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INSPECTION UPDATE

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Inspection Update is a publication produced by Massachusetts Vehicle Check; a joint program of the Massachusetts Department of Environmental Protection (MassDEP), the Registry of Motor Vehicles (RMV) and Parsons Environment and Infrastructure Group, Inc.

Registry of Motor Vehicles Unveils New Inspector's License, Driver's License and Identification Cards

The Massachusetts Department of Transportation, Registry of Motor Vehicles (RMV) Division is introducing the next generation of Massachusetts Inspector's Licenses, Driver's Licenses and Identification Cards. The new cards remain among the most secure and technologically advanced in all of North America, demonstrating the RMV's commitment to continuous improvement and maintaining the integrity of the Commonwealth's most important identification documents.

Above is a side-by-side comparison of the Inspector's Licenses before and after the redesign took effect on July 24, 2016.

The newly redesigned cards have been crafted with distinct and innovative designs as well as the latest security features. The updated designs showcase the proud history and local flavor of Massachusetts, including images of the:

- Golden Dome of the State House
- State bird - the Chickadee
- State flower - the Mayflower
- Civil War Memorial to Lt. Robert Gould Shaw and the 54th Massachusetts Volunteer Infantry Regiment

The new cards incorporate a number of advanced security features, including:

- Tactile features - raised lettering similar to credit cards
- Laser technology (making duplication difficult)

Due to these updated design and technology features Inspector License's issued or renewed on or after July 24, 2016 are unable to be scanned by the workstation at this time. The RMV and Parson's anticipate issuing a software update to resolve this issue by early October. Current (non-expired) cards will remain acceptable through a specified transition period. The transition periods are:

- **Inspector's Licenses –** *approximately one year until expiration*
- **Driver's Licenses and Identification Cards –** *approximately five years until expiration*

The RMV is pleased to have partnered with Billerica-based MorphoTrust USA in the design and production of the new licenses.

Brockton Man Found Guilty, Sentenced in Connection with Counterfeit Motor Vehicle Inspection Scheme

Source: http://www.stockmonkeys.com/

Attorney General Maura Healey announced on July 1, 2016, that a Brockton man was convicted and sentenced in connection with running a counterfeit inspection scheme with his father out of their Dorchester auto shop.

Following a three-day trial, a Suffolk Superior Court jury found 30-year old Tommy Sostre of Brockton guilty of charges related to printing and distributing counterfeit inspection stickers.

Judge Linda Giles sentenced Sostre to three years of probation with the conditions that he surrender all inspection station and inspector licenses, and not perform inspections while on probation. Judge Giles also ordered that Sostre pay a $2,000 fine.

"Emissions tests are designed to keep our roads safe and our air clean, but this defendant and his father ran an inspection scam that created and sold sham inspection stickers for cars that otherwise would not have passed," said AG Healey. "This scheme intentionally violated the law that protects the air we breathe and put the safety of those who use our roads at risk."

"Fraudulent acts, such as falsifying inspection stickers, cut to the heart of the emissions inspection program's mission to protect public health and the environment," said Massachusetts Department of Environmental Protection (MassDEP) Commissioner Martin Suuberg. "We will continue to aggressively pursue violators who attempt to compromise this important air quality program."

"Safety and emissions inspection rules are in place to protect the public and the environment. This verdict helps ensure the safety of all those who travel on the Commonwealth's roadways," said Registrar of Motor Vehicles Erin C. Deveney. "We appreciate and share the commitment of our law enforcement and environmental partners to detect and end this type of fraudulent activity."

Sostre's father, 63-year old Jose Sostre of Avon, ran the scheme with him and pleaded guilty in August 2015 to similar counterfeit charges, as well as gun possession without a Firearms Identification (FID) Card. Mr. Jose Sostre was sentenced to one year in the House of Correction, 90 days to serve followed by a three-year probationary period in connection with the scheme. He was required to pay a $5,000 fine, surrender his motor vehicle inspector's license and is not to conduct any motor vehicle inspections for the term of his probation.

In the spring of 2013, the AG's office began investigating this case after it was referred by MassDEP and the RMV. Working in conjunction with those agencies as well as the Massachusetts Environmental Police, the AG's investigation revealed that, on specific dates in September 2013, Tommy and Jose Sostre created and issued counterfeit inspection stickers at Tony's Auto Repair and Body Shop in Dorchester, where they worked as licensed inspectors. Specifically Tommy and Jose Sostre created fake "passing" inspection stickers for vehicles that had failed emissions testing. The investigation further revealed that Jose Sostre illegally possessed a firearm at the auto shop without having a FID card.

