

VII. TRADE ALLY PLAN

A. Identification of Allies

1. Health-Related Organizations
 - a. American Lung Association of Eastern Missouri
 - b. American Heart Association - St. Louis Chapter
 - c. St. Louis Metropolitan Medical Society/AMA
 - d. Washington University School of Medicine
 - e. OTHERS:
 - (1) Hospitals
 - (2) clinics
 - (3) doctors

2. Auto Industry Associations and Businesses
 - a. AAA
 - b. Automotive Service Association (ASA)
 - c. Automotive Service Excellence/NAI (ASE)
 - d. Missouri Automobile Dealers Association (MADA)
 - e. American Auto Manufacturers Association (AAMA)
 - f. Missouri Tire Dealers Association (MTDA)
 - g. Greater St. Louis Auto Dealers Association (GSLADA)
 - h. Auto Parts and Equipment Dealers
 - (1) All Pro
 - (2) Auto Value
 - (3) Auto Zone
 - (4) Carquest
 - (5) NAPA
 - (6) Western Auto
 - (7) Others

- I. Auto Tool Dealers
 - (1) Sun/Snap-On
 - (2) Automotive Diagnostics
 - (3) Automotive Technology
 - (4) Analyzed Electronics
 - (5) Hunter Engineering
 - (6) MAC Tools
 - (7) MATCO Tools

3. City Governments and Officials
 - a. City of St. Louis
 - (1) Mayor's Office
 - (2) St. Louis City Air Pollution Control
4. County Governments and Officials
 - a. St. Louis County
 - b. St. Charles County
 - c. Jefferson County
 - d. Franklin County
5. State Government Officials and Departments
 - a. Missouri
 - (1) Department of Natural Resources
 - (2) Missouri Department of Revenue
 - (3) Missouri Department of Transportation
 - (4) Missouri Office of Attorney General
 - (5) Missouri State Highway Patrol
 - (6) Missouri State House of Representatives
 - (7) Missouri State Senate
 - b. Illinois
 - (1) Illinois EPA
6. United States Government Officials and Departments
 - a. U.S. Environmental Protection Agency - Region 7
 - b. EPA -Office of Mobile sources (D.C. and Ann Arbor, MI, offices)
7. Environmental Organizations and Associations
 - a. St. Louis Regional Clean Air Partnership
 - b. Missouri Coalition for the Environment
 - c. Sierra Club
8. Governmental Associations
 - a. East-West Gateway Coordinating Council
 - b. St. Louis County Municipal League
9. Chambers of Commerce
 - a. Missouri Chamber of Commerce
 - b. local Chamber(s) of Commerce
10. Economic Development Organizations
 - a. Regional Commerce and Growth Association (RCGA)
11. Learning Institutions

- a. Community Colleges
 - (1) Forest Park Community College
 - b. Vocational/Technical Schools
 - (1) Ranken Technical College
 - c. Colleges and Universities
 - (1) Washington University
 - (2) St. Louis University
 - (3) University of Missouri - St. Louis
12. Commercial Organizations
- a. Associated General Contractors (AGC)
 - b. Missouri Petroleum Marketers Association (MPMA)
13. Labor organizations
- a. Machinists and Aerospace Workers Union
14. Media Organizations and Companies
- a. Print Media
 - (1) St. Louis Post Dispatch
 - b. Electronic Media
 - (1) Television (see Media List appendix)
 - (2) Radio (see Media List appendix)
15. Individual Companies and Businesses
- a. Union Electric
 - b. enlist individual partnerships w/ largest companies
16. Business Organizations
- a. Kiwanis
 - b. Rotary
 - c. Exchange Club
16. Homeowners Associations

B. Programs to be Explored with Allies

1. Develop activities with allies to enhance their knowledge of the program and its health benefits, create goodwill and anticipate and correct any potential misunderstandings.
2. Newsletters: provide information about program for publication in the organization's newsletters.
3. Speaking at meetings: encourage the use of the speaker's bureau to disseminate information and answer questions.
4. Cooperative advertising programs: explore sponsorship opportunities with high profile special events.
5. Distribution of printed materials/bill and pay check stuffers
6. Ads & PSAs: explore future partnerships in developing advertising and PSAs
7. Feedback from constituents: record feedback from constituents to enhance future communications.
8. Editorial endorsements and support: meet with editorial boards to inform them of the new program, its benefits and to solicit their support.
9. Group endorsements: solicit groups for their endorsement of the new program and its benefits for St. Louis' quality of life.
10. Participation in employee/public events
11. Cooperative media stories
12. Work with the repair industry and health care industry I developing feature story angles.
13. Identify and prepare credible spokespersons

C. Mutual Benefits

1. Health benefits
2. Repair and parts industry have inherent economic incentives

3. Public service - valuable, timely and helpful information
4. Promotion of critical quality of life issues and proposed remedies - "We're all in this together"
5. Green issues
6. New niche/source of helpful information for media
7. Shared customers/reduced confusion

D. Other Critical Issues

1. Summer ozone season: our media blitz should take advantage of the period of high ozone levels usually experienced in mid-to-late summer

VIII. EVALUATION PLAN

A. Criteria

An ongoing and thorough evaluation of our public relations efforts is vital to the success of those efforts and to the overall success of the program. Elements we will need to take into account as we continually monitor and evaluate our needs, problems and successes are:

1. The clarity of assignments, roles and responsibilities of team members

Monitoring of program data such as:

- a. number of negative calls/complaints to hotline
- b. number of shop owners who are being locked out of equipment
- c. Success of repair industry, monitoring of retest pass/failure rate

3. Highest and best use of our resources (money, time and personnel)
6. Monitoring of our action plan; on-time and within budget

XI. Fact Sheets and FAQs



Gateway Vehicle Inspection Program

www.GatewayVIP.com

Fact sheet number 4

July 2007

Gateway Vehicle Inspection Program Frequently Asked Questions

What is the Gateway Vehicle Inspection Program?

