



NOW IS THE TIME

House Bill #1333 like Senate Bill #332

Now is the time to get involved against legislation which will affect your business and your employees. Legislation has been introduced and sent to the House Transportation Committee which would make all new vehicles exempt from emission inspections for the first ten (10) years after purchasing a new car. This means NO emission inspection for anyone buying a new car for the first ten years they own the car regardless of how many miles they drive.

WE NEED YOUR HELP NOW! AASP-PA is asking you to review the attached information package and send a letter to your legislators and ask that they vote NO when this bill comes up for a vote. Impress upon them how much this will affect your business. How many emission inspections do you do in 1 year or over the next 10 years that you won't be able to do if this bill gets passed?

AASP-PA opposes this legislation and you should too. Attached to this letter is a copy of the bill, AASP'S official position letter, a sample letter for you, talking points about the bill and a list of House Transportation Committee representatives. Find representatives in the county you live or work and possibly a neighboring county because the districts are being changed and so a neighboring legislator may be your legislator. Pick out their address from the last pages of this packet and send them a letter on your company letterhead asking them to oppose this bill. There is also a sample letter attached to give to your technicians who can also send in to their legislator as this could affect them also.

The more letters we get the better our voice will be heard. Give a copy of this action packet to your parts suppliers and dealerships that you do business with and ask them to get this information out to as many people as they can. If this bill is passed it will adversely affect all of us from the new car dealers to the parts suppliers since there will be no reason to fix that check engine light , no emission inspection no repairs no parts sold. Now is the time to get involved and have our voice heard. Talk about it at your chapter meetings. Talk about it with other shop owners that are not members and let them know what we are trying to do and ask for their help writing letters and tell them this is 1 more way that AASP-PA works for this industry to help promote independent auto repair shops in Pennsylvania.

Any questions or concerns call the AASP-PA office in Harrisburg at 1-800-588-9272.

Thank you in advance for your help.

David Bausinger AASP-PA President

ACTION PLAN

House Bill 1333

Suggested sample letter to legislator opposing HB 1333

Position statement

AAIA letter to members

Talking Points Ten Year Emission Exemption House Bill 1333

Members make sure you and suppliers are on AASP-PA email list

Identify who is your legislator. Then write to them per the attached sample letter.

Set up chapter meeting and invite all suppliers and non-members to update on House Bill 1333 meeting.

Send a packet to your supplier and explain the affect this will have on your business and their business. Ask them to make multiple copies and send to all shops.

THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL

No. 1333 Session of
2013

INTRODUCED BY GIBBONS, SAINATO, KORTZ, CUTLER, MACKENZIE,
BROOKS, BARRAR, SWANGER, LONGIETTI, COHEN, GOODMAN,
DENLINGER, HARHAI, MARSHALL, D. COSTA, MOUL, EVERETT, GILLEN
AND FLYNN, MAY 6, 2013

REFERRED TO COMMITTEE ON TRANSPORTATION, MAY 6, 2013

AN ACT

1 Amending Title 75 (Vehicles) of the Pennsylvania Consolidated
2 Statutes, in inspection of vehicles, further providing for
3 requirement for periodic inspection of vehicles.

4 The General Assembly of the Commonwealth of Pennsylvania
5 hereby enacts as follows:

6 Section 1. Section 4702(g) of Title 75 of the Pennsylvania
7 Consolidated Statutes is amended by adding paragraphs and the
8 section is amended by adding subsections to read:

9 § 4702. Requirement for periodic inspection of vehicles.

10 * * *

11 (g) Exceptions.--The following are exceptions to subsection
12 (f):

13 * * *

14 (5) Emission inspection criteria for newest model year
15 vehicles.--A subject vehicle never before registered in this
16 Commonwealth or any other jurisdiction shall be exempt from
17 the requirements for emission inspection for ten years from

1 the date of original registration.

2 (6) Emission inspection criteria for alternative fuel
3 vehicles.--A subject vehicle powered by electric, hybrid
4 electric or compressed natural gas shall be exempt from the
5 requirements for emission inspection. A certificate of
6 exemption shall be affixed to the subject vehicle in a manner
7 prescribed by department regulations.

8 (h) Notification to Environmental Protection Agency.--The
9 department, in consultation with the Department of Environmental
10 Protection, shall immediately notify the Environmental
11 Protection Agency of the modifications to the vehicle emission
12 program in subsection (g)(5) and (6) and of the intent to seek
13 its approval of the plan in accordance with the requirements of
14 Federal law.

15 (i) Antitampering inspections.--Notwithstanding the
16 provisions of subsection (g)(5) and (6), newest ten model year
17 and alternative fuel vehicles shall be subject to visual
18 antitampering inspections for the presence of emissions control
19 components installed on the vehicle by manufacturers.

