



A Newsletter for Fleet Emissions Inspection Facilities and Inspectors

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VEI Web site: www.vei.azdeq.gov

Editorial Desk

Welcome to the *Spring 2011 "Fleets in Review."* This newsletter is distributed exclusively through the Internet and on the ADEQ Web site. We hope that this is a most convenient way to keep in touch with you.

With this issue, we enter the seventh year of publishing this newsletter. We hope that it is of value to you. We enjoy feedback and our goal is to be of service to you. So, please let us know how we are doing.

It is anticipated that we will not be interrupted by furlough days for a while, but it is always best to check before visiting. And, as always, you must register for classes prior to the class date.

Important note: Tucson-area fleets must plan for a change in the training calendar. Effective with the new fiscal year in July classes will be offered quarterly in Tucson. With fewer classes, expect some class dates to fill up quickly. Reserve your space as soon as possible, and if a cancellation becomes necessary, please let us know as soon as it is possible.

Previous issues of "Fleets in Review" are available online at www.azdeq.gov/envIRON/air/vei/fleet.html.

Why Vehicle Emissions Inspection

Sometimes it is useful to review what we are about. Occasionally a new employee or a customer asks, "Why do we have this emissions inspection?" Can you accurately respond? Lets take a look at the Vehicle Emissions Program.

The Arizona Legislature created the emissions inspection program in 1976 in response to the

federal Clean Air Act. At that time, Arizona was largely a rural state with two major areas of population, Phoenix and Tucson. An emissions inspection program was instituted for the urban areas only, with provisions for other areas to opt-in when and if their populations grew sufficiently to warrant emissions control procedures. Today, while Arizona has grown rapidly, metro Phoenix and Tucson remain the major population centers in the state, and the only areas having inspection. Of course, the metro areas and the inspection programs have expanded with the population increase.

That was then, this is now. So, why are we still doing emissions testing after 30 years? The answers are simple, and not so simple. First, our air is not clean. It is profoundly more clean than it would have been without control measures. In fact Tucson achieved air quality compliance some time ago, and is under a fairly simple maintenance program, including basic tailpipe testing and OBD. Phoenix went to an enhanced inspection program, IM 147 and OBD. While Phoenix is not in compliance, the occasions of compliance violations are greatly reduced from years past.

Why haven't we been able to achieve compliance in metro Phoenix? Many things contribute to our air quality problems. Phoenicians live in a shallow bowl, restricting the ability for airborne pollutants to escape readily. More importantly (and this is true for Tucson as well) we drive a lot. In fact, as the metro area has expanded, many residents live on one side of town and work in the other. As we drive to and from work and shopping and entertainment, we accumulate about 100 million miles of driving daily. That is a great deal of exhaust, even if it were very clean.

"But, aren't cars getting cleaner and cleaner?", you ask. Newer vehicles produce far less noxious emissions than their predecessors if properly maintained. The problem is miles driven and deferred maintenance. This is a problem that becomes greater right now, in a weak economy. Another

difficulty is that older cars don't rust away in Arizona like they do in other parts of the country. This is the reason Arizona still tests 1967 and newer vehicles.

Is the program changing with the times? Of course. As newer vehicles predominate, testing methods are changing. Where tailpipe testing was the major methodology a few years ago, OBD has taken the lead. With OBD, we can interrogate the vehicle's own emissions systems computer to determine if it is maintaining system integrity. If not, repair or adjustment is possible before more costly failures occur.

Because the OBD test is generally much quicker to perform than a tailpipe test, we now have express test lanes. It is likely that OBD will eventually replace almost all other test methods, even on diesel vehicles.

Questions & Answers

In this column staff will answer recurring questions about emissions related problems and their solutions. We encourage you to submit your queries to VEI at (602) 771-3950 and ask for a technician. Questions of a common nature will also be addressed here.

Question: Arizona currently tests 1967 and newer vehicles. Are there any plans to change the model years tested?

Answer: Legislation specifies the vehicle model years that must be tested, and the vehicles exempted. The Arizona Legislature is currently considering changes to the fleet of vehicles to be tested. It is likely that some portion of the fleet will no longer

require testing, however, the Federal Environmental Protection Agency will have to approve any changes before they go into effect.

