

Summer 2013
June

California Emissions Testing Industries Association Your Test-Only & STAR Station Association

916-691-4705

Special Interest Articles:

- Message from
John Wilson
- STAR
Implementation
update
- STAR Market
update

Message from CETIA President John Wilson

It has been a busy 6 months of program implementation and working with the BAR to protect the rights of our members in market. More processes are beginning to take shape to address the implementation issues of STAR. The program rules are not completed and more rules and market change is coming. The meetings with the BAR have been time consuming, frustrating, and often, after long negotiation, productive.

There is much happening over the next two years in Smog Check III. There are many reasons why stations should support our association:

1. We are instrumental in the constructions of program rules and regulation
2. We maintain a presence with BAR to protect our membership
3. We are able to assist our members will STAR certification issues
4. We are the most informed association on the rules/regulations and implementation of STAR.

There is much on the horizon to continue to advocate for our members. We are aggressively working on behalf of our members to move all change of ownership vehicles into the STAR market. The new program will create enormous confusion for consumers. All stations will not have every type of testing equipment, and the consumer isn't fully informed on what is happening in the Smog Check III program. We believe that the best way to protect the STAR market and assist the consumer is to direct all change of ownership vehicles to STAR stations. This is a win/win for our stations and for the consumer that will increase the directed vehicle population by 20%.

The June 30th score card updates will be the first time stations may face de-certification. CETIA is fully informed on the process, the rules and the implementation issues. For many stations, access to accurate and useful information will make the difference in whether they win their de-certification appeal. Only members will receive vital information to protect their shops.

CETIA provides access to having your testing issues answered by BAR anonymously. We maintain a data base of all asked and answered questions. We have BAR directives already in writing. Since making an error on a decision of how to test a problem vehicle might result in de-certification, this information can prove invaluable.

Stations in our advertising program have multiple channels to receive one on

Billing Change
Winter/Spring 2013:
Because of the high work
flow demand of STAR
program change and
member assistance, we will
have only one newsletter
for the Summer/Fall of
2012. Your bill for
membership will reflect that
change and include
membership fees January
through June 2013. Thank
you for your understand
and your support.

Continuation of letter.....

one consumer referrals. Many of our stations receive as many as 100 consumer referrals per month.

We are continuing to work aggressively on behalf of all our member stations. But we cannot do this vital work without member support. Please, if you are not a member, consider joining now. If you are a member, refer other stations to join. The STAR stations of California have only one advocate in market. We welcome support from Test-Only, STAR Test-Only, and STAR Test and Repair as we continue to fight for the independent Station Owners of California.

As Always, we welcome your questions, comments or concerns: susan@cetia.us. Lets work together to make 2013-2014 profitable years for our industry.

John Wilson

President, California Emissions Testing Industries Association

Every member dollar goes to Smog Check Program Protection for the Independent Shop owner.

Implementation of OBDII Only:

1. The new equipment will begin BETA testing in market starting in July depending on which equipment vendor you use.
2. The BAR considers the program implemented at that time.
3. However, the Smog Check market will not have an OBDII market until early 2014, probably the first quarter. After BETA testing, time must be allowed to switch over, provide information to consumers, equipment to get fully into market and the structure of the OBDII market complete. So plan on the OBDII market in early 2014
4. If you have not signed up to BETA test equipment with your vendor, we recommend that you do. The market for OBDII isn't fully implemented, so you will be able to provide the faster test without modification of consumer charge for testing.

Directed Vehicles: Questions from members and how the program will unfold:

- **Why do I see 2000 and newer vehicles directed to STAR:** There will always be some newer vehicles directed to STAR. The state will continue to accumulated data on a 2% sample. Additionally, the state has identified and will continue to identify newer vehicles with problems with their onboard diagnostics. There are models of Mercedes Benz, Jeep and BMW that will not communicate with OBDII Testing Equipment. As problem vehicles are identified, they will be rolled into the STAR program. So, expect to see newer vehicles continue to be directed
- **Why do I see some 1999 and Older Vehicles Not Directed to STAR:** The BAR has not implemented the new policy for directing vehicles for the Smog Check III program. Once the implementation of OBDII is fully into market all 1999 and older vehicles will go into the STAR program.
- **What Percent will be directed in 2014:** The directed vehicle population will never go below 36%. It is currently mandated by law. Legislation would have to pass to decrease the directed vehicle population. When all 1999 and older vehicles roll into the STAR program we anticipate that the population will increase to 42%.