20 Section 2. This act shall take effect in 60 days.

S A M P L E L E T T E R

Dear Honorable _____

I am writing you to express my opposition to the House Bill 1333, which would exempt the emissions inspection requirement for new vehicles for a period of 10 years.

My business (Business name), has operated in the Commonwealth for XX years and employs XX technicians in our facility.

Over the years, we have invested significant money in equipment and training to provide emission testing and necessary repairs to our customers' vehicles while enabling the Commonwealth to comply with the Federal Clean Air Act.

Exempting vehicles from the emissions testing requirement would certainly seriously impact the operation of our business and force me to reevaluate the need for our existing personnel. The proposed changes to this program will also have many adverse effects to the environment, the economic climate of the automotive industry and the general safety and health of the motoring public in the State of Pennsylvania.

We respectfully request that you oppose House Bill 1333.

Sincerely,

(Signature)

Technician Sample Letter

Dear Honorable _____

I am writing you to express my opposition to the House Bill 1333, which would exempt the emissions inspection requirement for new vehicles for a period of 10 years.

Exempting vehicles from the emissions testing requirement would certainly seriously impact the automotive industry and certainly could affect my job and many others in the Commonwealth. The proposed changes to this program will also have many adverse effects to the environment, the economic climate of the automotive industry and the general safety and health of the motoring public in the State of Pennsylvania.

I respectfully request that you oppose House Bill 1333.

Sincerely,

(Signature)

(Name and Address)

(Employer)



AASP-PA Position Paper

AASP-PA has for some time been aware of effort by Legislatures to eliminate the state safety inspection and emissions inspection programs.

Several state legislators are proposing fundamental changes to both the state emissions inspection program and the safety inspection program. Similar initiatives have been introduced in the past, and AASP-PA has always been successful in fighting to keep the programs intact and unaltered.

Because of the anticipated consideration of a comprehensive transportation package by the General Assembly this year, AASP-PA is being particularly vigilant to combat efforts to eliminate these important state programs. Our primary concern is that elected officials might view eliminating the emissions and safety inspection programs as a way of lessening voter anger and displeasure over the legislature raising the gas tax to pay for increased funding for state transportation systems.

Safety Inspection Program

The Governor's transportation initiative will soon be unveiled. Although the Governor's transportation funding advisory commission recommended eliminating the safety inspection requirement for new vehicles for their first two years, the Governor's formal proposal will not include any state safety inspection program changes.

While AASP-PA's effort to discourage the advancement of any inspection program proposals were successful with the Governor's Office, AASP-PA nonetheless, anticipates that the initiative will resurface in the coming months as the legislature takes up transportation funding legislation. We want you to know that AASP-PA is ready for this and is actively working to protect your rights.

Emissions Inspection Programs

While the emissions inspection program is required for state compliance with the Federal Clean Air Act, many legislators believe that program is outdated and recognize the possible popularity of discontinuing it in Pennsylvania.

AASP-PA is already working with other program stakeholders and state and federal regulators to advocate for the continuation of the emissions testing program as it currently exists.

AASP-PA strongly believes that any changes to either the State Inspection or Emission Inspection program will have many adverse effects to the environment, the economic climate of the automotive industry and the general safety and health of the motoring public in the State of Pennsylvania.

Pennsylvania Vehicle Emissions Testing: The FACTS about POLLUTING CARS

It is necessary to maintain Pennsylvania's Emissions Program in order to improve air quality, reduce vehicle emissions in heavily traveled areas, and maintain compliance with the Federal Clean Air Act.

There are approximately 6 million vehicles in Pennsylvania subject to an annual emissions test. General perception is that a low percent of vehicles fail the Emissions Test.

THAT IS NOT TRUE!

1) FAILURE/FIXED BEFORE FAILED RATES 8.22%

A) Emission Inspection Failures (based on 2010 data)

These vehicles are tested when presented for the annual inspection.

6 million vehicles

4.2% of vehicles fail

252,000 failed vehicles

B) Repaired to Avoid Inspection Failure (based on a study of 25,000 Repair Orders from Emission Inspection Stations across PA)

These vehicles are repaired before the annual emission inspection is due when an individual presents their vehicle in response to the illumination of a "check engine light."

