

What is the Repair*Watch* Public Report?

The Repair*Watch* Public Report is compiled by the Georgia Environmental Protection Division (EPD) and Georgia's Clean Air Force (GCAF). This report is produced quarterly and covers the reporting period of July 1, 2009, through December 31, 2009.

Repair*Watch* is a repair effectiveness program developed to meet requirements of the Federal Clean Air Act and to assist vehicle owners with identifying effective emission repair facilities. The Repair*Watch* Public Report can be used by vehicle owners as a guide for locating emission repair facilities meeting the established criteria.

All state-certified emission inspection stations are required to have the Repair*Watch* Public Report available for public review. Each inspection station and repair facility will receive one copy of the report. Additional copies may be printed from the GCAF Web site at www.cleanairforce.com.

The Repair*Watch* Public Report includes repair facilities meeting all of the following criteria during the reporting period:

- Completed 12 or more emission-related repairs within the designated six month reporting period;
- First vehicle emission retest passage rates were 80 percent or better; and
- Vehicles received all recommended emission-related repairs.
- Stations will not be included in this report if they are suspended or revoked at the time of printing.

The report is developed by collecting and analyzing emission-related repairs and retest results. Repair and retest information in the report is compiled according to the repair facility phone number entered on the Emission Repair Form and indicates which repair facility was associated with specific vehicle repairs. The information on the Emission Repair Form is entered into a database by the emission inspector at the time of the first after-repairs retest.

Remember: It remains your right and responsibility as a consumer to evaluate and choose a repair facility. GCAF recommends calling your repair facility for more information prior to taking your vehicle there.

This report is not intended as a recommendation or endorsement by the Georgia Environmental Protection Division (EPD) or their Management Contractor of the facilities included herein. This report is intended only as an information source to help vehicle owners locate repair facilities conducting emission-related repairs. Inclusion in this report does not signify that these repair facilities possess particular repair skills or that they are the only such facilities qualified to make emission related repairs. Rather, the facilities included in the report are those facilities that have made emission related repairs within the six month reporting period on at least 12 vehicles that failed their initial emission inspection, and those vehicles had all recommended emission related repairs made prior to the first retest. Additionally, because of the nature of the information included in the report and the manner in which it is compiled, EPD and their Management Contractor make no representations as to and do not warrant its accuracy.

My 1996 or newer vehicle did not pass the OBD inspection...

WHAT SHOULD I DO?

MY VEHICLE IS "NOT READY"

A vehicle's on-board diagnostic (OBD) computer may indicate "Not Ready" as a result of recent maintenance or if the vehicle's battery has recently been replaced or disconnected. *No repairs or diagnostic analysis may be needed* if a vehicle fails the initial inspection due to being "Not Ready."

GCAF SUGGESTS THESE OPTIONS TO "READY" THE OBD COMPUTER:

- 1) **Drive your vehicle for one to two weeks under normal conditions, including some highway driving.**
- 2) Contact your vehicle manufacturer or repair technician and inquire about **recalls**, manufacturer applied **extended warranties** and **technical service bulletins** (TSBs) regarding the emission control system (research by your vehicle identification number - VIN).
- 3) **Make sure all thermostats and fuses are working properly.**
- 4) If your vehicle has had an after-market system (i.e. radio, CD player, security system, navigation system, or satellite radio) installed, make sure the wiring is not interfering with connection to the vehicle's computer or battery system.
- 5) Federal law requires the OBD computer and catalytic converter on 1995 and newer vehicles be warranted by the manufacturer for eight years or 80,000 miles.
- 6) Have a diagnostic analysis performed using an OBD generic scan tool; connect to the data link connector (DLC) under the dash, not under the hood.
- 7) If emission-related repairs meet or exceed \$788, you may qualify for a Repair Waiver*.
- 8) Return to the original inspection station for a free retest within 30 calendar days of the initial inspection (30 calendar days includes the day of your initial inspection and expires at the time of day of the original inspection).

