Gateway Vehicle Inspection Program -
“Cleaner Cars on the Road & Cleaner Air to Breathe”

St. Louis Air Quality Advisory Committee
October 27, 2015

Joe Winkelmann, P.E.
Technical Services Unit Chief
Inspection Maintenance Section
Air Pollution Control Program
7545 S. Lindbergh Blvd. Suite 210
St. Louis, MO 63125

www.gatewayvip.com
(314)416-2115
Background

- MDNR has operated vehicle emission inspection programs in the St. Louis area since 1984 due to the area’s ozone nonattainment status.
Emissions Inspection History

- Pre-2000, neighborhood inspection stations performed gas analyzer idle exhaust test
- Gateway Clean Air Program (GCAP)
  - Centralized Program
    - Operated from 2000 thru 2007
    - 12 stations; 2 mobile vans; 44 lanes; 200+ inspectors
    - Running dynamometer (treadmill) exhaust test – 1981 MY & newer gasoline powered vehicles
    - On-Board Diagnostic 2nd Generation (OBDII) testing on 1996 and newer gasoline vehicles started in 2005
    - RapidScreen - On-road drive-by emissions testing
CURRENT

- **GVIP – Gateway Vehicle Inspection Program**
  - Approved by MO Legislature in 2006
    - Revised Statutes of Missouri 643.300 - 355
    - MO Code of State Regulations: 10 CSR 10-5.381
  - Decentralized Emissions & Safety Inspection Program
  - OBD II emissions inspection only
    - Computer-based testing / verification of vehicle emission system operation & function
  - September 1, 2007 – present
GVIP - Testing Locations

- 850+ local inspection stations
  - Public, private & government
- 5,000+ inspector mechanics
- Station / Inspector licensing responsibility of Missouri State Highway Patrol – Motor Vehicle Inspection division (MSHP-MVI)
- Inspection performance oversight responsibility of both Missouri Dept. of Natural Resources (MDNR) and MSHP-MVI division
GVIP – Who We Are

- MDNR – Air Pollution Control Program (APCP)
  - 11 St. Louis Inspection Maintenance (I/M) Section Staff
    - Inspection Services Unit
    - Technical Services Unit
  - Additional Compliance / Enforcement Section staff in Jefferson City
- Contractor: Computer Analyzers & Database
GVIP – What We Do

• Approx. 800,000 vehicle emission tests per year
• 10,000 phone calls per year
• 3,000 forms processed per year
• 1,761 Station / Mechanic Overt audits in 2014
• 885 Station / Mechanic Covert audits in 2014
• Motorists / Mechanics Outreach & Education
• Interagency Coordination
• Contractor Supervision
OBD II Test Procedure

• $24 Fee for initial emissions inspection at shop
  – 1 free reinspection within 20 business days

• Data analyzer connects to car’s OBD computer
  – Verifies vehicle communicates & ‘Ready’ to be tested:
    • Gasoline vehicle: 1 “self-test” monitor allowed not completed for model year (MY) 2001+ vehicles; 2 allowed for 1996-2000
    • Diesel vehicle: 1 “self-test” monitor allowed not completed on MY 2010+ vehicles; 0 allowed for MY 2009 & older

  – Malfunction Indicator Lamp (MIL) Test:
    • Pass when no ‘hard’ diagnostic trouble codes (DTCs) set
Vehicles Tested

- Model Year (MY) 1996 & newer Gasoline vehicles with Gross Vehicle Weight Rating (GVWR) of less than 8501 pounds
- MY 1997 & newer Diesel vehicles with GVWR less than 8501 pounds
- Emissions Inspections are required at:
  - On-cycle biennial registration renewal time
  - Title transfer (ownership change)
Emissions Exemptions

- Gross Vehicle Weight Rating (GVWR)
  - Vehicle exceeds 8500 pounds
- Fuel type:
  - Plug-in Hybrids & non-gasoline / non-diesel fueled
- Mileage – Vehicle documented as being driven:
  - Less than 40,000 Mile at first biennial renewal
    - Vehicle 2 years old (Calendar year – model year)
  - Less than 12,000 Miles between biennial renewals
    - Vehicle 4, 6, 8, etc. years old
Repair Waivers

Cost-Based Waiver

– Qualified repairs required
  • Based on pre- and post- repair emissions inspection results
  • Repair resolves cause of one or more DTCs

– Qualified repair costs exceed
  • $450 qualified parts alone, or qualified parts & labor for work performed by a Missouri Recognized Repair Technician
  • $400 qualified parts only, owner repairs
  • $200 spent on qualified repairs when vehicle owner documents receiving state or federal disability
Repair Waiver (cont.)

Estimate-Based Waiver: Allowed when:

- Vehicle meets basic requirements of emissions test
  - MIL-Key On / Engine Off; OBD Communications; Readiness Result all are a “Pass”
- Vehicle reports only one DTC during failed test
- Diagnosis of cause of DTC obtained & provided
- Estimate to repair >$450 parts & labor
- Allows motorist ability to register until next renewal
  - Requires making repair(s) that correct waivered DTC by next inspection for registration cycle to allow to register then
Other (non-repair based) Waivers

Out of Area:
- Available when vehicle is not currently driven in area & guaranteed to be driven exclusively outside of area for the next 2 years

Reciprocity:
- Available when vehicle is not in state, is not required to have a safety inspection (< 5 years old); and is located in another state that has OBD II inspection program equivalent to Missouri’s

Dept. of Revenue General Affidavit (Form 768):
- Available when vehicle has not been in state in previous 60 days, is not in state currently, but is over 5 years old and so required to have safety inspection to allow registration
2014 Compliance / Enforcement

- 97% Final Compliance Rate for emission-tested vehicles
- 375 Lockouts – electronically prevents station or inspector from using analyzer unit until compliance issue is corrected
- 4 Station License Suspension / Revocations for “Clean Scanning” violations
FACTS & FAQ’s
http://dnr.mo.gov/gatewayvip/v-owner/faqs.htm

Questions?
Department of Natural Resources Director: Sarah Parker Pauley  
Division of Environmental Quality Director: Leanne Tippett Mosby  
Air Pollution Control Program Director: Kyra Moore  
Inspection Maintenance Section Manager: Charles Dachroeden

Date: October 27, 2015

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