6 million vehicles

4.02% of vehicles fixed before failed

241,200 vehicles fixed before failed

= 493,200 POLLUTING CARS EACH YEAR

2) FEDERAL LAW - NONCOMPLIANCE WILL RESULT IN MONETARY SANCTIONS/PENALTIES

EPA is authorized by law to impose certain discretionary and mandatory sanctions if Pennsylvania does not implement regulations and control programs to attain the National Ambient Air Quality Standard. **The mandatory sanctions specified in Section 179(b) of the Federal Clean Air Act include: requiring companies to reduce emissions or purchase emission reductions (offsets) equal to twice the amount of the expected emissions from major new and modified sources; and withholding federal highway funds.**

3) GREATER FUEL EFFICIENCY

The main function of a vehicle's emission control system is to regulate the correct fuel volume to an engine. A malfunctioning system - indicated by an illuminated "check engine light" - cannot accurately control pollution released by a vehicle and can lead to increased fuel consumption by the vehicle. Vehicles in compliance with the state's Emissions Program are more fuel efficient.

4) HEALTH BENEFITS

EPA has estimated that by the year 2015, the Clean Air Interstate Rule will result in \$85 to \$100 billion in annual health benefit savings, annually preventing premature deaths.

ISSUE UPDATE

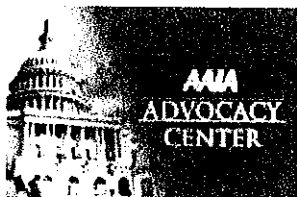
The Issue: The Pennsylvania House of Representatives has introduced House Bill 1333, which, similar to Senate Bill 332 introduced in January, would provide exemptions for new and alternative fuel vehicles from requirements that they undergo emissions inspections. "Newest model year" vehicles would receive a 10-year moratorium and electric, hybrid electric or compressed natural gas vehicles would be given a lifetime exemption. Such action would gut the emissions inspection program, meaning that malfunctioning emissions systems would go unrepaired for virtually the life of the vehicle.

Action Needed: By delaying inspections for 10 years, H.B. 1333 would lead to an enormous increase in the amount of unperformed maintenance by car owners. Not only will this have an adverse impact on the small businesses that comprise the repair industry in the state of Pennsylvania, but it would have major negative implications for air quality in the state. We urge that all AAIA members with locations in Pennsylvania contact their state representative and urge them to oppose H.B. 1333. For your convenience, a pre-written message has been provided so you can let your opinion be heard.

[Click here](#) to tell your state representative that they must oppose H.B. 1333.

[Click here](#) to send a letter opposing S.B. 332.

For more information on the legislative issues impacting the aftermarket in Pennsylvania, please visit www.aaiagovernmentaffairs.org and click on "State Legislation."



Talking Points

Ten Year Emission Exemption – House Bill 1333

We are currently challenged with a Senate and House Bill that proposes a ten year Emission Inspection Exemption. We need to look at some interesting concerns to present to our Legislators. We also need to make sure the process we follow is “Test as Presented”, fail the car if the check engine light is illuminated.

Look at the EPA’s (Environmental Protection Agency’s) concept of the I/M Program. The EPA’s idea was to have an Emission Inspection program that would encourage the customer to perform the maintenance. Inspection and maintenance – that is why the program is called the I/M program. When we look at the test data, the fact that fewer cars fail is proof that there are fewer vehicles emitting pollutants and that air quality is better. The reality is fewer fails are a good thing, therefore the program is working. This is because of improvements to the vehicles design, maintenance and testing.

The vehicle’s CEL (Check Engine Light) alerts a driver when there is a malfunction. Maintenance or a repair must be done. When the CEL is ignored and minor repair or a maintenance item is overlooked it could lead to the replacement of more expensive component like a catalytic convertor or air fuel ratio sensor. This is how the I/M program controls expense. We need to express this to our legislators.

Let’s look at how we process a vehicle with an illuminated CEL. The car comes in to your shop one month before the inspection expires for an oil change and CEL. We complete the repair and tell the customer to drive the car and set readiness. We want to save the customer labor dollars. There is an expense incurred when a vehicle needs to be driven to set readiness. This is great but perhaps we should think about failing the vehicles since it is within the inspection test cycle and then there would be better representation of the actual failure rate.

Last but not least is a “Not Ready” vehicle that is considered a reject test, rather than a fail. Let’s look at just one of many situations that could cause a “Not Ready” condition, a faulty thermostat. The thermostat is either not reaching the proper temperature or it is not reaching the temperature fast enough. This could be the reason the vehicle will not set the readiness monitors. Before replacing the thermostats, advise the customer that when you replace the thermostat, the monitors will run and a CEL may set. It is kind of hard to explain to the customer after you have replaced the thermostat and then the CEL illuminates. Set your environment before you step in it. In this case, the “Not Ready” situation is really a fail. There are vehicles that set CEL when the thermostat does not reach the proper temperature fast enough and there are vehicles that will only be “Not Ready” for the same condition. The “Not Ready” vehicles are not reflected in the failed test results although they may be a Fail.