The Gateway Vehicle Inspection Program is part of Missouri's continuing effort to improve air quality in the St. Louis region. The Gateway Vehicle Inspection Program is a combined emissions testing and safety inspection program for vehicles registered in the St. Louis ozone nonattainment area. The nonattainment area includes St. Louis City and Franklin, Jefferson, St. Charles and St. Louis counties.

Why is the emissions testing program changing?

In the summer of 2005, the department convened the Emissions Inspection and Maintenance (I/M) Summit to bring the St. Louis community together to consider and build consensus for a redesign of the vehicle emissions I/M program in St. Louis. Based upon the consensus of the I/M Summit, the Missouri General Assembly passed Senate Bill 583 in 2006. As a result of this legislation, the Gateway Clean Air Program, the centralized emissions inspection and maintenance program, ends Sept. 1. The Gateway Vehicle Inspection Program will transition during the month of September to allow participating shops ample time to become familiar with the software and equipment necessary to perform the emissions test. The program will begin Oct. 1. The Missouri Department of Natural Resources and the Missouri State Highway Patrol will jointly administer the Gateway Vehicle Inspection Program.

Why does my vehicle need to be tested?

Motor vehicles are a leading source of air pollution in the St. Louis area due to the large number of vehicles on the road and amount of miles traveled daily. The U.S. Environmental Protection Agency has designated the counties of St. Charles, St. Louis, Franklin, Jefferson and St. Louis City as an ozone nonattainment area. The area does not meet the federal health-based air quality standards for ground-level ozone, a strong lung irritant.

The Gateway Vehicle Inspection Program will be an important part of the eight-hour ozone plan designed to bring the St. Louis area into attainment by June 2010. The federally-required I/M program is designed to reduce passenger vehicle emissions.

Studies show those most affected by poor air quality are those with respiratory illnesses. When passenger vehicle emissions react with heat and sunlight, ground-level ozone is formed. Because ground-level ozone is highly reactive, high concentrations can cause

throat irritation, congestion, chest pains, nausea and labored breathing for anyone exposed to this pollution. Ozone can also aggravate the breathing of those with lung or heart conditions. Performing repairs on the vehicle before emissions issues worsen will help reduce ground-level ozone. Everyone benefits from improved air quality when the release of excessive vehicle emissions are prevented.

Are vehicles operating more cleanly today than ever before?

Vehicles manufactured in 2007 are designed to operate more cleanly than the new vehicles of 1970. Vehicle manufacturers have complied with more stringent emissions standards set by the federal government each year. New emissions devices combined with unleaded fuel have improved vehicle emissions during the past 37 years; however, manufacturers still have no control over routine maintenance of a vehicle once it leaves the dealership.

Vehicles 1995 and older registered in the nonattainment area make up 20 to 23 percent of the vehicle fleet in 2007. The impact on ground-level ozone from these older vehicles will continue to decrease as these vehicles become a smaller percent of the fleet and are phased-out.

Which vehicles will require emissions testing?

The Gateway Vehicle Inspection Program will only test gas-powered vehicles 1996 and newer and diesel-powered vehicles 1997 and newer that are registered in the St. Louis ozone nonattainment area. The program will also test vehicles with at least 51 percent of their annual miles driven in the ozone nonattainment area, regardless of where the vehicle is registered.

The Gateway Vehicle Inspection Program will emissions test even model year vehicles during even calendar years and odd model year vehicles during odd calendar years. An emissions test is also required any time an eligible vehicle undergoes a title change.

Which vehicles will not require emissions testing?

All vehicles that do not contain on-board diagnostic computer equipment will be exempt from the emissions testing requirements, however a safety inspection will still be required. Safety inspections are required biennially regardless of calendar or model years.

Exempted vehicles include

- 1995 and older gas-powered vehicles;
- 1996 and older diesel-powered vehicles;
- New motor vehicles, not previously titled and registered, for the four-year period following their model year of manufacture, with fewer than 40,000 miles at the first required biennial safety inspection;
- New and unused vehicles, with model years within two years of the calendar year, that have odometer readings of less than 6,000 miles at the time of original sale by the manufacturer or dealer; and
- Motor vehicles that are driven fewer than 12,000 miles between biennial safety inspections.

Other exemptions include

- Motorcycles and motortricycles;
- Vehicles powered by fuels other than gasoline, ethanol or diesel;
- Vehicles that are domiciled and operated exclusively in an area of the state not subject to the emissions inspection requirements;
- Historic Vehicles registered pursuant to section 301.131 RSMo;
- School buses;
- Tactical military vehicles; and
- Visitor, employee or military personnel vehicles on federal installations provided appointments do not exceed 60 calendar days.

How do motorists know when to have their vehicles emissions tested?

The Missouri Department of Revenue will continue to mail vehicle registration papers 60 days prior to plate expiration to notify motorists when to have their vehicles emissions tested and safety inspected. Vehicles with an even model year are tested in even years, and vehicles with an odd model year are tested in odd years. An emissions test is also required any time an eligible vehicle undergoes a title change. At the time of the title transfer, the seller is required to provide the purchaser with a valid emissions inspection compliance certificate or compliance waiver.

Where can I go to have my vehicle emissions tested?