MY "CHECK ENGINE" LIGHT IS ON

- Your Georgia Vehicle Emission Inspection Report (VIR) will list diagnostic trouble codes (DTCs) that indicate the general area of the emission control systems that fail inspection. Along with a diagnostic analysis, DTCs help the technician determine what repairs are necessary. *Ask for an estimate and understand what work will be performed prior to authorizing repairs. Also, ask if the repairs are covered under warranty.*

- Your VIR is not intended to be a diagnostic test; it is designed to let you know if you passed or why you failed. The OBDII system is designed to indicate out of limit emissions, not diagnose specific failures. Professional diagnostics should be performed by a qualified automotive specialist prior to repairs being attempted.
- The “Check Engine” light may illuminate indicating something as minor as a loose fuel cap or a major emission control component failure.
- If a DTC listed on the VIR indicates a fault with the vehicle’s **evaporative system**, try tightening the fuel cap until it clicks, then drive the vehicle for a few days to see if the OBD system turns the light off.
- **A transmission code that turns the “Check Engine” light on is directly related to the vehicle’s emission control system.** A vehicle’s on-board computer will illuminate the “Check Engine” light if a problem with the transmission is detected. A diagnostic analysis will help identify the transmission component(s) that need repair. A transmission malfunction can indeed prevent a vehicle from running efficiently, thereby increasing emissions above the federal certification limits while driving.
- If the “Check Engine” light remains on, you will need to have the problem properly diagnosed and your vehicle repaired prior to retest. The retest is free if you return to the original inspection station within 30 calendar days (30 calendar days includes the day of the initial inspection and expires at the time of day of the original inspection).
- **Make sure to allow ample driving time after repairs for the vehicle to complete its drive cycle and the OBD computer to become “Ready” for testing** (one to two weeks, including some highway driving).
- **Motorists should beware of offers to turn the “Check Engine” light off in an attempt to pass the OBD test without making repairs.** If the light has been turned off without making necessary emission-related repairs, it will come back on and the vehicle will fail the test or the VIR will read “Fail” for being “Not Ready.”
- **If the “Check Engine” light is flashing**, have your vehicle serviced immediately to avoid costly damage of your vehicle’s main emission control component – the catalytic converter. Refer to your owner’s manual if you see a flashing light.
- Contact your vehicle manufacturer or repair technician and inquire about recalls, manufacturer applied extended warranties, and technical service bulletins (TSBs) regarding the emission control system (research by your VIN).
- If emission-related repairs meet or exceed \$788, you may qualify for a Repair Waiver*.

MY VEHICLE "DID NOT COMMUNICATE"

- The inspector should attempt to test the vehicle several times.
- Verify there is power to the vehicle's data link connector (DLC).
- If your vehicle has had an after-market system (i.e. radio, CD player, security system navigation system, or satellite radio) installed, make sure the wiring is not interfering with connection to the vehicle's computer or battery system.
- **Research recalls, technical service bulletins (TSBs), and manufacturer applied extended warranties** to determine if there are any recommended repairs regarding your vehicle's emission control system.
- Have a diagnostic analysis performed using an **OBD generic scan tool**; connect to the DLC under the dash, not under the hood.
- If the inspector has attempted to test the vehicle several times and/or a diagnostic analysis indicates the vehicle is able to communicate with an OBD generic scan tool, call the GCAF Call Center at 800.449.2471, option #1.
- Federal law requires the OBD computer and catalytic converter on 1995 and newer vehicles be warranted by the manufacturer for eight years or 80,000 miles.

***REPAIR WAIVER REQUIREMENTS FOR 1996 & NEWER VEHICLES**

- The cost of emission-related repairs must meet or exceed \$788.
- The vehicle failed the first and after-repairs inspections.
- Repairs may be accepted up to 60 days prior to the first inspection.
- Receipts must:
 - Be itemized and identifiable.
 - Identify the vehicle by VIN, year, make and model.
 - Be dated within 60 days of the application date.
 - Be from a repair facility possessing a valid business license. The repair facility's business license must be obtainable.
 - Labor costs from a company not possessing a business license will not count toward the Repair Waiver limit amount.
- If repairs are performed by the owner, only the cost for parts will count toward the Repair Waiver limit amount.

Additional information regarding the Repair Waiver process can be found at www.cleanairforce.com.

