

I/M Update
Pennsylvania Decentralized Enhanced Emissions Inspection Publication Volume 4,
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Dear Automotive Industry Representative:

Time certainly flies. It's hard to believe that the enhanced emissions program in Pennsylvania has celebrated its third birthday.

All of us, like new parents, were nervous about the birth of the program back on October 1, 1997. Who knew exactly what to expect from a program that involved so much cooperation and coordination – from the Commonwealth to thousands of private station owners to more than three million vehicle owners – along with the new technologies that were implemented.

As we move ahead, I would remind you of two things.

One: We all are doing an important job to improve air quality. That's what this program is all about. Despite improvements in vehicle design, the federal Environmental Protection Agency estimates that two-thirds of CO emissions and nearly half the ozone-forming emissions come from mobile sources, such as motor vehicles.

Two: No matter how well the program is running, we can never afford to be complacent, always mindful of the importance of good customer service and program integrity.

Through the first three years, we have tested over 9,600,000 vehicles in the nine counties now participating in the enhanced program, and there are millions of tests yet to come.

Thanks for a great job!

Bill Noll

TIMELY REMINDERS

FUEL INLET RESTRICTORS - 2000 MODEL YEAR VEHICLES

Some 2000 Hondas, Nissans, Mazdas and Toyotas come from the factory with no visible flapper. The new system is a fuel tank vapor control valve assembly, that consists of a valve and tube system that is located out of sight in the filler tube. The fact that the filler tube is visibly reduced in size indicates that a fuel inlet restrictor is present.

NEW INSPECTION CHART

The 2000 Inspection Charts reflect changes that occurred when the inspection manual was revised and reprinted. The new Chart 1 indicates that no inspection sticker will be issued for a period less than six months (except for windshield replacements). Stations will not be required to have customers return if they received an inspection valid for less than six months prior to the release of the new

charts. However, customers who received less than six months on a recent inspection may return to your station to request a correction on their inspection expiration. If this happens, you may use the new charts to replace their sticker with one that has the correct expiration using the same procedure as a windshield replacement. Chart 1 can be used to determine both safety and I/M inspection expirations. (PennDOT Safety Bulletin, BI00-3, July 2000)

“T-DOT” USED WHEN SAFETY INSPECTION COMES FIRST

You know the rule. Vehicles subject to IM must have their current IM sticker or a waiver before the final safety inspection sticker is applied. But, state regulations provide for a TEMP (“T-DOT”) – a temporary safety inspection approval indicator to show a vehicle passed the safety inspection, if that inspection is done before the I/M inspection.

“TEMPs” are used by “safety only” inspection stations and by I/M stations when something, for example an equipment failure, prevents the station from performing the I/M test first or if the customer chooses to have the vehicle safety inspected at a safety only station.

When the vehicle passes the safety inspection, the TEMP is placed on the back, upper left hand corner of the current safety sticker, so the “TEMP” can be seen from the driver’s seat but doesn’t cover important data.

The “TEMP” is a reminder to the motorist that the inspection process is not complete. Also, make a note on the customers’ work order that they must return and get their final safety sticker before the expiration date on the sticker. The “TEMP” does not extend the safety inspection expiration date.

Once the vehicle receives an I/M sticker or waiver, stations can apply the final safety sticker. But, inspectors must not overlook any obvious safety defect that occurred since the “TEMP” was applied.

Record the “TEMP” sticker on a separate Form MV-431, using a “T” instead of a sticker number.

There is no charge to stations for the “TEMP” stickers. Stations may charge customers for the safety inspection procedure at the time the “TEMP” sticker is affixed, but may not charge for the safety inspection sticker until the vehicle is returned and the final safety sticker is affixed to the windshield.

“TEMPs” are used only on vehicles subject to I/M inspection.

Check Your Inspector License Expiration Date!

Inspector certifications expire two years from the date of the last certification. Inspectors are eligible for re-certification up to six months prior to their expiration date.

In order to avoid being locked out of the analyzer, you must take your recertification test at least four weeks prior to the expiration of your current license.

So, sign up early for classes and remember to leave enough time for processing your certification once you've completed your test.

If your certification expires, you may not test and are automatically "locked out" of the system. You will, however, have six months after your inspector certification card expires to become recertified without having to retake the E.E.I.C. course.

Check your certification date and contact your local training provider to arrange a re-certification class. This involves three hours of in-class instruction and a 25-question test.

Get "I/M Updates" On-line

You can now view and/or print a copy of the "I/M Update" by logging on to the DEP web site at www.drivecleanpa.state.pa.us and clicking on the list of "I/M Update" newsletters.

Zero Air Generator

A company is considering marketing a zero air generator as part of the Pennsylvania program. However the Pennsylvania Emissions Team has some questions and concerns that they are currently discussing with the manufacturer. When these issues are resolved to our satisfaction we will alert you.