Question: Why doesn't Arizona drop older vehicles and concentrate on the newer cars like several other states have done?

Answer: This can be partially answered by the previous response. But, we need to consider the vehicles that have the greatest impact on air quality as well as the model years tested. Currently there are more 1980-1990 vehicles in the fleet than any other group. Remember that vehicles in Arizona don't rust away like they do in other parts of the country. Also, in the group of model years above, we have early technology computerized vehicles, that are beginning to fail in greater numbers. 1981-1985 model year vehicles comprise the largest number of failures with the greatest negative impact on air quality of those currently tested.

Question: Will Arizona change to an OBD only program in the near future?

Answer: Refer to the article "Why Vehicle Emissions Inspection" in this issue for an overview of the topic. Right now, OBD is becoming the most prevalent test type, but there are far too many older vehicles to abandon tail-pipe testing at this time. Much depends on the attrition rate of older vehicles and on the decisions of the Legislature. For example, in the current economy, many people look for more fuel efficient vehicles to drive, removing some older cars from the fleet. Arizona must also have federal approval for any significant changes to our SIP (State Implementation Plan).

Congratulations for compliance with fleet emissions inspection requirements



Above: **City of Glendale Fleet Crew** from left to right; Fleet Agent Chris, fleet inspectors, Ted, Kevin, Steve, Dale, Walter, Brent and Casey.

Right: **Tucson Electric Power Clean Fleet Crew** from left to right; Kevin Lange, Troy Anderson, Greg Skaggs, Jose Brocamante, Brenda Koranda, Martin Cota-Robles, Todd Corneli, Jason Nash and Jim Morris.



2011 Emissions Class Schedule

MARCH 2011	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	1 - 3
Gov/Fleet Shop "CF" Licensing	1 - 2
Gov/Fleet Shop "FD" Licensing	*2 - 3
Dealer "CF" Licensing	8 - 9
Tucson-All Licensing Class	22 - 23
WALK-IN TESTING (Fridays)	4, 11, 18, 25

APRIL 2011	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	5 - 7
Gov/Fleet Shop "CF" Licensing	5 - 6
Gov/Fleet Shop "FD" Licensing	*6 - 7
Dealer "CF" Licensing	12 - 13
Tucson-All Licensing Class	26 - 27
WALK-IN TESTING (Fridays)	1, 8, 15, 22, 29

MAY 2011	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	3 - 5
Gov/Fleet Shop "CF" Licensing	3 - 4
Gov/Fleet Shop "FD" Licensing	*4 - 5
Dealer "CF" Licensing	10 - 11
Tucson-No Class	
WALK-IN TESTING (Fridays)	6, 13, 20, 27
Holiday Office Closed	30

JUNE 2011	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	7 - 9
Gov/Fleet Shop "CF" Licensing	7 - 8
Gov/Fleet Shop "FD" Licensing	*8 - 9
Dealer "CF" Licensing	14 - 15
Tucson-All Licensing Class	28 - 29
WALK-IN TESTING (Fridays)	3, 17, 24
Furlough Day Office Closed	10

JULY 2011	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	12 - 14
Gov/Fleet Shop "CF" Licensing	12 - 13
Gov/Fleet Shop "FD" Licensing	*13 - 14
Dealer "CF" Licensing	19 - 20
Tucson- Class Canceled	
WALK-IN TESTING (Fridays)	1, 8, 15, 21, 29
Holiday Office Closed	4
Furlough Day Office Closed	22

AUGUST 2011	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	2 - 4
Gov/Fleet Shop "CF" Licensing	2 - 3
Gov/Fleet Shop "FD" Licensing	*3 - 4
Dealer "CF" Licensing	9 - 10
Tucson - No Class Scheduled	
WALK-IN TESTING (Fridays)	5, 12, 18, 26
Furlough Day Office Closed	19

* Strongly Recommended/Optional attendance for "FD" Licensing

* **NOTE:** If attending the Wednesday-Thursday class for "FD" the start time for Wednesday class is 10 a.m.



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