



Gateway Air Repair

A Newsletter for the Vehicle Repair Industry

Volume 9 Number 3

July 2007

St. Louis Region Emissions Testing Changes Under Way

The Gateway Clean Air Program will cease operations on Saturday, Sept. 1. As a result, this July edition of the Gateway Air Repair newsletter will be the last issue you receive.

As the Gateway Clean Air Program draws to a close, the Department of Natural Resources' Air Pollution Control Program would like to extend a big "Thank You" to all of the Missouri Recognized Repair Technicians and repair shop owners who invested their time and energy in making it a successful program. Since April 2000, MRRTs have repaired thousands of failing vehicles that were emitting excess pollution to pass their emissions test, often after just one repair attempt.

These repairs have prevented the release of tons of hydrocarbon, carbon monoxide and oxides of nitrogen tailpipe and evaporative emissions each day, and have contributed significantly to the overall plan to reduce the formation of ground-level ozone throughout the St. Louis ozone nonattainment area.

The Gateway Vehicle Inspection Program is scheduled to begin on Tuesday, Sept. 4. Because vehicles will still need effective maintenance and repairs to pass the OBD test when the Gateway Vehicle Inspection Program begins, MRRTs will continue to have an important role in the success of the new program. Motorists whose vehicles fail the OBD test will be provided with a list of the nearest ten MRRT shops. Additionally, MRRT shops and their Repair Effectiveness Index scores will be publicly listed on the Gateway Vehicle Inspection Program Web site.

Once the Gateway Vehicle Inspection Program begins, MRRTs will need to be professionally engaged full-time in vehicle repair and have current ASE certification in Electrical Systems (A6), Engine Performance (A8) and Advanced Engine Performance Specialist (L1). There will not be mandatory Gateway Vehicle Inspection Program courses or continuing education requirements, although the department's Air Pollution Control Program encourages

all MRRTs to invest in continuing education and may offer voluntary training opportunities in the future. All current MRRTs will have their recognition continued when the new program begins.

Under the Gateway Vehicle Inspection Program, cost-based waivers will be issued to motorists by the department's Air Pollution Control Program. To be eligible for a cost-based waiver, the repairs must be appropriate for the OBD test failure. To qualify, motorists must spend a minimum of \$450 in parts costs and MRRT labor costs, or \$400 in emissions-related parts costs if the motorist repairs their own vehicle, or \$200 in parts costs and MRRT labor costs if the motorist is solely dependent on government financial assistance.

If you have any further questions about the Gateway Vehicle Inspection Program, please visit the Web site at www.GatewayVIP.com for the latest information. You may also contact the department's Air Pollution Control Program by phone at **1 866-0BD-TEST, (573) 751-4817 or (314) 416-2115.**

Attention Dealers and Fleets: Gateway Clean Air Program Vouchers Are Expiring

The Gateway Clean Air Program emissions test vouchers will be expiring Saturday, Sept. 1. All motor vehicle dealers and government or private fleets who have unused Gateway Clean Air Program emissions test vouchers will need to redeem their vouchers at any Gateway Clean Air Program testing station prior to Sept. 1, or turn in their unused emissions test vouchers for reimbursement. For reimbursement, please mail the emissions test vouchers by no later than Oct. 1 to: **Gateway Clean Air Program, Attention: Voucher Return, P.O. Box 1034, St. Charles, MO 63302-1034.**

All Gateway Clean Air Program emissions test voucher refund requests must include a dealership or fleet manager contact name, mailing address and phone number, as well as the total number of vouchers being returned. Also, please include your unused portion of emissions test vouchers in the envelope.

Gateway Vehicle Inspection Program: WAIVER CRITERIA

As of Sept. 1, 2007, all 1996 and newer gasoline powered and 1997 and newer diesel powered vehicles will be tested using the OBDII system. Currently, 97 percent of all initially failing vehicles are repaired and able to pass an emissions retest. Those vehicles that are not repaired to pass an emissions retest are eligible for a cost-based waiver.

There are three waiver options offered to vehicle owners. 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 an owner repairs the vehicle, they 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:

- 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.

Reciprocity waivers are available under these conditions:

- 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.

To apply for emissions waivers, please visit www.GatewayVIP.com and complete the appropriate waiver request form, or contact the Missouri Department of Natural Resources at: 7545 S. Lindbergh Blvd., Ste 210, St. Louis, MO 63125 or call (314) 416-2115.

