

Get Ready for the Summer!

Seems like every year we blow past the spring and go right into summer. Typical Fresno, but you know what?

The more I look at other states, especially back East and the Southeast with all of the tornados, hurricanes, and severe storms, we can put up with the hot weather.

I just wish California was less expensive and liberal to live in. Do those two things go hand in hand?



Changes in Smog Check

Last month we reported about the changes coming in smog check. Nothing really new to add, except they are looking at many options on the smog inspections for the 1995 and older vehicles. We watched the last BAG (BAR Advisory Group) meeting they had on January 25th and they are asking for input.

One statistic that really jumped out at us was when they move the 1996-1999 vehicles to the BAR OIS, the remaining 1976-1995 vehicle population that is in the smog program are only 615,000 vehicles statewide. And some of these are in a Basic area so no need for a dynamometer test for those vehicles. My question is why even do dyno testing at all? Either remove all of these vehicles from the smog program or do TSI testing only on the older vehicles. And if they do TSI testing only why not make a standalone 4-gas analyzer that connects to the OIS?

In my opinion this solves a lot of issues that they were worried about; such as shops not wanting to do the older vehicles, STAR station issues, and cost to the customer of the older vehicles. I suggested they also could include a TSI test for 1996 to 2000 model years to start, and then each year add a year model to the TSI list until maybe the 2010 year model year when PDCs are common. These would be higher mileage vehicles and they could fail an idle test if the rear O2 sensor was modified to hide a defective cat.

Also do away with the LPFET and fuel cap test too, not enough of these to worry about. Do these things and most all of the smog stations would participate in the TSI inspections.



It could result in the TSI price being reasonable. These suggestions were made to BAR but don't expect much to come of them.

Still Looking for an Interested Party!

Time is going by quickly and we are looking for someone interested in taking over the school. Had a few bites but now it is time to start getting serious. As stated before the buyer needs a BAR certified instructor's license (CI) or hire someone with a CI license to teach the classes. If you can get a CI license from BAR then you could teach here for a while and learn the ropes, then take over. As of this newsletter, the longest I want to keep the school open is through



2024-2025. After 2025 it would be time to fully retire.

I just turned in for review to BAR our next and most likely the last repair technician update course I will write. Once approved, we will start teaching it around October 2024. So it can be used by the next owner through 2026.

This course revisits fuel injection diagnostics and as a bonus, a section on vehicle inspection issues based upon what we and you have seen over the years. Many of you have sent us photos of some of the weirdest repairs and other inspection scenarios that required a lot of thought and research via ARB and BAR to get the correct answer as to what is allowed. We think you will enjoy it.



The Tip Stop

This is more of a reminder than a repair tip. We receive quite a bit of phone calls over the BAR document on incomplete monitors that are ignored or PDMCs that are bypassed during an inspection.

Many times we get asked about a specific monitor that won't complete and we ask if the technician has checked the BAR's On-Board Diagnostic Test Reference page on their website. It is located here:

<https://www.bar.ca.gov/industry/obd-test-reference>

If you haven't reviewed it lately we recommend you do. It could save you a lot

of time in diagnostics on a monitor that isn't required to be complete or a PDMC cleared to pass the inspection.

For instance, there were a bunch of FCA vehicles added late January to the PDMC list that require a reflash to clear the PDMCs.

Not knowing this you could waste a lot of your time and your customer's time trying to get these cleared.



Remember it is always best just to test the vehicle first to see what the OIS allows as a pass rather than a pre-scan of the OBD system.

2013-2019 RAM Trucks

Not on the BAR list but you may run into a few of them is 2013-2019 Ram 2500-3500 diesels that have an emission recall for what EPA calls a "defeat device" which is a software issue. DMV will not allow registration until the software has been updated. These vehicles are supposed to be rejected by the OIS until the update is performed.

Take care,

Jerry Esmay and Jesse Gutierrez



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559.227.7403

www.autoservicesystems.net