



## *Clean Air Performance Professionals*

**Thursday, June 28, 2012**  
Chief John Wallauch  
CA Bureau of Automotive Repair  
10240 Systems Parkway  
Sacramento, California 95827  
(916) 255-4300 / 1369 fax

### **RE: Are Smog Check failure faults getting repaired?**

Dear Chief Wallauch,

On August 2, 2006 a letter to General (Ass. Chief) Dennis M. Kenneally, was faxed to (916) 255-1369. Has any progress on this important issue become available for public review?

Green small business jobs and government regulator value has been an expanding public interest over this past decade.

Is it time for more conversation?

CAPP is an award winning coalition of motorists.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read 'Charlie Peters', with a long, sweeping flourish extending to the right.

Charlie Peters,  
Clean Air Performance Professionals (CAPP)  
21860 Main Street, Ste A  
Hayward, CA 94541  
(510) 537-1796  
[cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)  
copies to interested parties

**CAPP contact: Charlie Peters (510) 537-1796 [cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)**

# Clean Air Performance Professionals (CAPP)

84 Hoy Ave  
Fords NJ 08863  
Fax (510) 537-9675

Page 1 of 6

August 2, 2006

Dennis M. Kenneally  
Assistant Chief  
Department of Consumer Affairs  
Bureau of Automotive Repair  
10240 Systems Parkway  
Sacramento, CA 95827  
(916) 255-4300  
(916) 255-1369 Fax  
dennis\_kenneally@dca.ca.gov

RE: Are Smog Check failure faults getting repaired?

Dear Mr. Kenneally:

The opportunity to meet with you today was great. ENJOYED.

The possible example of a Smog Check failure fault that may not get fixed that may be found with a data search is to follow this Fax page.

Respectfully,

*From: Charlie Peters  
(510) 537-1796  
fax: (510) 537-9675  
cappcharlie@earthlink.net*

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----- Original Message -----

From: "Dennis DeCota" <[DDeCota@cssara.org](mailto:DDeCota@cssara.org)>

To: <[rocky\\_carlisle@dca.ca.gov](mailto:rocky_carlisle@dca.ca.gov)>

Cc: <[cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)>

Sent: Thursday, July 27, 2006 1:12 PM

Subject: Issue regarding a Toyota filter

Dear Rocky:

Charlie Peters contacted me today regarding his issue regarding a 1979 Toyota that has evidently a problem with a filter that works with the air cleaner system and mechanism.

The actual Toyota filter in question is # 17812. Mr. Peters feels it is not being service properly. Apparently there are only 2 of these filters in stock in the entire United States, which would create a situation where many cars could be failing if they have this type of air induction system.

