

EDITORIAL

Welcome to the Spring/Summer 2013 issue of "Fleets in Review." The purpose of this newsletter is to keep you informed of programs, training and changes taking place within Vehicle Emissions that may affect you.

PHOENIX FLEETS: Our hours for Friday walk-in certification and/or re-certification testing have changed and are now 8 a.m. through 1:30 p.m. Also Certificates of Inspection (COI) and Government Entity Certificates of Inspection (GVCOI) may only be purchased from 8 a.m. to 4:00 p.m. Monday through Friday.

FOR THOSE ATTENDING CLASSES: Please be aware that we no longer have a catering truck coming to the facility. You will need to use the vending machines in the waiver lane or bring your own drinks and snacks. There are a couple of other options available that will be discussed in class.

TUCSON FLEETS: The classes for new applicants and renewal of licenses are offered quarterly. Please plan ahead and verify the available calendar dates. The calendar is on the last page of this issue.

PHOENIX & TUCSON FLEETS: Some of you are already aware that the non-diesel certification test

has been changed. Please note that the 75-question non-diesel certification test has been changed to a 50-question test. This has been done for a couple of reasons:

1. We are listening. Many technicians have commented about the need to remove the lab-scope questions from the test. That was done. Your comments on the course evaluations are very important to us.
2. As an effort to compact the non-diesel certification material and testing in order to complete on the first day of class, allowing us to expand the handbook (rules and regulations portion) to all day Wednesday; possibly in modules (by type of test). This will allow us to put more of an emphasis on the procedures for the inspections and more training on conducting the actual inspection.

This will not be an immediate change; we will be transitioning the changes in. More information will be available in later issues of this newsletter.

MOTORCYCLES: The exemption was implemented on June 21, 2013. Motorcycle testing in the Maricopa County program area, and has now joined the Pima County area program.

Proper Completion of Fleet Vehicle Inspection Report/Monthly Summary (FVIR/MS):

This is in part a repeat article because its importance to your success in properly documenting the inspection. Please Read!

The Fleet Vehicle Inspection Report/Monthly Summary (FVIR/MS) form must be completed with the inspection of each vehicle tested, at the time the vehicle is tested. The procedure is well documented in the Fleet Inspector Handbook. Nevertheless, more and more summaries are submitted with incomplete or inaccurate information. While the Certificate of Inspection is the document that shows an inspection has been done, the FVIR/MS is the actual inspection documentation and verification of compliance. It must be completed accurately and at the time of actual inspection.

Each Summary sheet has a space on the left side for fleet name, fleet number, month and year. Please ensure that this is completed. The summary also has space for 10 vehicle inspections and each inspection must include all required information in order to be valid. The first line of each vehicle inspection record identifies the vehicle and includes the inspector signature.

The second line of the vehicle record identifies the instrument used for the inspection (by unique registration equipment number) as well as the readings, presence of applicable equipment and the license number of the inspector. Each box must contain an appropriate entry. It may appear that certain boxes (eg. the OBD sequence boxes) may be left open if the vehicle is not receiving an OBD inspection. This is not the case. If the box is not applicable to the vehicle being inspected, it must be marked "N/A" (not applicable). When an inspection is completed and signed, the record must be completely filled in (all boxes).

MEET THE STAFF:

As we continue to grow and change we are introducing you to two staff members in this issue.



Shawn Kendall

First we would like to introduce Section Manager Shawn Kendall, the newest member of the Vehicle Emissions Section. Shawn has worked for the Arizona Department of Environmental Quality, Air Quality Division as Manger of the Hazardous Air Emergency Response Function and Executive Consultant to the Director's Office since 2004. He was appointed by EPA to the Federal Advisory Committee Act., Subcommittee on Regional Haze, Ozone and Particulate Matter. Shawn served as consultant to the states of Arizona, New Mexico, Utah and Oregon on their state implementation plans for regional haze after 25 years of employment with Phelps Dodge in 2000.

He has three daughters and three grandchildren. He helps the homeless at the CASS homeless shelter, and enjoys riding his Harley and playing golf when time permits. Please feel free to stop in and meet with Shawn when visiting our facility.



Marty Ismail

We continue with the introductions of staff associated with this newsletter and the vehicle emissions fleet program. We would like to introduce Compliance Officer Marty Ismail. Marty is the newest member of the Inspection and Compliance Unit fleet audit team. He has worked for the ADEQ, Vehicle Emissions Inspection Section since February of 2013. Marty was born and raised in Chicago and moved to Arizona in 2001. He has an associate's degree in Automotive Technology from Gateway Community College, with several ASE certifications.

As a member of the Inspection and Compliance Unit, Marty is responsible for auditing permitted fleets for compliance with emissions inspection requirements. High on his list of interests outside of work hours is mountain biking.

Q & A

In this column, training and waiver staff will deal with recurring questions about emissions related problems and their solutions.

We encourage you to submit your queries to VEI, and we will respond directly (602-771-3950, ask for a technician). Or you may submit your questions by email to training staff. Angelina Tautimer Koval: at2@azdeq.gov or Alex Studham; acs@azdeq.gov and Adrion Osborne; alo@azdeq.gov. Questions of a common nature may also be addressed here.

Q: Where is the liquid fuel leak test supposed to be recorded on the FVIR/MS?