**For additional assistance,
please visit www.cleanairforce.com or call 800.449.2471.**

My 1995 or older vehicle did not pass the ASM inspection...

WHAT SHOULD I DO?

WHAT IS NO_x?

Nitrogen and oxygen naturally coexist in the atmosphere. At temperatures above 2,500 degrees Fahrenheit (which occurs in the combustion chamber), they chemically combine to form NO, NO₂, and NO₃ – also known as NO_x, which is a corrosive gas.

Possible causes of excessive NO_x include:

- Faulty or clogged EGR system and/or EGR valve
- Incorrect ignition timing
- Incorrect fuel pressure
- Broken or leaky vacuum hose
- Faulty mass air flow sensor
- Faulty or malfunctioning thermostat
- Old coolant/antifreeze
- Faulty oxygen sensor(s)

WHAT IS HC?

Hydrocarbon is unburned fuel caused by poor ignition timing or improper fuel mixture.

Possible causes of excessive HC include:

- Faulty spark plugs and plug wires
- Faulty oxygen sensor(s)
- Faulty mass air flow sensor
- Faulty EGR system
- Clogged or leaking fuel injectors or carburetor
- Incorrect ignition timing

WHAT IS CO?

Carbon monoxide is a poisonous gas which is formed by insufficient airflow or improper fuel mixture. **Possible causes of excessive CO include:**

- Faulty oxygen sensor(s)
- Faulty MAF sensor
- Faulty PCV valve
- Clogged air filter
- Incorrect ignition timing
- Faulty fuel pressure
- Dirty fuel injection/carburetor

NOTE: Catalytic converters do not cause high emissions. Rather, they attempt to reduce excessive emissions from the engine. Engine component failures should be addressed before the converter is replaced to prevent voiding the converter warranty.

WHERE SHOULD I GO FOR REPAIRS?

GCAF recommends visiting a qualified repair facility.

KEEP YOUR VEHICLE PROPERLY MAINTAINED

- The most common reasons for emission test failures include:
 - Malfunction in the components of the vehicle that regulate the fuel/air ratio such as the oxygen sensor, fuel regulator and the mass air flow sensor
 - EGR valve
 - Dirty air filter
 - Misfiring spark plugs/bad wires
 - Leaks in the vacuum system
 - Poor-fitting/worn out fuel cap

- Malfunctioning temperature sensor(s)
- Malfunctioning thermostat
- Most of these components can be checked and repaired during routine tune-ups. Follow your manufacturer's recommended maintenance schedule.
- Your VIR is not intended to be a diagnostic test. It is designed to let you know if you passed or why you failed. Professional diagnostics should be performed by a qualified automotive specialist prior to repairs being performed.
- Keep the fuel cap sealing surface clean and in good condition. When necessary, clean with a damp cloth.
- Change the oil regularly.
- Keep tires properly inflated.
- Check belts and hoses for wear.
- Check for dragging brakes.

Note: Federal law requires emission control systems on 1995 and newer model year vehicles to be warranted by the manufacturer for two years or 24,000 miles. Federal law also requires the OBD computer and catalytic converter on 1995 and newer vehicles be warranted by the manufacturer for eight years or 80,000 miles. Many vehicle manufacturers provide extended warranty coverage beyond what is required by federal law. Consult your vehicle owner's warranty manual for coverage information.

REPAIR WAIVER REQUIREMENTS FOR 1995 & OLDER VEHICLES

- The cost of emission-related repairs must meet or exceed \$788.
- The vehicle failed the first and after-repairs inspections. The most recent inspection shows improvement in all areas failed on the first inspection and shows the vehicle passing all areas passed on the first inspection.
- Receipts must:
 - Be itemized and identifiable.
 - Identify the vehicle by VIN, year, make and model.
 - Be dated within 60 days of the application date.
 - Be from a repair facility possessing a valid business license. The repair facility's business license must be obtainable.
 - Labor costs from a company not possessing a business license will not count toward the Repair Waiver limit amount.
- If repairs are performed by the owner, only the cost for parts will count toward the Repair Waiver limit amount.

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