Tony's Auto currently is no longer authorized to provide motor vehicle inspections.

This investigation was handled by the Massachusetts Environmental Crimes Strike Force, which is comprised of prosecutors from the Attorney General's Office, Massachusetts Environmental Police Detectives assigned to the AG's Office, and investigators and engineers from MassDEP who investigate and prosecute crimes that harm or threaten the state's water, air, or land and that pose a significant threat to human health.

Information for Owners of Volkswagen and Audi Diesel Vehicles

In June, Volkswagen entered into a multi-billion dollar settlement to partially resolve alleged federal Clean Air Act violations involving the sale of model year 2009-2015 Volkswagen and Audi diesel cars equipped with 2.0 liter engines. These vehicles had either software or hardware known as "defeat devices" installed to circumvent U.S. Environmental Protection Agency (EPA) emissions standards for nitrogen oxides (NOx).

This settlement includes affected vehicle buybacks or lease terminations, vehicle retrofits, and billions of dollars in fines. Please visit https://www.epa.gov/vw to read more about this settlement, to find out the latest information about this ongoing case, and refer anyone who would like the most current information to EPA's website.

Inspection Procedure Reminders

▶ Commercial Vehicle Inspection Reminders

The Massachusetts Department of Transportation Registry of Motor Vehicle (RMV) Division would like to remind all commercial inspection stations (License Classes B, C, D and E) that you are only permitted to inspect commercial vehicles that fit inside designated inspection bays. Class B stations must have a minimum of a 30-foot long by 12-foot wide inspection bay. Class C, D and E stations must have a minimum of 45-foot long by 14-foot wide inspection bay. If the vehicle you are asked to inspect does not fit in your inspection bay, you are required to turn that vehicle away.

Similarly, RMV reminds all Class B commercial inspection stations to only conduct inspections on vehicles that you are licensed to inspect. If the vehicle you are asked to inspect has a Gross Vehicle Weight Rating (GVWR) above 26,000 pounds, you are required to turn that vehicle away. If the vehicle undergoing inspection has a GVWR that is close to the 26,000 pound cutoff, here are few tips to ensure you can document your compliance with this requirement during a RMV station audit:

- Always use the posted GVWR that is on the sticker in the door jamb, not the GVWR that is on the registration document.
- Record the actual GVWR in the Safety Inspection Notes field at the end of the inspection process, so there is proof that you confirmed the GVWR of the vehicle.
- Print a copy or photocopy the Vehicle Inspection Report (VIR), which includes the Safety Inspection Notes field. You can reprint VIRs from the program website at http://www.massvehiclecheck.state.ma.us/reprint_vir.html. You can even attach a photo of the commercial vehicle's door jamb GVWR sticker to the VIR for your own records.

For more reminders about the importance of proper GVWR entry, see page 6 of the Fall 2011 Inspection Update and pages 2 and 3 of the Fall 2015 newsletter. Both are available on the program website at http://www.massvehiclecheck.state.ma.us/newsletters/11FALL.pdf and http://www.massvehiclecheck.state.ma.us/newsletters/15FALL.pdf.

▶ Emissions Inspection Regulation Update

In August 2016, the Massachusetts Department of Environmental Protection published an update to 310 CMR 60.02 Massachusetts Motor Vehicle Emissions Inspection and Maintenance Program. This regulation includes updated requirements for kit vehicle emissions inspections in section (8)(e) and (12)(c) and Registered Repair Technicians specializing in diesel vehicle repairs in section (22)(b).

A copy of this new regulation can be found online at: http://www.mass.gov/eea/docs/dep/service/regulations/310cmr60.pdf. For more information about how this regulation applies to kit vehicles, see page 5 of the Spring 2014 Inspection Update. For more information about kit and specialty vehicle inspections, see pages 6 and 7 of the Spring 2012 newsletter. Both are available on the program website at http://www.massvehiclecheck.state.ma.us/newsletters/14SPRING.pdf and http://www.massvehiclecheck.state.ma.us/newsletters/12SPRING.pdf.

