



Weber County I/M Bulletin

477 23rd Street

Ogden UT, 84401

August 15, 2007

To: Weber County I/M certified test/test and repair technicians, managers, and owners. Post a copy of this technical bulletin by your analyzer for easy reference and ensure all certified technicians, managers, and owners read and sign it.

COVERT AUDITS

The I/M Department conducted its first complete round of covert audits in cooperation with the Utah Highway Patrol. The covert vehicle was an OBD car that had a disabled check engine light and windshield washer pump. About 65% of the stations passed the I/M test when it should have failed! We also had 3 non-certified testers perform the inspection and 1 station took a bribe to pass the car.

Your station will receive at least one more covert audit before the end of the year, pay special attention to the bulb check and the visual tampering inspection. Please note that if your station passed the first covert vehicle that a 3 month suspension will result if the next covert car is passed.

TWO SPEED IDLE TESTS

Section 9.12 states “The inspection shall be performed with the transmission in ‘park’ or ‘neutral’ and with all accessories off and the emergency brake applied and the vehicle in **Idle Mode** (the vehicle may not be placed in gear to drop idle speed, headlights may be turned on).”

Basically this means that after the high speed portion of a two speed idle test is complete, bring the vehicle down to idle mode slowly, and take your foot off the gas pedal. From this point the vehicle needs to be run in idle mode with the vehicle set to curb idle.

“1.24 **Curb Idle** means the manufacturers specified idle speed for the specific motor vehicle being tested.”

“1.51 **Idle Mode** means a condition where the vehicle’s engine is at proper operating temperature and running at the rate specified by the manufacturer’s curb idle, where the engine is not propelling the vehicle, and where the throttle is in the closed or idle stop position. This condition is achieved without placing a load on the vehicle to decrease its RPM to the specified rate.”

We have had several stations and technicians suspended and revoked for manually raising the idle to get a vehicle to pass. Manually raising the idle is considered passing a failing vehicle since the vehicle passed the emissions test when it would not otherwise. If we see questionable tests at your station, we will ask you to provide Repair Orders and we may recall the vehicle to our facility for a retest. Violations will result in enforcement action for the tester and station.

I/M ADVISORY COMMITTEE UPDATE

Both the I/M Department and the I/M Advisory Committee agree that a lot of progress has been made in a relatively short period of time. So far, the committee has helped make some very important changes to the I/M Regulation, worked on three public relations pamphlets, and presented lots of issues brought to their attention from other shops. Please continue to funnel your ideas, suggestions, complaints, etc. through your I/M Advisory Members and they will be addressed during our meetings. Current phone numbers for advisory members are: Rod Clendenin 399-1408, Jerry Paskett 728-3878, Brandon Bexell 392-6242, Steve Hoellein 394-8372, and Craig Butters 782-2035.

Currently there are two openings on the committee. If you are a fleet manager or part of a new car dealership, interested in participating, please print an application off www.webermorganhealth.org and submit it to the I/M Department.

TRACKING SHEET UPDATE

During the last six months several stations have been suspended for clean scanning vehicles. When they come into a departmental conference their excuse is that they forgot to verify the VIN. Therefore, the I/M Department has added a new section to the Paper Tracking Sheet which makes someone from the shop verify the VIN after the test is complete and print their name. By doing this, shops should be able to catch a “bad” test before the vehicle leaves the premises of the shop. If you find this at your shop, contact the I/M Department and provide the vehicle information and no enforcement action will take place.

DUAL EXHAUST SETUPS

During the course of our routine audits, we have noticed that many of your dual exhaust setups need some attention. Please make sure that your dual probe doesn't leak, the o-ring is in good shape, and your male and female connectors are not smashed. During our station audits in September and October we will be performing dual exhaust leak checks. If your analyzer fails then we will give you 48 hours to fix the problem before your analyzer will be locked out.

NEW STAFF

Almost all of the stations have met Craig Jorgensen, our new Auditor and driver of the first round of covert audits. Craig has a background in automotive management and has a B.S. Degree in Automotive Technology. Craig's phone number is 399-7142.

I/M REGULATION AMMENDMENTS

During the first four I/M advisory Committee meetings the committee worked with the I/M Department staff to help revise the I/M Regulation. The following sections have been amended: 8.1.6.1, 8.1.6.2, 8.1.6.3, 9.12, and Appendix D. The amended regulation is available at www.webermorganhealth.org. Below is the new penalty schedule, major changes include: separating the penalties for the station and technician, almost all violations now have a set penalty (ex. *6 month suspension* instead of *up to 6 month suspension*), revocation was defined as permanent, and stations violations reset if there has not been more than two violations within a two year time frame.