How we are working on behalf of our members to Improve the STAR Program:

- We have identified a serious program issue not addressed by the state once OBDII is fully implemented: the consumer.
- All stations in market will not have every type of testing available
- The consumer will not know where he must take his vehicle for testing in market
- We are working with our association lawyers to draft regulation to mandate that all change of ownership vehicles must be tested at a STAR station. This will remove consumer confusion in market.
- Change of ownership vehicles will increase the STAR market of directed vehicles by 20% if the regulation is approved

Have any stations been de-certified in market:

- Some of our member stations have failed the short-term score card for December 2012 & March 2013
- Some of our stations monitor their market to identify stations who have failed 2 consecutive quarters.
- The big question is: Why have they Not been de-certified:
 - Because STAR didn't officially begin until January 1, 2013; the BAR determined that the first 'real' quarter for de-certification was March 2013.
 - If you have failed 2 quarters consider it a wakeup call. Correct the issues of your stations now. You will not get a second free pass
 - The first 2 quarter period to count for de-certification is March/June 2013
 - If a station has failed 2 consecutive quarters after the June 2013 scorecard, de-certification process will commence. The BAR anticipates that the process will take about 30-45 days on a STAR de-certification
 - Only stations receiving a citation in 2013 have faced STAR de-certification as of this date
 - A note about covert cars: The BAR is running a lot of covert vehicles. Please, slow down, test thoroughly and when in doubt, send to the referee.

Strategies for STAR: STAR isn't only about how well you test the vehicles, it's about how well you know how the score cards work:

- Every abort and restart is now bad on the face of it: If you are forced/or if your equipment malfunctions so that you have an abort or restart, log the vehicle. We recommend that every station maintain a simple log showing vehicle type, vehicle identification, date, time and a description of the reason why the test was aborted and restarted.
 - The BAR is aware that existing equipment has degraded from use
 - That there are issues with different equipment creating aborts and restart
 - A simple log of each event can be proof enough to prevent de-certification

- Don't force a test to completion:
 - If you are having difficulty getting the correct RPM, it's better to abort the test.
 - Incorrect gear selection above 2% can fail your entire quarterly score card
 - Only two of the quarterly criteria can create failure on their own: Similar Vehicle Failure rate and Incorrect gear selection
 - If your issue is equipment related, get your equipment promptly service and maintain a log of equipment issues and service records
- Some equipment manufacturers may come out in 2013 with new analyzers: why we recommend you get them.
 - The equipment currently in market is old. It was never intended to be in market this long. It is quite simply worn and tired. This creates instability in your testing. Poorly maintained and functioning equipment is the second reason why stations fail criteria on their STAR score cards.
 - Many existing issues of functionality are being corrected in the new release analyzer
 - The vendors are pricing it in a rental style agreement: No down payment, no termination cost, and a low monthly cost that is pretty much equal to what many stations are paying for their maintenance contracts
 - If your existing equipment has chronic problems the BAR will not rule in your favor if you are in process of STAR decertification. You must be able to prove you've done all existing software updates, been aggressive on having the equipment serviced and repaired and have done everything possible to correct your equipment issue

**Note: Please regularly check the BAR website for software updates and see that all updates are installed. If you fail to install an update BAR will not consider an equipment argument against de-certification if you are subject to de-certification.