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Email us at: info@massvehiclecheck.com

☐ Please e-mail me this newsletter at the following e-mail address:

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Address _____

City, State, ZIP _____

Inspector ID and/or _____

Repair Technician ID _____

Alternatively, you can:

Call us at 877-834-4677, fax us at 866-873-8932, or write to us at: Massachusetts Vehicle Check Program, 55 Messina Drive, Unit C, Braintree, MA 02184

Technical Report Indicates Manufacturers' Progress Towards Greenhouse Gas and Fuel Economy Standards for Model Year 2022-2025 Vehicles

WASHINGTON – Over the summer, the U.S. Department of Transportation (DOT), the U.S. Environmental Protection Agency (EPA), and the California Air Resource Board (CARB) issued a mid-term evaluation of the National Program for greenhouse gas emissions and fuel economy standards for light duty cars and trucks by releasing a draft Technical Assessment Report (TAR) for public comment. The release of the TAR delivers on a commitment that EPA made in 2012 as part of the rulemaking establishing a National Program for the 2017-2025 period. The draft TAR covers model years (MY) 2022-2025.

The draft TAR shows that automotive manufacturers are innovating and bringing new technology to market at a rapid pace, and that they will be able to meet the MY 2022-2025 standards established in the 2012 rulemaking with a wide range of cost-effective technologies. Moreover, it indicates that these standards can be achieved by relying primarily on advanced gasoline vehicles. The report also shows that manufacturers will be able to meet the stricter standards at a similar or even lower cost than was anticipated in the 2012 rulemaking, with substantial savings on fuel costs for consumers.

"Today's draft report shows that automakers are developing far more technologies to improve fuel economy and reduce greenhouse gas emissions, at similar or lower costs, than we thought possible just a few years ago. And they are adopting these fuel-saving technologies into their fleets even faster than anticipated," said Janet McCabe, acting assistant administrator for EPA's Office of Air and Radiation. "This is simply great news for consumers, manufacturers, workers and the climate."

"Automakers have already implemented new technologies that are saving American drivers money and cut national fuel consumption and carbon emissions today," said National Highway Traffic Safety Administrator Dr. Mark Rosekind. "The draft report supports that the administration's fuel economy program can continue to incentivize innovation and reduce fuel consumption while also ensuring that consumers can continue to choose the vehicles they want to drive. The agencies welcome public comments to assist the agencies' analysis and decision making."

"After almost four years of close collaboration on the draft Technical Assessment Report with our federal partners, the conclusions are clear: costs are lower for many technologies than we originally thought, market uptake is strong, and expected consumer benefits remain high," said CARB Chair Mary D. Nichols.

The National Program is designed to enable consumers to choose the car or truck they want, while ensuring that the vehicles they select will reduce carbon emissions and save on fuel costs. The program was developed jointly by the EPA and DOT, in coordination with CARB, and applies to passenger cars and light duty trucks through model year 2025. It requires manufacturers to improve average fuel efficiency and reduce average greenhouse gas emissions over time.

In recent years, and responding to the standards established in the National Program, automakers have been rapidly adopting fuel-efficient technologies like turbo charging, engine downsizing, more sophisticated transmissions, vehicle weight reduction, aerodynamics, and idle stop-start, along with improved accessories and air conditioning systems. There are over 100 car, SUV, and pick-up truck versions on the market today that already meet 2020 or later standards, suggesting that automakers should be well-positioned to meet future average standards through additional application of those technologies.

Today's draft report is the first of several steps the agencies will take as part of assessing the standards for MY 2022-2025 vehicles. The report itself is not a rulemaking and does not change any of the existing requirements under the existing National Program.

The National Program does not set a single fuel economy target number for all vehicles, but instead establishes separate footprint-based standards for passenger cars and light trucks. A manufacturer's compliance obligation depends on the mix of vehicles that it produces for sale in each model year – if a manufacturer produces mostly larger vehicles, its average standard will be less stringent than if it produces mostly smaller vehicles, reflecting the reality that smaller vehicles often have better fuel economy and lower carbon emissions than larger vehicles. This approach ensures that consumers can continue to choose from the full range of fuel efficient vehicles on the market, and at the same time, it improves efficiency and emissions for all types of vehicles.

While the Draft TAR analysis focuses on the MY 2022-2025 standards, the report also shows that auto manufacturers over-complied with the standards for each of the first three years of the program, and in 2014 outperformed the standards by 1.4 miles per gallon. This occurred during a period during which the automotive industry has seen six consecutive years of sales increases and a new all-time sales record in 2015, reflecting positive consumer response to vehicles complying with the standards.

