



Clean Air Performance Professionals

Hayward

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CAPP contact: *Charlie Peters*

From: "Gonzalez, Rhonda" >...
To: "
Subject: RE: Called you today 1/11/13
Date: Jan 14, 2013 4:58 PM

Hi Charlie,

Thanks for the information but I still need more specifics in order to talk to the proper staff/department regarding the PZEV repair. We will need these specific details on the vehicle, parts and emissions test failures before talking to Nissan: Year, make, model, engine size, and Test Group or Engine Family Number of the vehicle. The part that failed, drivability issue, and any fault code (or lack of fault code) from the OBD system . We also need to know if the vehicle passed or failed a smog check recently. If this is a problem of service not being performed under the warranty, we need the dealer info of where the vehicle was taken for service, a contact for the service writer (an estimate form will help), and a case number if the manufacturer was contacted. If I can get all this information from you, then I will do my best to help you.

Rhonda E. Gonzalez
Associate Governmental Program Analyst
Office of The Ombudsman
California Resources Board
626-527-3023

CAPP contact: Charlie Peters



Clean Air Performance Professionals

January 11, 2013

I'm confused, does Nissan PZEV 15 year 150,000 mile Smog Check obligation to California motorist matter?

California Air Resources Board (CARB) and Bureau of Automotive Repair (BAR) says yes but Nissan opinion of the rules is interesting.

California Governor Brown just might partner with George Valverde, Director of the Department of Motor Vehicles (DMV), Mary Nichols (CARB) & John Wallauch (BAR) to Support Smog Check compliance agreement with Nissan.

Attorney General Kamala D. Harris likes environmental issues and might help improve Nissan compliance with California rules.

CAPP contact: Charlie Peters [REDACTED] [REDACTED] [REDACTED]@ [REDACTED]

Clean Air Performance Professionals

June 8, 2012

Department of Motor Vehicles (DMV)
George Valverde, Director
2415 First Ave., Mail Station F101
Sacramento, CA 95818-2606
(916) 657-6941 / 7393 fax

RE: PZEV emissions performance for the motorist

Good evening Director Valverde,

California has the best car emissions system but we need support to improve performance.

Improved car fleet toxic impact will provide better health and economic performance.

Will DMV consider a letter of support for the California Air Resources Board (CARB) efforts to improve compliance with the California Partial Zero-emission Vehicles (PZEV) standards.

CARB contact: Manager of the Zero Emission Vehicle (ZEV) of the Mobil Source Control Division. Dr. Elise Keddie, (916) 323-8974, ekeddie@arb.ca.gov

Attachment

~~Clean Air Performance Professionals~~ (CAPP)

Charlie Peters

CAPP / An award winning coalition of motorists

CAPP contact: Charlie Peters

Clean Air Performance Professionals



Charlie Peters says:

Friday, March 25, 2011

Does the California Air Resources Board audit Partial Zero Emissions Vehicle (PZEV) warranty compliance?

California motorists seem to be paying for repairs that the California Air Resources Board requires the car manufacturer to provide.

CAPP contact: Charlie Peters



P What? PZEV's Are Unsung Heroes in the Push to Clean Up the Air

By Jim Motavalli, The New York Times, July 30, 2006

IF you think you can help the environment by parking your car and walking, you may be dismayed to learn this: that parked car — even if it is a recent model officially designated as a low-emission vehicle, according to the California Air Resources Board — gives off more pollutants even when shut off than some new models do while driving down the road.

The clean-running cars in question are those certified to a standard set by California regulators that is known as PZEV — bureaucratic shorthand for a partial zero emission vehicle. They are also available, or soon will be, in a handful of states on the West Coast and in the Northeast that have adopted California's emissions rules.

According to the air quality agency, some 500,000 PZEV's are already on California roads, though their drivers may not even be aware of the contribution they are making to air quality. These are not the sort of vehicles that young enthusiasts spot from blocks away and point at excitedly.

PZEV's hide in plain sight as specially equipped versions of cars as familiar as the Chevrolet Cobalt, the Ford Fusion, the Honda Accord and the Volvo V70, usually with four- or six-cylinder engines. They use an improved pollution-control system to meet California's toughest tailpipe standard for cars with combustion engines. The system carries a factory emissions warranty stretched to 15 years or 150,000 miles, from 10 years and 120,000 miles.