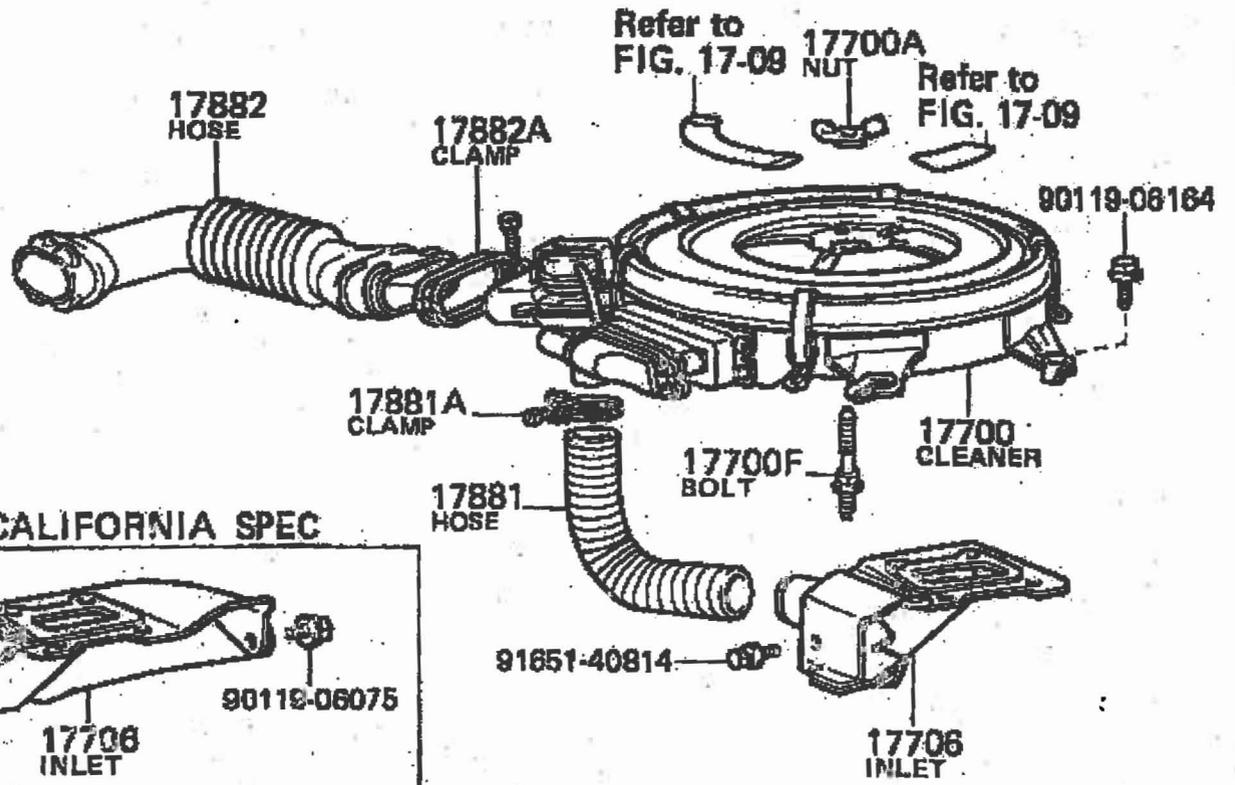
You are much more of an expert than I am in this area. Charlie says that the lack of information about this filter and its purpose in the frequency of changing it (which is evidently recommended every 60,000) will assure that this car fails.

Maybe there should be a Service Bulletin or something in the BAR Reporter specifically regarding this issue. Please give me you opinion on this. I realize that the draft report that you are preparing for the Governor and the Legislature is your priority right now. So I do not expect your immediate attention to this matter.

