



SMOG CHECK ADVISORY

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

June 1997

What You Should Know About BAR-97 Emissions Inspection System Certification & Beta Site Testing

Sales of BAR-97 equipment have begun and to help you evaluate promises a sales representative makes to you, here is some information you should know:

Beta Site Testing. Some sales representatives may promise that your early purchase of their system will guarantee your station will be an official beta site. You should know that while manufacturers submit names of potential sites to BAR for approval, BAR grants that approval based on the nominated station's integrity and standing with BAR as well as other considerations. Enforcement activities and excessive complaints will eliminate a station from consideration as an official BAR beta test site.

Conditions Attached to Equipment Certification. On April 21, BAR issued a Conditional Certificate of Approval for BAR-90 ET to Snap-On's SIS-905. A condition of that certification is successful beta site testing of the equipment, and the conditional approval *does not imply that the Test Analyzer System (TAS) is certified, approved, and/or conditionally approved as a BAR-97 Emission Inspections System (EIS).*

Moreover, all BAR-90 manufacturers are required to clearly and precisely state in all their advertisements and promotions that the BAR-90ET TAS is not certified as a BAR-97 EIS, and that hardware and software modifications are necessary to convert the BAR-90ET TAS into a BAR-97 EIS.

Corrections & Clarifications

▲ While the May edition of the Smog Check Advisory carried a story about the recommendations released by the Inspection & Maintenance Review Committee (IMRC), those recommendations have not been adopted by the Department of Consumer Affairs. If they are adopted, they would be placed, if necessary, into legislation to be considered and voted upon by the Legislature before they would become part of the Smog Check program.

Pre-Inspections Will Be Continued, but Conducted in "Training" Mode Until Software Change Is Completed

Only licensed Smog Check stations will be allowed to continue to pre-inspect vehicles before an official Smog Check, BAR Chief Marty Keller has announced. However, the pre-inspection must be conducted with the Test Analyzer System (TAS) in the "training" mode rather than the currently used "manual" mode, until a software update is completed.

"After hearing from licensed shop owners and technicians at our three workshops held in April, we believe pre-inspections are a useful way to encourage needed emission system repairs," said Keller as he announced the new pre-inspection policy in early May. "But we want to make sure consumers are protected by requiring that they receive a copy of the pre-inspection Vehicle Inspection Report (VIR) from the training mode pre-test, and that stations maintain copies of these VIRs attached to their invoices."

Technicians must conduct a complete pre-test including a visual and functional inspection, Keller added.

By conducting the pre-inspection in the training mode on the TAS, technicians will be collecting important information on the VIR, which helps consumers make repair decisions. A VIR cannot be printed when the TAS is in manual mode. Once manufacturers complete their software update, the test data collected during the pre-inspection procedure will be sent directly to the Vehicle Information Database (VID).

The VID data will provide BAR with the information it needs to determine the effectiveness of repairs being made and assist in quantifying pollution reductions. This information will be used to help show compliance with the Federal Clean Air Act.

In the interim, BAR will be working with the BAR-90 manufacturers to develop the software that will allow

Is it an "T" test, or is it an "A" test? Here's how you can tell...

BAR is now requiring that repair information be collected during after-repairs tests. When performing an "A" (after) test, enter all the emissions repairs and the costs associated with those repairs. Some technicians may be puzzled when the Test Analyzer System (TAS) gives them a choice between an "A" test or an "T" test. Here's how they differ:

I It's an "T" (initial) test if the vehicle passes a pre-test without repairs, or if it did not have a pre-test.

A It's an "A" (after) test if the vehicle receives a pre-test or an initial test, fails, and is repaired.

In addition, a vehicle should only receive one "T" test. In the event a vehicle fails an "T" test, all subsequent tests would be "A" tests.

The pre-test repair information will be used to determine how many vehicles have been repaired and at what cost.

technicians to conduct official "pre-inspection tests."

"This new policy will address the concerns about the lack of data currently being collected during pre-inspections," Keller said. "And it will encourage consumers to make emissions system repairs which is consistent with our Smog Check program goals."

“Report Cards” From Task Forces Released

“Report Cards” on four topics explored during a series of joint Department of Consumer Affairs/Bureau of Automotive Repair (DCA/BAR) and test-and-repair industry Task Force meetings across the state last year have been issued recently.

The Task Force Report Cards outline recommendations that were made on issues relating to Communications & Information, Public Image & Consumer Education, Quality Control & Enforcement, and Technician Training & Testing, and include a status report, or grade, from DCA/BAR on each of the recommendations.

“We’re very pleased to distribute these Report Cards to interested parties and appreciate very much the hard work

that went into researching and developing solutions for this group of issues,” said BAR Deputy Chief Pat Dorais.

Copies of the Report Cards can be obtained by calling Mona Gergen at (916) 322-1655.



