

## Another Year!

2018 is upon us and the Smog Check industry faces some changes again. It appears that as of this writing the new BAR-97 EIS with internet requirements may be required by February/March 2018. As a school we also are required to have the new BAR-97. Ours was delivered and setup in November. We went the rental route as most smog stations will most likely choose. We had no choice, but many stations are trying to decide if they want to continue to inspect and certify the 1999 and older vehicles.



I have spoken to many station owners that are making the business decision to not replace their old BAR-97 and discontinue doing the older vehicles once the unit breaks down or the new BAR-97 is required. It is not an easy decision. To maintain STAR and be able to certify directed vehicles the new BAR-97 is required; which makes the decision easier for a Test Only. For Non-STAR stations that do repairs it might be more difficult to decide not to do the older vehicles.

Just in case some of the Test/Repair stations are struggling with a decision, here are some things you might consider:

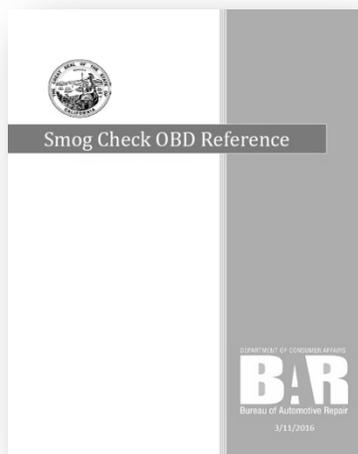
- How many 1999 and older vehicles do you inspect each month?
- Of those you do inspect, how many fail and need repairs?
- How many are tailpipe failures?
- How many are directed?
- Are you a STAR station or could become one?
- Will there be other stations in your area that will not be testing the older vehicles?
- Is Smog Check a very small part of your repair business?
- Would you have to raise your inspection prices for older vehicles?
- If a price increase is warranted, would that alone make up for the increase in the equipment costs?
- Would not being able to offer BAR-97 testing send some of your regular customers to another station where they would also choose to have their 2000 model year and newer vehicle tested there also?
- Would your customer then decide to get repairs there too?

There are more questions than answers for sure, especially for a Test/Repair station. There is the option of renting a new BAR-97, seeing how it works out for the first year, then re-evaluate your need for inspecting the older vehicles. Currently, there is no requirement for having a BAR-97 to repair the older vehicles; it just becomes a little more difficult on tailpipe failures if you are in an enhanced area that requires loaded mode testing.



## The Tip Stop

We think it is time to remind all technicians not to forget to look at the BAR's OBD Reference for vehicles that have known OBD monitor abnormalities. This guide is updated usually twice a year, but could be more often depending on need.



Many phone calls we get about monitor completion issues, it turns out the OBD Reference addresses that particular vehicle. What really upsets a technician is when they have pre-scanned a vehicle and found incomplete monitors then attempt repairs. The monitor(s) still won't complete. Upon calling us for information we find the vehicle is listed in the OBD Reference and those particular monitors would have been ignored by the OIS. It is imperative on Federal vehicles, especially on Diesels, to check this guide and see if the vehicle has monitors that will be ignored by the OIS.

Some of the vehicles on this list may require a reflash of the PCM to fix a monitor issue; the full version of the guide has links to OEM TSBs for special instructions.

## Catalytic Converter Applications

We recently discovered that several vehicles where there were previously no aftermarket applications available a company called AP Exhaust Holdings now has coverage for these vehicles. In particular 2002-2011 Toyota vehicles with the 4.0L engine; this includes the Tacoma and other Toyota trucks. So if your parts supplier does not carry this brand and they say no aftermarket is available, check the ARB database. AP converters are sold locally in Fresno at Team Allied Distribution (formerly Gorlick's).

Also, keep an eye out for a BAR ET Blast for implementation of the new Smog Check Manual; this should coincide with the new BAR-97 EIS mandate. There will be some significant changes.

Take care, and have a successful new year!

*Jerry Esmay*

