



## Clean Air Performance Professionals

**Tuesday, July 10, 2012**

Chief John Wallauch  
CA Bureau of Automotive Repair  
Sacramento, California 95827  
(916) 403-8470 / 464-3424 fax

RE: Are Smog Check failure faults getting repaired?

Dear Chief Wallauch,

“Joe’s” Ford part, referee & TAS blast proposal.

Picture attached

  
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)**

# **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**

If your vehicle failed the "low pressure evap test" as part of the California Smog Check, or you need a quality OEM replacement hose - not a poor fitting, lower quality version - choose the Engine Clean Sales solution:

- . Original Equipment Hose
- . Manufactured in North America
- . Fits Model Years: 1989 1990 1991 1992 1993
- . Coming Soon - Model Years: 1994 1995 1996 1997
- . Installation Instructions Included
- . 50% off Dealer Price
- . Ships within 24 hours

**PRE-ASSEMBLED KIT** includes: Inner and Outer Hoses and Hose Clamps. Pre-Assembled Kit means easy install with complete instructions.



\$175.00

© 2012 Engine Clean Sales • 5112 Heintz St. Baldwin Park, CA. USA • Phone 626-814-3969 • Fax 626-814-8738

<http://www.enginecleansales.com/>

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