

C

STATE OF CALIFORNIA MOTOR VEHICLE POLLUTION CONTROL BOARD

STAFF REPORT ON CRANKCASE SYSTEMS, AUGUST 10, 1966

I. Crankcase device applicants under consideration

There are at present four companies who have signified their intentions to apply for certification for used cars.

These companies are:

- Elchlin Manufacturing Co. (Installed Fleet)
- F & J Control Filters (Partial Installation of Fleet)
- Salyer Sta-Ready Filter Co. (Partial Installation of Fleet)
- Co-Recti-Fire Co. (Will begin Installation soon)

II. The board on May 11, 1966 requested a status report on the crankcase control program

On June 15, 1966 a letter was sent to all crankcase device manufacturers for used vehicles.

The questions put to each manufacturer and their guarded composite replies are as follows: The figures given are estimated as deduced from the information received.

- (1) The total number of sales to July 1, 1966: Approximately 1,750,000.
- (2) The number of field men and their location: These varied from 1 to 80. Some concentrated their activities in Northern California.
- (3) The number of devices manufactured to date and reserve stock: One manufacturer is in short supply. The others appear to have adequate stock. Total estimated reserve about 150,000 kits.
- (4) Present means of Sales Distribution: Most manufacturers use wholesalers and jobbers. Some use franchised stations.
- (5) The total number and kind of complaints and their distribution: The number of complaints in 1964 far exceeded those in 1965. The number of complaints in 1965 has decreased to an insignificant number due to the more strict station personnel licensing requirements by the California Highway Patrol.
- (6) The number of legal suits and their disposition: Only one manufacturer had a legal suit directed against him. This was settled in his favor. There were a few suits against installers and the majority were found in favor of the defendants.
- (7) Training program: Most manufacturers conducted special schools. Some sent instructions to installers and franchised stations.
- (8) Please submit copies of product literature for Board staff use: The response was most favorable.
- (9) Estimation of public response: Most manufacturers felt that the response was favorable. Some felt that the public was merely following the law.
- (10) Opinion as to the feasibility of extending the program to 1950-54 cars at this time: The majority was of the opinion that the program should be extended to include these cars. One manufacturer had inadvertently disposed of these kits. However, he still was not against including these cars.
- (11) Future Plans, business forecast for 1967-1968: Most manufacturers were optimistic and some even intend to expand their operations. Only one felt that the market was limited. Some manufacturers felt that their system was superior and therefore intend to concentrate on the replacement market.
- (12) The present and future availability of replacement parts: All manufacturers felt that the availability of their replacement parts would be adequate for the future.

The Staff thanks the manufacturers for their kind cooperation in the past and intends to work closely with them to assure the continued success of the program.

The year 1965 may be considered as the turning point in the program. The number of complaints on crankcase device installations received by this office averages about one or two a week and these are mostly due to other causes. The staff wishes to thank the California Highway Patrol for their sincere efforts and cooperation in the qualifying and policing of licensed stations and mechanics. The public has also been alerted to contact the highway patrol directly in the advent of any complaint against an installer or smog device. For the period