



SMOG CHECK ADVISORY

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

September 1997

3-month phase-in period allows technicians to gain experience with new machines

Dec. 1st Deadline for BAR-97 Equipment Installation

Two-speed idle tests in Enhanced Areas will end March 1, 1998; only ASM tests performed on a BAR-97 EIS will be accepted in Enhanced Areas after that date.

All licensed California Smog Check stations located in Enhanced Program Areas are required to purchase and install BAR-97 emissions testing equipment before December 1, 1997. BAR-97 loaded-mode emissions testing will become fully operational March 1, 1998.

From December 1, 1997 to March 1, 1998, Smog Check technicians in Enhanced Areas must use the BAR-97 machines to inspect and certify automobiles. The BAR-97 is capable of performing both the two-speed idle test and the loaded-mode ASM test. Until March 1, 1998, BAR is giving shops the option of performing emissions test under the following:

- Two-speed idle test mode;
- ASM training mode; or
- Full ASM test on heavy-duty vehicles less than 8500 gross vehicle weight rating (GVWR), whenever feasible.

This 3-month period will allow shops and technicians time to grow accustomed to the new equipment and work out any problems with the equipment during this time.

From December 1 to March 1, 1998, vehicles that fail the ASM test should be tested in the two-speed idle test mode, repaired if necessary, and when they pass, certified. Cars that pass a full ASM loaded-mode test may be certified on the basis of that test.

Licensed Smog Check stations in Enhanced Program Areas will be locked out of BAR's Electronic Transmission system after December 1, 1997, unless their BAR-97 analyzer and dynamometer are purchased, installed and inspected by a BAR representative. BAR-90 equipment may not be used in Enhanced Areas after December 1, 1997, unless station owners have a verifiable contractor-caused installation defect, a BAR-97 equipment configuration issue which prevents the new equipment from being used, or a manufacturer's guarantee dated no later than October 15 that the BAR-97 would be installed by the December 1 deadline.

BAR-97 installation raises significant issues. For instance, building modifications and construction permits may be necessary for positioning of the dynamometer. Construction permits are the responsibility of city and county governments; BAR cannot control the timing or issuance of such permits. Cal/EPA has established 13 California Permit Assistance Centers around the state to help shop owners through the permit process by offering technical and business assistance and regulatory information. A list of centers is included on page 4.

Installed BAR-97 equipment must be inspected by BAR and configured with codes to access the Vehicle Identification Database (VID) before the equipment is ready for official use. Demand for inspection and access codes may be extremely heavy as December nears; call your local BAR field office for an inspection appointment as soon as your installation is completed. •••

KEY ACTION DATES

BAR-97 Emission Inspection Systems (EIS)

1997

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

Smog Check Station Checklist

Here's a list of things to do before the December 1 kick-off of the three-month phase-in of the BAR-97 equipment and testing in Enhanced Areas:

- research BAR-97 EIS equipment options;
- research building modifications and construction permits that may be necessary to accommodate dynamometers;
- research types and time required to obtain necessary city and county permits; (see list of Permit Assistance Centers)
- purchase the BAR-97 EIS of your choice;
- schedule and complete system installation;
- call BAR field office to schedule an inspection (the sooner the better **after** installation is complete), and have your BAR representative initialize the BAR-97 EIS, including setting up the new system to access the Vehicle Identification Database (VID);
- complete BAR-97 transition training.