A: Current non-diesel monthly summary sheets (which should be in use by all fleets) include a box for the liquid leak test. It is the last box before the inspector license number. The box is marked "L.L." If you have some of the older summaries still around, you will use the "Opacity" box for the liquid fuel leak test results

Q: If a vehicle has no license plate, what should be recorded in the "Lic.Plates" box on the FVIR/MS?

A: It is appropriate to mark this box with "None" or with "N/A". However, using "N/A", it is less likely to confuse a vehicle with no plate with one having a specialty plate.

Q: I was told that if a vehicle has a license plate, it is not necessary to record the entire VIN on the FVIR/MS form. Is this correct?

A: As stated in the article above, all boxes of the vehicle inspection must be completed accurately. This includes the VIN. One very important reason for this is that the VIN defines the vehicle as manufactured, which the license plate does not. If there were a question about the applicability of certain emissions equipment, the VIN would help to determine the correct equipment.

Q: When motorcycles are finally exempt from emissions testing, will there be any special requirements to register the bike?

A: No, MVD has the programming in place, and it took effect June 21, 2013. The mailers still showed emissions required until the August 15, 2013 mailing as they are printed in advance. MVD sent out letters and emails as needed to motorcycle owners explaining that they are exempt effective June 21.

Q: How does a government fleet or a fleet shop handle a vehicle they were unable to inspect due to either long term wait for part and/or repair or the vehicle is simply waiting for all the paperwork in order to surplus it ?

A: It is understood that there are times when a vehicle will be out of service for an extended period of time (six months or more) due to repair costs, budgets and etc..., thus not receiving the required emissions inspection. Our general internal policy is to NOT penalize a fleet on these vehicles if the following has been done:

- The vehicle is clearly marked as "out of service" (shoe polish/paint on the windshield or back window) including the date it was taken out of service and/or the license plate has been turned backwards and marked "out of service" or removed completely.
- The fleet has documented the date and reason for long term out of service in their management system on a repair order that can be printed out if needed.

Q: Can I go ahead and use my cell phone application with the wireless DLC module when conducting an official OBD inspection?

A: No. The technology is great as a diagnostic tool, or quick reference, but it does not meet all the requirements specified by EPA for emissions inspection. The following are the requirements your scan tool must meet in order to be compliant:

SAE J1978

Describes the basic functions that the OBD scan tool must support; they are:

- Automatic hands-off determination of the communications protocol.
- Obtaining and displaying the status and results of the vehicle on-board diagnostic evaluations (supported and completed readiness test and malfunction indicator lamp (MIL) status).
- Obtaining and displaying the following:
 - Diagnostic Trouble Codes DTC's.
 - Emissions related current data (engine parameters).
 - Emissions related freeze frame data.
 - Latest test parameters and results.
 - Other emissions-related test parameters and results described in SAE J1979.
 - Clearing stored emissions related DTC's, freeze frame data, and diagnostic test results.

SAE J1979

J1979 describes diagnostic test modes for emissions related diagnostic data that is displayed by all scan tools as follows:

- MODE #1 - Request for current power-train diagnostic data including: engine parameters, MIL status, and readiness codes.
- MODE #2 - Request for power-train freeze frame data.
- Mode #3 - Request emissions-related power-train diagnostic trouble codes (DTC's)
- Mode #4 - Clear/Reset emissions-related diagnostic information including MIL status, DTC's, Freeze Frame and Readiness Codes.
- Mode #5 - Request oxygen sensor monitor test results.
- Mode #6 - Request latest on-board monitoring test results for non-continuous monitoring systems (i.e. Catalyst, EGR, evaporative system, etc...)
- Mode #7 - Request latest on-board monitoring test results for continuous monitoring systems (i.e. Fuel trim, misfire, comprehensive components)

CONGRATULATIONS!



Area "A"

Claudio M Gonzalez, Fleet Agent Inspector for Waste Management-Fleet # 195a & #780a. On behalf of his fleet, he has excellence in continued compliance with fleet emissions inspection requirements.



(Left to Right) Fleet Inspector, Daniel Salas; Fleet Agent/Inspector, Steve Jonason; Fleet Inspector, Steven Parriolt.

Area "B"

Quebedeaux Buick GMC, Fleet #004b employs three gentlemen — Daniel Salas, Steve Jonason and Steven Parriolt — who have shown excellence in continued compliance with fleet emissions inspection requirements.

2013 EMISSIONS CLASS SCHEDULE

SEPTEMBER	
FLEET	DATES
Gov/Fleet "CFD/CF" Licensing	10-12
Dealer	17-18
Tucson-All Licensing Class	23-25
WALK-IN TESTING	6,13,20,27
Holiday Closure	2

OCTOBER	
FLEET	DATES
Gov/Fleet "CFD/CF" Licensing	1-3
Dealer	8-9
Tucson-All Licensing Class	None
WALK-IN TESTING	4,11,18,25
Holiday Closure	14

NOVEMBER	
FLEET	DATES
Gov/Fleet "CFD/CF" Licensing	5-7
Tucson-All Licensing Class	None
WALK-IN TESTING	1,8,15,22,29
Holiday Closure	11 and 28

DECEMBER	
FLEET	DATES
Gov/Fleet "CFD/CF" Licensing	3-5
Tucson-All Licensing Class	10-11
WALK-IN TESTING	6,13,20,27
Holiday Closure	25

NOTE:

If attending the Wednesday-Thursday class for "FD" the start time for Wednesday class is approximately 9 a.m.