The Missouri Department of Natural Resources and the Missouri State Highway Patrol jointly administer the Gateway Vehicle Inspection Program. The program is a key component of the ongoing effort to improve air quality in the St. Louis region.

www.GatewayVIP.com

State Awards Contract for Combined Vehicle Emissions, Safety Inspection Program for St. Louis

JEFFERSON CITY, MO, MAY 30, 2007 – The Missouri Department of Natural Resources has signed a contract with SysTech International LLC to provide equipment and data management services for the Gateway Vehicle Inspection Program. The program will combine motor vehicle emissions testing and safety inspections in the St. Louis area.

The contractor will provide the state with inspection and maintenance management services, a real-time vehicle inspection database and state-of-the-art vehicle inspection equipment and software necessary to combine emissions and safety inspections into one program.

“SysTech has offered an innovative and comprehensive plan, and they will be a key partner in our continuing efforts to improve air quality for the citizens of the St. Louis area,” said Department of Natural Resources’ Division of Environmental Quality Deputy Director Leanne Tippett Mosby. “They will provide the infrastructure for a cost-effective, convenient and fraud-resistant vehicle inspection program.”

A privately owned company based in Murray, Utah, SysTech International is solely in business to provide vehicle inspection and maintenance services to jurisdictions implementing emissions and safety inspection and maintenance programs. Inspection and maintenance contracts in the states of Connecticut, New York (City Taxi and Limousine Commission), Oregon, Rhode Island, Tennessee (cities of Nashville and Memphis), Utah (Salt Lake County) and Washington are currently being operated by SysTech International.

The state’s contract with SysTech International is effective from May 29 until Sept. 1, 2011. The contract contains options for one one-year or one two-year extension. The current centralized emissions only testing program, the Gateway Clean Air Program, will end Sept. 1.

The Gateway Vehicle Inspection Program will cover an area that includes the city of St. Louis, and St. Louis, St. Charles, Jefferson and Franklin counties. All 1996 and newer gasoline-powered vehicles and 1997 and newer diesel-powered vehicles under 8,500 pounds gross vehicle weight rating registered within the St. Louis ozone nonattainment area will be subject to an emissions inspection, in addition to the required safety inspection.

The implementation and maintenance of the combined emissions and safety program is designed to achieve the state’s goals of reducing ground-level ozone in the St. Louis nonattainment area while providing maximum convenience to area motorists whose vehicles fall under the testing requirements. Ozone is a respiratory irritant that can cause health problems, especially for children, the elderly and people with lung and heart diseases.

“SysTech... will be a key partner in our continuing efforts to improve air quality for the citizens of the St. Louis area... They will provide the infrastructure for a cost-effective, convenient, and fraud-resistant vehicle inspection program.”

*Leanne Tippett Mosby, Deputy Director,
Department of Natural Resources’
Division of Environmental Quality*

The Missouri Department of Natural Resources and the Missouri State Highway Patrol will jointly administer the Gateway Vehicle Inspection Program. For more information about the Gateway Vehicle Inspection Program, please contact the department’s Air Pollution Control Program at 1-800-361-4827 or (573) 751-4817.

Gateway Vehicle Inspection Program: *Repair Industry FAQ*

HOW DO I SIGN UP?

Shops that want to participate must fill out the Missouri Station Equipment and Service Agreement Contract. The 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 Sept. 4.

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 CABINET DIMENSIONS 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 ARE VEHICLE INSPECTION DATABASE SERVICE FEES BILLED?

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 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 four 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 inspections 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-OB-D-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

Auto Shops Continue to Sign Up for the New Gateway Vehicle Inspection Program in St. Louis Area

JEFFERSON CITY, MO, JULY 2, 2007 – As of today, 563 auto shops have signed up to join the Gateway Vehicle Inspection Program in the St. Louis area according to the Missouri Department of Natural Resources.

SysTech International LLC encouraged shops to apply by the end of June to receive all required equipment, training and licensing by September. SysTech will continue to process applications received after June 29, however, those shops may not be up and running by the start of the new program.

Currently, there are approximately 1,100 licensed safety inspection stations in the St. Louis ozone nonattainment area, which includes the city of St. Louis and Franklin, Jefferson, St. Charles and St. Louis counties. Those stations are eligible to sign up for the Gateway Vehicle Inspection Program.

“In a relatively short amount of time, SysTech has accepted hundreds of applications to join the program,” said Department of Natural Resources’ Division of Environmental Quality’s Deputy Director Leanne Tippett Mosby. “I’m pleased with the number of applications received to date. The Gateway Vehicle Inspection Program would like to encourage all currently licensed safety inspection stations to continue to sign up for the program.”

SysTech, the Department of Natural Resources and the Missouri State Highway Patrol recently held three informational seminars in the St. Louis area. Staff provided information and applications to interested auto shops and answered questions on the new Gateway Vehicle Inspection Program. Approximately 700 people attended the information seminars.

