

# Exhaust Notes

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## Find the right AES for your shop

Many shops in Washington are on the hunt for technicians who are quick learners, reliable, and willing to start working for \$20 an hour or more. This hunt could take a shop owner or manager right down the street to the local community or technical college

For years, Ecology has been sending AES technicians to local community colleges for both their initial and recertification training for the Emission Check Program. In the Puget Sound region, we have educational relationships with several community and technical colleges. The

instructors at these institutions teach both on- and off-campus, providing our working professionals a wide variety of classroom options.

These instructors have access to a deep pool of talent in the classrooms where they teach.

Current students and recent community college graduates can make great AES technicians. Many are hungry for a chance to demonstrate their skills, and the instructors know just which ones have them.

We know finding the right technician can be a difficult job,

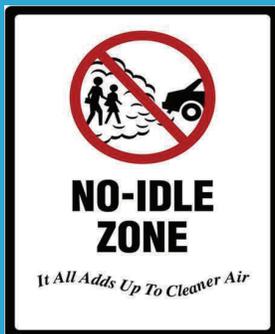
but asking an instructor may just make it a bit easier and help you find just the candidate you've been hoping to hire.

Feel free to contact these instructors when you need to hire an AES technician:

Green River Community College: Karl Hoffman  
khoffman@greenriver.edu

Lake Washington Technical College: Jerry Peterson  
jerry.peterson@LWtech.edu

Nolan Koreski  
nolan.koreski@LWtech.edu



## Fleet Managers: Idling makes no cents

Do you want to save fuel and increase the life of your vehicle while reducing air pollution? Eliminating avoidable idling will help you achieve these goals.

Excessive idling is a major problem for some fleets, including some school bus fleets. This is especially important because children are more vulnerable to the harmful effects of diesel exhaust.

Drivers often start up the buses at the beginning of the pre-trip inspection and they only shut them off at the end of the day.

Some conscientious drivers know to turn off their engines between runs. Others, those who do not know better, sit idle

for extended periods of time between and during runs.

What's wrong with idling? Idling results in:

- ◆ Wasted fuel
- ◆ More vehicle wear and tear
- ◆ Reduced engine life
- ◆ Higher overall fleet costs
- ◆ More air pollution

Why do so many drivers idle? Many learned to drive vehicles in a different era. Older vehicles are different than today's vehicles. Older vehicles were hard to start, slow to warm up, and sometimes unreliable. These vehicles had to "warm up" before moving.

Today's vehicles are different. Any 1992 or newer vehicle —

gas or diesel — does not warm up faster when you idle. Also, it's a myth that shutting off and restarting the engine uses more fuel. You can also rest assured that you are unlikely to wear out your starter when you restart your engine.

More than 30 seconds of idling wastes fuel and emits needless pollution from the tailpipe. Changing this simple behavior will save money — and reduce air pollution.

Ecology offers presentations about reducing idling for fleets. Presentations range from 35 to 120 minutes, depending on your fleet's needs. Contact Mat Kwartin at 425-649-7113 to schedule a presentation.



# 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.

### Clark County

Milt Stoddard  
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360-798-8224

### King, Pierce, and Snohomish Counties

Nolan Koreski — Lake Washington Technical College  
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### Spokane County

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509-535-2546

**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

## Don't let your customers be fueled

Your customers are probably looking for ways to reduce the cost of driving. Unscrupulous vendors are looking for ways to make a buck. Do promises like “double your fuel economy” or “clean up your tailpipe emissions” sound familiar? Aftermarket device and additive vendors use these claims to lure well-meaning consumers.

The old adage “if it sounds too good to be true, it probably is” applies here.

### Fuel additives

Some additives advertise improved fuel economy, cleaner exhaust, or both. Some will even claim EPA endorsement. This should raise red flags. **EPA does not endorse any fuel additive.**

EPA requires that products be registered, but does not conduct any testing. To register an additive, a manufacturer submits the chemical composition along with health effects, marketing, and technical information. EPA's process does not assess effectiveness of a product. Registration of a product does **not** imply EPA endorsement.

### Aftermarket devices

Changes to a car's engine, fuel system, emission system, or exhaust system can do more harm than good. Any of the following problems can result:

- ◆ Increased emissions
- ◆ Reduced fuel economy

- ◆ Damage to your car
- ◆ Void warranty
- ◆ Safety or environmental hazards
- ◆ Tampering violation

If a device has significant benefits, the manufacturer may apply for EPA testing through the Voluntary Aftermarket Device Evaluation Program. Very few manufacturers, however, have applied for this program and most devices tested had no effect on fuel economy. Some actually had a negative effect on fuel economy and emissions.

Some devices are advertised to turn water into fuel. The manufacturer claims that they use the car's battery to split water molecules into hydrogen, which is burned with the fuel. EPA has received no credible data on the effectiveness of these devices. What's worse — installation of these devices calls for adjustments that violate EPA's tampering law.

For more information about EPA's tampering law and violation penalties, see: [www2.epa.gov/enforcement/air-enforcement#mobile](http://www2.epa.gov/enforcement/air-enforcement#mobile).

Fuel line devices that claim to heat, irradiate, ionize, magnetize, or add metals to your car's fuel are also advertised. EPA testing and analysis has shown no significant effect on fuel economy or emissions. Installation of these devices may also violate the

tampering law if they decrease timing or adjust the air-fuel ratio.

Mixture enhancers claim to enhance fuel efficiency by creating aerodynamic properties or turbulence that improves the air-fuel mix. EPA has received no credible data showing that these devices improve fuel economy.

The good news is that car owners can actually improve fuel economy and reduce emissions without any additives whatsoever! Anyone can do the following things to make their cars run cleaner and more efficiently:

- ◆ Avoid idling (see article on page 1)
- ◆ Keep tires inflated to their recommended pressure.
- ◆ If your check engine light comes on, take your car to a repair shop.
- ◆ Observe speed limits
- ◆ Avoid rapid acceleration and hard braking.
- ◆ Follow your car manufacturer's recommended maintenance schedule.
- ◆ Combine your errands into one trip.
- ◆ Reduce excess vehicle weight and drag. Remove luggage racks when not in use.
- ◆ When you buy a new car, use EPA's green vehicle guide to find the most fuel efficient car that meets your needs: [www.epa.gov/greenvehicles](http://www.epa.gov/greenvehicles)



With claims like turning water into fuel, aftermarket additive and device vendors sound more like alchemists of a bygone era.

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*For special accommodations or documents in alternate format, call  
360-407-6800, 711 (relay service), or 877-833-6341 (TTY).*

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