



**DRIVE
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Pennsylvania

INSPECTIONS NEWSLETTER

SPRING 2021 ISSUE

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Important Vehicle Inspection Information

Pennsylvania's Vehicle Inspection Program



pennsylvania
DEPARTMENT OF TRANSPORTATION

SPRING 2021 ISSUE

INSPECTIONS NEWSLETTER



Having A Vehicle's Emissions Test History Report Can Help When Testing

Taking a few moments to retrieve a vehicle's previous emissions test history report can provide valuable information to answer questions and help determine the best options when conducting the current test.

5,000 MILE EXEMPTION

If a customer is requesting a 5,000 mile exemption, pulling up the emissions test history will provide the mileage recorded for the vehicle, when it was last tested. Having this information can be helpful, if the customer does not have proof of the vehicle's previous mileage or the back of the emissions sticker is illegible.

STICKER REPLACEMENT

If the mileage, recorded on the back of the sticker is illegible, you can pull up the emissions test history report for the vehicle. The report will provide the mileage, which is needed to complete the sticker replacement process.

EMISSIONS RETEST

If a customer requests an emissions retest, the test history report will tell you the status of previous tests. The report provides details on whether the vehicle passed or failed at the time of inspection; repairs that were made; if a waiver was issued; and any other exemptions for the life of the vehicle.

Keep in mind that the emissions test history report only has information related to the vehicle. **No inspection station or inspector information will show on the report.**



A vehicle's previous emissions test history report can provide valuable information.

Vehicles Should Be Tested In As-Received Condition

All vehicles should be tested in as-received condition; even if you believe that the vehicle may be rejected for readiness issues or fail. Testing in “as-received condition” is required under Chapter 177 of the Emissions Inspection Program Regulations (177.201), which states “Vehicles shall be tested in as-received condition.”

In the event that a station needs to escalate an issue to the Station Operator Hotline, there must be a test result on file. We can not properly assist a station or inspector with an issue, if the vehicle has never been tested.

Make sure that the emissions analyzer is in test mode before you contact the hotline. The vehicle must be tested in the actual “test mode” of the analyzer for the result to be on file. NOT in “training mode” and NOT using a scan tool. Training mode and scan tools do not produce a test result.

WHEN TESTING A VEHICLE, STATIONS SHOULD:

- TEST the vehicle in as-received condition.
- REPAIR the vehicle (only if necessary).
- AVOID clearing any DTCs or stored codes in vehicle, unless absolutely necessary.
- DRIVE the vehicle to bring it into ready status. Many vehicles may need to be driven through a series of specific driving conditions (drive cycles) to make the vehicle ready.
- RE-TEST the vehicle.
- ESCALATE the issue to the station call center at **1-888-265-5909** for further assistance, if necessary.



Frequently Asked Questions

Here are several of the most Frequently Asked Questions that are answered by the Station Operator Hotline. If you have a question that's not covered here, call 1-888-265-5909 for further assistance.

INSPECTOR ID CARD BARCODES NOT WORKING

If the barcode on your inspector ID card is not scanning properly, check to see how old the ID is.

IF THE ID CARD IS LESS THAN 6 MONTHS OLD:

Call the Inspection Station Operator Hotline at 1-888-265-5909 and they will issue you a new ID card. You will need to provide the following information:

- Your name
- Your inspector ID number
- Address where the card should be sent
- Your phone number

