

### **Vehicle Doesn't Meet Emissions Standards**

The Inspector can explain the emissions results on the Drive Clean **Vehicle Inspection Report (VIR)**, but cannot explain the reason(s) for failure. Do not leave the **Drive Clean Facility (DCF)** without your VIR and this pamphlet.

Before you go for a Drive Clean re-test, it is recommended that you get a diagnostic, repair estimate and any necessary emissions-related repairs done at a DCF specially accredited to perform Drive Clean repairs. Otherwise you cannot qualify for the \$450 repair cost limit.

### **Fully Repairing Your Vehicle**

Your Drive Clean test results show that your vehicle's emissions exceed the standards it was designed to meet. Vehicles are Ontario's single largest source of smog-causing emissions. It is very important that your vehicle is fully repaired to meet its Drive Clean standards. This will not only reduce pollution it will often improve your fuel economy as well.

### **Getting a Diagnostic**

A diagnostic is an examination of your vehicle to determine reasons why it did not meet the emissions standards. The diagnostic is not included in the Drive Clean test and involves an additional fee.

### **The Repair Estimate**

Once a diagnostic is completed, you should be provided with a written repair estimate based on the results of the diagnostic. The certified repair technician can explain the most likely reasons for the failure and make repair recommendations.

### **Emissions-Related Repairs Only**

All emissions-related repairs (parts and labour, including diagnostics) should be listed separately from any non-emissions repair estimates. After you authorize the facility to do the work, the final repair bill cannot be more than 10 percent greater than the estimate without your consent.

### **Repairing Your Vehicle**

When repairs are done at a DCF, they will provide you with a copy of the "Emissions Related Repair Data" form. If repairs were done by a non-accredited garage or by yourself, bring all your receipts when you come for the re-test.

### **Qualifying for \$450 Repair Cost Limit (RCL)**

If you need more time to make full repairs, the RCL is the maximum amount you need to spend at a DCF on emissions-related repairs before obtaining a Conditional Pass at the re-test. To qualify for the \$450 RCL, you must make all emissions related repairs that cost up to but not exceeding \$450 before taxes. The cost of the diagnostic is counted toward the RCL.

In order to protect consumers, the RCL DOES NOT apply to vehicle resales/ownership transfers. The RCL also does not apply to:

- repairs needed to pass the pre-test check;
- emissions-related repairs completed more than 60 days prior to current test;
- repairs under warranty.

### **Going for a Re-test**

To qualify for the \$17.50 re-test (plus GST) the owner must return to the same DCF location that performed the initial test, within 120 days. The re-test will cost you \$35 plus tax in any of the following circumstances:

- after more than 120 days;
- after two re-tests at \$17.50;
- at a facility other than where you had the original test; or
- if you do not bring your receipts for emissions related repairs.

### **After a Pass**

Should your vehicle pass the re-test you will receive a Pass Report. Take the Pass Report to a vehicle licence office to transfer ownership or renew the plate sticker. Renewals (not ownership transfers) can be done at self-serve kiosks.

### **After a Conditional Pass**

Should your vehicle fail the re-test and you qualify for the RCL, a Conditional Pass Report will be issued. The Conditional Pass Report is only valid to renew the plate sticker under current ownership.

Regardless of whether you have a valid Pass or Conditional Pass, your vehicle is still subject to on-road enforcement if emissions control equipment has been removed or the vehicle has visible emissions (smoke).

## Common Causes of Excessive Exhaust Emissions\*

The following are only a list of **possible causes** - a full **diagnostic** must be performed in order to determine why a specific vehicle has excess exhaust emissions. Your **Vehicle Inspection Report** shows the actual levels of hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxides (NOx).

### High HC during Driving Test or High Idle test

- Vacuum leaks
- Ignition system malfunction
- Faulty computerized engine management system and/or oxygen sensor
- Faulty air injection system
- Internal engine problem
- Failed catalytic converter

### High CO on Driving Test or High Idle Test (Excessively rich mixture)

- Carburetor malfunction
- Dirty air filter, faulty choke or carburetor
- Faulty computerized engine management system and/or oxygen sensor
- Faulty fuel injection system
- Faulty thermostatic air cleaner system
- Defective evaporative canister purge system
- Inoperative/missing catalytic converter
- Faulty air injection system

### High NOx on Driving Test

- Inoperative/ineffective exhaust gas recirculation (EGR) system
- Excessively lean air/fuel ratio
- Malfunctioning or missing catalytic converter (3-way catalyst only)
- Excessive spark advance
- Faulty Thermostatic Air Cleaner system

- Engine deposits or mechanical defect
- Faulty cooling system

### High HC at Idle

- Ignition system malfunction
- Incorrect air/fuel mixture
- Vacuum leaks
- Incorrect ignition timing and/or idle speed
- EGR valve partially stuck open
- Faulty fuel injector operation
- Internal engine problem
- Inoperative/missing catalytic converter
- Air injection system failure

### High CO at Idle (Excessively rich mixture)

- Maladjusted idle mixture
- Dirty air filter, faulty choke or carburetor
- Faulty fuel injection system
- Faulty computerized engine management system and/or oxygen sensor
- Excessive electric fuel pump pressure
- Faulty air injection system
- Inoperative/missing catalytic converter
- Defective evaporative canister purge system

### High Opacity (Diesel only)

- Restricted air intake system/dirty air filter
- Injectors fouled, leaking or mismatched
- Injection timing/pump maladjusted
- Incorrect fuel pump pressure
- Faulty computerized engine management
- Engine mechanical defect

### High HC, CO, NOx on Driving Test

- Inoperative/missing catalytic converter

\* This list is provided for general information only and is not a substitute for a **diagnostic**.

# Ontario's Drive Clean Program

1-888-758-2999

[www.driveclean.com](http://www.driveclean.com)



**What if my  
vehicle doesn't  
meet the  
emissions  
standards?**

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