The state will license auto shops in the St. Louis area to conduct the emissions testing. All currently licensed safety inspection stations are encouraged to participate in the program.

What is required of local auto shops to participate in the program?

To participate, local auto shops will apply to the state for an emissions inspection license. Licensed stations will conduct emissions inspections and have the option to repair failing vehicles. The cost of the station license is \$100 per year, and will be prorated the first year the business is licensed so safety and emissions inspection station licenses can be synchronized.

Emissions inspectors will also be licensed with the state. The emissions inspector license is valid for three years and provided at no cost. The contractor will train all emissions inspectors. The inspectors will be required to pass a written and practical exam offered by the Missouri State Highway Patrol. The licensed emissions inspection stations are required to obtain Internet connections to facilitate real-time, paperless vehicle registration verification. They are also required to purchase their inspection equipment from the state's contractor.

How are vehicle emissions tested?

The Gateway Vehicle Inspection Program will use On-Board Diagnostics or OBDII testing to conduct the emissions test. This testing method accesses an advanced computer system installed in all 1996 and newer gas-powered and 1997 and newer diesel-powered vehicles 8,500 pounds or less in Gross Vehicle Weight Rating. OBDII is an early-warning system that continually monitors the vehicle's emissions-control devices and other engine-related components to ensure all are functioning properly.

When the vehicle is presented for an emissions test, an inspector will attach a connector cable to the OBD port generally located below the dash on the driver's side of the vehicle. The OBD information will be sent to the computer. Any emissions-related OBD diagnostic trouble codes or other OBD failures will be printed on the Vehicle Inspection Report.

OBDII systems provide valuable emissions information that allows motorists to invest in needed repairs and preventive maintenance to ensure that their vehicle continues to perform efficiently. The outcome of the Gateway Vehicle Inspection Program will be cleaner cars on the road and cleaner air for everyone to breathe. For more information about the emissions test, see the OBDII fact sheet on the department's Web site at <http://www.dnr.mo.gov/gatewayvip/docs/obdfactsheet.pdf>.

Are safety inspections still required by the state?

Safety inspection requirements are not changing. The Gateway Vehicle Inspection Program combines the safety inspection and emissions testing requirements for vehicles registered in the St. Louis ozone nonattainment area. Model year vehicles 1995 and older are not subject to the emissions portion of the program, but are still subject to all safety inspection requirements. Any auto shop that currently performs safety inspections may continue to offer safety only inspections and may choose not to participate in the Gateway Vehicle Inspection Program.

What is the cost of an emissions test?

The emissions testing fee shall not exceed \$24, and the safety inspection fee shall not exceed \$12. The station shall determine the acceptable forms of payment. The fees shall include one free reinspection, if the same licensed station conducts it within 20 business days.

How long is my emissions test valid?

Once a vehicle receives a passing emissions test, the test is valid for registration purposes for 60 days. If the vehicle owner allows the emissions test to expire, the vehicle will have to be reinspected.

If my vehicle fails, where can I go to have it repaired?

Anyone may perform necessary repairs for the vehicle. Customers are not required to have repairs completed at the station that performs their vehicle's emissions test. It is important to note that waiver criteria may affect where a motorist chooses to have repairs performed.

What is required for retesting my vehicle?

If your vehicle has been repaired, it's time to get ready for a retest. Retests are required until your vehicle passes or until you obtain a cost-based waiver from the Missouri Department of Natural Resources.

Once repairs are completed, the vehicle must return to the initial testing station within 20 business days to qualify for one free reinspection. After 20 business days, you will be required to pay the full emissions test fee again.

The vehicle owner must present a completed repair data sheet that is filled out and signed by whomever repaired the vehicle. This information will be used to provide performance ratings for Missouri Recognized Repair Technicians as well as facilitate cost-based waiver issuance.

Before you retest...drive your repaired vehicle normally for several days before returning to the station that initially performed the emissions test. Doing so can help reset your vehicle's readiness monitors. For more information on readiness monitors, see the On-Board Diagnostics (OBDII) fact sheet available on the department's Web site at <http://www.dnr.mo.gov/env/apcp/docs/obdfactsheet.pdf>.

Are waivers available and who is eligible to receive one?

Yes, there are three waivers offered to vehicle owners that fail the emissions test. The waivers include cost-based, out-of-area and reciprocity.

Cost-based emissions waivers are available if a motorist has spent more than \$450 on emissions-related repairs and labor. However, labor costs can only apply toward the waiver amount if a Missouri Recognized Repair Technician performs the repairs. If the vehicle owner performs the repairs, the owner must spend at least \$400 in qualified emission-control parts toward the waiver amount.

If vehicle owners are financially dependent solely on state and federal disability benefits or other public assistance programs and anticipate failing the emissions test, they may receive a waiver. The vehicle owner must provide reasonable and reliable proof to the department 30 days in advance of their vehicle's anticipated failure. The vehicle owner must spend at least \$200 on emissions-related repairs and labor to qualify.

Out-of-area waivers are also available. If a vehicle is registered in the St. Louis ozone nonattainment area, but operating outside of that area for the next 24 consecutive months, owners may apply to the department for an out-of-area waiver.

Finally, reciprocity waivers are available. If a vehicle is in a state other than Missouri and that state conducts pass/fail OBD testing, the motorist may choose to have the vehicle emissions inspected in that state and submit a reciprocity waiver application to the department.

Vehicle owners must apply for all emissions waivers with the Missouri Department of Natural Resources. To apply please visit www.GatewayVIP.com and complete the appropriate waiver request form.