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 |
|---------------------|--|--|---|--|
| ESP | 5/5/97: provisional component approval, Mustang Dyno Model #MD-ASM-97. | 8/6/97: provisional component approval, BAR-97 Model #FICS 4000. <i>Note: HC hang-up must be resolved as a condition of component approval.</i> | Approval pending for BAR-90ET w/BAR-97 platform. | |
| Snap-On/Sun | 3/25/97: provisional component approval for Maha Dyno Model #ASM-AF. 8/8/4/97: RealTime "LAD" dyno received for testing. | 8/14/97: revised provisional component approval for BAR-97 (SIS-905TAS) Model #EEE111A. Currently testing "John Bean" Model. <i>Note: HC hang up must be resolved as condition of component approval.</i> | 4/21/97: conditional certificate of approval for BAR-90ET (SIS-905TAS) w/BAR-97 platform, Model #EEEE111A. <i>Note: Must pass 3 weeks of Beta testing which began 8/15/97.</i> | Preliminary BAR-97 software under review. |
| SPX | 2/3/97: provisional component approval for Clayton Dyno, Model #20-1100. | 8/6/97: provisional component approval for BAR-97 Model #S54311. | 7/24/97: conditional certificate of approval for BAR-90ET w/BAR-97 platform, Model #S54311. <i>Note: Must pass three weeks of Beta testing which began 8/7/97.</i> | Preliminary BAR-97 software under review. Preliminary dyno integration software also under review. |
| Unidyne | Currently testing Maxwell dyno. | Andros Bench testing pending. | | |
| Worldwide | 2/3/97 provisional component approval for Clayton dyno, Model #20-1100. | 8/1/97 analyzer testing pending awaiting submittal of documentation. | | 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.

**BAR-97 platform means a BAR-97 cabinet, analyzer and sampling system, computer and modem.

Free Smog Check Video Available to Smog Check Stations

A BAR-produced VHS video for consumers explaining the basics of the Smog Check program, including enhanced area testing, is available at no cost to all Smog Check stations, according to BAR Chief Marty Keller. The video, "Car Care for Healthy Air," is hosted by consumer reporter David Horowitz. Simply fill out the attached order form and mail or fax it to DCA/BAR.

"We produced the video especially for use in waiting rooms of Smog Check stations to help educate customers," Keller said. "As indicated in the August Smog Check Advisory, consumers want and need more information on the program from shop owners, managers and technicians."

The video lasts 11 minutes and 45 seconds, and is available as either a single showing, or as a "continuous loop" on a T-120 tape. Additional copies are available for \$6 each (includes tax and shipping), and those orders must be mailed with the check made out to DCA/BAR, and marked "Car Care video."

Oil Change Services Can Be Performed By Test-Only Centers

Effective immediately, BAR has determined that allowing Licensed Test-Only Centers to perform oil changes does not conflict with the prohibition against repairs being done at these stations.

"While this service is permissible on the premises of a licensed Test-Only Centers, it cannot be performed on vehicles once they fail an emissions test, since that could be considered an emissions-related repair," said BAR Chief Marty Keller.

Keller added that the permissible

CAR CARE VIDEO ORDER FORM

Please send my copy of "Car Care for Healthy Air" to:

Name _____

Street _____

City _____

State & ZIP _____ ARD no. _____
(Must have to receive free copy)

Single showing Continuous loop Spanish subtitles

- Please send me ___ tapes (\$6 per additional tape).

Enclosed is my check for \$ _____

(Please make check out to DCA/BAR, and mark as "Car Care Video".)

You may either Fax your request to: **(916) 255-4473** or,

mail the form above to:
DCA/BAR Mailroom
10240 Systems Parkway
Sacramento, CA 95827

New Inspection Policy For Some 1984-86 GM And Fuel-Injected Import Vehicles

Some 1984-86 General Motors vehicles with 5.0 liter (307 CID) engines and some 1966-73 fuel-injected imports may be unable to meet the 2500 rpm carbon monoxide (CO) emission standards. The affected vehicles can be identified by the presence of a "Y" in the eighth digit of the Vehicle Identification Number (VIN).

Those affected vehicles should be referred to the Referee, if they show an excessively high CO reading during the cruise portion of the tailpipe test. •••

service is very specific and prohibits any additional radiator, transmission, brake, air conditioning or other types of repair services.

The oil change services are limited to the following:

- changing the crankcase oil;
- changing the crankcase oil filter;
- performing a chassis lubrication; and
- changing the air induction air filter.

December 1, 1997 Deadline

Digital Storage Oscilloscope Required

A Digital Storage Oscilloscope (DSO) or Graphing Multi-Meter will be required for all Smog Check Test and Repair stations in Enhanced Areas by December 1, under a BAR regulation approved July 1996.

The DSO, an electronic diagnostic device that is capable of graphically displaying an electrical or electronic signal used by an automotive computer system, is an essential tool to successfully diagnose and repair vehicles with faulty systems.