Why haven't the Max Readiness monitors Change even though the new law was passed in February:

- With the regulatory package passed in February the rules for Max Readiness monitors have change, at least on the books!
- The new standard will be:
 - Only evap on 2000 and newer vehicles
 - Only 1 monitor unset on 1999 and older
- May BAR field offices are incorrectly advising members that this rule is already in place
- The new rule will not be implemented until OBDII focused testing is fully implemented

STAR CERTIFIED Stations as of June 1, 2013

Station Type	Count	STAR Certified	Not Certified	In Market Pending appeal or a Temp station
Test & Repair & GPC	5205	1779	3426	0
Test Only	2579	1681	898	18
Total	7802	3460	4324	18

STAR CERTIFIED Stations as of May 1, 2013

Station Type	Count	STAR Certified	Not Certified	In Market Pending appeal or a Temp station
Test & Repair & GPC	5163	1671	3492	0
Test Only	2597	1633	964	29
Total	7789	3304	4456	29

STAR CERTIFIED Stations as of April 1, 2013

Station Type	Count	STAR Certified	Not Certified	In Market Pending appeal or a Temp station
Test & Repair & GPC	5135	1591	3544	0
Test Only	2644	1535	1109	65
Total	7779	3126	4653	65

STAR CERTIFIED Stations as of March 1, 2013

Station Type	Count	STAR Certified	Not Certified	In Market Pending appeal or a Temp station
Test & Repair & GPC	5100	1424	3676	0
Test Only	2645	1503	1142	66
Total	7745	2927	5737	66

STAR CERTIFIED Stations as of February 1, 2013

Station Type	Count	STAR Certified	Not Certified	In Market Pending appeal or a Temp station
Test & Repair & GPC	5070	1172	3866	321
Test Only	2679	1374	1101	204
Total	7749	2546	5737	525

Member Questions on Testing Issue: We get a lot of questions and are maintaining a data base so that all our members can benefit from already resolved issues with BAR:

Question 1 a car comes in with traction control, but even after you push the off button it still remains on(defective). Do we fail them or do we go for a 2 speed idle test and note on the receipt the problem.

The inspector may refer the vehicle to the referee or test it using the TSI procedure because the traction control cannot be disengaged. As you mentioned, it wouldn't hurt the station to keep records on such inspections should there be any questions later on.

There is not a STAR performance measure that directly considers whether or not the vehicle should have been tested using an ASM procedure rather than the TSI, so it would only potentially affect the failure rate based measures (FPR, SVFR) if the vehicle had a problem which could only have been identified using the ASM procedure. If such a vehicle was ASM tested two years later and failed because it wasn't identified in the previous cycle, this would work against the station's SVFR in the current cycle and against a station's and technician's FPR in the future.

Second question a car comes in with a fly by wire, if you cannot maintain 15 or 25 on the ASM, would you go to a 2 speed idle test or tell the customer sorry. I had to aborts on a truck with a fly by wire throttle system. I basically told him after the second abort Sorry I can't do this one.

If an inspector is unable to hold a steady speed and, in turn, complete the ASM test, they should not test it using the TSI procedure. They may refer the customer to the referee if they choose.

Our answers are from BAR administration and we receive them in writing. If you have a testing questions, please forward to me.

Strategies for opening new shops:

- The BAR will no longer provide directed vehicle authority to new shops on a Test Only Temp license basis.
- Please, do not file a STAR application mid-quarter when the station has no data, just so BAR can deny you certification and then appeal. BAR will not turn on the analyzer during the appeal issue
- The best way to minimize the impact of being not STAR certified when opening a new shop is to open your location on a strategic time line:
 - Open March 1, June 1, September 1, or December 1
 - This provides 30 days testing history when the March 31, June 30, September 30, December 31 score cards update
 - Most stations will have enough data to score after 30 days of operations
 - This means you can get your new location STAR certified in as little as 45 days.

Membership Form

California Emissions Testing Industries Association

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Elk Grove California

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FAX:
(916)691-4705

E-MAIL:
Susan@CETIA.us

We're on the Web!

See us at:
www.cetia.us

Please Submit Completed Form with Check Payable to CETIA.

- () Annual dues per station \$240.00
() Quarterly dues per station \$60.00

Please accept my additional contribution to assist CETIA in protecting Test-Only
Business in the amount of: _____.

Initial () I understand that a portion of my dues and contributions will be used for Political
Donations.

Name of Facility: _____

Name of Business If different than from above: _____

Name of Owner: _____

Name of Shop Manager: _____

Number of Technicians: _____

Automotive Repair Dealer License Number: _____

Number of Locations: _____ Number of Lanes: _____

Mailing Address: _____ Location Address: _____

Phone: _____

Email: _____

FAX: _____

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