What if I purchase a used vehicle?

State law requires automobile dealers to sell vehicles that will pass the emissions test. The dealer may choose to test the vehicle prior to the sale and provide the motorist with the passing emissions test or a cost-based waiver. Purchasers should understand that if the vehicle received a waiver, it will likely fail future emissions tests. If the dealer chooses not to provide either a passing test or waiver, the owner should get the vehicle tested within 10 days or 1,000 miles of the purchase date. Should the vehicle fail the emissions test, the owner may return it to the dealer for repairs needed to get it to pass the emissions test (no waivers allowed). If the dealer cannot get the vehicle to pass the emissions test, the dealer must reach another agreement with the vehicle owner.

State law requires private sellers of vehicles to provide the purchaser with a current emissions test approval or waiver for the vehicle prior to the sale. The vehicle purchaser has 60 days from the date of the emissions test to register the vehicle. For more information, see the Consumer Protection Information for Used Car Buyers fact sheet on the department's Web site at <http://www.dnr.mo.gov/gatewayvip/docs/consumerprotection.pdf>.

I had my vehicle tested last year when I purchased it; why do I have to test it again this year?

The Gateway Vehicle Inspection Program tests even-model year vehicles biennially during even calendar years and odd-model year vehicles biennially during odd calendar years. An emissions test is required any time an eligible vehicle undergoes a title change. In some cases, when a used vehicle is sold, an emissions test may be required in two successive years.

For example, if a 2000 vehicle is purchased in 2007, the seller is required to provide a passing emissions test to the buyer to register the vehicle. The seller, not the buyer, should pay for the test that occurs in 2007. In 2008, the vehicle would be required to pass another emissions test paid for by the new owner based on the even model year testing schedule. In this instance, the vehicle was required to have an emissions test in two successive years. However, the vehicle would not be scheduled for another emissions test until 2010.

Now that my vehicle has passed its inspections, how do I renew my license?

Vehicle owners may register online at www.plates.mo.gov. The Department of Revenue will mail your renewal stickers soon after they finalize your online renewal. You should allow 10 days for your stickers to arrive and plan your renewal accordingly. Vehicle owners should apply the stickers properly to their license plates. The stickers are proof that the vehicle owner has renewed their license, not the online confirmation. The vehicle owner can also visit a license fee office for vehicle registration and plate renewal purposes. For a list of Missouri Department of Revenue's contract license fee offices, visit <http://www.dor.mo.gov/mvdl/offloc>.



www.GatewayVIP.com

Fact sheet number 5

July 2007

Frequently Asked Questions for Auto Shops

How do I sign up?

Shops that want to participate must fill out the Missouri Station Equipment and Service Agreement Contract. Contracts are available on the Web at www.GatewayVIP.com. Applications will also be mailed upon request. Contracts must be completed and returned to SysTech International LLC. The mailing address and fax number are located on the last page of the contract. SysTech will process applications in the order they are received. Once processed SysTech will contact your shop to set up a training session. Shops were encouraged to sign up by the end of June. If shops missed the June deadline they can still sign up, but they may not be up and running by start of the program.

How much does the equipment cost; what does that include?

The cost to purchase the equipment is \$2,495 and is exempt from state sales tax. This includes all standard and optional equipment maintenance for the life of the contract. The standard equipment includes a computer with a 17" LCD monitor, keyboard and mouse, one inkjet printer to print vehicle inspection reports and one sticker printer. You will also receive a barcode reader, an OBD vehicle interface cable, an OBD verification tool, a high-resolution digital camera and dock, a USB Web camera, USB drive and a fingerprint scanner. All of the equipment with the exception of the monitor will fit inside the standard cabinet, which is also included in the base price. The standard equipment listed above is all that is necessary to participate in the Gateway Vehicle Inspection Program, however optional upgrades are available, see the contract for additional options.

What are the dimensions of the cabinet in the standard package?

The standard cabinet is approximately 3 feet high by 2 feet square. It is equipped with a lock and all of the equipment will fit inside the cabinet with the exception of the computer monitor, which will be located on top of the cabinet. It will also be on casters so that the OBD equipment can be repositioned if necessary.

Why do I need a fingerprint scanner and cameras?

The fingerprint scanner and cameras are security features for the Gateway Vehicle Inspection Program. The fingerprint scanner will ensure that licensed inspector/mechanics are the only employees performing the emissions and safety inspections. The fingerprint scanner will also save time by simply allowing the inspector to place a finger on the scanner, rather than requiring them to type numerous identification codes to access the required information.

The cameras will ensure the integrity of the program. The digital camera will be used to take pictures of the vehicle's odometer, license plate and VIN number for both the combined test and safety only inspections. The Web camera is permanently connected to the computer via USB connection and will be mounted on top of the analyzer. As appropriate, the Web camera will allow for optional video monitoring and recording of additional images of the inspection process to ensure the integrity of the program.

Do I have to choose options now or can I choose them at a later date?

You may choose additional equipment options later; however, the price of the optional equipment may increase if it is ordered outside of the initial service contract. And while you are not required to choose any additional options, the all-inclusive warranty upgrade can only be chosen in the initial service contract. The warranty option is not available to you once you receive your equipment and begin operation.

What does the all-inclusive warranty upgrade cover?

The all-inclusive warranty upgrade includes all consumables, free delivery of all consumables and full coverage for any equipment damage during the term of the contract. This warranty is available for an additional \$50 per month, and must be chosen in the initial service contract.

Are payment options available when I order the equipment?

