



A Newsletter for Fleet Emissions Inspection Facilities and Inspectors

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VEI Web site: www.vei.azdeq.gov

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Editorial Desk

Welcome to *Fleets in Review* for Winter 2011. 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.

Furlough Days: Unfortunately we are not out of the woods yet. We continue to face budget shortfalls and the dreaded furlough days continue to plague our schedule. Please watch the calendar carefully for possible furlough days in the future. We will try not to inconvenience you too much.

2012 is here. We at VEI would like to take this opportunity to wish each of you a prosperous and healthy new year. Here's hoping that your holidays were pleasant and that you are ready to tackle the year with renewed determination.

Getting Customers Out of the "Endless Loop"

Sometimes our customers are forced into what seems like an endless loop of inspection, repair, retest, waiver inspection, back to repair, etc. In most cases, this need not happen. And when the issue is readiness monitors, it is possibly the least necessary but most often happens.

Some guidance on approaching the monitor situation may be helpful. Let's look at what monitors are often not ready. Of the non-continuous monitors, the most common are catalytic converter, EGR system, evaporative emission system, and oxygen sensor system. We can rank these in order of least troublesome to most problematic. Oxygen sensor systems are probably the least problematic. From there we can go to catalytic converter, EGR system, and finally the evaporative emission system.

When looking at monitor unready issues, we should look first to those that are easily reset. In fact, we should never see an oxygen sensor or catalytic converter monitor that is not ready. At least we should never see one go out the door in an unready state. These reset quickly unless there is a defective component (or sensor). Depending on the vehicle, EGR system monitors may take a little longer to reset, but still should be fairly quick and easy to bring to ready status (again, unless there is an actual system failure).

This leaves us with the evaporative system monitor. This is often the most troublesome of the non-continuous monitors. Resetting the evaporative system monitor often requires vehicle operation within very specific temperature ranges. Weather and other factors can greatly influence the reset timing of this monitor.

Good diagnostic practice suggests that if any monitors must remain unready after service, try to let it be **only** the evaporative system monitor. This is not to suggest that the evaporative system monitor should be ignored. It is an important component of the emissions control environment. A thorough review of all unready monitors and all diagnostic trouble codes (DTC) is necessary to proper maintenance. Only once it has been determined that there

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are no outstanding problems should a vehicle be allowed to leave the shop. This could, however, leave the evaporative system monitor in an unready status, until it has run the drive cycle and has been allowed to reset.

It is strongly advised to be familiar with the drive cycles implemented by the manufacturers and to let the customer know that a mixture of driving and key off cycles may be required to bring the monitor to readiness. If the vehicle leaves the shop with no DTC codes and no other monitors unready, there should be no problem passing an emissions test.

The 500/300 Club

Early in 2011, the Vehicle Emissions training staff initiated a new challenge to fleet inspectors taking their annual certification tests. Anyone passing each of the certification tests with a score of 100 percent (that is three tests for gas only or five for gas/diesel

CONGRATULATIONS

City of Phoenix Aviation Division and Luke Air Force Base for excellence in continued compliance with fleet emissions inspection requirements.



City of Phoenix Aviation, pictured: Luis Del Real, Joe Joseph Parisi, Randy Shaw, David Ybarra, Brian Boos, John Pisarski, John Blake, John Scott and Richard Price.
Not pictured: Willard Chrisman, Jeffery Thompson, Gary Jacobsen and Juan Escobedo.



Luke Air Force Base, from left: Timothy C Hughes, James J Rakoci, David J Maytes.

inspectors) will become a member of the 500/300 Club and their license certificate will be printed in color. This is a significant achievement, and to date only one fleet technician has received his color license. Congratulations to John W. Scott, from City of Phoenix Aviation Department for scoring 100 percent on all exams and becoming the first member of the prestigious 500/300 Club. Who will be next to step up to the challenge?

Class Scheduling

We are asking for some help in scheduling classes. If you or an employee has been scheduled for an upcoming class, and find it necessary to cancel, Please call our scheduling desk (602) 771-3955 or the trainers: Alex (602) 771-3956 and Angie (602) 771-3965. When the class fills up weeks in advance, and we have a no-show, someone was denied a place for nothing. When we are not notified in advance, we find out on class day and it's too late to bring someone else in. A little bit of courtesy goes a long way in helping everyone through the classes as quickly as possible.

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: With all the discussion about readiness monitors, are you planning to tighten up the requirements?

Answer: Arizona has no plans to make changes at this time. However, a memorandum issued by the U.S. Environmental Protection Agency earlier this year strongly suggests that states implement more restrictive policies in regard to monitors.

Recommendations include some of the same procedures suggested in the article "Getting Customers Out of the Endless Loop", above.

Question: A customer has a 1994 Ford vehicle with the "Check Engine" light on continuously. Will the vehicle pass emissions?

Answer: The OBD II system began with the 1996 model year. Vehicles of older model years were equipped with older more basic systems, and do not qualify for OBD testing. Therefore, even if the "check engine" light is on, the vehicle may be tailpipe tested. The vehicle will pass or fail based solely on the tailpipe and tampering inspections.

2012 Emissions Class Schedule

JANUARY 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	2, 16

FEBRUARY 2012	
Fleet	Dates
Gov/Fleet/Dealer "CFD/CF" Licensing	7 - 9
Dealer	14 - 15
Tucson - All Licensing Class	None
WALK-IN TESTING (Fridays)	3, 10, 17, 24
Holiday Office Closed	20

MARCH 2012	
Fleet	Dates
Gov/Fleet/Dealer "CFD/CF" Licensing	6 - 8
Dealer	27 - 28
Tucson-All Licensing Class	19 - 21
WALK-IN TESTING (Fridays)	2, 9, 16, 23, 30

APRIL 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

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

* 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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Vehicle Emissions Inspection

600 N. 40th Street, Phoenix, Arizona 85008

Main Office: 602-771-3950 Fleets in Review: (602) 771-3959

Tech Info: 602-771-3954

Contact: Adrion Osborne (602) 771-3959 osborne.adrion@azdeq.gov

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