

Exhaust Notes

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CONTENTS

Authorized Test Facility Successes	1
Don't Drip and Drive	1
Training Spotlight	2
Tips for Technicians	3
Ecology Contacts	4



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Authorized Test Facility Successes

We are happy to report that seven Authorized Test Facilities (ATFs) are up and running. All are located in King and Pierce Counties.

Customers appreciate the convenience of having more vehicle testing options. Some of these facilities, like Precision Tune Gig Harbor, serve customers in areas that are far



away from the nearest test station. An ATF can also offer to perform an emission test during routine vehicle maintenance,

saving the customer an additional trip to a test station.

If your shop is interested in becoming an authorized tester, see the information below.

For more information contact.WAATF@Applus.com or call 253-395-1177.

Don't Drip and Drive

The Emission Check Program appreciates what the AESs and authorized repair shops do to help improve Washington's air quality. And it turns out cleaner air is not the only benefit of good vehicle maintenance.

Much of Puget Sound's pollution comes from motor vehicles. The small drips of motor oil and other fluids from cars add up to hundreds of tons of petroleum products that enter rivers, streams, and Puget Sound.

Puget Sound Starts Here is a partnership of cities, counties, state and federal agencies, and nonprofits dedicated to improving the health of Puget Sound. This organization developed the Don't Drip and Drive program to educate drivers about the importance of checking for vehicle leaks and promptly fixing them.

Several Automotive Service Association (ASA) shops offered discounts to customers seeking repairs for vehicle



leaks. We are proud to acknowledge the Ecology-authorized emission repair shops that did their part to help clean up Puget Sound. Kudos to the following shops for participating in the Don't Drip and Drive program:

- 15th Street Automotive
- Bristow's Exclusive Auto Repair
- Car Smart Automotive Repair
- European Motors Service Center

- KC Martin Automotive Service
- Kern's Complete Auto Repair
- McCabe's Automotive Specialists, Inc.
- Michael's Auto Repair
- Mike's Auto Repair and Service
- Swedish Automotive
- Tveten's Auto Clinic
- Valley Automotive Electric
- Wilderness Automotive Service

Thanks to these and other ASA shops, vehicle owners were able to receive a 10% discount on leak repairs. Way to go!

For more information on the Puget Sound Starts Here program to reduce vehicle leaks, go to: http://www.ecy.wa.gov/washington_waters/fixcarleaks.html



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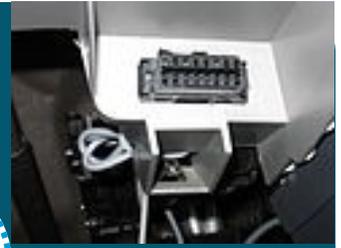
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If you have questions about training, please contact emission check staff listed for your county on page 4.

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

Tips for Technicians



OBD Exceptions

It is standard for 1996 and newer vehicles to get OBD tests. Some OBD II systems, however, do not communicate with the test station's OBD scanner. Too many monitors will show "not ready."

Most of the time, the software at the test station will prompt the lane operator to default to a TSI test for certain vehicle models that don't test correctly with OBD.

Unfortunately, sometimes the software fails to indicate that the vehicle must have a TSI test. The lane operator will run an OBD test, and the vehicle will fail due to too many monitors "not ready."

This can lead to unnecessary costs for customers.

The following models should always receive a TSI test instead of OBD.

- 1996 Subaru
- 1996-1998 Mitsubishi
- 1996-1998 Saab
- 1996 Nissan
- 1997 Nissan with a 2.0 L engine
- 1996 Infiniti
- 1996-1998 Volvo

- Lamborghini, all model years
- Heavy-duty gasoline vehicles (>8,500 GVWR) also receive TSI tests.

What should you do if a customer brings in one of these vehicles after failing an OBD test?

- Refer the customer to the Ecology field staff for your area (See page 4 of this newsletter).
- Do *not* attempt to diagnose or repair the vehicle.

Not Ready?

Modern vehicles have several complex emission components and systems, each designed to reduce pollution. Vehicle computers have several programs that monitor the performance of these emission components and systems.

Readiness monitors are an essential feature of the vehicles OBDII system. When set to "ready" they indicate emission components and systems on the

vehicle are ready to be tested. A condition of "not ready" does not necessarily mean there is anything wrong with the vehicle. It simply means that the vehicle has not completed all of the self-tests to determine if everything is working properly.

There are several reasons why a readiness monitor is "not ready." The most common reasons are a recently disconnected or replaced

battery, or recent vehicle repairs or maintenance where diagnostic trouble codes (DTCs) have been cleared. In most cases, the readiness monitor self test can be completed under normal driving conditions, which include a combination of local and highway driving.



Diesels: Incorrect Fuel Codes

Some vehicles have incorrect fuel codes in Department of Licensing's database. Vehicles that should have a code (D) for diesel sometimes incorrectly have a code (G) for gasoline. Authorized Test Facilities should notify the customers when renewal notices have an incorrect fuel code. Customers can send requests to correct the fuel code to Applus at: <http://www.emissiontestwa.com/e/Comment.aspx>

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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.