Yes. There are four payment options available. Option 1 is payment in full for all ordered equipment. Option 2 is \$500 down and the remaining balance due upon delivery of the equipment. Option 3 is \$1,247 (half) down and the remaining balance due in equal installments of \$100 for 24 months. Option 4 is no money down and the balance due in equal installments of \$100 for 48 months. Please note that if you choose option 3 or 4, any optional equipment that is ordered must be paid for in full at the time of delivery.

Are there other costs for participation?

Yes. Participating shops must be licensed by the state. The cost of the station license is \$100 per year. Safety inspection station licensing fees will remain the same at \$10 per year. There is also a \$4.00 sticker/authorization fee and a \$3.45 Vehicle Inspection Database service fee. The sticker fee is divided between the Missouri Department of Natural Resources and the Missouri State Highway Patrol. The \$3.45 Vehicle Inspection Database service fee is paid to SysTech for each combined inspection. The service fee is charged only when it is a paid inspection for the shop, qualifying free reinspections will not incur this charge. There is also no service fee charged when the shop performs a safety only inspection for a vehicle.

What happens if I run out of stickers?

Shops will prepurchase stickers that give authorization to perform emissions tests or safety inspections. Your shop will be locked out of the system if you run out of authorizations. Shops can set their equipment to notify them to reorder when their authorizations are getting low.

How will I be billed for Vehicle Inspection Database service fees?

At the end of the month an electronic invoice will be sent to your computer. This electronic invoicing will allow shops to review their charges instantly. Service fees can be paid by check, charge or through a direct debit from a bank account. If you are delinquent in making this payment, your shop will be locked out of the system until payment is received.

Why do I have to pay a Vehicle Inspection Database service fee?

The service fee allows SysTech to maintain the electronic database that stores all vehicle inspection information and makes the information readily available to both the shop and the state. This fee includes software upgrades as well as service calls and technical support to any of the shops. There will be no additional charge for the software upgrades.

What are the costs for technical support or service calls?

Technical assistance and service calls are free of charge. SysTech will determine the appropriate assistance option for each shop based on their specific need. These services are provided to the shops for the life of SysTech's contract.

What if the equipment I ordered does not operate properly?

Contact SysTech immediately for all software and hardware problems. SysTech personnel will determine the best course of action for each situation. SysTech is required to maintain an average service response time of 4 hours or less by contract.

Is a dedicated bay required to perform emissions testing and safety inspections?

No. Shops may perform emissions testing and safety inspections in different bays as long as those bays are inspected and approved by the Missouri State Highway Patrol.

Is a dedicated phone line required to connect to the Internet?

Yes, if the shop uses a dial-up Internet connection. If the shop uses a high-speed Internet connection during its day to day business, a router will be required to maintain connection to the testing equipment. Wireless connections are also available, see the contract for details.

How many days per week am I required to perform emissions testing and safety inspections?

As required by law, any shop that performs emissions testing and safety inspections must operate at least five days per week. Those five days do not have to be consecutive. A day of operation should be at least eight hours.

How much can I charge my customers for an emissions test?

If a shop performs both a safety inspection and an emissions test for a customer, the most that they can charge is \$36. If a customer fails one or both tests they are entitled to one free retest at the shop that performed the initial test as long as they return within 20 business days. State law caps the emissions test fee at \$24. Safety inspection fees are capped by state law at \$12.

How long does it take to complete an emissions test?

The emissions test takes approximately three minutes to complete.

How can shops help inform the public of the changing emissions testing procedure?

The Missouri Department of Natural Resources has established a Web site to help inform the shops and the public about the Gateway Vehicle Inspection Program at www.GatewayVIP.com. The Web site includes frequently asked questions and other helpful information to aid motorists during this transition. For more information, shops can direct their customers to the Web site or they may call 1-866-OBD-TEST (623-8378).

For more information call or write

Missouri Department of Natural Resources
Gateway Vehicle Inspection Program
St. Louis Regional Office
7545 S. Lindbergh, Suite 210
St. Louis, MO 63125
(314) 416-2115 office
(314) 416-2970 fax



www.GatewayVIP.com

Fact sheet number 1

May 2007

Consumer Protection: Information for Used Car Buyers

Statutes containing the following requirements supersede "as is" declarations on sales contracts or bills of sale to individuals.

Vehicles bought from a dealer

Automobile dealers have an obligation to sell vehicles that will pass the emissions test (643.315.5, Missouri Revised Statutes). Dealers have two ways of meeting this obligation.

Dealers may sell a vehicle that has had an emissions test performed within 120 days of the date of sale. The dealer will provide the purchaser with the emissions test certificate to be used to register the vehicle within 120 days of the test date. Failure to register the vehicle within that time obligates the purchaser to have a new emissions test performed. Purchasers should understand that the vehicle may have failed the test and received a waiver. If this is the case, the vehicle may fail future emissions tests.

Dealers may also sell a vehicle without a valid emissions test certificate. Dealers are required to inform the purchaser in writing on both the bill of sale and the purchase contract that they have ten days or 1,000 miles to get the vehicle's emissions inspected. Purchasers of such a vehicle should have the vehicle's emissions tested within ten days of purchase and with no more than 1,000 additional miles put on it. If the vehicle fails the emissions test, the purchaser should return the vehicle to the dealer immediately. The dealer is required to have the necessary repairs made so that the vehicle will pass the emissions test and not receive a waiver. Dealers are obligated to accomplish this within five days, or they must come to some other mutually agreeable decision regarding the vehicle purchase. If the vehicle's emissions are tested after ten days or 1,000 miles, the purchaser is responsible for acquiring the emissions test certificate needed to register the vehicle. If purchasers are not satisfied with a dealer's response, they can call the Consumer Protection Hotline at 1-800-392-8222.

