*With the help of BAR Representatives, the Parts Locator Service, and a Referee Center, Robert Ranzenberger, a car enthusiast and founder of the Muscle Sportscar Club in Sacramento, was successful in obtaining Smog Check certification for his 1970 Malibu 396.*

## BAR Warns Shops Certifying Gross Polluters Off-Line

**A** significant number of Smog Check technicians are illegally certifying vehicles labeled Gross Polluters by taking their BAR-90 Test Analyzer System (TAS) off-line, and those shops are receiving personal visits by BAR investigators as a result.

Data being collected in the Vehicle Information Database (VID) clearly show the pattern among some shops,

said BAR's Smog Check Manager of Field Operations, Mike Vanderlaan.

Vanderlaan said that this practice does serious harm because the consumer is unaware that the vehicle is a Gross Polluter until he or she tries to sell or transfer it.

After analyzing the VID and TAS data, BAR representatives were able to identify which shops had a pattern of

certifying vehicles by taking their TAS machines off-line.

"We went to those facilities and verified that the equipment and telephone lines were working properly," he said.

Follow-up analysis of these shops' TAS data showed a dramatic decrease in the number of Gross Polluters certified off-line.

### Correction

*The June '97 edition of the Smog Check Advisory incorrectly listed Grove Sign Company's address. The correct address is:*

*Grove Sign Company  
11371 Lampson Avenue  
Garden Grove CA 92840  
(800) 636-2387*

*Two new businesses have been added to BAR's list of sign vendors:*

<i>California Retailers Supply</i>	<i>Signs Central</i>
<i>12335 World Trade Drive, #15</i>	<i>1348 Bush Street</i>
<i>San Diego CA 92128</i>	<i>San Francisco CA 94109</i>
<i>(800) 443-5714</i>	<i>(415) 673-7446</i>

*For an updated Sign Vendors List, call the DCA Hotline at (800) 952-5210, or visit DCA/BAR's Web site—see back page for Web addresses.*

### Little Scoops

▲ *BAR is currently evaluating applications from community colleges in Enhanced Areas that wish to obtain BAR-97 EIS. Schools with approved applications could have the dynamometers paid for by grants from the U.S. EPA and installed this month, just in time to start BAR-97 Implementation Training classes in August. The deadline to apply for the BAR-97 EIS grant was June 16.*

▲ *Speaking of training, technicians will need to pass the 8-hour BAR-97 Implementation Training class in order to use a BAR-97 Emissions Inspection System (EIS) and certify vehicles in loaded mode. Details in the August issue!*

### “How to Become a Test-Only Center” Meetings Continue Through July

BAR’s meetings to outline the benefits of becoming a Test-Only Center and how to qualify are continuing through July. This schedule has appeared in previous issues of the *Smog Check Advisory*, and you may still have time to attend one of the later meetings. Each meeting will be held from 6:30-8:00 p.m. on the dates listed below. If you plan to attend, please RSVP to Debbie Shanaberger at (916) 255-4253. We hope to see you there.

DATE	LOCATION
July 7	Los Angeles—Pierce College, Woodland Hills Campus Center Building 67 (park in Lot 7)
July 8	Whittier—Rio Hondo Community College Room S-236 (park in Lot A)
July 14	San Diego—Southwestern College, Chula Vista Room 301 (park in Lot C)
July 15	Riverside—Riverside Community College Quad Area, Room 134 (park in Lot A)
July 22	Bay Area—Sequoia Institute, Fremont 420 Whitney Place (see signs for parking)
July 23	Sacramento—Cosumnes River College, Elk Grove The Forum L111 (park in Lot A or B)

### Pre-Inspection Regulation Workshops Scheduled

Two workshops on the new Pre-Inspection regulations have been scheduled in July as follows:

**July 15**—Pre-Inspection Regulations Workshop, 7-9 p.m., Department of Consumer Affairs Hearing Room, 400 R Street, Sacramento

**July 17**—Pre-Inspection Regulations Workshop, 7-9 p.m., Cypress College, 9200 Valley View—Building 1, Room H131, Cypress

(BAR anticipates filing the regulations with the Office of Administrative Law in early August 1997, with a public hearing to follow.)

### ASE Testing California Technicians in August

As it has for the last three years, the National Institute for Automotive Service Excellence (ASE) is making a special effort to make certification tests available to California’s automotive technicians. Registration deadline is August 1, according to George Adelsperger of BAR’s Manuals and Publications Unit.

Adelsperger said registration booklets are expected to be available early this month.

Visit DCA/BAR’s new Web site!  
[www.smogcheck.ca.gov](http://www.smogcheck.ca.gov) or [www.smogcheck.org](http://www.smogcheck.org)

**Smog  
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**BAR Field Office Phone Numbers**

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- 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
- Ventura ..... (805) 654-4507
- Hayward ..... (510) 785-1961
- Oceanside ..... (619) 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

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