Loaded-mode emissions testing using BAR-97 Emissions Inspection Systems (EIS) equipment will increase the complexity of diagnosing vehicle emissions failures. Errant electronic signals may cause emissions failures, and the DSO or Graphing Multi-Meter will be able to identify and graphically display those signals. Diagnostic equipment required in the BAR-90 program cannot effectively detect or graphically display these errant electronic signals.

The DSOs or Graphing Multi-Meters must be capable of displaying the electrical or electronic signal using a voltage and time scale that is adjustable and capable of capturing and displaying a high frequency abnormal signal, regardless of time per division setting, or its screen refresh rate. As a guideline, BAR would consider a DSO adequate if it has a screen refresh rate of 3 per second or better, and a time scale of at least 500 micro seconds.

Training on the DSO is included in the 20-hour update course called "Advanced Emissions Diagnostics" which begins this month at BAR-certified schools around the state and features detailed diagnostic and repair strategies for vehicles that fail the new BAR-97 loaded-mode emissions inspection. •••

Permit Assistance Centers Simplify And Expedite Permitting Process

Cal/EPA worked with BAR to provide a helping hand to shops that need permits to become Smog Check II stations by offering assistance from the state's 13 California Permit Assistance Centers where the process can be simplified and expedited.

Shops may file permit applications for many regional, county and state permits at the Centers. After shop owners have received the manufacturer's specifications for the BAR-97 EIS of their choice, they may contact a Permit Assistance Center. Owners should provide the Permit Assistance Center representative with the address of the current or proposed Smog Check station, facility information, and equipment installation specifications. The representative will then be able to determine what permits may apply.

Cal/EPA Permit Assistance Centers are located in:

Northern California

Santa Rosa

North Bay Permit Assistance Center
2550 Ventura Avenue
(707) 527-2481

San Jose

Santa Clara Valley Permit Assist. Center
East Wing, Lower Level - 70 West Hedding
(408) 277-1477

Martinez

Contra Costa Regional Permit Assistance Center
651 Pine Street, 4th Floor
(510) 229-5950

Oakland

Greater Oakland Permit Assist. Center
1330 Broadway, 2nd Floor
(510) 286-6993

Fresno

Fresno Area Permit Assistance Center
2600 Fresno Street
(209) 498-1343

Southern California

Bakersfield

Kern County Permit Assistance Center
2700 M Street, Room 125
(805) 862-5175

Los Angeles

Business Revitalization Center
Baldwin Hills Crenshaw Plaza, Rm. 246
3650 Martin Luther King, Jr. Blvd.
(213) 290-7100

Riverside

Inland Empire Permit Assist. Center
4080 Lemon Street, 2nd Floor
(909) 275-1883

Ontario

Inland Empire Permit Assist. Center
2151 Convention Ctr. Way, Suite 203A
(909) 391-0723

Van Nuys

San Fernando Valley Permit Assist. Ctr.
Van Nuys Government Center
14437 Erwin Street Mall
(818) 756-7572

Santa Ana

Orange County Permit Assist. Center
300 North Flower Street, 1st Floor
(714) 834-2840

Lake Forest

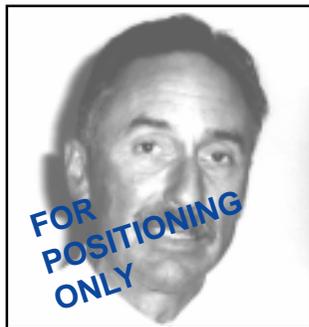
So. Orange County Permit Assist. Center
23161 Lake Center Drive
(714) 461-3560

San Diego

San Diego Permit Assistance Center
San Diego City Operations Bldg.
1222 First Avenue, 4th Floor
(619) 236-5938

A Clarification

We fear we may have misled you when we said in the August edition of the Smog Check Advisory that the EIS units being installed in community colleges "**...fully meet BAR specifications...**" which would imply that those units were BAR certified. However, they have not yet achieved full BAR certification. •••



Giorgi Named DCA's Chief of Enforcement

Governor Pete Wilson recently named Steven V. Giorgi chief of the Department of Consumer Affairs' Enforcement Division.