Note: Vehicles sold with Junk, Salvage, or Rebuild titles or vehicles purchased at a public auction are exempt from these dealer requirements. If you purchase a used vehicle through any of these means, you are fully responsible for the cost to repair the vehicle to pass the emission inspection or receive a waiver.

dealer requirements apply to residents of the emissions test area regardless of the dealer's location. (St. Louis City, Franklin, Jefferson, St. Charles and St. Louis counties)

Vehicles bought from a private individual

Private sellers of vehicles are required to provide the purchaser with a current emissions test approval or waiver for the vehicle prior to sale. The vehicle purchaser has 60 days from the date of the emissions test to use the certificate for registration (643.315.1, Missouri Revised Statutes).

Note: If you purchase a used vehicle from a private seller without asserting this right prior to the time of sale, you are fully responsible for the cost to repair the vehicle to pass the emission inspection or receive a waiver.

For more information call or write

Missouri Department of Natural Resources
Gateway Vehicle Inspection Program
St. Louis Regional Office
7545 S. Lindbergh, Suite 210
St. Louis, MO 63125
(314) 416-2115 office
(314) 416-2970 fax

Air Pollution Vehicle Parts Exempt from State Sales Tax

On March 30, 2003, a rule amendment to state rule 10 CSR 10-6.320 Sales Tax Exemption became effective, which affects the vehicle parts and vehicle repair industry statewide.

Beginning March 30, 2003, the following replacement vehicle parts are exempt from state sales tax:

- Air injection parts, air pumps check valves, smog pumps;
- Catalytic converters (universal converters, direct fit converters, converter kits);
- Exhaust gas recirculation (EGR) valves;
- Evaporative canisters and canister purge valves; and
- Positive crankcase ventilation (PCV) valves.

When purchasing the above vehicle parts, the customer is not required to fill out a form or application. The parts are automatically exempt from state sales tax. However, the retailer or installer must indicate on the invoice what parts were sales tax exempt and what parts were not exempt. The retailer must also retain copies of these invoices for five years for audit purposes.

For a copy of or questions about this rule amendment, please contact the Department of Natural Resources' Air Pollution Control Program at (573) 751-4817.

Is the rule retroactive?

No. All transactions involving the replacement vehicle parts listed in the rule occurring before March 30, 2003, are subject to state sales tax. All purchases occurring on or after March 30, 2003, of replacement vehicle parts listed in the rule are not subject to state sales tax.

Does the rule exempt replacement vehicle parts that perform the same function as a part listed in the rule, but have a different name?

Yes, this rule exempts the state sales tax on any vehicle part that serves the equivalent function to a part that is listed in the rule. For example, some PCV valves are not true valves (open vs. shut), but orifice restrictors (wide vs. narrow). Such PCV orifice restrictors are sales tax exempt.

Are sensors that provide inputs to the vehicle parts listed in the rule exempt from state sales tax?

No, this rule does not exempt the state sales tax on any vehicle sensors (e.g., oxygen sensor, throttle position sensor, etc.) that provide feedback to the vehicle's computer in order to control emissions.

However, if the sensor cannot be sold or installed separately from the replacement vehicle part that is sales tax exempt (e.g., the Differential Pressure Feedback EGR (DPFE) sensor and the EGR valve on Ford vehicles), then both should be considered sales tax exempt.

Does the rule exempt testing equipment used to diagnose the functionality of vehicle emission control components and systems?

No, this rule does not exempt state sales tax from vehicle diagnostic equipment that can be used for other purposes besides reducing pollution, e.g., five-gas analyzers. However, vehicle diagnostic equipment that can be used solely for the purpose of preventing or reducing vehicle pollution may be considered sales tax exempt. The Department of Natural Resources will evaluate each such application on a case-by-case basis according to the procedures contained in the rule.

Who do I contact for more information about this rule?

All questions about sales tax procedures or enforcement should be addressed to the Missouri Department of Revenue Division of Taxation and Collection at (573) 751-2836. All other questions and comments concerning this rule should be addressed to the Missouri Department of Natural Resources' Air Pollution Control Program at (573) 751-4817.

For more information call or write

Missouri Department of Natural Resources
Gateway Vehicle Inspection Program
St. Louis Regional Office
7545 S. Lindbergh, Suite 210
St. Louis, MO 63125
(314) 416-2115 office
(314) 416-2970 fax

On-Board Diagnostics (OBDII) Fact Sheet

What is OBDII?

On-Board Diagnostics, Generation II (OBDII) is an advanced computer system installed on all 1996 and newer cars and light duty trucks (8,500 pounds or less in Gross Vehicle Weight Rating). OBDII is an early-warning system that monitors the vehicle's emissions-control devices and other engine-related components to ensure that they are functioning properly. OBDII systems provide valuable emissions information that allows motorists to invest in needed repairs and preventive maintenance to ensure that their vehicle continues to perform efficiently.

Effective Sept. 4, 2007, the Gateway Vehicle Inspection Program will test 1996 and newer gasoline powered vehicles and 1997 and newer diesel powered vehicles using on-board diagnostic equipment. This advanced computer inspection system will determine whether 1996 and newer vehicles pass or fail the emissions inspection. Vehicles failing the OBDII test must be repaired to pass the vehicle emissions test. Model year vehicles 1995 and older will be exempt from all emissions test requirements in the ozone nonattainment area (St. Louis City, Franklin, Jefferson, St. Charles and St. Louis counties).

