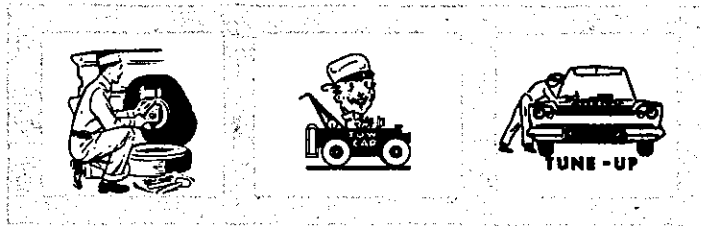


TESTIMONY OF
ALLEN H. PARKER
ON HOUSE BILL 562, PRINTER'S NO. 589
BEFORE THE
TRANSPORTATION COMMITTEE
OF THE
HOUSE OF REPRESENTATIVES
THURSDAY, AUGUST 20, 1981
ERIE, PENNSYLVANIA

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SINCE 1934



PARKER'S GARAGE • AUTO AIR CONDITIONING • GENERAL REPAIRING • TOWING • WELDING • MOTOR TUNE UP

My name is Allen H. Parker, of 2866 West 26th Street, Erie, Erie County, PA., 16506. I am owner/partner in Parker's Garage, of the same address. I have been a full time automobile mechanic since 1955. I am a certified Pennsylvania inspection mechanic. I am certified by both CARS and NAISE. I am a member of the Mechanical Shop Craft Committee at Erie County Vo Tech. Also, I am a past president of Automotive Service Councils of Pennsylvania, Inc.

Addressing the problem of annual inspection versus semi-annual inspection certainly is a complicated and vocal issue. Saving the motorists of Pennsylvania 60 million dollars a year is certainly a commendable objective. However, I do not believe that can be accomplished by eliminating semi-annual inspection. The Pennsylvania semi-annual inspection program was developed as a safety program and has evolved into a safety-preventive maintenance vehicle inspection program (PMVI). I understand the supporters of annual inspection are looking at safety and are not concerned with PMVI. That's unthinkable! The two are inseparable--you can't have one without the other.

With a semi-annual inspection program many vehicle defects can be detected before they become major problems. If anyone does not agree with that reasoning, they should talk to any fleet maintenance supervisor. Even the federal government and military uses such a program.

I do not know what the proposed standards would be on an annual inspection program, whether the brake lining thickness would remain the same or would be increased and likewise the tread depth on tires. In my opinion, the consumer stands to loose either way. If the lining thickness and tread

depth remain the same his vehicle could be rubbing the rivets and running on the cords by the next inspection, or if the lining thickness and tread depth are increased he could be forced to replace brake lining and/or tires that are not-worn out.

Due to the cost of new vehicles and the interest rate motorists are not buying new cars. I have noticed that trend for the last 2 years. Our customers have come to depend on us as many other motorists depend on other mechanics to provide them with a safe and dependable car through Pennsylvania State inspection and a PMVI program. To change to an annual program would be a disservice to the Pennsylvania motorist..

I think it would be in order to mention a problem that is applicable to the northern counties of Pennsylvania and probably extends into Ohio and New York. Every summer the docks at the Erie Harbor are piled high with salt to be spread on the highways by PENNDOT crews so motorists can speed to their destinations and are not hampered by slippery roads. That salt certainly takes its toll on frames, bodies and suspension parts. I have inspected vehicles in one period with badly rusted frames and rejected them at the next campaign because the frame was broken in that 6 month period. An annual inspection is definately not enough for a car that is badly rusted especially if a "do it yourselfer" has worked on it and believe me they are increasing all the time.

The "do it yourselfer". Now there is a good reason for twice a year inspection. On some cars I've seen I don't think that's enough. You'd be surprised how many inspections we do where we find something goofed up like primary and secondary shoes reversed or primary on one side and secondary on the other or brake springs not correctly hooked or self adjusters froze up or wheel cylinders and calipers froze up or head light sealed beams off 1/3 of a turn or tie rod ends not adjusted or pieces of steel scabbed over holes in frames. The list is endless and some are quite amusing, but some are quite

dangerous and you wonder how the guy kept from piling it up.

I understand that HB 562 will exempt school buses from annual inspection, that they must be done twice a year. Hurray for the kids in the bus, but what about that second car that Mom drives. That seems to be the one that hauls the kids to school, to music lessons and the like, while Dad drives the newer car to work. I'll bet that old second, that most families have, logs more miles than those school buses ever do. I think safe vehicles are more important than the 10 to 15 bucks that people will save for that second sticker every year.

I've been in this business long enough to know that some people will not repair their vehicle even if it is a major safety item until they are forced to do so.

In closing, I would like to ask "Why must we change from a successful safety --PMVI program that does work?" I agree, the program does need some changes and enforcement could be better. You and I both know that stickers are just "sold" from time to time. Even legitimate stations do not apply standards equally. Why can't we have a State Police garage supervisor assigned to inspection on a full time basis? Items like this are the things that people remember and gripe about. They forget about the times when defective items were found that could have prevented an accident and that's what the program is all about.



Allen H. Parker