APPENDIX D

VIOLATION	1 ST OCCURRENCE	2 ND OCCURRENCE	3 RD OCCURRENCE
Failure to Inspect or substituting a vehicle other than the vehicle entered in test record.	6 Month Suspension Station	6 Month Suspension Station	Revocation Station if within 2 years of 1 st occurrence
	6 Month Suspension Tester/Technician	Revocation Tester/Technician	
Non-certified Tester/Technician performing inspection or gained access to the official testing portion of the Analyzer. Certified Tester/Technician signed an inspection certificate stating that he/she had performed the emissions test when, in fact, he/she did not.	3 Month Suspension Station	6 Month Suspension Station	Revocation Station if within 2 years of 1 st occurrence
	3 Month Suspension Tester/Technician who's # was used	6 Month Suspension Tester/Technician who's # was used	Revocation Tester/Technician who's # was used
Fail a Passing Vehicle/Pass a Failing Vehicle (including tampering portion of inspection).	Formal Warning Station	3 month Suspension Station	Revocation Station if within 2 years of 1 st occurrence
	Formal Warning Tester/Technician	3 Month Suspension Tester/Technician	Revocation Tester/Technician
Failure to Comply with Proper Test Procedures.	Formal Warning Station	3 month Suspension Station	Revocation Station if within 2 years of 1 st occurrence
	Formal Warning Tester/Technician	3 Month Suspension Tester/Technician	Revocation Tester/Technician
The station was or is not equipped as required by Section 8.0 of the Regulation.	Formal Warning Station	Suspension Station until properly equipped	
Performing Unnecessary or Unrelated Repairs.	Formal Warning Station	3 Month Suspension Station	Revocation Station if within 2 years of 1 st occurrence
	Formal Warning Tester/Technician	3 Month Suspension Tester/Technician	Revocation Tester/Technician
Falsifying any inspection or official document of the Vehicle Emissions Inspection and Maintenance Program.	6 Month Suspension Station	12 Month Suspension Station	Revocation Station if within 2 years of 1 st occurrence
	6 Month Suspension Tester/Technician	Revocation Tester/Technician	
The I/M Program Station or Technician denies access to a representative of the Department to	6 Month Suspension Station	Revocation Station	

conduct an audit or other necessary business during regular business hours.	6 Month Suspension Tester/Technician	Revocation Tester/Technician	
Station or Tester/Technician has violated any other provisions of the I/M Regulation, any State Rule or Law, County Ordinance or Department policy dealing with the I/M Program.	Up to 6 Month Suspension Station	6 Month Suspension Station	Revocation Station if within 2 years of 1 st occurrence
	Up to 6 Month Tester/Technician	6 Month Suspension Tester/Technician	Revocation Tester/Technician
Inaccurate or Incomplete Data.	Formal Warning Station	1 Month Suspension Station	3 Month Suspension Station if within 2 years of 1 st occurrence
	Formal Warning Tester/Technician	1 Month Suspension Tester/Technician	3 Month Suspension Tester/Technician if within 2 years of 1 st occurrence

Other appropriate warnings, suspensions, negotiated consent agreements, and/or revocations as deemed necessary and prudent by the department. **Note: revocation is permanent.**

All Tester/Technician and Station suspensions may be reduced in length by a Negotiated Consent Agreement which may substitute monetary penalties for part or all of the suspension time. Consent Agreements for stations shall be based on 50% of the testing revenue that could have been expected during the suspension time based on the maximum emission inspection fee. Consent agreements for the tester/technician shall be based on \$100 increments for any 15 day period or portion thereof up to a maximum of 90 days. Negotiated Consent Agreements are only applicable in relation to suspension.

TECH TIP # 3

Not Ready - Check the obvious first

We have seen quite a few OBDII challenge tests because the vehicle is not ready. Many times the owner tells us that their mechanic has tried everything he can think of and has run out of ideas.

The first thing we look at in these instances are the BATTERY CABLES. Nine times out of ten, the battery cables are loose or severely corroded. Battery cable corrosion causes high resistance resulting in a voltage drop to the ECM. When the voltage drops below about 10V the computer memory, along with the readiness, resets. Sometimes a visual inspection does not reveal corrosion between the terminal and the post and requires removal of the cable for cleaning.

Help your customer and yourself by doing a THOROUGH inspection of the battery cables when you're fighting a car that won't get ready.

ENFORCEMENT ACTIONS

Mar - Station "A" Suspended for 1 clean scan test
Tester "1" Suspended for 1 clean scan test

Station "B" Suspended for 1 clean scan test
Tester "2" Suspended for 1 clean scan test

Station "C" Suspended for 1 clean scan test
Tester "3" Suspended for 1 clean scan test

Apr - Station "D" Suspended for 1 clean scan test
Tester "4" Revocation for 2nd occurrence for 1 clean scan test

Station "E" Suspended for 1 clean scan test
Tester "5" Suspended for 1 clean scan test

Station "F" Suspended for 1 clean scan test
Tester "6" Suspended for 1 clean scan test

May - Station "G" Revocation for 16 clean scan tests
Tester "7" Revocation for 16 clean scan tests

Station "H" Suspended for 1 clean scan test
Tester "8" Suspended for 1 clean scan test

Station "I" Suspended for 1 clean scan test
Tester "9" Suspended for 1 clean scan test

Station "J" Suspended for non-certified tester performing official test
Tester "10" Suspended for non-certified tester performing official test

Station "K" Suspended for 2nd occurrence of non-certified tester performing official test
Tester "11" Suspended for 2nd occurrence of non-certified tester performing official test

Station "L" Suspended for 2nd occurrence of passing a failing vehicle and non-certified tester performing official test
Tester "12" Suspended for non-certified tester performing official test

June – Station "M" Revocation for passing 116 failing vehicles by clean piping and/or manually raising the idle
Tester "13" Revocation for passing 116 failing vehicles by clean piping and/or manually raising the idle

Station "N" Revocation for passing 90 failing vehicles by clean piping and/or manually raising the idle
Tester "14" Revocation for passing 90 failing vehicles by clean piping and/or manually raising the idle

Station "O" Revocation for passing 92 failing vehicles by clean piping and/or manually raising the idle
Tester "15" Revocation for passing 92 failing vehicles by clean piping and/or manually raising the idle

