

California Service  
Station &  
Automotive Repair  
Association

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CSSARA

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# AUTO\$ENSE

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## BAR ADVISORY GROUP MEETING 2/19/2008

Chief Mehl continues to be praised by the industry she regulates; her straight forward approach in running the Bureau of Automotive Repair is definitely an improvement from prior regimes.

It's funny how people respond when they feel listened too!

### EVAP

It's off to what seems to be a smooth start only 138 shops are still locked out of smog check for not purchasing the mandated new EVAP equipment. The equipment seems to be performing extremely well so far all in all industry seems very satisfied with the EVAP mandate. **GOOD JOB BAR!!**

### GOLD SHIELD/CAP

Bar's Deputy Chief Pat Dorais explains that the Bureau will be revamping its policies on how candidates wishing to become Gold Shield/CAP stations are selected. This will vastly modernize the current criteria. The Consumer Assistance Program (CAP) is definitely changing for the better. Gold Shield/CAP stations will no longer be required to get a pre-authorization for repairs based on the shops diagnosis. Under the new plan, the shop will be allowed to begin repairs immediately after completing the diagnosis. BAR will audit the shops on the back end to ensure compliance. These changes will be extremely more convenient and less time consuming for both consumers and shop owners.

### CUT-POINTS

BAR is promulgating new regulations to implement model specific cut-points for the smog check program. They will also add to the regulation package components that will bring California into compliance with the federal rules regarding OBDII monitors. This will improve the effectiveness of the OBDII test components. Cut-point software upgrades will be necessary and industry will most likely have to pay for software enhancements.

Look to CSSARA website for BAR's overview of  
CAP and Visible Smoke Inspections Procedures

[www.CSSARA.org](http://www.CSSARA.org)

## THE EVR/ISD NIGHTMARE

CSSARA has been working diligently on understanding the new California Air Resources Board (CARB) Enhanced Vapor Recovery/In-Station Diagnostic Systems. These systems are mandated to take effect on April 1, 2009 for the EVR component and September 1, 2009 for the ISD component.

CSSARA's Executive Director has attended meetings with CARB officials charged with the development of these programs. What we have learned so far is very discouraging. First of all, as many of you know, there is only one system that has any type of track record at all and that is the Franklin Fueling Systems (Healy) has been certified by the State of California. Along with the Healy system certification is a certification approving its ISD component. There are approximately 400 existing stations currently certified with EVR/ISD that is up and running. We have asked CARB to survey the Healy system at these 400 stations because CSSARA has been contacted by members who have installed the Healy ISD System and have concerns as it relates to the maintenance cost on subject equipment. CSSARA has directed questions to CARB and is awaiting their response. CARB has also approved a balance system, Vapor Systems Technologies (VST) Balance System. A third party has reviewed both the VST System and Healy System and found the VST System disappointing. At the current time we are trying to verify the validity of this independent review. The current VST balance system does not have ISD approval and it could be more expensive to maintain and at a higher cost for industry than the Healy System.

There are many questions that must be answered by the regulatory agencies regarding the performance of this newly mandated EVR/ISD equipment.

CSSARA's actively working to find a resolve within the agencies on these issues. What is most troubling is that there is really only one totally certified system (Healy) and it has maintenance issues at this time.

We will keep you posted as we have meetings set up again with CARB, WSPA, and CIOMA on March 11, 2008. Stay Tuned!