DCA/BAR Promotes Auto Tech’s Contribution to Clean Air

In its school-based curriculum “Drive Away the Smog,” designed to teach 4th through 8th grade students the basics of air pollution, DCA/BAR is promoting the role of auto technicians.

Clean Air Hero

In the “Unsung Clean Air Heroes” classroom lesson, teachers discuss the clean-air contributions of auto technicians, along with doctors, scientists and engineers. Students are then invited to identify a “Clean Air Hero” in their community.

Two other lessons called “Autos and Air” and “The Catalytic Cleaner” recommend that teachers invite auto

technicians to class to explain automobile basics and how their emissions equipment reduces pollution.

Originally piloted in schools in the San Fernando Valley in Los Angeles County, it is now being taught at hundreds of schools in Sacramento, Modesto, Fresno, and Bakersfield, and it will be taught in Southern California schools in the fall of this year. The curriculum also teaches students the effects of auto emissions on smog, and how our personal choices can affect air quality.



Request for Proposals for Referee Network Prepared

DCA/BAR has prepared its Request for Proposal to select a firm to operate the Official Referee Network throughout California, and expects to release it in July or August, and award a contract by December.

Under the RFP, the referee is required to assist potentially more than one million motorists annually who fail to obtain a smog certificate from a Smog Check station by inspecting and testing their vehicles to see if they should get smog certificates, or if they need further repairs.

Firms that wish to bid on the proposal may request a bid package by faxing their company name, representative, address, and phone and fax numbers to Lee Belton at (916) 255-3316.

New Smog Exam and Passing Scores Set

Aspiring Smog Check technicians will be taking a new examination this month along with a new statistically appropriate passing score, according to BAR’s manager of Manuals and Publications, George Adelsperger.

“We periodically replace the smog technician examination and use a statistical process to set the minimum passing score,” he said.

Once a new set of questions is assembled into an exam form, a panel of licensed technicians rates the exam’s difficulty, and the statistical process assures that the minimum passing score set is no more or less difficult to meet than for the previous exam.

Little Scoops

- ▲ The CREW program has expanded, and teams are now operating at four Referee Centers in Van Nuys, Riverside, Fresno, and Hayward. The ping-pong rate at these Referee stations is 37% and as of the end of May, CREW teams have closed 443 CREW cases.



- ▲ The chart of one-day audits at Referee

Centers that was being published in the Smog Check Advisory has been discontinued. CREW teams will be keeping watch on after-repair performance at Referee Centers.

- ▲ The number of designated Test-Only Centers has risen to 11 as of May 1, and even though the applications for Gold Shield Guarantee Repair stations were barely off the press, Strictly Toy-onda’s in Auburn was the first to throw its licensed Smog Check location into the Gold Shield ring.

- ▲ MOTOR magazine has been running a series of articles (March, April, and May) written by Sue Hannibal about aspects of the Smog Check program. Her shop was chosen to be a beta site (a station selected to test new equipment) for an Environmental Systems Products (ESP) Emissions Inspection System. The articles are her first-person accounts of what the new equipment and testing procedures are showing.

Vendors Receive Gold Shield & Test-Only Station Sign Specs

Sign specifications for Gold Shield and Test-Only Centers have been sent to 25 California sign vendors, who will be able to provide signs according to BAR's requirements.

An updated list of the vendors has been included at right for your convenience.

In addition to the exterior signs indicating whether you are a Gold Shield or Test-Only Center, Gold Shield stations are required to purchase and display an interior sign explaining the Gold Shield Guaranteed Repair program to consumers.

Gold Shield Stations May Be Eligible To Be Part Of Gross Polluter Certification Pilot Program



Gold Shield Guaranteed Repair (GSGR) Program stations may be eligible to participate in BAR's Gross Polluter Certification Pilot Program, according to BAR Chief Marty Keller.

"We're looking for 100 Gold Shield stations to participate in the pilot project but stations must apply and be certified as GSGRs by July 15 in order to be eligible," he said. "Sites will be chosen randomly from the eligible Gold Shield stations."

Heppler added that stations are eligible to participate in the pilot program only if they are certified GSGR stations, and that BAR is currently developing the criteria it will use to select the 100 stations from those that are certified by the July 15 deadline.

