



## A Newsletter for Fleet Emissions Inspection Facilities and Inspectors

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

### Editorial Desk

Welcome to the Summer 2010 issue of "Fleets in Review". If you have been receiving the newsletter for any length of time, you should have received a post card informing you that "Fleets in Review" will no longer be mailed, it will only be available on our Web site. This is one of many in the changes the State of Arizona has made to reduce spending. The current and past issues are all available on the ADEQ Web site. The Vehicle Emissions Section maintains an extensive information archive on the Web. Please check in for your newsletter and take a look around for the other information available.

In this issue we continue the ongoing review of the rules governing the Vehicle Emissions Program.

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

### The Rules Corner

*This is a continuing discussion of the rules governing vehicle emissions inspections. How do we get these rules in the first place? Who enforces them? Who must follow them? We hope to answer these and other questions about the Arizona Administrative Code (AAC) in this column. Readers may look at the rules online or purchase a copy of them by going to the Secretary of State Web site: [www.azsos.gov](http://www.azsos.gov).*

In this issue we will continue our study, beginning with R18-2-1023.

### R18-2-1023. Certificate of Exemption for Out of State Vehicles.

- A. When a vehicle is subject to emissions inspection in either area A or B, but is out of the State (and has been for at least 90 days) the owner may apply in writing for a certificate of exemption (providing there is no emissions inspection where the vehicle is located).
- B. The owner shall complete the owner portion of the application form (provided by the department) and a law enforcement official shall complete the vehicle verification portion.
- C. ADEQ shall issue a Certificate of Exemption for a vehicle that meets the requirements of A and for which an application has been submitted, or, for a vehicle that has passed an official emissions inspection in another jurisdiction during the 90 day period prior to license renewal, and for which the test documents have been submitted to ADEQ.
- D. The Director shall fix a fee for the issuance of a Certificate of Waiver, which shall be submitted with the application for Exemption.

### R18-2-1025, Inspection of Contractor's Equipment and Personnel.

- A. State Stations shall be inspected:
  1. In area A:  
Automated analyzers, calibrated to "IM240 and Evaporative Technical Guidance" shall be inspected at least once every other month using state station field calibration gases; Opacity meters shall be inspected using neutral density filters at least monthly; During audits a check of equipment condition for tampering, wear, blocked filters, etc. that would impair accuracy.
  2. In area B:  
Automated analyzers shall be inspected using state station field calibration gases at least 2 times per month; Opacity meters shall be inspected using neutral density filters at least 2 times per month; During audits a check of equipment condition for tampering, wear,

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- blocked filters, etc. that would impair accuracy. Functional checks of dynamometer accuracy shall be performed at least quarterly.
- B. Equipment used to perform a transient loaded test shall be audited at least twice a year for all of the following:  
CVS critical flow and calibration; optimization of FID fuel to air ratio using Methane; dynamometer coast down, roll distance and inertia weight; ability to detect background pollutant concentrations; evaporative pressure test system for accuracy, response time and other conditions (per IM240 and Evaporative Technical Guidance); functional gas cap analysis equipment.
- C. If analysis equipment in area A or B fails an audit the equipment must be immediately re-audited. If it fails a second time the inspector shall immediately notify the station manager who shall repair or replace the affected equipment or close the affected lane until the equipment is replaced and accuracy verified.
- D. State station analyzers removed from service may be returned to service upon repair and written verification of a passing calibration audit, a copy of which must be forwarded to ADEQ.
- E. State inspectors shall conduct performance audits of vehicle emissions inspectors as follows:
1. Overt audits at least 2 times per year for each lane checking for document security, record-keeping including inspector licenses, and observation and written evaluation of each inspector's ability to perform an inspection.
  2. Station and inspector records shall be reviewed at least monthly to assess performance and identify any potential problems fraud or incompetence.
  3. If an inspector fails an audit under subsections E.1 or E.2 the inspector's license may be suspended or revoked.
- F. On-road analyzers shall be inspected at least monthly using dry-gas analysis equipment.
- G. If on-road equipment fails an audit is shall be immediately re-audited. Failing a second audit, the contractor shall be notified and the equipment removed from service (per subsections C and D).