Because a PZEV complies with tailpipe standards for a SULEV, or super ultra low emission vehicle, the exhaust can be as clean as that of many hybrids — yet the cars do not incur the hybrid's price premium of several thousand dollars. PZEV's generally cost consumers no more than identical models that do not have the squeaky-clean certification, which are built for states that have not adopted California's rules, though they are estimated to cost automakers between \$200 and \$500 extra to produce. That money buys special parts like a steel gas tank, a catalytic converter with more precious metals inside, a larger trap for evaporative fumes and in some cases, an air injection system.

One might think that green-leaning drivers would be lining up for this relative bargain, especially in light of some hybrid models' commanding a price well above the window sticker. But hybrids still enjoy a perception of phenomenal fuel economy in the public's eye while a PZEV's fuel economy rating is the same as its non-PZEV counterpart. And there is a powerful draw to the hybrid's earth-friendly reputation.

To be sure, a hybrid still comes out ahead in overall environmental impact, because while it is driving on its electric motor alone it produces no pollutants and uses no gasoline (so it produces no carbon dioxide).

An important part of the PZEV's advantage is its elimination of evaporative emissions, the gasoline fumes that escape during refueling

or, especially on hot days, from the fuel tank and supply lines. Even a car that is not running can emit a significant amount of evaporative pollution — perhaps 25 percent of the vehicle's total emissions, the air resources board says — so the special fuel system makes a real difference in air quality.

Few buyers know about these below-the-radar green machines. Automakers have not promoted them heavily, as they have done with hybrids, and an informal survey of salespeople at dealerships turned up more confusion than useful information.

Jim Kliesch, a research associate at the American Council for an Energy-Efficient Economy, an environmental nonprofit group, and the author of the council's annual Green-Book guide to cars and trucks, admits that California's alphabet soup of emission levels is "pretty confusing stuff. They haven't made the nomenclature very easy."

PZEV's might be better known if the process that created them had not been so convoluted. The effort began in 1990 when California established its Zero Emission Vehicle program to reduce smog. The original goal called for 2 percent of new cars and trucks sold in California in 1998 to produce no emissions at all, with the percentage increasing in steps to 10 percent in 2003.

The plan, which essentially mandated battery-powered vehicles, came under attack by automakers and oil companies as unachievable,

and has been considerably modified over the years. But the 2 percent rule for zero-emission cars is still in place, said Jerry Martin, a spokesman. The difference is that a compromise was struck to allow automakers to earn credits against the obligation to "produce, deliver for sale and put in service" zero-emission vehicles by selling hybrids or PZEV's.

The phase-in began in 2005 and the percentages are scheduled to increase in coming years. Credits may be sold, traded or banked for the future, and some carmakers are meeting the mandate with credits earned in past years. The rules stipulate penalties for failure to meet the goals.

Although manufacturers get just a fraction of the credit for a PZEV car that they would get from a fuel-cell or a battery-electric vehicle, the PZEV's are produced in such large numbers that the credits accumulate and keep the manufacturers within the bounds of the state mandate. In the worst case, noncompliance could result in a manufacturer losing the right to sell cars and trucks in California.

All new cars sold in the United States must meet at least federal emissions standards. With the worst air quality in the nation, California won the right to set tougher limits, and some states have adopted California's laws in place of the federal rules set by the Environmental Protection Agency. The states that have passed or are phasing in California rules are New York, Massachusetts, Connecticut,

Maine, New Jersey, Oregon, Rhode Island, Vermont and Washington (and Pennsylvania has begun the process as well); together, the California-compliant states account for about a third of all cars sold in this country.

Theoretically, then, the PZEV's that are made by manufacturers in 2006 are, or soon will be, available at dealers in those states. But with nearly no advertising for PZEV's, the vehicles have a low profile.

Automakers say they are not trying to hide their PZEV's. One challenge, according to Chris Naughton, a Honda spokesman, is that companies do not want to promise what they cannot deliver in a market that is a patchwork of California and non-California states. "If we run ads, we run the risk of having them bleed over into states where PZEV's are not available," he said.

