

To: House Federalism and Interstate Relations Committee

Re: House Resolution 85

Date: May 16, 2017

From: Augie Landsmann

1100 Madison Ave.

Painesville Twp.

(440) 357-4442

---

My name is Augie Landsmann, I reside in Painesville Twp, Ohio in Lake County and have been an auto and truck technician for over 50 years most of which have been here in Lake County. My concern is, and has been, for the last 21 years for the unfairness and total lack of common sense of the Ohio E-check program that has strangled the citizens of not only Lake County, but also at one time 16 counties all in northern Ohio; Lake, Cuyahoga, Georgia, Portage, Summit Lorain and Medina. All these counties have major interstates running through them every day with hundreds of thousands of vehicles from other countries and states, polluting if you will and they are not held responsible for their emissions, and we are, totally unfair and unacceptable! The fact that now all vehicles from 1996 and later have the OBD II commuter systems (On board diagnostics, second generation) in them means these vehicles don't even get emission tailpipe tested only plugged in to see if all the electrical computer components are within parameter according to the e-check computer. If the Check engine light is on in a vehicle it automatically fails which could mean and usually does, replacement of a high dollar component that the majority of people just can't afford they end up junking the car or selling it to a person in a country that does not have e-check, just to have that can be derived back in our countries by someone else. The unfortunate soul that got rid of that vehicle, now has to go into debt to buy something that will pass income test, just for this new vehicle to fail down the road sometime and the cycle goes on and on.

Another contributing factor to the failure of these computer cars is the new salt brine that the state and counties put on the road in the winter, gets into the wiring and computers and destroys sensors, on top of rusting our vehicles to pieces, but that's another debacle that we face.

True, I have been in business to fix and repair these vehicles but my heart aches for these poor people that can't afford these problems including myself.

I have been dealing with the non-sense of the Ohio e check program for 21 years as a service technician. I have a few incidents of run-ins I have had with the Painesville Twp, e check facility. First in 1996, the first year of the program I took a 1980 Chevy Malibu to get tested, it had 53,000 miles on it was owned by a little old lady 90 years old the time. It failed horribly and

I couldn't understand because she always brought the car to me for service since hand, for all the 16 years she had the car, and she only drove around to the doctors, stores and the bakery her family owned for 100 years, I put new plugs, all ignition parts, oil changed and I fast filtered, per value, etc. And the car back to the e check and it failed even worse. The time you paid 20 dollars for the test with me free retest. I was livid, I asked them to run the test again in their other staging laws and I would pay again, because I didn't believe their testing gear was right, they agreed and the test results were even worse. 20 minutes after the first retest, I confronted the manager and asked how can this be? And all he did was shrug his shoulders and questioned my ability as an auto technician. I eventually got the car to pass the program having spent 300 dollars. The lady drove the car which perfectly for another year and finally the family made her stop driving, park the car to MS and I gave it to somebody out of state.

Secondly,

I was at the same facility in Painesville they a number of years later, getting a customer's car to pass the echeck and I witnessed another vehicle in the other staging lane being tested that 2 going mothers and their infant children had piled out of to wait in the waiting area. The car was a small black Buick compact car with a broken windshield. And diapers wrapped around eh wiper arms for wiper blades. I exclaimed that point, "all they're worried about is engine submissions and not vital safety concerns on vehicles.

Thirdly, my own personal incident, I owned a 1990 Lincoln car and took it to the Painesville facility in 2008 to get tailpipe tested. The worker told me to roll down the window, I open the door to talk to him and he barked rudely to me as to close the door, so I closed the door, he tapped on the window and yelled to open the window and I opened the door again to tell the window didn't work and forced my door closed again the rage in his face. Yelled, opened the damn window. Then I forced open the door and got out of the car and told him, 'listen pal, I've been trying to tell you it doesn't work, he said open the back window then, I said it doesn't work either the window regulations are rusted due to the salt in the winter. He then told me he wasn't going to test my car because the windows didn't work! Really? What does that have to do with submissions from the engine? I asked. He said regardless he wasn't going to test my car. So I stormed out of that location and drove 12 miles to the Cayuga County testing facility, told them about the experience I had at Painesville. The guy just shook his head and said bring it in we'll test your car. The results, my 1990 Lincoln Town Car with 287,000 miles on it passed with better readings than a 2002 vehicle standards.

These incidents are probably just a fraction of bad experiences people have had over 21 years with this program. I call this "tyranny by an out of control arm of the government." That's just my take on it.

P.S. I have credentials the National Automotive services excellence program for over 30 years in Automotive- all 8 categories, and heavy-duty trucks – all 6 categories.