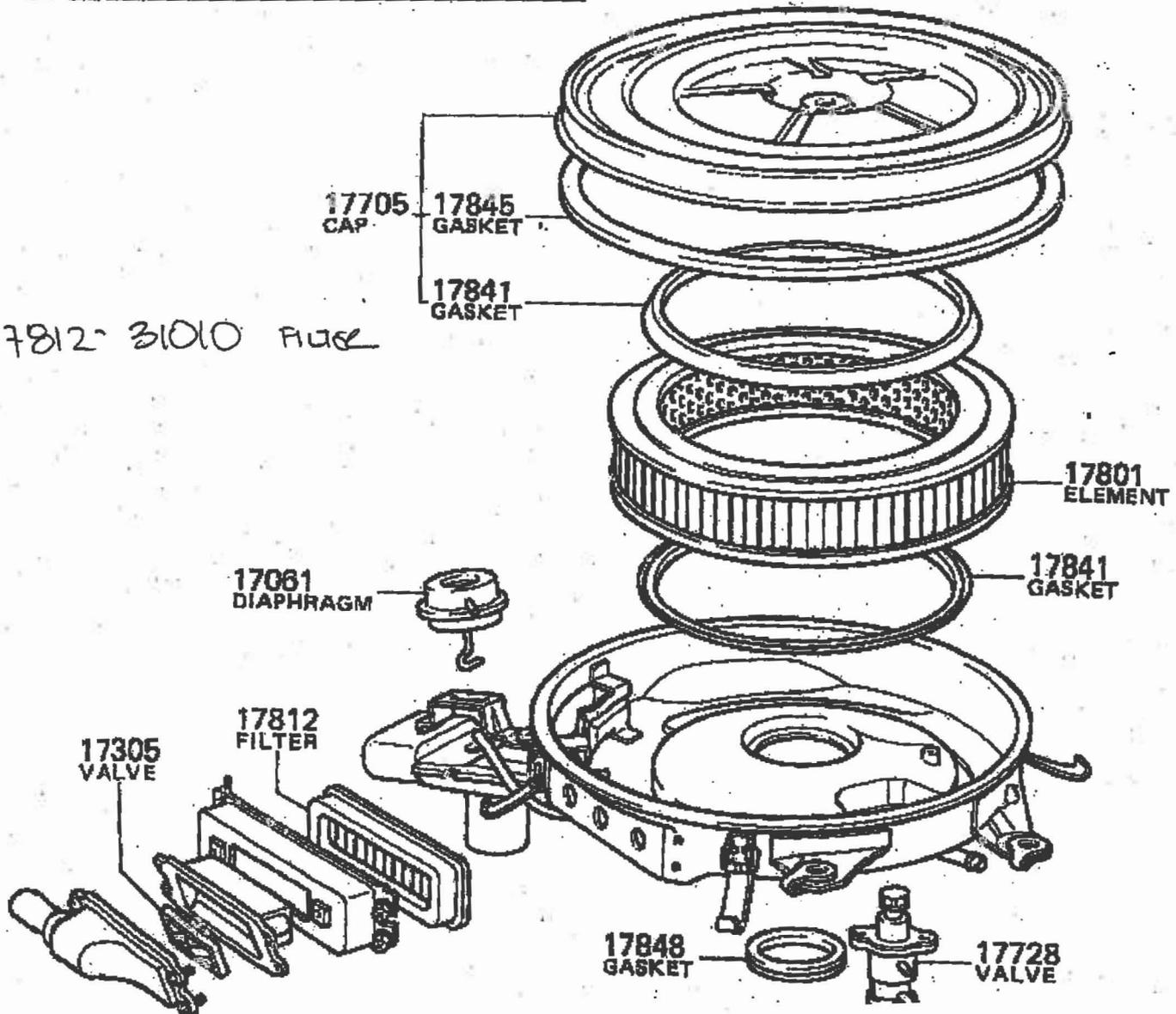
Thank you in advance

Dennis C. DeCota  
Executive Director, CSSARA  
California Service Station & Automotive Repair Association  
1202 Grant Ave. Ste. B1  
(415) 892-1243  
(415) 892-4173 fax  
[ddecota@cssara.org](mailto:ddecota@cssara.org)  
[www.cssara.org](http://www.cssara.org)

CAPP contact: Charlie Peters (510) 537-1796, [cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)



17812 31010 filter



----- Original Message -----

From: <Rocky\_Carlisle@dca.ca.gov>

To: "Dennis DeCota" <DDeCota@cssara.org>

Cc: <cappcharlie@earthlink.net>; <rocky\_carlisle@dca.ca.gov>

Sent: Thursday, July 27, 2006 3:07 PM

Subject: Re: Issue regarding a Toyota filter

Hi Dennis,

I will follow up on this but I also want to point out for Charlie's benefit that 1979 model year vehicle tests represents 0.04% of all tests conducted in the first quarter of 2006. Moreover, the percentage of failing 1979 model vehicles represents 0.01% of tests for that same quarter. That's for all 1979 model years vehicles. If we break it down to Toyotas and then to picks ups, the number is minuscule. At any rate, when I get this report done I will follow up. Thanks for the follow up.

Rocky

---

Rocky Carlisle  
Executive Officer  
IMRC  
(916) 322-8249

CAPP contact: Charlie Peters (510) 537-1796, cappcharlie@earthlink.net

----- Original Message -----

From: "Charlie Peters" <[cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)>

To: "Dennis DeCota" <[DDeCota@cssara.org](mailto:DDeCota@cssara.org)>

Cc: <[rocky\\_carlisle@dca.ca.gov](mailto:rocky_carlisle@dca.ca.gov)>

Sent: Thursday, July 27, 2006 5:09 PM

Subject: Re: Issue regarding a Toyota filter

Dear Dennis and Rocky,

DCA/BAR/CAP indicated the issue would be incorporated today.