California Automotive Repair Dealer Sign Vendors

AAA BAR Discount
32543 Los Padres Drive
El Cariso, CA 92530
(800) 366-4800

Ace Sign Co.
4546 B-10 El Camino Real
Suite 272
Los Altos, CA 94022
(415) 969-9258

Allsigns
372 Florin Road
Sacramento, CA 95831
(916) 429-6261

Curry Graphics, Inc.
24835 Eichler Street
Hayward, CA 94545
(510) 887-2020

Davidson Sign Co.
1906 East Edinger
Santa Ana, CA 92705
1-800-858-5849

Dealer's Signs
P.O. Box 295
Redondo Beach, CA 90277
(714) 646-1761

Excel Sign & Decal
1485 North Milpitas Blvd.
Milpitas, CA 95035
Greg Pelican
(408) 942-8881

Fantastic Signs
161 South Main Street
Lake Elsinore, CA 92530
1-800-395-2600

Family Sign Shop
13191 Harbor Blvd.
Garden Grove, CA 92643
1-800-992-5545

Fast Signs
4050 Redwood Hwy., Suite C
San Rafael, CA 94903
(415) 507-0878

Grove Sign Company
450 Garfield Court
Gilroy, CA 95020
1-800-636-2387

Industry Safety Signs
9522 Derby Drive
Riverside, CA 92509
(888) 681-1470

Landmark Signs
1111 Campbell Avenue
San Jose, CA 95126
(408) 377-9515

Lynch Sign Co., Inc.
417 A North Glendale Avenue
Glendale, CA 91206
1-800-233-1545

P & S Auto Supply
4301 Franklin Blvd.
Sacramento, CA 95820
(916) 452-5971

Reynolds + Reynolds
9813 Fair Oaks Blvd., Ste A
Fair Oaks, CA 95628
(916) 962-2822

Safeway Sign Co.
9875 Yucca Rd.
Adelanto, CA 92301
(619) 246-7070

Servco Business Signs
6480 Woodhills Way
Citrus Heights, CA 95621
(916) 723-3607

Sign A Rama
3833 Sonoma Blvd.
Vallejo, CA 94589
(707) 643-8940

Sign Place
812 Fiero Lane #F
San Luis Obispo, CA 93401
(415) 457-2692

Stan's Signs
7420 Santa Monica Blvd.
Los Angeles, CA 90046
(213) 876-3983

T & J Sign Co., Inc.
2705 St. Louis Avenue
Signal Hill, CA 90806
(562) 426-1581
1-800-468-8609

Tayco
4920 Franklin Blvd.
Sacramento, CA 95820
(916) 451-2831

The Sign Exchange, Corp.
7241 Hinds Avenue
North Hollywood, CA 91605
(818) 765-6426

West Coast Signs
1030 Commercial Avenue
Oxnard, CA 93030
(805) 487-4846

This list is informational only and does not constitute an endorsement by BAR.

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. Even though a late model Ford vehicle has non-adjustable timing, a timing specification is listed on the vehicle's underhood label. Should the technician check the timing?

A. Yes, even though the timing is non-adjustable, manufacturers provide the timing specifications on the underhood label so the timing can be checked and any needed repairs made. Using the manufacturer's procedures, check the timing. If it is not within the specifications, the vehicle fails the timing check and repairs will fall into the applicable cost limits.

Q. Some Mazda rotary engines have two distributors, leading and trailing, with different timing specifications for each. Which gets entered into the Test Analyzer System (TAS)?

A. Check the timing for both the leading and trailing distributors, and enter the leading distributor's timing into the TAS. If the leading or trailing system is out of specification, the vehicle fails and repairs need to be made.

Smog Check Advisory Mailing List Tested

Approximately 10 percent of the nearly 30,000 copies of the May edition of the Smog Check Advisory have been returned to the Department of Consumer Affairs (DCA) mail room as undelivered mail. DCA/BAR mailed the May edition first class rather than the bulk rate normally used in order to test the accuracy of its mailing list. The U. S. Post Office will not return undelivered mail for bulk rate mailings, but will under the first class mailing.

Some technicians and Smog Check station owners in some areas of the state have not been getting the Advisory even though they have not had an address change. DCA/BAR will sort the returned advisories and will check them against the mailing lists in the licensing unit, communications and education, and fleets.

Six "How to Become a Test-Only Center" Meetings Scheduled for July

BAR is sponsoring six meetings in July on the benefits of becoming a Test-Only Center, and how to qualify, according to BAR's Rocky Carlisle.

"Each meeting will be held from 6:30-8:00 p.m. on the dates listed and will feature all the information stations will need to decide if Test-Only is the type of business best suited for them," he said.

Reservations are not necessary, but for more information call Rocky at (916) 255-4360.

DATE	LOCATION
July 7	Los Angeles Pierce College
July 8	Rio Hondo Community College, Whittier
July 14	Southwestern College, Chula Vista
July 15	Riverside City College
July 23	Cosumnes River College, Sacramento
July 22	Sequoia Institute, Fremont



BAR welcomes three new Test-Only Centers:

Auto Chek Centers, Inc.
2001 South Sepulveda Boulevard
Los Angeles
(310) 478-9274

Smog Wizard
2401 Broadway, Sacramento
(916) 737-2001

Smog Wizard
7610 Folsom Boulevard
Sacramento
(916) 386-2356

Visit DCA/BAR's new Web site!
www.smogcheck.ca.gov or www.smogcheck.org

Smog Check Advisory



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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 (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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