What are the advantages of OBDII testing?

OBDII is an early-warning system that identifies current and developing emissions-related issues. The system continually monitors, tracks and stores information about a vehicle's emissions-control devices and drive train components. The OBDII system helps ensure the emissions-control system is operating correctly and detects problems that may not be noticeable upon visual inspection. Many component failures can be electrical or even chemical in nature. Early detection and repair minimizes the chance of more serious emissions-related problems developing.

When a vehicle fails an OBDII test, motorists will receive a Vehicle Inspection Report. This detailed report identifies areas of concern allowing a trained repair technician to make quicker and more effective repairs. The report will contain the specific diagnostic trouble codes that the vehicle is experiencing at the time of the test. (See the "What are Diagnostic Trouble Codes?" for more information). These codes allow repair technicians to quickly identify areas of concern and perform repairs before more costly problems arise. This approach can save the motorist time and money.

After the vehicle emissions testing station connects to a vehicle's OBDII system, a reading is received within a matter of seconds. The quickness and accuracy of the OBDII test enables the inspector to minimize the time it takes to complete an inspection.

What does OBDII have to do with clean air?

Motor vehicles are a significant source of air pollution in the St. Louis area. Newer vehicles are polluting less due to newer technology and emissions-control devices. However, emissions are only kept to a minimum when all these systems are in proper working order. When an engine is not running as designed, performance is lost, fuel is wasted and exhaust pollutants are increased.

Studies show those most affected by poor air quality are those with respiratory illnesses. When passenger vehicle emissions react with heat and sunlight, ground-level ozone is formed. Because ground-level ozone is highly reactive, high concentrations can cause throat irritation, congestion, chest pains, nausea and labored breathing for anyone exposed to this pollution. Ozone can also aggravate the breathing of those with lung or heart conditions. Performing repairs on the vehicle before emissions issues worsen will help reduce ground-level ozone. Everyone benefits from improved air quality when the release of excessive vehicle emissions are prevented.

How is OBDII technology used in emissions testing?

The OBDII system is highly sophisticated. It is designed to identify components that are malfunctioning or in the process of deteriorating to the point of failure. The system monitors engine components and stores information that is downloaded at the licensed inspection stations. Information collected cannot be altered, and no information can be added to the vehicle's computer during the inspection or as a result of the inspection.

How are drivers notified of an OBDII concern?

As soon as an emissions concern is detected, the OBDII system notifies drivers by illuminating an orange-colored warning light on the dashboard. Technically known as a malfunction indicator light, it is commonly referred to as the "Check Engine" or "Service Engine Soon" light. The on-board computer identifies a problem well before the driver may notice it. These problems include poor fuel economy, lack of performance and/or increased emissions.

What does it mean if the malfunction indicator light is on?

The vehicle's OBDII computer illuminates a malfunction indicator light when it finds a fault that may cause high tailpipe or evaporative emissions. In some cases, it means that immediate service is needed to prevent expensive damage and excessive emissions. If the light is blinking or flashing, have your vehicle serviced immediately. Expensive damage to the catalytic converter may result if the problem is left unattended. A trained technician should evaluate a vehicle any time a malfunction indicator light is lit for more than one month.

Why is it important to respond quickly if the malfunction indicator light is blinking?

A prompt response to the malfunction indicator light may save you money. If the light is blinking, the OBDII System has detected an emissions problem that will ruin the catalytic converter, the most expensive emissions-control component on the vehicle. Early diagnosis and repair can prevent costly repairs. Responding to this light in a timely manner will reduce vehicle emissions, helping to improve overall air quality in the region.

What should I do if the malfunction indicator light is on?

There are circumstances when a vehicle's OBDII system will automatically shut off a malfunction indicator light if the problem is not detected again. If the OBDII system evaluates a component or system three consecutive times and if it no longer detects the initial concern, the warning light will turn off on its own. If the malfunction indicator light continues to be illuminated after several driving trips, it is recommended that a trained repair technician evaluate the vehicle. The OBDII system stores information that tells repair technicians what is wrong with the vehicle.

Can the malfunction indicator light be turned off?

A qualified repair technician can turn the malfunction indicator light off following service. There are also situations where the vehicle will turn off the light automatically if the conditions that caused the initial problem are no longer detected by the vehicle's OBDII system.

What happens if my vehicle shows an unset readiness monitor when an emissions test is performed?

An OBDII system constantly monitors individual emissions-control devices. Readiness monitors indicate if these components have been fully evaluated or whether system components have experienced any problems that prevent the vehicle from operating as designed.

If the vehicle is in the process of resetting itself, the readiness monitor is said to be "Not Ready." Not ready monitors may be caused by a recently disconnected vehicle battery, a low or dead battery, or as a result of work performed on the vehicle. Readiness monitors remain not ready until the vehicle's computer has had adequate time while the vehicle is being driven to review the component or system.

The presence of "Not Ready" readiness monitors means that the vehicle cannot be OBDII tested, as the information needed to make a pass/fail determination is not yet available. Vehicles will fail the OBDII test if too many monitors are unset at the time of testing. For 1996-2000 vehicles, three or more unset monitors will result in a test failure. For 2001 and newer vehicles, two or more unset monitors will result in a test failure. Additionally, if a vehicle fails the OBDII test with a catalytic converter Diagnostic Trouble Code, the vehicle will fail the retest if the catalyst monitor is not set to "Ready".

To set the monitors to "Ready" the vehicle must complete its appropriate drive cycle. Drive cycles are unique and specific to each make and model. Check your owner's manual or contact the vehicle manufacturer or a qualified service provider for more information about drive cycles.

