

Member Meeting Minutes – Monday, October 3, 2016

Doubletree Club, Santa Ana, CA

Sponsored by IPC International

Introductions – Meeting hosted by IPC.

Industry Updates:

- VW – sued across the globe. Selling property to cover the penalties that have been assessed against them.
- GM Volt – range is 239 miles. Paul stated his Nissan Leaf only gets about 80 miles, not the 109 advertised.
- Autonomous vehicles – Uber and Lyft are planning to use the technology. 1000 Ford Fusions have been converted and are in testing. The vehicles will be tracked on an app, so the customer can see the vehicle location.
- Tesla - The company doesn't want to comply with Level 2 and Level 3 charging protocols. They have their own format and charging stations which are free for Tesla customers.
 - Tesla is suing the state of Michigan to be able sell vehicles in their own stores. With their sales model, limited vehicles are stocked. Customers can select colors, features and where features are placed.
 - In the Autopilot mode, somebody has to be in the driver's seat. The car is attached to the customer with an assigned number that goes with the customer. The customer's phone is then registered with the vehicle. The vehicle has a Summons mode, the vehicle can be called up, so it will start up, drive to the customer with the driver door facing the customer. The door handles will pop out for opening. The vehicle will also self-park and fold in the mirrors.
- How is autonomous technology affecting technicians? Will some jobs disappear in 15 years? The technology will not develop as quickly in the medium and heavy duty markets. Marty Rudd, instructor, feels it won't be so bad. New technology is already out there and techs are learning it.
- Future meetings – if members have topic to feature, email or call a board member to discuss.
- MEMA has a new website for communication. Paul feels we need to better develop our message and he takes responsibility for that.

APWA was mentioned in a prior meeting. Now they are an official partner with them. Their program is half the cost of NAFA with the same benefit. They offer a certification program to MEMA members. The goal is for some of the members to become proctors so that members can then have local exams. Dan Berlenbach is already certified.

Assistant Position – Dues will not be raised. The position is paid for by all 3 chapters, assists all three chapters and reports to the SoCal board. **Position approved by membership**

- **Opacity training – Marty Rudd**

Marty Rudd teaches and certifies for Opacity training. The CA Council on Diesel Education and Technology (CCDET) provides the training, which is 8 hours and then the students can pass a test for certification. The training can be done without certification, but Marty encourages it.

The program is to reduce pollution, particulate matter (PM) and NOx, which have health and environmental impacts. ARB will perform inspections at facilities to ensure compliance. The training covers SAE J1667 smoke test procedures which cover Heavy Duty Vehicle Inspection Program (HDVIP) and Periodic Smoke Inspection Program (PSIP).

8 hour classes are available at Santa Ana College for \$175. 20 people max can attend the class. Marty can teach the classes at an entity's location.

- **ARB Inspections – Enforcement Inspector**

At an ARB audit they verify calibration so certified testing equipment is important. A violation will require certification of an employee. If an engine is at the 4 year mark, PSIP has to be performed annually.

Audits require correct documentation, calibration, values. Field inspections have a visual inspection for smoke.

- **ARB Upcoming Changes – Jason Hill-Falkenthal**

Truck inspection program changes –there are workshops through next year with implementation in 2018. Currently the opacity limit is 40% for 1991 and newer diesel engines and 50% for older engines. Proposal changes from 40% to a 5% to 8% limit for DPF (Diesel Particulate Filter) equipped vehicles. 10% of DPF equipped fleets account for 70% of excess emissions. Vehicles that are maintained should be fine.

The proposal is to keep the current SAE J1667 program, annual self-testing for fleets with 2 or more vehicles. They are considering adding training and certification of PSIP smoke testers, CCDET or online certification.

Future HD Inspection and Maintenance Program

Focus on OBD of 2013 and newer model engines, possible remote OBD and telematics. Fleets won't have to OBD scan if they are part of the program, could notify owners of vehicle problems and give a deadline to repair.

Enforcement Inspector – There are six certified smoke meters.

He looks at how long tests take. Should be about 4-5 minutes per vehicle. If the time is shorter, they will look into it.

Re: individual entities, LA County has a protocol for their record keeping. Poor record keeping can result in fines.

- **IPC – Ken Biase**

IPC has a fuel storage facility in Carson. Works with Neste to bring renewable diesel to CA. Imports vessels of renewable diesel for last 2 or 3 years, mostly in southern California. The company has fuel and inventory management programs.

Blanca Hurtado handles the government contracts.
IPC can customize fuel.

- **Neste**

Headquarters and refinery are in Finland. Has been making renewable diesel since 2012. 4 refineries make renewable diesel. The fuel is made from 85% waste and residue.

Neste makes renewable jet fuels and propane. Next will be renewable propane. They produce 815 million gallons of renewable diesel annually, and the fuel meets CARB specs.

Paraffinic fuel is made from carbon and hydrogen – vegetable oil and waste animal fats. The fuel is sulfur and aromatic free.

Renewable diesel provides an 80% reduction in greenhouse gas emissions. It's made from vegetable oil and waste animal fats. The fuel is sulfur and aromatic free.

Test on buses in Helsinki show renewable diesel reduces NOx better or as good as petroleum diesel.

Feed stock for the fuel is animal fats, cooking oil, fish fat and provides an 80% reduction in NOx.

Raw material – carbon footprint and sustainability are factors in usage. Reduced palm oil. By 2020 they will be completely out of planted food crops. They can track the sourcing of the raw materials. They are researching the use of algae, but cost is an issue.

Users can immediately switch from petroleum diesel. Biodiesel won't be available in high blend rates by 2018.

Pricing follows OPIS.

Paul Condran commented that SCAQMD won't allow new diesel on-the road vehicle purchases. Maybe IPC can help with a white paper providing chemical composition of the fuel.

Does AQMD have spec for renewable diesel? There are many hoops to go through for feasibility.

Blanca Hurtado – They did testing in the San Francisco area.

Paul Condran – The board can discuss further.

Meeting adjourned at 2:10 pm

Next Member meeting will be December 1, 2016