When non feedback pulse air emissions failures are being paid with public funds the filter will be part of the evaluation.

The service of the pulse air is recommended at 30,000 miles and my observations was all 60,000 mile vehicles failed and the filter fixed them all.

Several engine families from several manufacturers use the same design.

22 years ago the use of this service item was about zero and today it seems to be the same.

If the issue of finding out if what is at fault gets fixed ...might improve Smog Check performance a big bunch.

Thank you,

Charlie Peters

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fax: (510) 537-9675

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----- Original Message -----

From: "Charlie Peters" <cappcharlie@earthlink.net>

To: <Rocky Carlisle@dca.ca.gov>

Cc: "Dennis DeCota" <DDeCota@cssara.org>

Sent: Thursday, July 27, 2006 8:11 PM

Subject: Re: Issue regarding a Toyota filter

Dear Rocky & Dennis,

Dr. Jeffrey Williams at tuesday 25 July 2006 Inspection And Maintenance Review Committee (IMRC) ask for an example that could be looked at, with his Smog Check data, that showed that the fault was not fixed.

In 22 years this group of engine familys was missing a simple service that just might have affected the air.

Wonder about the average repair cost that did not correct the fault.

DCA/BAR has never found out if what was broken is fixed. The 1100 car study by carb that did never informed the providing business when the car wasn't fixed. NEVER!!

An agreement to do a pilot study was made in 1993, the study was to start in 45 days. STILL waiting.

Your PhD advisor was part of the study meeting.

Keep me up to date

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# **Changes to Low Pressure Fuel Evaporative Testers (LPFET)**

*By Dave Lewis, DCA/BAR, Monday, June 18, 2012*

A new configuration file for the LPFET devices will eliminate the need for Inspectors to perform weekly data uploads. During the next LPFET upload to the Data Depot, an automatic transfer will occur. The configuration file will be available until November 30, 2012. Failure to connect to the Data Depot before this date will cause the LPFET device to stop functioning and repair will be needed.

## **LPFET Test and Repair Issues**

Early 90s Ford Ranger pickups and early to mid 1990's Mazda pickups (these Mazda vehicles use the same chassis as the Ford Ranger pickup) remain one of the highest failure-rate vehicles for the LPFET portion of the Smog Check inspection.

Most of these failures are caused by a crack that forms just above the fuel tank inlet in the rubber filler neck hose. Replacement filler necks come complete with rubber hoses and a metal threaded flapper door assembly. BAR has found that some replacement filler neck assemblies do not match the original fuel cap threads. The threads are too shallow to allow proper fitting for some of LPFET filler neck adapters and/or fuel caps. Using the metal threaded flapper door assembly from the old filler neck that is in good working condition, and attaching it to the new rubber hoses from the replacement part, should solve this problem.

If the LPFET adaptor will not fit a replacement filler neck (filler neck does not match original configuration), the vehicle should be failed ("modified") unless the replacement filler neck has received an Executive Order (EO) approval from the Air Resources Board.

## **Pinch Point Database Reminder**

The Pinch Point Database is NOT to be used to determine if a vehicle is testable. It is the Smog Check Inspector's responsibility to determine if a vehicle's evaporative system is testable. The Pinch Point Database is to be used as an aid to help technicians find the fuel vapor hose and illustrates the suggested crimping locations.

**CAPP contact: Charlie Peters (510) 537-1796 [cappcharlie@earthlink.net](mailto:cappcharlie@earthlink.net)**

**FORD RANGER HOSE KIT**  
**BAR COMPLIANT**  
**FORD RANGER REPLACEMENT HOSE KIT**

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- . Coming Soon - Model Years: 1994 1995 1996 1997
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