SysTech will provide equipment and data management services for the program. After registering with SysTech, auto shops will apply to the Missouri State Highway Patrol for an emissions inspection license. The contractor will train the emissions mechanics. Once the training is complete, the inspector/mechanics must pass a written and practical exam offered by the Missouri State Highway Patrol. For more information about participating in the Gateway Vehicle Inspection Program or to apply, auto shops can visit the Web at www.GatewayVIP.com or call **1-866-0BD-TEST (623-8378)**.

The Gateway Vehicle Inspection Program is jointly administered by the Missouri Department of Natural Resources and the Missouri State Highway Patrol. The program is a key component of the ongoing effort to improve air quality in the St. Louis region.

For news releases on the Web, visit: www.dnr.mo.gov/newsrel.

For a complete listing of the department’s upcoming meetings, hearings and events, visit the department’s online calendar at: www.dnr.mo.gov/calendar/search.do.



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Vehicle Inspection

Program would like to encourage all currently licensed safety inspection stations to continue to sign up for the program.”

*Leanne Tippett Mosby, Deputy Director,
Department of Natural Resources’ Division of
Environmental Quality*

More States Are Using OBD for Vehicle Inspection and Maintenance Programs

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Vehicle inspection and maintenance (I/M) programs are adopting state-of-the-art technology for model year (MY) 1996 and newer vehicles.

The Clean Air Act requires inspection and maintenance (I/M) programs to incorporate on-board diagnostic (OBD) testing as part of vehicle emission inspection. A majority of the 33 state and local areas that require vehicle emission tests have now moved forward to incorporate the use of OBD technology for vehicle inspections.

Jeff Holmstead, Assistant Administrator of EPA's Office of Air and Radiation, observes that, "I applaud the states that are conducting OBD checks to implement what EPA has determined to be a reliable I/M test for 1996 and newer vehicles. For motorists, OBD checks are a simple and convenient method of identifying vehicles in need of repair. On the national and local level, OBD is an important tool in improving air quality and helping states to meet National Ambient Air Quality Standards." The OBD check efficiently incorporates the capabilities of the OBD system to speed the testing process, provide specific information to the technician to help get repairs done correctly, and maximize the air quality benefits of an I/M program.

The real-world experiences of states already using OBD in their inspection programs, coupled with EPA studies, are highlighting the benefits of OBD testing and providing us with additional hard data that supports inclusion of OBD into operating programs. OBD offers significant air quality benefits, short inspection time for the consumer, and an accurate diagnosis of needed repairs. Repair costs of OBD-failed vehicles are comparable to that of traditional tailpipe tests.

OBD is designed to monitor vehicle operation and detect problems as soon as they occur. Early detection of problems makes warranty coverage programs more effective. Detecting and repairing problems early can also prevent more costly repairs later. OBD provides specific information to refer the repair technician to the proper repair procedure.

BACKGROUND

The current fleet of more than 200 million vehicles driving on U.S. highways is a major source of air pollution, accounting for approximately 77 percent of the carbon

monoxide and 45 percent of the nitrogen oxides in our nation's air. If not properly maintained, these vehicles will not perform as originally designed, causing them to work harder, wear out faster, and pollute more.

Today's vehicles are highly sophisticated and highly efficient. All 1996 and newer cars and trucks have an advanced powertrain control computer which uses second generation OBD technology to manage and monitor the operation of the engine and transmission. This computer is faster and more powerful than a space shuttle's navigation

computer. It keeps your engine running at peak efficiency and will alert you to any potential emission problems.

I/M programs have been in place in state and local areas for many years to help identify vehicles that are in need of repair and therefore exceeding emissions standards. OBD is available only on model year 1996 and newer vehicles. A significant, but declining, portion of the fleet is still pre-1996. EPA will continue to support traditional tailpipe testing and will continue to monitor OBD's performance as vehicles age.

For more information on OBD and vehicle I/M programs, visit EPA's Web site at www.epa.gov/otaq/obd.htm.

"For motorists, OBD checks are a simple and convenient method of identifying vehicles in need of repair. On the national and local level, OBD is an important tool in improving air quality and helping states to meet National Ambient Air Quality Standards."

*Jeff Holmstead,
Assistant Administrator,
EPA Office of Air and Radiation*

Gateway Air Repair
 PO Box 1034
 St. Charles, MO 63302-1034

PLEASE POST. Please pass on to any Missouri Recognized/Qualified Repair Technicians working at this address.

THIS NEWSLETTER PRINTED ON RECYCLED PAPER

GATEWAY VEHICLE INSPECTION PROGRAM

OBD-II Pass/Fail Test Criteria *(On-board Diagnostics, Generation II)*

K O E O		K O E R		
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

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.