What are Diagnostic Trouble Codes?

When a vehicle's emissions-control system detects an emissions-related problem it generates diagnostic trouble codes. These codes are stored in the vehicle's computer and indicate a specific system or component that might be malfunctioning. A detailed report listing the codes found during the OBDII test is provided on the Vehicle Inspection Report to owners at the conclusion of the test. Diagnostic trouble codes assist trained repair technicians in pinpointing areas of concern, allowing quicker and more effective repairs that save both time and money for the motorist.

Just because the Vehicle Inspection Report lists a particular diagnostic trouble code does not mean that the component described should be automatically replaced or repaired. Repairs should only be performed after a thorough diagnosis of the reason for the setting of the code in the vehicle's computer has been made. If the problem that caused the diagnostic trouble code to be stored isn't properly repaired, then the code that caused the vehicle to fail its emissions test will return, and the vehicle will remain unrepaired. For this reason, the Gateway Vehicle Inspection Program encourages all motorists to enlist a trained repair technician to perform this diagnostic service prior to beginning any repair work. This diagnosis is required if the vehicle owner applies for a cost-based emissions waiver.

Does my warranty cover OBDII repairs?

Federal law requires that emissions-control systems on 1995-and-newer vehicles be covered by warranty for two years or 24,000 miles, whichever comes first. Many auto manufacturers provide extended warranty coverage beyond what is required by federal law. Federal law also requires that the on-board computer and catalytic converter on 1995-and-newer vehicles be covered for eight years or 80,000 miles. Consult your vehicle owner's/warranty manual for warranty coverage information.

Where can I get more information on OBDII Testing?

You may get more information about the Gateway Vehicle Inspection Program at the Web site, www.GatewayVIP.com, or toll free at 1-866- OBD-TEST.

For more information call or write

Missouri Department of Natural Resources
Gateway Vehicle Inspection Program
St. Louis Regional Office
7545 S. Lindbergh, Suite 210
St. Louis, MO 63125
(314) 416-2115 office
(314) 416-2970 fax



OBD-II PASS/FAIL TEST CRITERIA (ON-BOARD DIAGNOSTICS, GENERATION II)

PASS

- Bulb Check for Malfunction Indicator Light (MIL)
 - MIL illuminated in KOEO - key-on/engine-off condition
 - MIL not illuminated in KOER - key-on/engine-running condition
- MIL not commanded on
- Readiness status OK

FAILURE

- Bulb Check
 - MIL does not illuminate in key-on/engine-off condition
 - MIL illuminated in key-on/engine-running condition
- MIL commanded on
- DLC missing, tampered or inoperable
- No communication/response from vehicle
- Too many unset readiness monitors

READINESS

1996-2000 Model Year

Allowed 2 non-continuous monitors not set to ready (3 or more and vehicle will fail)

2001 & Newer Model Year

Allowed 1 non-continuous monitor not set to ready (2 or more and vehicle will fail)

- A vehicle with an OBD test failure for any catalyst code (P0420-P0439) must have the catalyst monitor set to ready for retest
- All gasoline-powered vehicles must have the oxygen sensor and catalyst monitor supported.

| KOEO | KOER | | | | |
|------------|------------|------------------------|-----------------------------------|-------------------------------------|-------------|
| | BULB CHECK | MIL COMMANDED | CODES PRESENT | REQUIRED # OF MONITORS SET TO READY | PASS/FAIL |
| OFF | --- | --- | --- | --- | FAIL |
| ON | ON | --- | --- | --- | FAIL |
| ON | OFF | --- | NO | --- | FAIL |
| ON | OFF | PREVIOUS CATALYST CODE | CATALYST MONITOR NOT SET TO READY | --- | FAIL |
| ON | OFF | --- | YES | --- | PASS |



Missouri Department of Natural Resources
Air Pollution Control Program



MISSOURI STATE HIGHWAY PATROL



SysTech International

WAIVER CRITERIA

As of Sept. 1, 2007, all 1996 and newer gasoline or diesel powered vehicles will be tested solely using the OBDII system. Currently, 97 percent of all initially failing vehicles are repaired and able to pass an emission retest. Those vehicles that are not repaired to pass an emission retest are eligible for a waiver.

There are three waivers offered to vehicle owners that fail the emissions retest. These include cost-based, out-of-area and reciprocity waivers.

Cost-based emissions waivers are available under these conditions:

- A motorist has spent more than \$450 on emissions-related repairs and labor. Labor costs can only apply toward the waiver amount if a Missouri Recognized Repair Technician performs the repairs.
- If a Missouri Recognized Repair Technician does not perform the repairs, the owner must spend at least \$400 in qualified emission-control parts toward the waiver amount.
- If vehicle owners are financially dependent solely on state and federal disability benefits or other public assistance programs and anticipate failing the emissions test, they may receive a waiver. The vehicle owner must provide reasonable and reliable proof to the department 30 days in advance of their vehicle's anticipated failure. The vehicle owner must spend at least \$200 on emissions-related repairs and labor to qualify.

Out-of-area waivers are available under these conditions:

- A vehicle is registered in the St. Louis ozone nonattainment area, but operating outside of that area for the next 24 consecutive months, owners may apply to the department for an out-of-area waiver.

Reciprocity waivers are available under these conditions:

- A vehicle is in a state other than Missouri and that state conducts pass/fail OBD testing, the motorist may choose to have the vehicle emissions inspected in that state and submit a reciprocity waiver application to the department.

Vehicle owners must apply for all emissions waivers with the Missouri Department of Natural Resources.