How much cleaner are PZEV tailpipes? In terms of one common pollutant, oxides of nitrogen, today's federal standard for an average car, known as Tier 2 Bin 5, is 0.07 grams per mile. But PZEV's have to meet the California SULEV II standard, which allows only .02 grams per mile.

"They're 70 percent cleaner than cars that are pretty darn clean to begin with," said David Hermance, executive engineer for advanced technology vehicles at Toyota.

Ethanol additives to gasoline in some states pose a challenge to PZEV evaporative emission

performance. Steve Mazure, a DaimlerChrysler spokesman, said that solving the problem may require new engine parts to deal with ethanol. DaimlerChrysler, which sold 20,000 Dodge Stratus and Chrysler Sebring PZEV's in the 2004 and 2005 model years but is not currently offering any, publicized its PZEV's through corporate environmental reports, dealer training and vehicle press kits.

Ford has sold 185,000 Focus PZEV's since 2003, and according to Alan Hall, a spokesman, it hopes to raise the awareness of its clean cars with an exterior badge that incorporates the company's environmental logo — a green-leaf and highway symbol — and lettering that spells out its status as a partial zero emission vehicle.

In California, where an estimated 90 percent of all PZEV's have been sold so far, the visibility of these cars is increasing. The air resources group and its cheering section in the environmental community hope that the number of participating states will soon reach the point that it become cost-effective for carmakers to simply build one version — the PZEV — for the whole country.

By 2012 California could have as many as three million PZEV's on the road, the agency says. "We expect this to be the dominant technology," Mr. Martin said. "And it won't matter if people can say what the acronym stands for, because everyone they know will be driving one."

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<http://www.nytimes.com/2006/07/30/automobiles/30PZEV.html>

CAPP contact: Charlie Peters

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Low-key cars have a clean-air secret

AUTOS VIRTUALLY AS GREEN AS HYBRIDS -- AND THEY'RE EVERYWHERE

By Paul Rogers, Mercury News, Posted on Sat, June 26, 2004

Imagine cars so clean that their tailpipe emissions contain less pollution than the air around some California freeways.

They're not hybrids, the media darlings of the environmentally correct.

Rather, they're clean air's best-kept secret: 31 familiar gas-burning 2004 models that have met a strict new California pollution standard. The Honda Accord, Ford Focus, BMW 325i and Volkswagen Jetta are among the "PZEVs," which stands for "partial zero-emission vehicles."

Lost in the excitement over hybrid models like the Toyota Prius is an even greener trend sweeping California's automobile landscape -- and soon the rest of the nation's. Tens of thousands of new cars that put out as little pollution as hybrids -- and in some cases even less -- are hitting the roads this year, often at a lower cost than hybrids.

A decade ago, it was thought that the only way to meet the nation's clean-air goals was to phase out gasoline-burning engines -- and some purists still think so. But PZEVs are so clean that it takes 590 of them to put out the tailpipe hydrocarbon emissions of one standard 1970s car. So even as the population grows, the air will continue to get cleaner as more

motorists send old cars to the junkyard and purchase new PZEVs.

Reducing pollution

"These cars are going to be one of our most important tools for reducing air pollution," said Jerry Martin, spokesman for the California Air Resources Board.

"Hybrids have gotten a lot of attention, but PZEVs are available now in very large numbers, and they are everyday cars. If you look out your window, you'll see two or three at the stoplight."

The cars are cleaner because they have a repositioned and more efficient catalytic converter, different tuning and a more leak proof fuel system.

By the end of this year, the air board estimates, there will be 140,000 PZEVs on California roads, growing to 4 million by 2010. That's roughly one in five vehicles. By comparison, at the end of last year, there were only a few hundred electric cars in California, and only about 43,000 registrations nationwide for hybrid vehicles.

Other states, including New York, Massachusetts and Vermont, have copied California's emissions rules, sending PZEVs onto the roads there.

"PZEVs are potentially more significant than hybrids simply because of the number of them that will be on the road.

Already there are more of them on the road than all the hybrids" said Jim Motavelli, editor of E magazine and the book "Forward Drive: The Race to Build the Clean Car of the Future."

Compared with the basic standards for most cars sold in California, PZEVs put out 90 percent less hydrocarbons, nitrogen oxides and carbon monoxide.