*(continued on page 3)*



*Arizona Public Service Company located at 21st Ave., and Cheryl Dr., Phoenix. Guy Casazza (right) is the fleet agent and next to him is Pat Ramsey fleet vehicle emissions inspector. Congratulations APS for excellent compliance with vehicle emissions inspection regulations.*

## **R18-2-1026, Inspection of Fleet Stations.**

- A. Equipment of Fleet Stations shall be inspected by state inspectors for accuracy, as follows:  
Analyzers shall be inspected using field calibration gases at least quarterly; Opacity meters shall be inspected using neutral density filters at least quarterly; equipment for transient loaded emissions testing shall be inspected according to R18-2-1025.A and B.
- B. A fleet stations analyzers shall not be used for official testing if: State calibration gases are not read within tolerances; a leak in the sampling system or calibration port exists, or; the sample handling system is restricted.
- C. The fleet station is responsible for calibration of the fleet station's analyzer(s).
- D. A state inspector, at his discretion, may allow a calibration to be performed by a fleet station employee using state's field calibration gases.
- E. The department shall analyze and assign HC and CO concentrations to calibration gases submitted by a fleet station that was purchased privately.
- F. State inspectors shall tag failing analyzers, and fleet inspectors shall not use the analyzer until it has been cleared.
- G. An analyzer tagged shall not be returned to service until its accuracy has been verified by a state inspector or an analyzer repair technician.
- H. Fleet stations are responsible for the maintenance and calibration of certified emissions analyzers as prescribed in R18-2-1019.
- I. If a state inspector approves, a leased or borrowed analyzer may be used while the fleets analyzer is being repaired.
- J. Analyzers are required to meet prescribed tolerances (not enumerated in this overview), and analyzers for transient testing are required to conform to "IM240 and Evap Technical Guidance."
- K. Fleet opacity meters are required to read an equivalent value neutral density filter within 5 percent of the filter value.
- L. State inspectors shall conduct performance audits of fleet inspectors as follows:
  - 1. Overt audits at least 2 times per year for each facility, covering: document security; record-keeping, including licenses; and written evaluation of the inspector's ability to perform an inspection.
  - 2. Fleet station and fleet inspector records shall be reviewed at least monthly to assess fleet performance.

## **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:** What if a vehicle that has received a waiver cannot be repaired?

**Answer:** While it is uncommon that a vehicle cannot be repaired, it may not be economically practical, in some cases, to do the necessary repairs. In that case, the owner has the current registration period to prepare to dispose of the failing vehicle and obtain a replacement.

**Question:** If a dealer fleet takes a waived vehicle in on trade, what must the fleet do with the vehicle?

**Answer:** It is important for dealers to review the emissions history of vehicles obtained on trade. If the vehicle is or has been waived, the dealer has the option to repair the vehicle for retail sale, but, it may be more advisable to dispose of the vehicle (to salvage facilities, for example) rather than to be obligated to make potentially expensive repairs and to let a potential buyer know that it is not eligible for future waivers.

**Question:** If a vehicle fails emissions, and the repairs appear to be costly, is it better to seek a waiver?

**Answer:** Unfortunately, people do seek waivers in an attempt to avoid the cost of the repairs. In order to qualify for a waiver, repairs up to the repair cost limit must be performed and must apply to the area of the failure. For 1980 and newer vehicles, this limit is \$450. Most vehicles can be brought into emissions compliance within the repair cost limitation.

# 2010 Emissions Class Schedule

JULY 2010	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	13 - 15
Gov/Fleet Shop "CF" Licensing	13 - 14
Gov/Fleet Shop "FD" Licensing	*14 - 15
<b>Dealer</b> "CF" Licensing	20 - 21
<b>Tucson</b> "CFD" Licensing	27 - 28

OCTOBER 2010	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	5 - 7
Gov/Fleet Shop "CF" Licensing	5 - 6
Gov/Fleet Shop "FD" Licensing	*6 - 7
<b>Dealer</b> "CF" Licensing	19 - 20
<b>Tucson</b> "CFD" Licensing	26 - 27

AUGUST 2010	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	10 - 12
Gov/Fleet Shop "CF" Licensing	10 - 11
Gov/Fleet Shop "FD" Licensing	*11 - 12
<b>Dealer</b> "CF" Licensing	17 - 18
<b>No Tucson Class Scheduled</b>	

NOVEMBER 2010	
Fleet	Dates
<b>Gov/Fleet Shop and Dealer</b> "CFD" and "CF" Licensing	2 - 4
Gov/Fleet Shop "FD" Licensing	*3 - 4
<b>Tucson</b> "CFD" Licensing	16 - 17

SEPTEMBER 2010	
Fleet	Dates
Gov/Fleet Shop "CFD" Licensing	14 - 16
Gov/Fleet Shop "CF" Licensing	14 - 15
Gov/Fleet Shop "FD" Licensing	*15 - 16
<b>Dealer</b> "CF" Licensing	21 - 22
<b>Tentative Tucson</b> "CFD" Licensing	28 - 29

DECEMBER 2010	
Fleet	Dates
<b>Gov/Fleet Shop and Dealer</b> "CFD" and "CF" Licensing	7 - 9
Gov/Fleet Shop "FD" Licensing	*8 - 9
<b>Tucson</b> "CFD" Licensing	14 - 15

\* 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.



Fleets in Review is a publication of



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