For more information on this announcement, visit: https://www3.epa.gov/otaq/climate/mte.htm

Inspection Update Profile

Brian Hohmann, Owner
Accurate Automotive, Burlington, MA

Brian Hohmann, Owner

Q: What services does Accurate Automotive offer?

A: Accurate Automotive is truly a dealer alternative. We do everything from registered emissions repair, brake service, tire repairs to engine and transmission repair, and we even offer our customers loaner vehicles.

Q: What are your roles and responsibilities as owner?

A: Being an owner allows me to wear many hats. I start each day at 6:30 a.m. and leave by 6:30 p.m. During that time, I'm behind the scenes doing marketing, accounting, forecasting, and building and implementing new systems. I am also at the front counter, actively involved with customer service, vehicle repairs, and making sure the day-to-day operations run smoothly.

Q: How many employees do you have? What are their roles?

A: My team consists of five full-time employees and five part-time employees, most of whom have worked at Accurate Automotive for over 10 years. My service advisor/technician, Chris Jenson, has been here for over 18 years.

Q: How did you get your start in the automotive industry? What made you want to open your own business?

A: I started pumping gas at a local Shell station in 1987 and have been hooked ever since! That job helped me get my start working in multiple automotive positions. I have since worked at an engine machine shop, towing company, muffler shop, multiple gas stations, and a new car dealer. I opened Accurate Automotive in July of 1994.

Q: Have you attended any of the ongoing training? How else do you keep up with changes in vehicle technology and emerging Industry technologies?

A: I have attended many of the MAC Open Houses and also regularly attend mechanical and business trainings throughout the country. Once I find a great trainer, traveling to attend their workshops is always worth the effort, and the networking is invaluable. Some of my favorite instructors include: Gary Machiros, Automotive Training Group (ATG); John Thorton, Automotive Seminars, Inc.; and Scot Manna, a past ACDelco Technician of the Millennium.

Q: Are you a Registered Repair Technician (RRT)?

A: Yes, I am a Registered Repair Technician.

Q: How has being a Registered Repair Technician (RRT) helped your business?

A: Being a Registered Repair Technician requires me to stay on top of my game. My company has really benefitted from this through the purchasing of factory scan tools and hands-on training. This investment has raised the level of service we are able to provide. I never have to send customers anywhere else to get their vehicle serviced because we do it all.

Q: What are some of your most challenging vehicle repairs?

A: Network faults can be a challenge, especially when the vehicle has multiple networks. These are my favorite types of repairs. I know some repair technicians are vexed over diagnosing intermittent vehicle issues, but I actually prefer them.

Q: What should motorists begin to do to ready their vehicles for fall?

A: If I could offer one piece of advice in preparation for the fall, I would tell motorists to check the tread depth on their vehicle's tires. Good tires can be the difference between avoiding an accident or being involved in one. Overall, I tell my customers to stay proactive about their car maintenance, so they won't be stuck in any emergency situations on the side of the road.

Q: How do you advertise your business?

A: To be honest, the most effective form of advertising has been and continues to be "word of mouth." If you truly do all you can for your customers, word does travel. We have been voted Burlington's "Best of the Best" for automotive repair for the past 14 years.

Q: What is your business motto?

A: Our motto is "Follow the Golden Rule, treat others as you want to be treated." Technology can be intimidating when it comes to auto repair, so it is our job to make this less so for our customers.

Motorist Assistance Center Repair Technician's Corner

▶ Permanent Diagnostic Trouble Code Questions and Answers

Repair Technician Question: I recently repaired a Subaru and then cleared codes using my Snap-on Verus on-board diagnostics (OBD) scan tool. I checked afterwards and was sure that all codes were cleared. However, when using a quick-checker (a hand-held code reader) on the road test, the code was still there no matter what I did, including disconnecting the battery. At the same time, I used the Verus to check for codes on generic and manufacture specific modes, and there are no codes at all. Is there some reason that a generic scan tool would still see the code until it runs monitors? I have never had this happen before. Do you know what is happening?

MAC Answer: This is normal, and not specific to just Subaru. Starting with model year 2010, emissions-related codes are required to be retained in the OBD system until the monitor for that code runs and passes, possibly multiple times. These codes are stored as permanent diagnostic trouble code (DTC). A basic code reading tool may not be able to tell the difference between current and permanent codes, but most diagnostic scan tools can. Here is what you need to know about permanent DTCs.

What are Permanent DTCs?