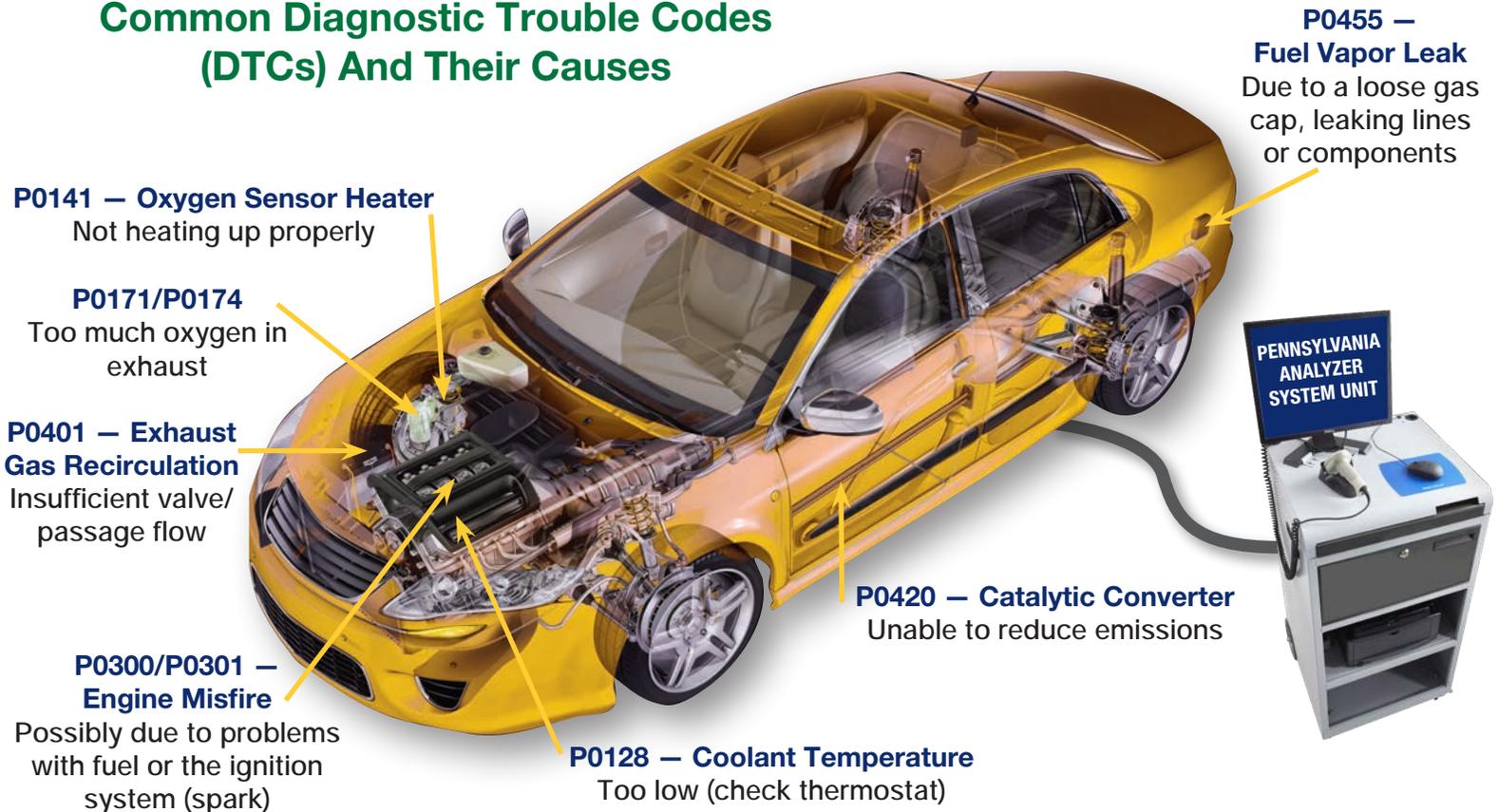
IF THE ID CARD IS MORE THAN 6 MONTHS OLD:

You will need to replace the ID card. Go online to the Training Portal at www.PaTrainingPortal.com and request a new ID card. Once on the portal, click on “Pay For Training” then “Emissions” or “Safety” Training Packages to order and pay for a replacement card. This process is the same if you've lost your ID card and need to order a replacement.



OBD Readiness Issues

Common Diagnostic Trouble Codes (DTCs) And Their Causes



VEHICLE READINESS

- In some cases, the vehicle is “Not Ready” to engage with the testing equipment in order to properly communicate OBD system data.
- The inspector may attempt to resolve the issue with a short drive, in order to be able to complete the inspection.
- If the vehicle’s monitors continue to indicate “Not Ready,” the OBD test result will be Not Ready for Testing.

POSSIBLE REASONS FOR “NOT READY” READINGS

- Vehicles may display “Not Ready” readings for a number of reasons.
- Common causes include: battery power interrupted by replacement or disconnection, or if the computer memory has been cleared.

GETTING A CAR “READY”

- A few days of city and highway driving will normally allow the OBD monitors to become “Ready.”
- Most vehicles, with no emissions control system issues, will become “Ready” after a short period of normal driving. Vehicles with emissions control system

issues will take longer to become “Ready.”

