



## A Newsletter for Fleet Emissions Inspection Facilities and Inspectors

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VEI Web site: [www.vei.azdeq.gov](http://www.vei.azdeq.gov)

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*Previous issues of "Fleets in Review" are available online at [azdeq.gov/environ/air/vei/fleet.html](http://azdeq.gov/environ/air/vei/fleet.html). Click on "Vehicle Fleets/Newsletters."*

### Editorial Desk

Welcome to *Fleets in Review* for Spring 2012. Our goal is to keep you informed of programs, training and changes taking place within Vehicle Emissions Inspections that affect you.

Tucson fleets: Classes in 2012 will be held quarterly in Tucson. See the calendar in this issue.

Government fleets: We have become aware that some of our government fleets are attempting to test heavy-duty vehicles using the OBD test. Please verify what weight class a vehicle falls into before testing. Even though a heavy-duty vehicle is equipped for OBD, you are not yet authorized to test them using OBD. Sorry, tail pipe testing only.

Classes: A reminder! Please sign up as early as possible for classes. This time of year they fill up fast. April and May are already full for Govt/fleet shop class. If you need to renew or if your facility has new employees who want to take the certification class, be sure that they are registered, or they may have to wait until another class opens up.

Then, as a courtesy to others, please let us know well in advance of the class if you can't attend. As you see here, there may well be someone waiting for a space.

### OBD System No-Comm

A change is being made to the OBD test at all State Emissions Inspection Stations. You and your customers should be aware of this change.

When a vehicle is presented for an OBD test, during an initial inspection, if the vehicle computer fails to respond to the interrogation, the test is repeated by a supervisor. If communication cannot be established, a test of the "Mil" light is performed. If the "bulb" check is OK, the vehicle is passed. Under the new procedure, failure to communicate will result in a "Rejection". A rejection does not allow the vehicle to complete the test sequence, but is not recorded as a failure.

However, if the vehicle was able to communicate with the interrogating instrumentation, but was rejected or failed for other reasons, it must be able to communicate with the instrumentation when returning for another test. Failure to communicate will result in a test failure. In the past, this situation would result in a rejection, possibly putting the customer in a test and reject cycle. This is unfair to the customer and costly to the inspection program.

To clarify: If an OBD vehicle is able to communicate on an initial test, but fails or is rejected for other reasons, it must return for another inspection. If, on returning, the vehicle fails to communicate, it will fail the test.

In the OBD test procedure, there are a number of possible reasons for rejection. Among them are an excessive number of readiness monitors "Not Ready", failure of the on-board computer to communicate with the test station instruments, or inability of the instrumentation to read a system voltage at the DLC. Following the guidance of the U.S. Environmental Protection Agency, (U.S. EPA) state inspection programs are moving to failing vehicles which exhibit these conditions on a recurring basis. Be aware that these changes are being implemented here in the Arizona VEIP. They are being

*(continued on page 2)*

phased in over time to allow for software updates and for the repair industry to respond to the changes. The move, during March, to fail vehicles that do not communicate following a test in which communication was successful is one such change.

## Who is the Agent

The fleet inspection program requires that a permitted fleet have a "Fleet Agent." The agent is the person most involved with the day-to-day operation of the vehicle inspection process. In smaller shops the agent and inspector may be the same person, or the owner may well be the agent. In larger facilities, the owner appoints an agent to represent the fleet.

The agent is the "go-to" person for being sure vehicles are inspected in a timely manner, fleet certificates and supplies are purchased and on hand when needed, inspector licenses are current, etc.

To assure that a fleet agent has a working knowledge of the inspection process and requirements, he must be certified by the VEI and his license must be current. If the agent allows his license to expire, by law, the fleet may not operate. No inspections may be performed, no certificates purchased. A fleet whose agent is expired is the same as one without an agent. It is shut down!

Who is your agent? Is he current?

## CONGRATULATIONS!

**Davis-Monthan Air Force Base and Royal KIA (Speedway) for excellence in continued compliance with fleet emissions inspection requirements.**



Davis Monthan AFB: from left; Jose Aldor, Gary Kane and Richard Arroyo.

## 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:** People keep asking when they will no longer have to test their motorcycles. What is the status of motorcycle testing?

**Answer:** The Arizona Legislature passed a bill several years ago exempting motorcycles in Tucson from the emissions test. Then, two years ago the Legislature passed a similar bill exempting motorcycles in the Phoenix area. This bill is contingent on the approval of the U.S. EPA. EPA has not yet taken action on ADEQ's request to exempt motorcycles. So, until further notice, motorcycles will continue to be tested in metro Phoenix.

**Question:** We are a large fleet shop. Our fleet agent has been promoted, and is not in a position to oversee the daily operation of the fleet. Are we in violation of any laws?

**Answer:** This question comes up periodically. The answer is "You are not in violation." However, the reason for the fleet agent position is that someone has to be responsible to see that things are done properly and timely. In the event that something goes wrong because "no one was paying attention," the fleet could be in violation very quickly. It would be wise to appoint a new fleet agent who is in a position to perform the oversight properly.



Royal Kia: left to right; Larry Bogstie, Michael Ray and Brandon Nelson.

# 2012 Emissions Class Schedule

MAY 2012	
Fleet	Dates
Gov/Fleet/Dealer "CFD/CF" Licensing	8 - 10
Dealer	22 - 23
Tucson-All Licensing Class	None
WALK-IN TESTING	4, 11, 18, 25
Holiday Office Closed	28

JUNE 2012	
Fleet	Dates
Gov/Fleet/Dealer "CFD/CF" Licensing	19 - 21
Dealer	5 - 6
Tucson-All Licensing Class	25 - 27
WALK-IN TESTING (Fridays)	1, 8, 15, 22, 29

JULY 2012	
Fleet	Dates
Gov/Fleet/Dealer "CFD/CF" Licensing	10 - 12
Dealer	24 - 25
Tucson - All Licensing Class	None
WALK-IN TESTING (Fridays)	6, 13, 20, 27
Holiday Office Closed	4

AUGUST 2012	
Fleet	Dates
Gov/Fleet/Dealer "CFD/CF" Licensing	7 - 9
Dealer	21 - 22
Tucson - All Licensing Class	None
WALK-IN TESTING (Fridays)	3, 10, 17, 24, 31

SEPTEMBER 2012	
Fleet	Dates
Gov/Fleet/Dealer "CFD/CF" Licensing	11 - 13
Dealer	4 - 5
Tucson-All Licensing Class	18 - 19
WALK-IN TESTING (Fridays)	7, 14, 21, 28
Holiday Office Closed	3

OCTOBER 2012	
Fleet	Dates
Gov/Fleet/Dealer "CFD/CF" Licensing	2 - 4
Dealer	16 - 17
Tucson-All Licensing Class	None
WALK-IN TESTING (Fridays)	5, 12, 19, 26

\* 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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