



Exhaust Notes

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In the summer issue of Exhaust Notes, Eurotech Auto Service of Spanaway should have been listed as a participating shop in the “Don’t Drip and Drive” program. Ecology appreciates Eurotech’s efforts to protect Puget Sound. If you missed the article, go to: <https://fortress.wa.gov/ecy/publications/SummaryPages/1302014.html>



Encourage your customers to test early

The saying goes, “the early bird catches the worm.” It turns out this old adage is especially true for emission testing.

Authorized Emission Specialists often see customers who delay emission testing until a day or two before their tabs expire. When their vehicles fail, they worry about how they will get around without getting ticketed. They may even expect you to rush repairs to meet their needs.

This can be a real hassle. You want to perform quality repairs, and you have other customers to serve.

Vehicle owners can test up to 364 days before new tabs are due. Contrary to popular belief, you do not need a renewal notice to test.



Owners of OBD vehicles may especially want to test early. After an OBD repair, a vehicle may need a couple weeks to complete a drive cycle. (For more information on readiness, see the article on page 3.)

In a situation like this, a vehicle owner can purchase a temporary trip permit. While helpful, a trip permit adds to the cost of renewing tabs. Testing early enough to complete a drive cycle can save this added expense.

Also, by testing early, vehicle owners may find emission problems in advance, allowing them to budget for expensive repairs.

If you happen to notice a vehicle’s tabs are about to expire in a month or two, giving a gentle reminder may save your customer and you some grief.

In the news

Vehicle emissions more deadly than car crashes

The Centers for Disease Control ranks motor vehicle crashes as a leading cause of death, accounting for 7% of all 2011 deaths in the US.

Unfortunately, these tragic deaths only partially account for mortality caused by cars.

Deaths from heart attacks, COPD, and lung cancer caused by air pollution from cars and trucks now surpass those caused by motor vehicle accidents. See the [MIT study](#).

Car accidents still end too many lives too soon. The good news is that lives can be saved by increased seat belt use and reductions in drunk and distracted driving.

Deaths from air pollution can be reduced as well. Your work to fix emission test failures helps cars run cleaner and emit less deadly pollution.

“Clean scanning” lands North Carolina tester in prison

A North Carolina technician and vehicle emissions inspector

was sentenced to 12 months in prison and a \$10,000 fine for emission test fraud.

According to the [US Department of Justice press release](#), EPA’s Criminal Investigation Division found that the technician conducted 164 illegal emission tests using a surrogate vehicle.



Training Spotlight

Keep Your Authorization Current

Interested in becoming an Authorized Emission Specialist? Is it time to update your AES training? If so, these instructors offer Ecology-authorized training.

Contact instructors for class availability and cost.

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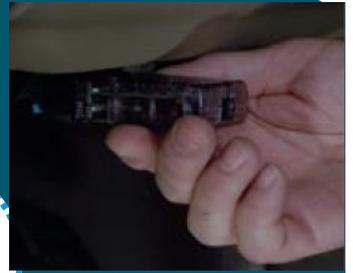
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Remember, you must take an Ecology-authorized training every two years to stay in the AES program.

If you have questions about training, please contact emission check staff listed for your county on page 4.

Tips for Technicians



Readiness Devices

Can a “clean” vehicle with all emission controls functioning as designed fail an emission test? Yes. Vehicles that fail OBD tests for having too many monitors “not ready” are now classified as emission test failures. This means Authorized Emission Specialists may see these vehicles at their shops for repair and diagnosis.

If you perform an emission repair, the vehicle must complete a drive cycle to reset monitors. If a vehicle owner returns to the test station too soon after an emission repair, the vehicle will fail due to lack of readiness.

Even something as simple as a recent dead battery from headlights left on could cause a “not ready” failure. All emission components may be functional, but without a

complete drive cycle, the test will not show that.

The only way the vehicle becomes ready is to complete a drive cycle, but how does the driver know when the drive cycle is complete?

A driver can obtain a copy of the vehicle’s drive cycle from the manufacturer. However, completing a drive cycle can be cumbersome and difficult under “real world” conditions. There is also no guarantee the driver will be able to exactly replicate the conditions in the drive cycle.

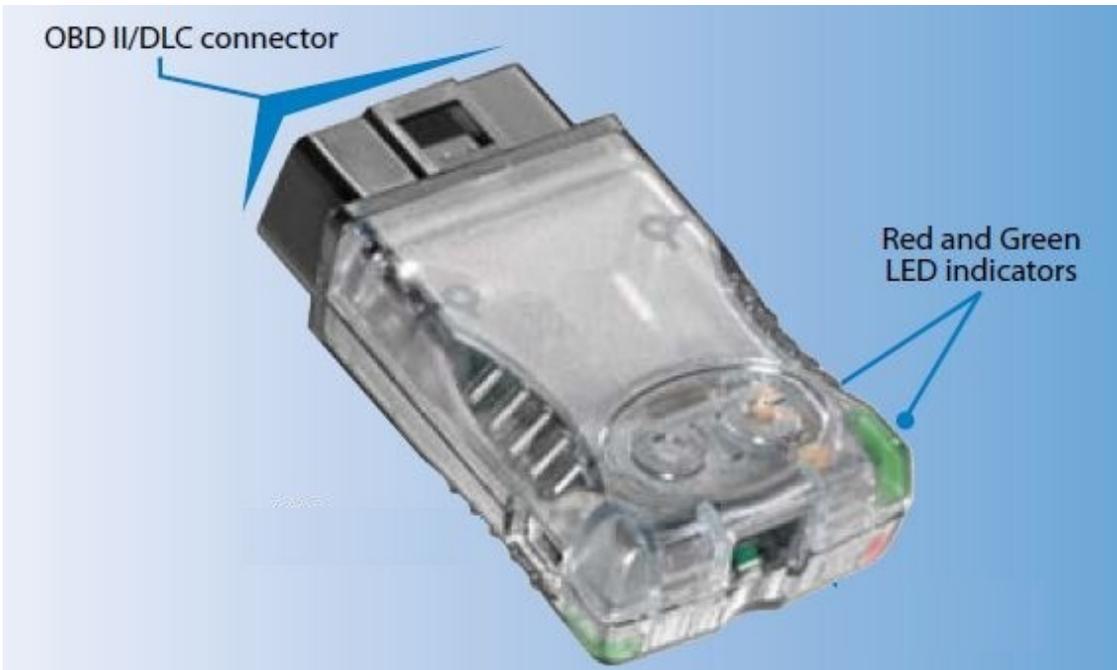
A more practical solution is to drive the vehicle as usual and wait for the drive cycle to complete over time. For some drivers this may take only a few days. Others, especially those who don’t vary their trips much to include both highway and city driving, may take longer. This is one

reason Ecology recommends testing early. See the article on page 1 of this newsletter.

A readiness device, like the one shown in the diagram, available from Applus Technologies, can let a driver know when required monitors are ready.

A few Applus test stations loan these devices to customers. The test station uses a customer’s credit card to secure the readiness device. If a customer fails to return the device, the credit card is charged the replacement cost. A repair shop could also offer these loaner devices to customers.

Devices like the one shown are available for purchase from Applus Technologies. You may also purchase readiness devices online or from your usual equipment supplier.



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If you need this document in a format for the visually impaired, call the Air Quality Program at 360-407-6800. Persons with hearing loss can call 711 for Washington Relay Service. Persons with a speech disability can call 877-833-6341.

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Emission Check 
You're on the Road to Cleaner Air.