- Some vehicle manufacturers provide specific driving procedures to “Ready” a vehicle. These are known as “Drive Cycles.”

VEHICLE COMMUNICATIONS

- Some vehicles may experience communication issues. These are rare and typically caused by a malfunction of the OBD system, or physical damage to the vehicle’s Diagnostic Link Connector (DLC). Whatever the reason, this issue may cause your vehicle to fail the inspection and should be diagnosed and repaired when it has been identified.

Vehicles that fail an Emissions Inspection, or are “Not Ready” to test, will be charged for the emissions test.

The vehicle can be re-inspected for free, within 30 calendar days at the station that initially conducted the inspection.

Adding/Deleting Technicians

HOW TO DELETE AN INSPECTOR FROM AN EMISSIONS ANALYZER

To delete inspector(s) from your emission analyzer, you must send the emission technician list of MV-516 form and clearly note which inspector(s) are to be removed.

The MV-516 form can be printed from the emission analyzer and should be posted on the inspection station wall.

The request to delete an Inspector can be faxed or emailed to:

Fax Number - (717) 963-8434

Email address - documents@PaStationHotline.com

HOW TO ADD AN INSPECTOR TO AN EMISSIONS ANALYZER

If you need to add inspector(s) to your emission analyzer, you must submit your request, along with the documents listed below by fax or email:

- A cover sheet with the request to add an Inspector clearly indicating:
 - ◇ Station name

- ◇ Station phone number

- ◇ Station contact name

- ◇ Name of Inspector(s) to be added

- A photocopy of the Certified Emission Inspector's license for each inspector being added.
- A photocopy of the Certified Emission Inspector's driver's license for each inspector being added.
- A photocopy of the updated Emission Technician list of MV-516 that lists all certified Inspector(s).
- Both the Certified Emission Inspector's and driver's license must be valid.

The request to add Inspector(s) can be faxed or emailed to:

Fax Number - (717) 963-8434

Email address - documents@PaStationHotline.com

After your request has been submitted, it will take 24 hours to process. To verify that the change has been made, perform a Data File Refresh (DFR) on your analyzer. This will update the list of inspectors for the analyzer.

LED Lighting Inspection

PennDOT's policy regarding LED lighting is to allow the certified and authorized safety inspection technicians, who perform the vehicle safety inspections, to exercise their discretion whether to pass or fail LED light fixtures. The decision should be based on the technicians' determination of whether or not the fixture emits sufficient light to be safe.

In making their safety determination, technicians would be required, under the existing regulations, to fail a fixture if none of the diodes are working. PennDOT also recommends failing a fixture, when more than half (50%) of the diodes are not working. The 50% threshold was suggested by the IAB, based on its members' knowledge of and experience with LED fixtures.

We believe this policy is reasonable and will not unduly burden vehicle owners, who may consider requiring



repairs to LED fixtures that are down a few diodes, but still emitting sufficient light to be an "unnecessary repair." Each certified safety inspector can determine if the light emitted by the fixture is enough to be considered safe.

It should be noted that law enforcement may interpret the regulations related to LED fixtures differently.



Beneath the Vehicle Safety Check

The procedure for inspecting the vehicle frame is found in the Beneath the Vehicle Inspection instructions in 175.80(e)(5). A vehicle should be rejected, if one or more of the following apply:

- the frame is not in solid condition,
- repairs are made with tape, tar paper or cloth or made in another temporary manner,
- the frame components are missing, cracked, rotted, broken or are in a deteriorated or dangerous condition,
- body mounts do not hold as required,
- a body mount is broken, cracked, deteriorated or missing, or
- the difference in the body floor and the top of the frame rail exceeds 4 inches.

UNIBODY VEHICLES

In unibody vehicles, body panels are an integral part of the structural integrity and rigidity of the vehicle by design. If the determination is made by an inspector that a body panel is deteriorated to the point where it is no longer providing the structure, as it was intended to, the vehicle should be rejected for failure, under the frame section.

BODY ON FRAME VEHICLES

Body panels on vehicles, which are constructed as a body on frame, are not a stressed structural member of the frame. Their deterioration would not change the structural integrity of the vehicle or its handling on the road.