This may be some information you may want to explain to your legislator before he votes on a bill to exempt Emission Inspection. Please be aware that AASP and our Lobbyist John Kulik have been very involved in communicating our concerns to the legislature. As we watch Emission testing trends in other states, we are certain that we will need to continue these efforts. We need your input and cooperation.

Please note: If you do not reside or operate your business in one of the counties listed below, but you are a neighboring county, please send the letters, because the legislative districts will be changing and then it's possible they may be your representative.

Thank you for your assistance.

House Committee on Transportation

Name	Counties Served	Address
Ed Gainey	Part of Allegheny	Honorable Ed Gainey 116B East Wing, PO Box 202024 Harrisburg, PA 17120-2024
William Kortz, II	Part of Allegheny	Honorable William Kortz, II 123A East Wing, PO Box 202038 Harrisburg, PA 17120-2038
Jeffrey Pyle	Parts of Armstrong and Indiana	Honorable Jeffrey Pyle 147B East Wing, PO Box 202060 Harrisburg, PA 17120-2060
Jim Marshall	Part of Beaver	Honorable Jim Marshall 53A East Wing, PO Box 202014 Harrisburg, PA 17120-2014
Dick Hess	Fulton County & parts of Bedford and Huntingdon	Honorable Dick Hess 213 Ryan Office Building, PO Box 202078 Harrisburg, PA 17120-2078
Jerry Knowles	Parts of Berks and Schuylkill	Honorable Jerry Knowles 155A East Wing, PO Box 202124 Harrisburg, PA 17120-2124
Marguerite Quinn	Part of Bucks	Honorable Marguerite Quinn 159A East Wing, PO Box 202143 Harrisburg, PA 17120-2143
Steven Santarsiero	Part of Bucks	Honorable Steven Santarsiero 105A East Wing, PO Box 202031 Harrisburg, PA 17120-2031
Katherine Watson	Part of Bucks	Honorable Katherine Watson 41A East Wing, PO Box 202144 Harrisburg, PA 17120-2144
Doyle Heffley	Carbon County	Honorable Doyle Heffley 423 Irvis Office Building, PO Box 202122 Harrisburg, PA 17120-2122
David Hickernell	Parts of Dauphin and Lancaster	Honorable David Hickernell 43A East Wing, PO Box 202098 Harrisburg, PA 17120-2098
Ron Marsico	Part of Dauphin	Honorable Ron Marsico 218 Ryan Office Building PO Box 202105 Harrisburg, PA 17120-2105
Nicholas Micozzie	Part of Delaware	Honorable Nicholas Micozzie 105 Ryan Office Building PO Box 202163 Harrisburg, PA 17120-2163
Mark Keller	Perry County & parts of Franklin	Honorable Mark Keller 5 East Wing PO Box 202086 Harrisburg, PA 17120-2086

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Thank you for your assistance.

House Committee on Transportation

Name	Counties Served	Address
C. Adam Harris	Juniata County & parts of Mufflin and Snyder	Honorable C. Adam Harris 111 Ryan Office Building PO Box 202082 Harrisburg, PA 17120-2082
Julie Harhart	Parts of Lehigh and Northampton	Honorable Julie Harhart 313 Main Capitol Building PO Box 202183 Harrisburg, PA 17120-2183
Michasel Schlossberg	Part of Lehigh	Honorable Michael Schlossberg 25B East Wing PO Box 202132 Harrisburg, PA 17120-2132
Mike Carroll	Parts of Luzerne and Monroe	Honorable Mike Carroll 300 Main Capital Building PO Box 202118 Harrisburg, PA 17120-2118
Mark Logietti	Part of Mercer	Honorable Mark Longietti 103 Irvis Office Building PO Box 202007 Harrisburg, PA 17120-2007
Tim Briggs	Part of Montgomery	Honorable Tim Briggs 105B East Wing PO Box 202149 Harrisburg, PA 17120-2149
Kate Harper	Part of Montgomery	Honorable Kate Harper 209 Ryan Office Building PO Box 202061 Harrisburg, PA 17120-2061
Stephen Kinsey	Part of Philadelphia	Honorable Stephen Kinsey 121A East Wing PO Box 202201 Harrisburg, PA 17120-2201
Michael McGeehan	Part of Philadelphia	Honorable Michael McGeehan 314 Irvis Office Building PO Box 202173 Harrisburg, PA 17120-2173
Cherelle Parker	Part of Philadelphia	Honorable Cherelle Parker 101 Irvis Office Buiding PO Box 202200
Ron Miller	Part of York	Honorable Ron Miller 115 Ryan Office Building PO Box 202093 Harrisburg, PA 17120-2093