A permanent DTC is a DTC that corresponds to a Malfunction Indicator Lamp (MIL)-on DTC and is stored in non-volatile random access memory (NVRAM). A permanent DTC can only be erased by the OBD system itself and cannot be erased through human interaction such as using a scan tool or disconnecting the battery. Permanent codes will not cause the MIL to come on and they will not put the car into a "more sensitive" mode.

Permanent DTC implementation was phased-in beginning in 2010, and is required on all model year 2012 and newer gasoline and diesel vehicles*. Mode $0A, also known as Mode $10, was created, with NVRAM, to store these permanent codes. Memory storage capacity must store the data from up to 4 codes, as well as misfire and fuel trim data.

When the Malfunction Indicator Light (MIL) is commanded "on" in a vehicle that supports permanent DTCs, the trouble code is stored as both a regular DTC and also as a permanent DTC. Permanent fault codes survive code-clear events with a scan tool (Mode $03), or loss of keep-alive-memory (KAM) from battery disconnect. Permanent fault codes can only be erased in the Powertrain Control Module (PCM) by the OBD system.

What are Permanent DTCs Used For?

The primary value for a permanent DTC to repair technicians is for diagnosing a vehicle with a known emission concern when the MIL is off and there are no current DTCs. The permanent code is stored to help you with stubborn monitors or provide a diagnostic path when you do not know the vehicle's repair history. The concept was originally proposed by one of the vehicle manufacturers as a way to address some of the inspection and maintenance (I/M) issues that OBD systems were having ranging from hard to set emission monitor readiness, readiness monitors not being selective between cars that had faults and those that did not, readiness monitors not being selective as to what fault a car had, and to address people attempting to cheat the I/M test by clearing codes and getting back through the test before that particular monitor ran again and re-detected the fault.

Permanent DTCs are similar to readiness monitors but have more selective criteria. Readiness testing consists of only five or six different monitors such as the catalyst, oxygen sensor, EGR, etc. Readiness monitors do not cover the 200 to 400 typical individual possible DTCs on a vehicle. Therefore, permanent DTCs cover every single individual DTC monitor. For example, if you had a DTC for an engine coolant temperature sensor, it won't be tied to any of the readiness monitors, but it will have a permanent fault code. You might be able to get all of the readiness monitors to reset to ready/complete and still never see the ECT monitor set; in that case, the permanent code will be in the PCM until that ECT monitor actually runs.

Clearing Permanent DTCs

You cannot clear a permanent code with a scan tool. Only the OBD system on the car itself can clear them once the exact diagnostics (DTC monitor) has run and passed. The OBD system will erase a permanent fault code if and only if the OBD system determines that the malfunction that caused the permanent fault code to be stored is no longer present and is not commanding the MIL on.

For example, suppose you repaired a vehicle with the MIL on and a regular fault code of P0420 Catalyst System Efficiency Below Threshold. If you were to use a scan tool to clear this DTC, the MIL would turn off, the confirmed code would disappear, the readiness monitors would become not ready/incomplete, but the permanent code would still be stored in the PCM's NVRAM. The permanent code will not make the MIL come back on, but will stay in memory until the monitor/diagnostic for P0420 has a chance to run again and conclude that the system is passing (and erase the permanent code) or failing (and store a confirmed code and turn the MIL back on).

*Title 13, California Code of Regulations, Section 1968.2 and 40 CFR Part 86.008-10 and 86.010-2. Beginning with MY 2010, Permanent-DTCs were phased-in. Fifty percent of the fleet was required to be permanent-DTC compliant in MY 2010; 75% in MY 2011, and 100% in MY 2012. This requirement applied to both the gasoline and diesel fleets.

Motorist Assistance Center Repair Technician's Corner

(Continued from page 6)

It is important to use caution when looking at DTCs with your scan tool(s). Be sure to determine how your scan tool is displaying the different types of pending, regular, and permanent DTCs. There are regulations that dictate how each one these code status types are to be set. However, a pending code is generally an indication of a fault that once confirmed a second time will turn to a regular code. A regular or hard code is an identified emission concern and will most likely turn the MIL on. Note: Most, but not all Pxxxx codes will turn the MIL on. Both pending and regular code types can be erased by a Mode $04 (Clear/Reset Stored Emissions Related Data) using the scan tool. The corresponding permanent DTC will still be viewable to the scan tool because it is stored in the NVRAM.