They have zero evaporative emissions, the fumes that seep from auto engines and cause smog.

And they must have a 15-year or 150,000-mile warranty for the emissions systems to qualify for the PZEV standard, so owners have an incentive to maintain them.

Worldwide vision

"This technology that was developed for California is going to find its way throughout the world," eventually cleaning up smoggy cities in India, China and Mexico, said Joe Norbeck, director of the University of California-Riverside Center for Environmental Research and Technology.

"With PZEVs, the light-duty-vehicle problem has pretty much been solved. Their emissions are almost below detection level."

Not all environmental and public-health groups are cheering.

The PZEV standard came out of California's 13-year effort to force automakers to build electric cars. But because of low range -- most electric cars can go only 100 miles before requiring recharging -- and high cost, electric vehicles failed to catch on, and last year the state finally dropped its mandates.

Instead, the air board allowed carmakers to receive credits for electric cars if they built hybrids or super-clean gas vehicles like PZEVs.

UC-Riverside completed a study last fall that found even Southern California can meet federal health standards for clean air without an electric-car mandate as long as enough PZEVs are sold.

Some environmentalists say the auto industry gave up too easily on electric cars. And they aren't ready to concede that smog problems can be solved as long as the internal-combustion engine is still around.

"Extremely clean gasoline vehicles are helpful, but we don't believe we can reach clean-air goals without some vehicles that don't run on gasoline," said Bonnie Holmes-Gen, an assistant vice president for the American Lung Association in

Sacramento.

Also, they note, because hybrids get better gas mileage, they emit less carbon dioxide, which contributes to global warming.

"Hybrids are our preferred choice," said Holmes-Gen. "But if you can't buy a hybrid, look at a PZEV. They are more economical and they are extremely clean."

Look again

The new cars leading the clean-air trend are so anonymous that thousands of people buying them -- from the Subaru Legacy to the Toyota Camry -- don't even realize they are driving some of the cleanest vehicles ever made.

Ford is advertising that its Focus, with a 145-horsepower, 2.3-liter engine, meets the PZEV standard.

Yet most other automakers whose models have met the California PZEV standard have said nothing in print, radio or TV ads, because their campaigns are designed for a national audience. The media have been fixated on hybrids. And environmentalists have spent their energy pushing for hybrids and hydrogen-fuel-cell cars that may be a decade or more away.

"The factories aren't advertising it," Jim Fink, sales manager at Al Sanchez VW in Gilroy, which sells the PZEV Jetta. "It's not as important to people as gas mileage. We're getting lots of

SUVs traded in right now. That seems to be the main factor, more than emissions."

PZEVs look like any other car and cost only about \$100 more than less-clean versions of the same model. And some models are considerably cheaper than hybrids. While a standard 2004 Toyota Prius costs \$20,510, a Ford Focus PZEV costs only \$13,370.

"You can have bragging rights on a hybrid because it is plainly a hybrid," Motavelli said. "Most PZEVs aren't marked PZEV, so nobody knows you have an environmentally correct car."

A few drivers are noticing.

Engine power

Jason Chan of Fremont, a 19-year-old computer student at Mission College, got a 2003 Ford Focus, one of the first cars to meet the PZEV standard, last May.

"I knew it was a PZEV," he said. "I knew what that meant. To be honest, I was afraid it might compromise the power. But my car actually has more torque and power than older-model Focuses. I'm surprised they could do it."

Chan said his car leaves his friends' vehicles in the dust.

"I'm amazed at how well this engine performs. And how it can be so clean" he said. "I love this car."

<http://www.mercurynews.com/mld/mercurynews/news/9018819.htm>

CAPP contact: Charlie Peters

Nissan expands PZEV availability

By Bob Brooks / Wards Auto, November 1, 2001

VOLO, Illinois — A Nissan Motor Co. Ltd. representative tells WEVTU at a recent Midwest Automotive Media Assn. rally here that additional Nissan Sentra CA cars with 15-year/150,000-mile (241,000-km) emissions warranties are being allocated for sale in California. Nissan Sentra CA models meet California's PZEV (partial zero emissions vehicle) standards. Five PZEVs earn credit for the theoretical sale of one all-electric vehicle (EV), although EV sales requirements have not yet been set by ...



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