Giorgi, 49, is the former chief of the criminal investigation division of the Sacramento district office of the Internal Revenue Service (IRS). In a long and distinguished career at the IRS, he also served as branch chief of the San Francisco regional office, group manager for the San Diego regional office, and as a special agent in San Francisco and Dallas.

In addition, he was named deputy director of the Department of the Treasury's Financial Crimes Enforcement Network in Washington, D.C. in 1989 and served in that capacity until 1990.

A graduate of California State University, Hayward, he is a former member of the California Peace Officers Association and the International Association of Chiefs of Police. •••

The Bottom Line

- **108** Cut score on the new Form P smog exam
- **63** Percent of technicians who passed Smog Check exam in June
- **53** Percent of technicians who passed Smog Check exam in May
- **13,682** Number of visits to the DCA/BAR Web site thru March
- **6,598** Number of calls about Smog Check to DCA's toll-free line in June
- **14,699** Number of calls about Smog Check to DCA's toll-free line in May
- **512** CREW consumer interventions through July
- **422** Vehicles repaired as a result of CREW interventions
- **82** Percent success rate for CREW
- **1,350** Gold Shield Guaranteed Repair station certificate letters issued as of August 8
- **19** Test-Only Centers operating as of August 20

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 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. If a vehicle failed the "I" test elsewhere and the customer did the necessary repairs himself/herself and brought the vehicle to a shop for a Smog Check, would the technician enter an "A" into the TAS or an "I" test? If you enter "A" what would you enter for parts and labor or cost since you did not work on the vehicle? F.H., Susanville, CA

A. According to the Smog Check Inspection Manual (*Part III, Section 3.1, page 80*), you should perform an "I" (initial) test on any vehicle if its condition has changed since the initial Vehicle Inspection Report (VIR) was issued. Therefore, you should conduct an "I" test on any vehicle repaired by the consumer, and enter an "I" into the Test Analyzer System (TAS). Since the consumer performed the repairs, none of the repair costs incurred apply toward a repair cost waiver.

Q. Customers have come into my shop after taking their cars to a cut-rate Smog Check shop where they failed the test. Upon reading the VIR, I find that while the emissions were out of the compliance range, a proper and complete test was not performed. What did happen was that the test was aborted before completion. With this procedure I have no problem. The problem arises when I must explain to the consumer that their car did not fail the test because

the test was never completed. I further point out that they should not be charged for an aborted test, since the shop failed to fulfill their contract with the consumer. Needless to say the consumer is not pleased with this revelation. I have told quite a few to contact the BAR and file a complaint, yet they are reluctant to do so. It is because of this practice of charging a consumer for services not rendered that prompts me to ask the BAR to address this illegal and possibly widespread practice. P.S., Laguna Beach, CA.

A. Your concerns about the practice you describe are well-placed; it is against the law to charge for work not performed. If the repair estimate is for a smog inspection, the station must complete the inspection to comply with the law. If the test is aborted for any reason, the station has failed to comply with the written estimate requirements. In most cases, the technician explains the reason for the abort, documents it on the invoice, and charges accordingly.

If the shop does not intend to charge for the aborted test, the shop must still make certain that the customer understands that the test was incomplete. The shop should also make certain the customer is satisfied with an incomplete test.



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Interest in Conversion to Test-Only Centers Very Encouraging

An encouraging number of Test-and-Repair stations are responding to the need for Test-Only Centers and are considering converting their businesses, according to Rocky Carlise, BAR's Test-Only Center program coordinator.

In addition, at least one major investor is expected to announce its entry into the Test-Only marketplace and open as many as 25 Test-Only Centers in the very near future, Carlise added.

"Several other investor groups are also taking a serious look at the Test-Only Center opportunity and considering entry into the marketplace to help us meet the demand for Test-Only Centers by March 1 of next year," he said. (See related article on page 3)•••

Little Scoops

- ▲ The Governor has given DCA/BAR approval to host a national conference next year on the auto repair industry. Topics to be covered include: "How to accelerate professionalism in the auto repair industry and gain consumer confidence," and "How can we recruit new talent to the auto repair field."
- ▲ Don't wait for snail mail to see what's happening in Smog Check and other auto repair program news. Check BAR's Web site at: www.smogcheck.ca.gov or www.smogcheck.org

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