

May I/M Update

Pennsylvania Decentralized Enhanced Emissions Inspection Publication Volume 4,  
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Dear Automotive Industry Representative:

Since our last newsletter, two stakeholder groups – the Southcentral and Lehigh Valley – presented their recommendations to meet clean-air standards to James Seif, Secretary of the Pennsylvania Department of Environmental Protection (DEP).

Both groups suggest a decentralized I/M program modeled on the two-speed idle program underway in the western Pennsylvania counties. In PennDOT's February 28 news release, Seif was quoted as saying, "rest assured, PennDOT and DEP will honor the stakeholders' recommendations by carefully laying the groundwork for a customized, decentralized vehicle emission program in these regions ... we're confident we can repeat the success we've had in the Philadelphia and Pittsburgh regions." (The complete February 28, 2000 news release can be viewed on PennDOT's web page at [www.dot.state.pa.us](http://www.dot.state.pa.us).)

The Southcentral group includes Cumberland, Dauphin, Lancaster, Lebanon and York counties. The Lehigh Valley group represents Berks, Lehigh and Northampton counties. (Complete recommendations are available on the [www.dep.state.pa.us](http://www.dep.state.pa.us) web site by linking to ozone stakeholders.)

The Pennsylvania Emissions Team and your Pittsburgh and Philadelphia Regional Operations Advisory Boards are working diligently to address the development of the Repair Effectiveness Report; implementation of cutpoints; along with costs and quality assurance for quarterly maintenance by equipment manufacturers.

This newsletter is dedicated to keeping you up to date on current issues as well as providing operational information. This edition includes an article on your resources for program information, including the Station Operator Hot Line, your best source of information.

Communication continues to be a key to the success of this program.

Sincerely,

Bill Noll

Executive Program Manager

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Timely Reminders

### **More AWD 4-Wheel Drive Vehicles**

Be aware that not all light duty All Wheel Drive (AWD) or 4 Wheel Drive (4WD) trucks equipped with ControlTrac (example, 1999 Chevrolet and GMC pick-ups and 2000 Chevy Tahoes) are coming from the factory with yellow warning labels under the hood indicating that these vehicles should not undergo a two-wheel dynamometer test. When enhanced emission tests are required, AWD and 4WD vehicles that cannot be shifted in 2WD mode or are specifically prohibited by the manufacturer from undergoing a two wheel dynamometer test must receive the TSI enhanced emissions test. In the case of 1999-2000 GM light duty trucks and Tahoes, we suggest that you contact the vehicle manufacturer or a dealer directly with any questions regarding this issue.

### **Waivers on Line**

The process of upgrading all analyzers with Phase II software is complete. Waivers are now being granted by the VIID directly through the analyzers, eliminating the call to the Station Operator Hot Line.

Remember, all repairs counting toward a waiver must be transmitted to the VIID before you request the waiver. Enter all emission-related repair information available from the customer (repair data form, parts and repair receipts) during a retest, not during the waiver request. Regulations require that “vehicles that fail the initial test or retest should be retested after repair.” A second call to the VIID will be required for waiver approval if you enter repairs on the waiver call.

The Administrative Fee will not be charged if a waiver request is denied or if the waiver is issued on the same calendar day as the retest by the station that performed the retest. A \$3.70 charge applies to each waiver issued one (1) or more calendar days after the retest.

### **Temporary Registrations**

The correct procedure, when presented with a temporary registration (pink slip, MV-1, MV4ST) that does not have a title number is to enter all 9’s in the title number field.

<b>COUNTY CODES</b>	
<b><u>ASM</u></b>	<b><u>TSI</u></b>
<b>09 Bucks</b>	<b>02 Allegheny</b>
<b>15 Chester</b>	<b>04 Beaver</b>
<b>23 Delaware</b>	<b>63 Washington</b>
<b>46 Montgomery</b>	<b>65 Westmoreland</b>
<b>51 Philadelphia</b>	

## Need Help?

Experiencing a problem with your analyzer? First, perform a data file refresh before placing a call to your equipment manufacturer or the Station Operator Hot Line. The hot line is equipped to guide technicians through the data file refresh procedure, specific to each manufacturer. Often this resolves the problem. If it doesn't, below is a list of your resources and their areas of responsibility.

- I/M Equipment Manufacturers (EMs):

Contact the EM or related vendors regarding any physical problems with the analyzer and add-on equipment, such as gas cap testers, scanners, printers or for any non-communication software issues.

- Station Operator Hot Line

You may contact the Station Operator Hot Line at 1-888-265-5909. Select (0) to receive “customer service and billing assistance”: select (1) for network technical support. The Customer Service Professionals (CSPs) receive program updates on a regular basis and are trained to answer basic program-related questions.

The hot line is equipped to respond to questions addressing; Phase II issues, waivers, exemptions, when to enter repair information, who is required to have the I/M test, and other program issues. If the question is complex, the CSPs will forward the caller to the appropriate area to minimize the time spent searching for answers.

By calling one location, the Station Operator Hot Line, the Pennsylvania Emissions Team is able to document the types of calls, track trends and come to quick resolutions.

- Emissions Team Regional Office:

Regional offices update your analyzer technician lists. This cannot be done by a phone call. You must fax (Philadelphia – 215-793-1061, Pittsburgh – 724-742-9555) a copy of

the MV 516 with changes, and the regional staff will update the VIID. Please detail the requested changes which technician(s) you would like removed, and which technician(s) you would like added. Please include your phone number, OIS number and a photo-copy of the current inspector card(s) that have to be added. Should the regional office have any questions, they will contact you. Stations should perform a data file refresh the next morning to update the technician information on your analyzer.