Reminder to Inspectors

Please do not clear codes when a vehicle comes in for inspection, either before or after the inspection has completed. In most cases, you have not helped your customer through the inspection process. With the current level of sophisticated vehicle technology, the chances of the code not returning are very slim. Additionally, when you clear any regular DTCs, you are erasing the diagnostic trail (fault code(s) and freeze frame information) that will prevent you or someone else from properly diagnosing and repairing the vehicle.

Registered Repair Technician Updates

▶ Spring Training Recap

In June 2016, the Massachusetts Vehicle Check program offered a Registered Repair Technician ongoing training module titled "Hybrid Vehicle DTCs." Instructor Jerry "G" Truglia trained a total of 45 Registered Repair Technicians who attended the trainings at four Motorist Assistance Centers (MACs).

On June 7, 2016, Jerry "G" Truglia trained Cape Cod area technicians at the Pocasset Motorist Assistance Center on how to repair hybrid-electric vehicles with diagnostic trouble codes.

▶ OBD Diagnosis and Repair Training

On-Board Diagnostics (OBD) Diagnosis and Repair Training is designed for motor vehicle repair professionals who are seeking to become Massachusetts Registered Emissions Repair Technicians.

This class is open to all technicians, including those studying to take the A8 Engine Performance or L1 Advanced Engine Performance Specialist National Institute for Automotive Service Excellence (ASE) tests. In other words, you do not need to be ASE-certified repair technician to take this course.

OBD Diagnosis and Repair Training is a 28-hour course consisting of 20 hours of classroom lecture and eight hours of hands-on training and examination. The class provides foundational information concerning the diagnosis and repair of OBD-equipped vehicles. The course fee is $600. The next class is being offered in November.

Courses Offered	Dates and Times
Fall 2016	Monday - Wednesday, November 7 - 9, 8:00 AM - 5:00 PM Thursday, November 8, 8:00 AM - 12:00 PM

The application for this course is available at http://www.massvehiclecheck.state.ma.us/inspection_ongoing.html. If you have questions or need help signing up, please contact our Registered Repair Coordinator at (781) 794-2961.

▶ 2016 Ongoing Training Courses

All current Registered Emissions Repair Technicians are required to attend one four-hour ongoing training seminar each year to maintain their status in the Massachusetts Vehicle Check Program. Parsons is offering the last 2016 quarterly seminar from 6:00 PM to 10:00 PM at Motorist Assistance Centers (MACs) located across the state. If you haven't attended a quarterly seminar in 2016, you will need to attend this one to keep your technician status current.

Ongoing Training Seminar	Locations and Dates
Fall 2016 – Domestic and Asian EVAP Systems	Braintree MAC - November 7 Pocasset MAC - November 8 Shrewsbury MAC - November 21 West Springfield MAC - November 22

All training seminars for Registered Repair Technicians are offered free of charge. The applications for these courses are available at: http://www.massvehiclecheck.state.ma.us/inspection_ongoing.html.

Should you need help registering or have any questions, please contact our Registered Repair Coordinator at (781) 794-2961. Space is limited to 35 technicians per class, so please enroll as soon as possible to secure a place.

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Commercial Inspection and Permanent Diagnostic Trouble Code Reminders Inside!

Massachusetts Vehicle Check Program At A Glance

Program at a Glance	Count	Failure Rate
Non-Commercial Safety Inspections	1,297,151	4.4%
Commercial Safety Inspections	46,092	5.0%
7D Safety Inspections	644	4.5%
OBD Emissions Inspections	1,004,939	5.3%
Opacity Emissions Inspections	25,298	1.7%
Emissions Waivers Issued	2	
Repair Hardship Extensions Issued	11	

Enforcement Statistics	Count
Violations Issued to Inspectors	103
Violations Issued to Stations	120
Inspector Privileges Revoked	8
Inspector Required to Retrain	3
Inspectors Suspended	17
Stations Suspended	36
Penalties Assessed	$24,600

Hotline and Training Statistics	Count
Motorist Calls Received	2,650
Inspection Station Calls Received	6,127
Initial Non-Comm. Inspectors Trained	338
Initial Commercial Inspectors Trained	100
Initial 7D Inspectors Trained	10
Initial Motorcycle Inspectors Trained	22

Licensed Stations	Count
Class A Stations	1,163
Class B Stations	192
Class C Stations	30
Class D Stations	306
Class E Stations	9
Reg. Emissions Repair Shops	181

For period 4/1/2016 through 6/30/2016